

**GENERAL NOTES**

1. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB NUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
2. IN ADDITION TO FIELD SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
3. ACCESS TO ALL ENTRANCES AND SIDE ROADS SHALL BE MAINTAINED AT ALL TIMES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS, AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 1-800-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.
5. THE THICKNESS OF BITUMINOUS MIXTURES 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 BITUMINOUS MIXTURE IS PLACED.
6. ALL SAW CUTS, NECESSARY TO COMPLETE THE WORK DETAILED IN THESE PLANS, SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED. THE MINIMUM SAW CUT DEPTH IN THE PAVEMENT SHALL BE 1 1/2 " UNLESS OTHERWISE SPECIFIED IN A DETAIL SHOWN IN THE PLANS.
7. UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 2" FROM A LONGITUDINAL CRACK OR JOINT. EDGE LINES SHALL BE APPROXIMATELY 2" FROM THE EDGE LINE OF PAVEMENT. SEE SECTION 780 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
8. NO PASSING ZONES TO BE FIELD VERIFIED BY THE BUREAU OF OPERATIONS. THE RESIDENT ENGINEER SHALL NOTIFY THE BUREAU OF OPERATIONS AT LEAST 14 DAYS PRIOR TO PLACEMENT OF FINAL PERMANENT PAVEMENT MARKING. (PH: 217-785-5312)
9. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED TO CALCULATE THE PLAN QUANTITIES:
 

BITUMINOUS MATERIALS (PRIME COAT)	0.00038 TON/SQ. YD. (ON PAVEMENT)
BITUMINOUS MATERIALS (PRIME COAT)	0.001425 TON/SQ. YD. (ON AGG.)
AGGREGATE PRIME COAT	0.002 TON/SQ. YD.
BITUMINOUS CONCRETE SURFACE / BINDER	0.056 TON/SQ. YD. PER 1"
AGGREGATE MATERIAL	2.05 TON/CU. YD.
10. THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT, AND NO COMPENSATION WILL BE ALLOWED.
11. NOTE THAT AGGREGATE SHOULDER AROUND MAILBOX TURNOUTS HAVE BEEN ADDED TO THE DISTRICT ENTRANCE DETAIL. NOTE THAT THE ADDITIONAL AGGREGATE WORK ON THE DETAIL ONLY PERTAINS TO THE MAILBOX TURNOUTS AND NOT THE SIDE ROADS.
12. AGGREGATE SHOULDER MATERIAL SHALL BE USED TO BUILD UP THE WIDENING FOR THE TRAFFIC BARRIER TERMINAL, (TYPE D) SPECIAL TANGENT AS PER HIGHWAY STANDARD 630301. THIS ITEM WILL BE PAID AS AGGREGATE SHOULDERS, TYPE B BY THE TON.
13. MILLING FOR THE TWO CONCRETE ENTRANCES WILL BE PAID AS HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT.
14. IF AFTER THE PAVED SHOULDER IS REMOVED THE SUBGRADE IS TOO LOW FOR THE PROPOSED HMA SHOULDER, THE MATERIAL AND LABOR FOR BRINGING UP THE SUBGRADE TO THE PROPER ELEVATION SHALL BE PAID AS STANDARD SPECIFICATION ARTICLE 109.04.
15. NO COMMITMENTS MADE.

**DISTRICT SIX**

EXAMINED 2/2 20 12

*William W. Bauer*

OPERATIONS ENGINEER

EXAMINED 2-2 20 12

*Jerry J. [Signature]*

PROJECT IMPLEMENTATION ENGINEER

EXAMINED 2/3 20 12

*Laura R. Mlacnik*

PROGRAM DEVELOPMENT ENGINEER

**THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:**

MIXTURE USE(S):	LEVEL BINDER (MACH METHOD)	HMA SURFACE COURSE	HMA SHOULDERS	PATCHING	INCIDENTAL HMA SURFACE
PG:	PG 64-22	PG 64-22	PG 58-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N 70	4.0% @ N 70	2.0% @ N 30	4.0% @ N 70	4.0% @ N 50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5	IL 9.5 OR IL 12.5	BAM	IL 19.0	IL 9.5 OR IL 12.5
FRICITION AGGREGATE:	N/A	MIX "C"	N/A	N/A	MIX "C"
20 YEAR ESAL	N/A	N/A	N/A	N/A	N/A