

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

- FAP 331 & FAP 776
- 101RS-5; (114Z)RS-3
- JACKSON & HAMILTON

### GENERAL NOTES

THE THICKNESS OF BITUMINOUS 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 IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES EXCEPT FOR QC/QA OF HOT-MIX ASPHALT MIXTURES:

ALL HOT-MIX ASPHALT CONCRETE.....2.016 TONS/CU.YD.  
 ALL AGGREGATE.....2.05 TONS/CU.YD.  
 BITUMINOUS MATERIALS (PRIME COAT)  
     ON PAVEMENT.....0.09 GALS./SQ. YD.  
     ON AGG. SURFACE.....0.32 GALS./SQ. YD.  
 AGGREGATE (PRIME COAT).....0.0015 TONS/SQ. YD.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS WAS BASED ON ONE APPLICATION EACH FOR THE PRIME COAT AND SURFACE COURSE.

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.

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

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, HOT-MIX ASPHALT RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTER-LINE EDGE IS EXPOSED TO TRAFFIC.

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

THE CONTRACTOR SHALL COMPLETE ALL PATCHING PRIOR TO THE HOT-MIX ASPHALT SURFACE REMOVAL.

FOR SAWED JOINTS SEE SPECIAL PROVISIONS UNDER HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2".

THE CONTRACTOR SHOULD NOTE LOCATIONS OF "NO PARKING" AREAS AT MURPHYSBORO BEFORE MILLING. SOME PARKING AREAS HAVE BEEN ADJUSTED TO ACCOMODATE BETTER SITE DISTANCE AT INTERSECTIONS.

THERE ARE EXISTING MANHOLES AND VALVE VAULTS THROUGHOUT THESE TWO LOCATIONS. AFTER THE EXISTING SURFACE IS MILLED 1 1/2", IT WILL BE THE CONTRACTOR'S RESPONSIBILITY AND AT HIS EXPENSE TO PROTECT THESE STRUCTURES DURING THE TIME BETWEEN MILLING AND WHEN RESURFACING IS COMPLETED.

THE USE OF A VIBRATORY ROLLER SHALL BE PROHIBITED FOR THIS PRPOJECT. THE CONTRACTOR MAY HAVE TO MAKE ADJUSTMENTS TO HIS ROLLING PATTERN TO OBTAIN THE REQUIRED FIELD OF DENSITY.

THE COST OF ANY TEMPORARY RAMPS NEEDED ALONG SIDE STREETS AT THE MURPHYSBORO LOCATION SHALL BE INCLUDED IN THE COST OF THE PAY ITEM HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2".

### MIXTURE REQUIREMENTS:

Location(s):	Hot-Mix Asphalt Surface Course (IL 149)
Mixture Use(s):	Polymerized Hot-Mix Asphalt Surface Course, Mixture D, N105
AC/PG:	SBS PG76-22
RAP % (Max.):	0
Design Air Voids:	4.0%, 105 Gyration Superpave Design
Mixture Composition: (Gradation Mixture)	IL-9.5mm or IL 12.5mm
Friction Aggregate:	D Surface

Location(s):	Hot-Mix Asphalt Surface Course (IL 142)
Mixture Use(s):	Hot-Mix Asphalt Surface Course, Mixture C, N90
AC/PG:	PG64-22
RAP % (Max.):	10
Design Air Voids:	4.0%, 90 Gyration Superpave Design
Mixture Composition: (Gradation Mixture)	IL-9.5mm or IL 12.5mm
Friction Aggregate:	C Surface