

F.A.B. No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22	SALINE	18	4
STA.		TO STA.		
PUB. ROAD DIST. NO.		BALANCE	PUB. JOB PROJECT	

*869 & 132
 **IRS-2/20XRS(103,104,105)RS-2

GENERAL NOTES

THE THICKNESS OF BITUMINOUS 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 IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES EXCEPT FOR QC/QA OF BITUMINOUS MIXTURES:

ALL HOT-MIX ASPHALT CONCRETE.....2.016 TONS/CU.YD.
 ALL AGGREGATE.....2.05 TONS/CU.YD.
 BITUMINOUS MATERIALS (PRIME COAT)
 ON PAVEMENT.....0.09 GALS./SQ. YD.
 ON AGG. SURFACE.....0.32 GALS./SQ. YD.
 AGGREGATE (PRIME COAT).....0.0015 TONS/SQ. YD.

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

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

THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED HOT-MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON ALTERNATING SIDES OF THE 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.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, HOT-MIX ASPHALT RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTER-LINE EDGE IS EXPOSED TO TRAFFIC.

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 CONTRACTOR SHALL COMPLETE ALL PATCHING PRIOR TO THE HOT-MIX ASPHALT SURFACE REMOVAL.

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

THE QUANTITY FOR AGGREGATE SHOULDERS, TYPE B IS TO BE USED NOT ONLY AS A 2' SHOULDER WEDGE, BUT ALSO TO CORRECT EROSION PROBLEMS ALONG EXISTING GUARDRAIL AND LOW SHOULDER AREAS ALONG EDGE OF PAVEMENT AS DIRECTED BY THE ENGINEER.

HOT-MIX ASPHALT SURFACE AND PATCHING DESIGNS SHALL BE PREPARED AS DIRECTED BELOW:

FOR IL. 34 SURFACE COURSE:

Mixture Use(s):	Hot-Mix Asphalt Surface Course, Mixture D, N90
AC/PG:	PG64-22
RAP % (Max.):	10
Design Air Voids:	4.0%, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-9.5mm or IL-12.5 mm
Friction Aggregate:	Mixture D

IL 34 LEVELING BINDER REQUIREMENTS:

Mixture Use(s):	Hot-Mix Asphalt Surface Course, Mixture C, N90
AC/PG:	PG64-22
RAP % (Max.):	10
Design Air Voids:	4.0%, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-9.5mm or IL-12.5 mm
Friction Aggregate:	Mixture C

PATCHING REQUIREMENTS FOR CLASS D PATCHING:

Mixture Use(s):	Hot-Mix Asphalt Binder Course, Mixture B N90, IL-19.0
AC/PG:	PG64-22
RAP % (Max.):	10
Design Air Voids:	4.0%, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-19.0mm
Friction Aggregate:	None