

**GENERAL NOTES**

THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE 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 HOT-MIX ASPHALT MIXTURE IS PLACED.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUT DOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT-MIX ASPHALT	2.016 TONS/CU YD
ALL AGGREGATE	2.05 TONS/CU YD
RIP RAP	1.5 TONS/CU YD

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE HMA SURFACE REMOVAL, SURFACE COURSE, AND BINDER COURSE.

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT-MIX ASPHALT SURFACE REMOVAL OR HOT-MIX ASPHALT BINDER COURSE, WHEN SPECIFIED.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED

EXISTING PIPE UNDERDRAIN OUTLETS IN THE FORESLOPES OR MEDIAN SLOPES SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO AN UNDERDRAIN OUTLET RESULTING FROM THE CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

COMMITMENTS: NONE

**MTD CROSSING RESTRICTIONS TABLE**

SN & CENTERLINE STATION ROUTE (I-57)	EXISTING FILL HEIGHT OVER BOX CULVERT	THICKNESS OF EXISTING PAVEMENT OVER BOX CULVERT	MTD CROSSING RESTRICTIONS
	FOOT	FOOT	
SN 041-7047 ( STA. 1139+00)	15.8	1' - 1"	PENDING
SN 041-7048 ( STA. 1217+50)	4.2	1' - 1"	PENDING
SN 041-0014 ( STA. 1239+78.86)	N/A	N/A	PENDING
SN 041-0015 ( STA. 1239+78.86)	N/A	N/A	PENDING
SN 041-0016 ( STA. 1252+77.71)	N/A	N/A	PENDING
SN 041-0017 ( STA. 1252+77.71)	N/A	N/A	PENDING
SN 041-7096 ( STA. 1268+20)	6	1' - 1"	PENDING