

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.

SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDING WILL BE DETERMINED BY THE ENGINEER.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDING. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

PAVEMENT MARKING TAPE, TYPE III (SPECIAL) SHALL BE USED TO OUTLINE EXIT AND ENTRANCE RAMPS FOR THE PRIME COAT APPLICATION AND EACH RESURFACING LIFT.

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.

ADDITIONAL BINDER COURSE, AT THE RATE GIVEN ON THE TYPICAL SECTIONS, HAS BEEN ADDED TO THE QUANTITIES TO CORRECT TO A 3/16"/FT. CROWN ON SECTIONS OF EXISTING ROADWAYS.

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
POLYMERIZED BIT MATERIALS (PRIME COAT)	0.10	GAL / SQ YD
FOR ADDITIONAL HMA LIFTS "FOG COAT"	0.08	GAL / SQ YD
HMA RESURFACING	112	LBS / SQ YD / IN
PAVEMENT MARKING TAPE	10	FT /100 FT OF APPLICATION

THE CONTRACTOR SHALL CONTACT JULIE AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH UTILITIES ARE IN THE AREA.

THE CONTRACTOR SHALL EXERCISE CAUTION WHEN DRIVING THE CABLE POSTS SO AS NOT TO DAMAGE OR DISTORT THE DRIVEN END. IF THE BOX SHAPED SECTION IS USED A METAL STRAP SHALL BE WELDED ACROSS THE OPENING OF THE DRIVEN END TO ENHANCE STRENGTH. ALL CABLE POSTS THAT ENCOUNTER HIGH DRIVING FORCES SHALL BE PULLED AND EXAMINED FOR END DISTORTION AT THE DISCRETION OF THE ENGINEER. ALL DAMAGED POSTS SHALL BE REPLACED WITH NEW POSTS. ALL UNMAYED POSTS MAY BE REUSED.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: *D. Baird*
ACTING DISTRICT STUDIES & PLANS ENGINEER

DATE: March 12, 2010

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FILE NAME =	USER NAME = oarcoranlm	DESIGNED -	REVISED -
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	(50-5,6 & 32-1,2)RS-3	•	76	2
• LASALLE & GRUNDY			CONTRACT NO. 66A08	