

GENERAL NOTES

F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
*	**	***	304	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* FAU 9481, FAS 2887 (IL 37)				
** (12,12X),RS-3;12B-1,12B1-1				
*** FRANKLIN AND WILLIAMSON				

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

ALL HOT-MIX ASPHALT:	2.016 TONS/CU. YD.
ALL AGGREGATE:	2.05 TONS/CU. YD.
BITUMINOUS MATERIALS (PRIME COAT):	
ON PAVEMENT:	0.09 GALS./SQ. YD.
ON AGGREGATE SURFACE:	0.32 GALS./SQ. YD.
AGGREGATE (PRIME COAT):	0.0015 TONS/SQ. YD.
RIPRAP	1.50 TONS/CU. YD.
PROCESSING LIME MODIFIED SOILS:	
LIME:	4% OF WEIGHT OF EARTH
EARTH:	110 LBS./CU. FT.
WATER:	500 GALS./TON OF LIME (1000 GALS./UNIT)

ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE SHOWN ON THE TYPICAL SECTION FOR GRADING, AND WHICH ARE NOT SHIELDED BY GUARDRAIL, SHALL BE REMOVED. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 4" OR MORE ABOVE THE GROUNDLINE, AND TREES WHICH WILL MATURE TO A DIAMETER OF 4" OR GREATER.

TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF EMBANKMENT FILL.

THE THICKNESS OF HOT-MIX ASPHALT 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 MIXTURE IS PLACED.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT-MIX ASPHALT SURFACE REMOVAL, LEVELING BINDER, OR HOT-MIX ASPHALT BINDER COURSE.

AFTER A LIFT OF HOT-MIX ASPHALT HAS BEEN PLACED ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150° F.

ALL CULVERT EXTENSIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS.

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 5/2" TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

THE QUANTITY OF PRIME COAT SHOWN IN THE PLANS WAS BASED ON:

- A. ONE APPLICATION TO THE EXISTING PAVEMENT AFTER THE BITUMINOUS SURFACE REMOVAL OPERATIONS AND PRIOR TO PLACING THE LEVELING BINDER AND BINDER COURSES.
- B. ONE APPLICATION TO THE EXISTING PAVEMENT THROUGH THE LIMITS OF THE BITUMINOUS GRADE RAISES PRIOR TO PLACING THE LEVELING BINDER AND BINDER COURSES.
- C. ONE APPLICATION ON THE LEVELING BINDER AND BINDER COURSES AND PRIOR TO PLACING THE BITUMINOUS SURFACE COURSE, SHALL BE USED IF DIRECTED BY THE ENGINEER.

THE QUANTITY SHOWN FOR MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS IS AN ESTIMATE. THE ACTUAL AMOUNT USED WILL BE DETERMINED BY THE ENGINEER.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE MILLING, LEVELING BINDER, SURFACE COURSE, AND (IN THE GRADE RAISES) EACH LIFT OF BINDER COURSE.

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES BASED ON A PATCHING SURVEY MADE ON MARCH 25, 2009. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER.

AT ALL LOCATIONS WHERE THE PROPOSED HOT-MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT-MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

THE EDGES OF ALL PAVEMENT PATCHES WILL BE SAWED TO THE FULL DEPTH OF THE EXISTING PAVEMENT. NO OVERSAWING WILL BE ALLOWED WHEN THE PATCH IS IN ONLY ONE LANE.

SAWCUTS REQUIRED FOR BUTT JOINTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE BUTT JOINT.

THERE ARE NO AVAILABLE WASTE SITES ON THE EXISTING RIGHT OF WAY WITHIN THE PROJECT LIMITS. DISPOSAL WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND WASTE MUST BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

TRIM EDGES OF EXISTING HOT-MIX ASPHALT SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW BASE COURSE WIDENING, AND OR HOT-MIX ASPHALT SHOULDERS.

BENCHING OF EXISTING SLOPES PRIOR TO THE PLACEMENT OF FILL MATERIAL SHALL BE CONSTRUCTED AT LOCATIONS DIRECTED BY THE ENGINEER. THE BENCHING SHALL BE CONSTRUCTED AND PAID FOR IN ACCORDANCE WITH THE DETAILS INCLUDED IN THE PLANS.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 0.10 FT./FT. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

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 2000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE 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.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.17 REGARDLESS IF TRACK MOUNTED OR WHEELED.

