

# 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 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 INCIDENTAL HMA OR THE HMA SURFACE COURSE.

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.

ALL ELEVATIONS REFERRING TO U.S.G.S MEAN SEA LEVEL DATUM

PRIOR TO PAVING AND PRIMING THE STREETS, THE PAVEMENT SHALL BE CLEANED AND SWEEPED, INCLUDING WEED REMOVAL/CONTROL AS DIRECTED IN THE STANDARD SPECIFICATION BOOK, ARTICLE 406.06 (PART B). A REPRESENTATIVE OF THE PAVING CONTRACTOR SHALL BE ON THE JOB SITE WHILE THE CLEANING OPERATION IS IN PROGRESS.

ALL FRAME ADJUSTMENTS SHALL BE ACCOMPLISHED USING THE PROCEDURES OUTLINED IN THE STANDARD SPECIFICATIONS AND AS DIRECTED IN THE SPECIAL PROVISIONS. ANY SHIMS NEEDED TO ADJUST ANY FRAME SHALL BE OF SOLID FLAT STEEL WITH DIMENSIONS OF 2" IN WIDTH AND LENGTH WITH UNIFORM THICKNESS. THE FRAME WILL BE SET TO GRADE USING STEEL SHIMS AND WITHOUT DISTURBING THE ADJUSTMENT; THE FRAME WILL THEN BE LIFTED OFF AND SET ASIDE. A FULL BED OF MORTAR WILL BE PLACED ON THE STRUCTURE BETWEEN THE ADJUSTING SHIMS, WHICH SHALL FORM A SOLID MASONRY BOND BETWEEN THE ADJUSTING RING OR STRUCTURE. THE FRAME SHALL BE SET BACK INTO PLACE IN A METHOD NOT TO DISTURB THE SHIMS OR DAMAGE THE BED OF MORTAR. ALL ADJUSTED FRAMES IN THE ROADWAY SHALL BE BACKFILLED USING COMPACTED HMA BINDER OR CLASS SI CONCRETE TO A MINIMUM DEPTH OF 6" BELOW THE BOTTOM OF THE FRAME.

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

BITUMINOUS MATERIALS (PRIME COAT)	0.00043	TONS /SQ YD
AGGREGATE PRIME COAT	0.0004	TONS /SQ YD
HMA RESURFACING	112	LB /SQ YD /IN
MIX FOR CRACKS, JTS, & FLGWYS	0.0003	TONS /SQ YD
SHORT TERM PAVT MARK	4	FT /40 FT OF APPLICATION
AGGREGATE SHOULDERS	0.175	TONS /SQ YD

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

ATT - CARL DONAHUE (847)420-9115

COM ED - TOM STUTZMAN (630)437-2236

COMCAST - MARTHA GIERAS (630)600-6352

DEKALB FIBER OPTIC, LLC - DAN HALVERSON (815)899-4600 X3001

CITY OF DEKALB - BRYAN FAIVRE (815)748-2050

VERIZON NORTH, INC. - MARY RUTH WILLIS (309)827-1617

ADESTA LLC - LOU URIDIL (630)739-0546

NICOR GAS - UTILITY CONSULTANT (630)388-2362

MEDIACOM - DON DEMAY (630)365-0045 X6001

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

	LEVELING BINDER	HMA SURFACE	INCIDENTAL HMA	CLASS D PATCHING
PG GRADE	PG64-22	PG64-22	PG64-22	PG64-22
MAX. % RAP ALLOWABLE **	15%	10%	15%	15%
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 9.5	IL 9.5	IL 9.5	IL 19.0
FRICTION AGGREGATE		MIXTURE D		
DENSITY TEST METHOD	NUCLEAR / CORES	NUCLEAR / CORES	SATISFACTION OF ENGINEER	NUCLEAR / CORES

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

THE ENDS OF THE PROJECT WILL BE MILLED PER THE BUTT JOINT DETAIL BUT PAYMENT IS INCIDENTAL TO THE 1 1/2" REMOVAL ITEM. THE TAPERING OF THE HMA TO MATCH EXISTING HMA IS COVERED UNDER THE INDIVIDUAL HMA PAY ITEMS

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES</b>	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#	PLOT SCALE = #SCALE#	DRAWN -	REVISED -			5345	09-00139-01-RS	DEKALB	19	2	
	PLOT DATE = #DATE#	CHECKED -	REVISED -			CONTRACT NO. 87400					
		DATE -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.