

INDEX OF SHEETS

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
1	COVER SHEET
2	SIGNATURE SHEET
3	GENERAL NOTES/INDEX OF SHEETS AND STANDARDS
4	MIX DESIGN
5-8	SUMMARY OF QUANTITIES
9-12	LOCATION MAPS
13	RESURFACING SCHEDULE
14	EARTH EXCAVATION, SEEDING AND PAVEMENT REPAIR SCHEDULES
15	PAVEMENT MARKING SCHEDULE
16-28	TYPICAL SECTIONS
29	STRIPING AND DETECTOR LOOP DETAILS – LOCATION #5
30-31	CONCRETE COLLAR FOR PRECAST BOX CULVERTS DETAIL – LOCATION #1
32	PRECAST CONCRETE BOX CULVERT SECTION DETAIL – LOCATION #1
33	PRECAST CONCRETE BOX CULVERT END SECTION DETAIL – LOCATION #1
34	"ROUGH GROOVED SURFACE" SIGN, TEMPORARY BITUMINOUS CONCRETE TRANSITIONS, "UNEVEN PAVEMENT" SIGN, AND DETECTOR LOOP STANDARD DETAILS
35-42	CROSS SECTIONS – LOCATION #1

STANDARDS

442201-01	701601-04
701006-02	702001-05
701011-01	780001-01
701101-01	781001-02
701301-02	886001
701306-01	886006
701311-02	000001-04
701336-04	001001

GENERAL NOTES

VARIOUS ROUTES
D-9 CONT. MAINT. FY 06-3
VARIOUS CO.
CONTRACT #98924
SHEET 3 OF 42

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 BITUMINOUS MIXTURE IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL BITUMINOUS CONCRETE	2.016 TONS/CU.YD.
ALL AGGREGATE	2.05 TONS/CU.YD.
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.09 GAL./SQ.YD.
ON AGGREGATE	0.32 GAL./SQ. YD.
AGGREGATE (PRIME COAT)	0.0015 TONS/SQ.YD.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, 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 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

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

THE CONTRACTOR SHALL STAMP STATIONING IN THE BITUMINOUS SURFACE AT 300 FT. INTERVALS ALTERNATING SIDES 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.

THE LOCATION OF THE DETECTOR LOOPS, AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER OF TRAFFIC OPERATIONS.

DETECTOR LOOP WIRE SHALL BE PLACED IN THE EXISTING CONDUIT FROM THE LOOP SAWCUT TO THE SPLICE POINT AT THE EXISTING HANDHOLE.

DETECTOR LOOPS SHALL BE MEASURED FOR PAYMENT ALONG THE SAWED SLOT IN THE PAVEMENT. DETECTOR LOOP WIRE PLACED IN THE CONDUIT SHALL BE INCLUDED IN THIS COST AND SHALL NOT BE MEASURED.

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

EXISTING SLOPES AT LOCATION #1 NEED HEAVY DISKING TO THE SATISFACTION OF THE ENGINEER BEFORE PLACING FILL.

QUANTITIES SHOWN IN THE PLANS FOR STRIP REFLECTIVE CRACK CONTROL ARE ESTIMATES FOR LOCATION #7 ONLY.

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER.

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.

THERE ARE NO AVAILABLE WASTE SITES WITHIN PROJECT LIMITS.

COMMITMENTS

A COMMITMENT HAS BEEN MADE THAT THE RESIDENT ENGINEER WILL REPORT THE QUANTITIES AND COSTS OF LOCATION #8 TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT #9, SAFETY AND CLAIMS MANAGER. THESE ARE THE COMMITMENTS AS OF JULY 27, 2005.