Remove debris from areas disturbed by milling operation before opening roadway to traffic. All ties involved in the modified type E joint are to be included in the unit bid for asphalt pavement. The standard coated dowel bars are to meet the applicable requirements of Standard Sheet PVT4.

Any faulty or incorrectly installed rumble strips will be corrected by the contractor at his expense. Rumble strips shall not be installed on bridge decks, loop detector saw-cut locations, structures, approach slabs or in other areas identified by the Engineer.

Rumble strips shall be sawed or milled unless otherwise indicated. The top of the rumble strips will be no higher than the top surface of the pavement. When called for on plans, rumble strip depth shall be reduced to $\frac{3}{8}''$. The center to center spacing of each individual cut shall remain as 12". Due to changed radius, other longitudinal (direction of traffic) dimensions will vary. This variance is acceptable.

The modified type E joint as detailed is not to be used in lieu of the longitudinal joint as detailed on Standard Sheet PVT1. It is to be used when tying new concrete pavement to existing pavement (pavement placed prior to the project in which new pavement is placed) unless otherwise specified. The expansion anchor and the $\frac{5}{8}''$ hook bolt are to meet the requirements of Section 709.7 of the Specifications.

Rumble strips shall have a gap per detail. The gap will be eliminated for roadways that prohibit bicycles and on the wide shoulders of divided highways.

Expansion Anchor / Hook Bolt assemblies are to be placed on 30" centers unless otherwise specified. All costs involved in the modified type E joint is to be included in the unit bid for the new concrete pavement.

Rumble strips, type H joint, modified E joint