

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	7T-G, 4-1, 4-2RS-2	PULASKI	52	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 98829

GENERAL NOTES

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.	BITUMINOUS MATERIALS: ON PAVEMENT 0.09 GAL./SQ. YD.
ALL AGGREGATE 2.05 TONS/CU. YD.	INTERMEDIATE LIFTS(FOG COAT) 0.04 GAL./SQ. YD.
RIPRAP 1.50 TONS/CU. YD.	ON AGGREGATE SURFACE 0.32 GAL./SQ. YD.
AGGREGATE (PRIME COAT) 0.0015 TONS/SQ. YD.	

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON APPLICATIONS FOR HOT-MIX ASPHALT SURFACE REMOVAL, HOT-MIX ASPHALT BINDER COURSE AND HOT-MIX ASPHALT SURFACE COURSE.

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

THE CONTRACTOR SHALL STAMP STATIONING IN THE FINAL ASPHALT SURFACE AT 300 FT. INTERVALS 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.

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 QUANTITIES SHOWN IN THE PLANS FOR EROSION CONTROL ITEMS ARE ESTIMATES, THE ACTUAL AMOUNTS USED AND LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

THE EXISTING AGGREGATE SHOULDERS ADJACENT TO THE TIMBER CURB SHALL BE BLADED TO THE SATISFACTION OF THE RESIDENT ENGINEER PRIOR TO THE PROPOSED HMA SHOULDER BEING CONSTRUCTED. THE COST OF THIS WORK SHALL BE INCLUDED IN THE HOT-MIX ASPHALT SHOULDER.

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

PAINT PAVEMENT MARKING REMOVAL, SHOWN IN THE PLANS, SHALL BE USED TO REMOVE EXISTING CENTERLINE AND EDGELINE MARKINGS ON THE BRIDGES WITHIN THE PROJECT LIMITS PRIOR TO THE APPLICATION OF THE POLYUREA PAVEMENT MARKINGS.

A QUANTITY OF LOCATING UNDERGROUND CABLE HAS BEEN INCLUDED IN THE PLANS. THIS SHALL BE USED TO LOCATE THE HIGHWAY LIGHTING CABLES PRIOR TO THE INSTALLATION OF GUARDRAIL POSTS AND OTHER ITEMS IN THE MOUNDS INTERCHANGE AREA, OR AS DIRECTED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 406.06 (e), THE CONTRACTOR SHALL USE STRINGLINE GRADE CONTROL AT ANY OTHER LOCATIONS SPECIFIED IN THE PLANS. THIS WORK SHALL BE INCLUDED IN THE COST OF PAVING.

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. ADDITIONALLY THE ILLINOIS STATE POLICE DISTRICT 22 HEADQUARTERS, BASED IN ULLIN, PHONE NO 618-845-3740, SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO PLACEMENT OF THE AIR SPEED CHECK MARKINGS (NOTED AS THERMOPLASTIC PAVEMENT MARKING LINE 24" IN THE PAVEMENT MARKING SCHEDULE).

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 107.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

THE CONTRACTOR SHALL COMPLETE ALL PATCHING PRIOR TO THE HMA SURFACE REMOVAL.

THE CONTRACTOR SHALL COMPLETE THE INSTALLATION OF ALL PIPE DRAINS PRIOR TO RESURFACING THE ASPHALT SHOULDERS.

THE CONTRACTOR IS TO CLEAN ALL MEDIAN INLETS OF RIPRAP, GRASS CLIPPINGS, SILT, AND OTHER DEBRIS. THE COST FOR THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04(b) OF THE STANDARD SPECIFICATIONS.

DURING MAINLINE MILLING OPERATIONS THE CONTRACTOR SHALL MILL A SECTION OF EXISTING ASPHALT SHOULDER 1" DEEP EVERY 500 FEET OR AS DIRECTED BY THE ENGINEER TO PROVIDE DRAINS FOR SURFACE WATER ON THE MAINLINE PAVEMENT.

ALL EARTHWORK REQUIRED FOR CULVERT EXTENSIONS WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE COST OF EXTENDING THE CULVERTS.

PRIOR TO RESURFACING OPERATIONS, ANY VEGETATION PRESENT ON THE EXISTING ASPHALT SHOULDERS SHALL BE REMOVED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF HOT-MIX ASPHALT SHOULDERS.

BASED ON STRUCTURAL ANALYSIS, APPROVAL HAS BEEN GRANTED FOR A LOADED MATERIAL TRANSFER DEVICE TO CROSS THE STRUCTURES WITHIN THE PROJECT LIMITS.

THE STRUCTURES ARE AS FOLLOWS:

SN 002-0001
SN 002-0002
SN 002-0003
SN 002-0004
SN 077-0001
SN 077-0002
SN 077-0003
SN 077-0004
SN 077-2000

COMMITMENTS

NONE

MIXTURE REQUIREMENTS

LOCATION(S):	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N105
AC/PG:	SBS PG76-22
RAP % (MAX):	0
DESIGN AIR VOIDS:	4.0 %, 105 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 MM OR IL-12.5 MM
FRICITION AGGREGATE:	D SURFACE

LOCATION(S):	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, N105, IL-19.0
AC/PG:	SBS PG76-22
RAP % (MAX):	0
DESIGN AIR VOIDS:	4.0 %, 105 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-19.0 MM
FRICITION AGGREGATE:	NONE

LOCATION(S):	HOT-MIX ASPHALT SHOULDERS, INCIDENTAL HOT-MIX ASPHALT SURFACING (MEDIAN CROSSEOVERS)
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
FRICITION AGGREGATE:	NONE

LOCATION(S):	MIXTURES FOR FAS 939 (MOUNDS ROAD) HOT-MIX ASPHALT SURFACE COURSE, PARTIAL DEPTH PATCHING 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
FRICITION AGGREGATE:	C SURFACE

LOCATION(S):	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)
MIXTURE USE(S):	POLYMER MODIFIED EMULSIFIED ASPHALT
REQUIREMENTS:	SS-1HP OR CSS-1HP