## GENERAL NOTES

THE THICKNESS OF HM4 MIXTURES 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 MIXTURE IS PLACED.

THE LAMA 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 HAMA SURFACE TO CONFORM TO THE. SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HAMA SURFACE

AGGREGATE (PRIME COAT): FA 20 MAY BE USED IN ADDITION TO THE GRADATIONS LISTED IN THE 3RD PARAGRAPH OF ARTICLE 1003.03(c) OF THE STANDARD SPECIFICATIONS.

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

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

SHORT TERM PAVEMENT MARKING SHALL BE USED TO OUTLINE EXIT AND ENTRANCE RAMPS FOR THE PRIME COAT APPLICATION AND EACH RESURFACING LIFT.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW BITUMINOUS PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

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.

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

GRANULAR MATERIALS	2.43	M TONS / CU M
BITUMINOUS MAT PRIME COAT	0.35	LITERS / SQ M OR
	1.7	LITERS / SO M
AGGREGATE PRIME COAT	0.002	M TONS / SQ M
HMA RESURFACING	59.8	Kg / SQ M / 25 mm
SHORT TERM PAVEMENT MARKING	10	M / 100 M OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	M TONS / SQ M
LEVEL BINDER (HAND METHOD)	0.0005	M TONS / SQ M

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

F.A.P. RTE.	SECTION	C	COUNTY		TOTAL SHEETS	SHEET NO.
326	(108,109)R	\$4	KENDALL		34	2
STA. TO STA.						
FED. RO	ND DIST. NO.	ILLINOIS	FED.	AID	PROJECT	

CONTRACT# 66433

## COMMITMENTS

THIS PROJECT WILL REQUIRE NIGHTTIME WORK (7 PM TO 5 AM). ALL WORK REQUIRING A LANE CLOSURE THAT REDUCES IL 47 OR US 34 DOWN TO ONE LANE, EXCEPT FOR THE WORK ON SN 047-0043, SHALL BE PERFORMED AT NIGHT. A COMMITMENT WAS MADE TO THE CITY OF YORKVILLE TO CONTACT JOE WYWROT (630-553-8527) OR ERIC DHUSE (630-553-4370) TWO WEEKS PRIOR TO THE START OF ANY WORK REQUIRING NIGHTTIME CLOSURES.

STATE OF ILLINOIS					
DEPARTMENT OF TRANSPORTATION DISTRICAT THREE					
PREPARED BY:	Rich formel				
	DISTRICT STUDIES & PLANS ENGINEER				
DATE:	4. 24.06				
EXAMINED BY:	Merbito K 3				
	DISTRICT CONSTRUCTION ENGINEER				
	Brun a Marken				
	DISTRICT OPERATIONS ENGINEER				
	Samuel R. Lan				
	DISTRICT MATERIALS ENGINEER				
	<b>V</b>				

SCALE: VERT. N.T.S. HORIZ. DATE 04/16/04

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRAWN BY MAP
CHECKED BY RRM

GENERAL NOTES

REVISIONS