

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	*	JACKSON	67	4
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
*12-1B-1;D9 BSMART FY 10-1				

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.

INTERMEDIATE. LIFTS (FOG COAT)
0.04 GAL./SQ. YD.

ON AGGREGATE SURFACE
0.32 GAL./SQ. YD.

AGGREGATE (PRIME COAT)
0.0015 TONS/SQ. YD.

ALL AGGREGATE
2.05 TONS/CU. YD.

RIPRAP
1.50 TONS/CU. YD.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION FOR HOT MIX ASPHALT SURFACE COURSE.

ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE LEFT IN PLACE UNTIL REMOVAL IS REQUIRED TO CONSTRUCT FINAL GRADE LINES. AT WHICH TIME, THE PERMANENT EROSION CONTROL SHALL BE INSTALLED.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT MIX ASPHALT SURFACE AT 100 m (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 140 mm (5 1/2 IN.) TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHALL CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

AREAS OF EXISTING AGGREGATE SHOULDERS THAT SHALL BE REMOVED FOR CONSTRUCTION OF FINAL SHOULDER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION.

IT WILL BE THE CONTRACTORS RESPONSIBILITY TO REMOVE ANY DEBRIS OR DIRT CAUSED BY CONSTRUCTION ACTIVITY THAT COVERS THE NEW RIPRAP. NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THIS WORK.

PROTECTIVE COAT SHALL BE APPLIED TO THE NEW BRIDGE DECK AND APPROACH PAVEMENTS IN ACCORDANCE WITH ARTICLE 503.19 OF THE STATE STANDARD SPECIFICATIONS. THE SEASONAL EXCEPTION SHALL NOT APPLY. THE PROTECTIVE COAT SHALL BE APPLIED REGARDLESS OF THE CURING METHOD USED. THE RATE OF APPLICATION FOR EACH COAT ON CUT GROOVED AREAS SHALL BE 25 SQUARE YARDS PER GALLON OF MIXTURE.

ATTAINMENT OF PROPER ROADWAY CROSS SLOPE SHALL BE FULLY ACCOMPLISHED WITH HOT MIX ASPHALT BINDER COURSE AS DIRECTED BY THE ENGINEER.

REMOVAL OF THE ENTIRE EXISTING 12" BRIDGE APPROACH PAVEMENTS AND STRUCTURES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PAVEMENT REMOVAL.

AGGREGATE FOR TEMPORARY ACCESS SHALL BE USED AS DIRECTED BY THE ENGINEER FOR MAINTENANCE PURPOSES. THE GRADATION SHALL BE CA-6 OR CA-10 AS DIRECTED BY THE ENGINEER. A QUANTITY OF 35 TONS HAS BEEN ESTIMATED FOR THIS WORK.

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'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK. CONSTRUCTION PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 HEADQUARTERS IN CARBONDALE, ILLINOIS.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16, THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECK 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 OF TRACK MOUNTED OR WHEELED.

IN ADDITION TO THE TRAFFIC CONTROL STANDARDS, A CHANGEABLE MESSAGE SIGN SHALL BE PLACED ON EACH TERMINAL OF THE JOB AT A LOCATION DETERMINED BY THE ENGINEER. THE COST OF THESE CHANGEABLE MESSAGE SIGNS SHALL BE PAID FOR AT THE AGREED UNIT PRICE FOR CHANGEABLE MESSAGE SIGNS, CAL MONTH. THEY SHALL BE FUNCTIONING TWO WEEKS PRIOR TO CONSTRUCTION AND ONE MONTH AFTER THE BEGINNING OF CONSTRUCTION.

PRIOR TO REMOVAL OF THE CROSS OVER, A SAWCUT SHALL BE PLACED TO LEAVE THE WIDTH OF THE EXISTING SHOULDER FROM EASTBOUND PAVEMENT STATION 235+00.0 RT. TO STATION 238+50.0 RT. AND FROM STATION 248+00.0 TO STATION 251+00.0.

HMA MIXTURE DESIGNS

Location(s):	Hot-Mix Asphalt Surface Course & Top Lift of Cross Over Pavement
Mixture Use(s):	Polymerized Hot-Mix Asphalt Surface Course, Mix E, 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 IL12.5 mm
Friction Aggregate:	E Surface

Location(s):	Hot-Mix Asphalt Leveling Binder
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:	None

Location(s):	Hot-Mix Asphalt Shoulders
Mixture Use(s):	Hot-Mix Asphalt Shoulders and Shoulder Widening
AC/PG:	PG58-22
RAP % (Max):	50
Design Air Voids:	2.0 %, 30 Gyration Design
Mixture Composition: (Gradation Mixture)	HMA Shoulders
Friction Aggregate:	None

Location(s):	Lower lifts of cross-over
Mixture Use(s):	Hot-Mix Asphalt Binder Course, N90, IL19.0
AC/PG:	PG64-22
RAP % (Max):	10
Design Air Voids:	4.0 %, 90 Gyration Design
Mixture Composition: (Gradation Mixture)	IL-19.0 mm
Friction Aggregate:	None

COMMITMENTS

NONE AS OF MARCH 20, 2009.

REFER TO COMMITMENT

FILE FOR ANY COMMITMENTS AFTER THIS DATE.