

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS, THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" INDICATED ON THE CHECK SHEET, AND "THE SPECIAL PROVISIONS" INCLUDED IN THE PROPOSAL.

THE WORK IN SECTION (58,74)(66,67)RS-1 INCLUDES PATCHING AND RESURFACING THE EXISTING PAVEMENT, AGGREGATE AND BITUMINOUS SHOULDERS, AND OTHER WORK NECESSARY TO COMPLETE THIS SECTION.

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO THE CONSTRUCTION OR ORDERING OF MATERIAL. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

THE PROPOSED PROJECT BEGINS APPROXIMATELY 1.8 MILES EAST OF ARGENTA AND EXTENDS IN AN EASTERLY DIRECTION A DISTANCE OF 3.80 MILES.

SHORT TERM PAVEMENT MARKING ON THE MILLED SURFACE SHALL BE PAINT. ALL OTHER SHORT TERM PAVEMENT MARKINGS SHALL BE TAPE.

THE QUANTITIES ALLOWED FOR MIXTURE FOR CRACKS, JOINTS AND FLANGWAYS AND PAVEMENT PATCHING ARE ESTIMATES. THE ACTUAL LOCATIONS AND QUANTITIES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL ELEVATIONS SHOWN IN PLANS ARE BASED ON U. S. G. S. DATUM.

ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS SHALL BE FERTILIZED AND SEEDED. SEEDING SHALL BE CLASS 2 (SPECIAL) IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND THE APPLICABLE ARTICLES OF SECTION 250 OF THE STANDARD SPECIFICATIONS.

THE PAVEMENT SHALL BE CLEANED IN ACCORDANCE WITH SECTION 406 OF THE STANDARD SPECIFICATIONS PRIOR TO THE PLACING OF THE BITUMINOUS OVERLAYS. AREAS TO BE PREPARED SHALL BE DETERMINED BY THE ENGINEER AND WILL INCLUDE:

1. BROKEN OR DELAMINATED CONCRETE
2. PATCHES OF TAR OR COLD MIX
3. EXISTING UNSTABLE PATCHES
4. DETERIORATED AREAS BEYOND EXISTING PATCHES
5. CENTERLINE JOINT

THE CONTRACTOR SHALL PROVIDE INTERNET ACCESS TO THE BITUMINOUS PLANT QUALITY CONTROL LAB SO THAT BITUMINOUS PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICES FOR OTHER ITEMS IN THE CONTRACT.

IN ADDITIONAL TO THE REQUIREMENTS FOR PORTABLE CHANGEABLE MESSAGE SIGNS IN ARTICLE 701.15(I), A LAPTOP COMPUTER SHALL ALSO BE SUPPLIED BY THE CONTRACTOR.

BASE COURSE WIDENING SHALL INCLUDE ALL EXCAVATION FOR CONSTRUCTION OF THE WIDENING. THE WIDENING SHALL, AT THE CONTRACTOR'S OPTION BE CONSTRUCTED OF EITHER PORTLAND CEMENT CONCRETE 8" THICK, OR HOT-MIX ASPHALT, 10" THICK. THE WIDENING SHALL REMAIN IN PLACE AT THE CONCLUSION OF THE JOB.

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE BITUMINOUS SURFACE COURSE.

BITUMINOUS MATERIALS (PRIME COAT) SHALL BE EITHER RC-70 OR SS-1HP.

AGGREGATE FOR AGGREGATE SHOULDERS ON INTERSTATE ROUTES SHALL BE CRUSHED STONE, CRUSHED CONCRETE, OR RAP.

COST OF REMOVAL OF TEMPORARY RAMP SHALL BE INCLUDED IN THE UNIT PRICE FOR TEMPORARY RAMP.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

APPLICATION	AC/PG	DESIGN AIR VOIDS	MIXTURE COMPOSITION	FRICTION AGGREGATE
BINDER COURSE (2**)				
POLYMERIZED HOT MIX ASPHALT BINDER COURSE, IL-19.0, N105	SBS PG 70-22	4.0% @ N=105	IL-19.0	N/A
SURFACE COURSE & CROSS OVERS (1**)				
POLYMERIZED HOT MIX ASPHALT SURFACE COURSE, MIX *D*, N105	SBS PG 70-22	4.0% @ N=105	IL-9.5	MIXTURE D
HMA SHOULDERS (1**)				
HOT MIX ASPHALT SHOULDERS	PG 58-22	2.0% @ N=30	IL-9.5	N/A
PARTIAL DEPTH PATCHING				
HOT MIX ASPHALT BINDER COURSE, SUPERPAVE IL-19.0, N90	PG 64-22	4.0% @ N=105	IL-19.0	N/A
SHOULDER MIX (WIDENING)				
HOT MIX ASPHALT BINDER COURSE, SUPERPAVE IL-19.0, N90	PG 64-22	4.0% @ N=90	IL-19.0	N/A

ONCE THE FINAL SURFACE MIX IS PLACED ON THE HOT MIX ASPHALT SHOULDERS, THE LOCATIONS OF THE PIPE UNDERDRAIN OUTLETS SHALL BE RE-ESTABLISHED WITH A *T* PAINTED ON THE OUTSIDE EDGE OF THE SHOULDERS. THE COST OF RE-ESTABLISHING THE OUTLET LOCATIONS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PAVEMENT MARKING.

THE TYPE E AND TYPE F SHOULDER INLETS FROM STATIONS LT. 707+50 TO LT. 718+19.60 AND FROM STATION RT. 715+00 TO RT. 718+82.60, SHALL BE PROTECTED FROM STAGE TRAFFIC IN A MANNER APPROVED BY THE ENGINEER.

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						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				