NOTES:
1. CONTRACTOR SHALL PATCH PAVEMENT TO THE SAME PAVEMENT PROFILE AS EXISTED PRIOR TO REMOVING PAVEMENT.

2. WHERE PATCH OF ASPHALT CURBING OCCURS CONTRACTOR SHALL MATCH EXISTING CURB GRADES WITHIN 0.02 FEET. PATCHES THAT ARE ABOVE THE CURB GRADE LINE WILL NOT BE ACCEPTABLE AND SHALL BE REMOVED AND REPLACED. CURB PATCH SHALL BE THE SAME SHAPE/TEMPLATE AS THE EXISTING CURB.

3. CONTRACTOR SHALL BE REQUIRED TO PROVIDE TRAFFIC CONTROL AND DEVICES AS REQUIRED BY THE M.U.T.C.D. OR NC SUPPLEMENT. WORK CANNOT PROCEED UNTIL THE MEASURES ARE IN PLACE.

4. CONTRACTOR SHALL SAWCUT EXISTING PAVEMENT STRAIGHT AND TRUE IMMEDIATELY PRIOR TO PAVING. THE FINAL PRODUCT SHALL BE SUBJECT TO THE OWNERS APPROVAL.

5. PATCH PAVING ON NCDOT MAINTAINED ROADS SHALL BE IN ACCORDANCE WITH THE APPROVED NCDOT ENCROACHMENT.

REMOVABLE CRACKS SHALL BE PATCHED TO THE SAME PAVEMENT PROFILE AS EXISTED PRIOR TO REMOVING PAVEMENT.

CONTRACTOR SHALL MATCH EXISTING CURB GRADES WITHIN 0.02 FEET. PATCHES THAT ARE ABOVE THE CURB GRADE LINE WILL NOT BE ACCEPTABLE AND SHALL BE REMOVED AND REPLACED. CURB PATCH SHALL BE THE SAME SHAPE/TEMPLATE AS THE EXISTING CURB.

CONTRACTOR SHALL BE REQUIRED TO PROVIDE TRAFFIC CONTROL AND DEVICES AS REQUIRED BY THE M.U.T.C.D. OR NC SUPPLEMENT. WORK CANNOT PROCEED UNTIL THE MEASURES ARE IN PLACE.

CONTRACTOR SHALL SAWCUT EXISTING PAVEMENT STRAIGHT AND TRUE IMMEDIATELY PRIOR TO PAVING. THE FINAL PRODUCT SHALL BE SUBJECT TO THE OWNERS APPROVAL.

PATCH PAVING ON NCDOT MAINTAINED ROADS SHALL BE IN ACCORDANCE WITH THE APPROVED NCDOT ENCROACHMENT.