THE REMOVAL OF EXISTING ENTRANCE PIPE CULVERTS ENCASED IN CONCRETE WILL BE CONSIDERED INCLUDED IN THE OTHER ITEMS OF CONSTRUCTION IF ONLY THE ENDS OF THE CULVERT (2 FT. OR LESS) ARE ENCASED. IF MORE THAN 2 FT. AT THE ENDS OF THE CULVERT ARE ENCASED IN CONCRETE, THE REMOVAL WILL BE PAID FOR AS PIPE CULVERT REMOVAL.

TREE REMOVAL, ACRES, WAS DETERMINED USING A RECTANGULAR SECTION IN THE AREAS NOTED ON THE SCHEDULE. THE ACTUAL AMOUNT REMOVED WILL BE DETERMINED BY THE ENGINEER.

THE ADVANCED DETECTOR LOOPS ARE TYPICALLY LOCATED 300' IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS SHOULD APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.

THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE REMOVED IF A 10' LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHOULD BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.

THE BARRIER WALL REFLECTORS AS SHOWN ON STANDARD 701321 SHALL BE INSTALLED PRIOR TO OPENING TO TRAFFIC.

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.

ANY MIXING OR PLACEMENT OF BITUMINOUS MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.

ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC. THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.

STRUCTURES WITHIN THE PROJECT LIMITS:

STRUCTURE NO.	OPERATING RATING	INVENTORY RATING	POSTING
028-2003	17.8	11.1 (220)	LEGAL LOAD LIMIT
028-0035	34.8	20.0 (236)	NO POSTING REQUIRED
100-7123	0	0	NO POSTING REQUIRED
100-7122	0	0	NO POSTING REQUIRED

WHEN CROSSING THE ABOVE STRUCTURES THE MATERIAL TRANSFER DEVICE MUST BE EMPTY.

CONNECTING OF NEW OR EXISTING CULVERTS TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, CULVERT PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE CULVERTS OR STRUCTURES INVOLVED.

ALL PLAN/PROFILE SHEETS 51-86, AND SOME DETAIL SHEETS NOTE EITHER "PIPE CULVERTS, TYPE 1, RCP, "xx" SIZE", or "PIPE CULVERTS, TYPE 1 REINFORCED CONCRETE-ELLIPTICAL, EORS "xx" SIZE". THESE PAY ITEMS ARE TO BE PAID FOR AS "PIPE CULVERTS CLASS A, TYPE 1, "xx" SIZE", OR "PIPE CULVERTS, CLASS A, TYPE 1, EQUIVALENT ROUND-"xx" SIZE", AS SHOWN ON THE SCHEDULE SHEETS 32-33 FOR CONCRETE ENTRANCE CULVERTS. THE CORRECT PAY ITEMS ARE ALSO NOTED ON SHEET 8 OF THE SUMMARY OF QUANTITIES.

MIXTURE REQUIREMENTS

LOCATION(S):	HOT-MIX ASPHALT SURFACE COURSE
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N90
AC/PG:	SBS PG76-22
RAP % (MAX):	0
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL-9.5 mm OR IL 12.5 mm
FRICTION AGGREGATE:	D SURFACE

LOCATION(S):	LEVELING BINDER (LESS THAN 2") SIDE ROADS INCIDENTAL HOT-MIX ASPHALT SURFACING
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N90
AC/PG:	PG64-22
RAP % (MAX):	10
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL-9.5 mm OR IL 12.5 mm
FRICTION AGGREGATE:	C SURFACE

LOCATION(S):	TEMPORARY PAVEMENT AND LEVELING BINDER (2" OR MORE); PAVEMENT PATCHING, 12" AND HOT-MIX ASPHALT BINDER COURSE (VAR. DEPTH)
MIXTURE USE(S):	HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0
AC/PG:	PG64-22
RAP % (MAX):	10
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL-19.0
FRICTION AGGREGATE:	NONE

LOCATION(S):	HOT-MIX ASPHALT SHOULDERS
MIXTURE USE(S):	HOT-MIX ASPHALT SHOULDERS
AC/PG:	PG58-22
RAP % (MAX):	50
DESIGN AIR VOIDS:	2.0%, 30 GYRATION DESIGN
MIXTURE COMPOSITION (GRADATION MIXTURE):	HMA SHOULDERS
FRICTION AGGREGATE:	NONE

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION GENERAL NOTES AND DESIGN MIXTURES SCALE: VERT. NO SCALE DATE: _____ HORIZ. _____ DRAWN BY _____ CHECKED BY _____
NAME	DATE	