

GENERAL NOTES

THE THICKNESS OF 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.

BITUMINOUS 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 600 METERS (2,000 FT.) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY.

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.
AGGREGATE (PRIME COAT)	0.0015 TONS/SQ. YD.

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

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

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.

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.

EXISTING CONCRETE PATCHES ENCOUNTERED DURING THE MILLING OPERATIONS SHALL BE MILLED WITH THE SURROUNDING BITUMINOUS SURFACE REMOVAL. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

SAW CUTS REQUIRED FOR BUTT JOINTS SHALL BE INCLUDED IN THE COST OF THE BUTT JOINT.

THE 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 PATCHING SURVEY DATE WAS JANUARY 7 AND FEBRUARY 19, 2014.

FILE NAME #	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
e:\pwork\pvidoc\hall\gbl\026923\78219	-skt-plan.dgn	DRAWN -	REVISED -			96D	39R5-8, 40R5-10, 41R5-6	Massac	38	4	
	PLOT SCALE * 100,0000 ' / in.	CHECKED -	REVISED -								
	PLOT DATE * 3/28/2014	DATE -	REVISED -								
						SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
						ILLINOIS FED. AID PROJECT					
						CONTRACT NO. 78219					