

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 HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

THE CONTRACTOR WILL BE RESPONSIBLE FOR STAKING EXISTING NO PASSING ZONES SO THEY MAY BE RE-ESTABLISHED AFTER RESURFACING IS COMPLETED.

PERMANENT PAVEMENT MARKING WILL BE PERFORMED BY THE COUNTY WITH THE EXCEPTION OF THE RAILROAD CROSSING MARKING AND THE STRIPED ISLAND AT THE IL 89 INTERSECTION.

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

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 LEVELING BINDER HAS BEEN ADDED TO THE QUANTITIES FOR CROWN CORRECTION WHERE REQUIRED.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

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 INCLUDED IN THESE PLANS.

COMMITMENTS
NONE

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05 TONS / CU YD
BITUMINOUS MAT PRIME COAT	0.08 GAL / SQ YD OR 0.375 GAL / SQ YD
AGGREGATE PRIME COAT	0.002 TONS / SQ YD
HMA RESURFACING	112 LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10 FT / 100 FT OF APPLICATION

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

CORN BELT ENERGY CORP.
VERIZON NORTH, INC.
HART ELECTRIC
AMEREN IP
NORTHERN BORDER PIPELINE
INSIGHT COMMUNICATIONS

NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

	HMA BINDER BOTTOM LIFT	HMA BINDER	HMA SURFACE
PG GRADE	PG 58-22	PG 58-22	PG 58-22
MAX % RAP ALLOWABLE **	30%	30%	30%
DESIGN AIR VOIDS	4.0% @ N30	4.0% @ N30	3.0% @ N30
MIXTURE COMPOSITION	IL 19.0L	IL 19.0L	IL 9.5L
FRICTION AGGREGATE			MIXTURE C
DENSITY TEST METHOD	*	CORRELATION	CORRELATION

* MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

** IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

RIGID PAVEMENT STRUCTURAL DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2017
PV= 845 SU= 46 MU= 28

ROAD/STREET CLASSIFICATION: CLASS III

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P= 50% S= 50% M= 50%

TRAFFIC FACTOR: ACTUAL TF= 0.218
MINIMUM TF= 0.50

SUBGRADE SUPPORT RATING:
SSR= POOR

FLEXIBLE PAVEMENT STRUCTURAL DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2017
PV= 845 SU= 46 MU= 28

ROAD/STREET CLASSIFICATION: CLASS III

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P= 50% S= 50% M= 50%

TRAFFIC FACTOR: ACTUAL TF= 0.159 AC TYPE= AC20
MINIMUM TF= ---

PG GRADE: BINDER= PG 58-22 SURFACE= PG 58-22

SUBGRADE SUPPORT RATING:
IBV= 6.0