

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	*	WILLIAMSON	29	4
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

* (1-2)RS-3,(1-3)RS-2

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.

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 TON/CU YD
ALL AGGREGATE	2.05 TON/CU YD
HOT-MIX ASPHALT MATERIALS:	
ON PAVEMENT	0.09 GAL/SQ YD
ON AGGREGATE	0.32 GAL/SQ YD
AGGREGATE (PRIME COAT)	0.0015 TON/SQ YD
MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	2 TON/MILE

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

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

QUANTITIES SHOWN IN THE PLANS FOR MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS ARE ESTIMATES. THE ACTUAL AMOUNT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

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" TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

HOT-MIX 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 2000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

UTILITIES HAVE NOT BEEN LOCATED FOR THIS PROJECT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALL J.U.L.I.E. BEFORE BEGINNING ANY WORK.

AT THE MAIN ST. CROSSOVER, WATER STANDING NEAR THE WEST MEDIAN INLET HAS BEEN OBSERVED. A QUANTITY FOR GRADING AND SHAPING EXISTING SHOULDERS HAS BEEN ADDED TO CORRECT THE PONDING OF WATER. THIS WORK SHALL BE DONE AS DIRECTED BY THE ENGINEER.

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

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

THE FLAGGERS DURING ANY NIGHT-TIME CONSTRUCTION SHALL BE LIGHTED ACCORDING TO ART. 701.13 IN THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

THE REMOVAL OF THE EXISTING BITUMINOUS SHOULDERS AT SIDE ROADS ALONG THE RADIUS RETURNS AND ALONG MAINLINE AT BEGINNING AND ENDING OF PROJECT SHALL BE INCLUDED IN THE COST OF THE PCC SURFACE REMOVAL - BUTT JOINT.

AT ALL LOCATIONS WHERE THE PROPOSED HOT-MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT-MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

ANY MIXING OR PLACEMENT OF BITUMINOUS MIXTURES OCCURING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.

ALL DETECTOR LOOP CORNERS SHALL BE CORE DRILLED 2 INCH MINIMUM DIAMETER.

SAWED SLOTS FOR TWISTED PAIR ELECTRIC CABLES SHALL BE LARGER THAN SINGLE CONDUCTOR LOOP SLOTS.

THE LOCATION OF THE DETECTOR LOOPS, AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER OF TRAFFIC OPERATIONS.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF TRAFFIC OPERATIONS 72 HOURS PRIOR TO THE SHUT-DOWN OR CUTTING OF EXISTING DETECTOR LOOPS.

COMMITMENTS: NONE