

**GENERAL NOTES**

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS MAT PRIME COAT	0.08	GAL / SQ YD OR
	0.375	GAL / SQ YD
HMA RESURFACING	112	LBS / SQ YD / IN

	HMA SURFACE FOR 2" LIFT
PG GRADE	PG64-22
MAX % RAP ALLOWABLE	15%
DESIGN AIR VOIDS	4.0% e N50
MIXTURE COMPOSITION	IL 12.5 or IL 9.5
FRICTION AGGREGATE	MIXTURE C
DENSITY CONTROL METHOD	NUCLEAR

••IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

DATE: 2/11/08  
 PREPARED BY: [Signature] DISTRICT STUDIES & PLANS ENGINEER  
 EXAMINED BY: [Signature] DISTRICT CONSTRUCTION ENGINEER  
[Signature] DISTRICT MATERIALS ENGINEER  
[Signature] DISTRICT OPERATIONS ENGINEER