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 CONCRETE
2.016 TONS/CU. YD.

ALL AGGREGATE
2.05 TONS/CU. YD.

RIPRAP
1.50 TONS/CU. YD.

AGGREGATE (PRIME COAT)
0.0015 TONS/SQ. 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.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX 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.

EXISTING CONCRETE PATCHES ENCOUNTERED DURING MILLING OPERATIONS SHALL BE MILLED WITH THE SURROUNDING BITUMINOUS SURFACE REMOVAL. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

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

EXISTING PIPE UNDERDRAIN OUTLETS IN THE FORESLOPES OR MEDIAN SLOPES SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO AN UNDERDRAIN OUTLET RESULTING FROM CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

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.

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.

A TEST STRIP WILL BE REQUIRED FOR EACH BINDER OR SURFACE MIX QUANTITY EXCEEDING 3000 TONS.

THE WIDTHS OF JOINT OPENINGS HAVE BEEN TAKEN FROM BRIDGE INSPECTION REPORTS AND ADJUSTED TO 50° EXCEPT NEOPRENE JOINTS. OTHER PLAN DIMENSIONS AND DETAILS RELATIVE TO 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 CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

EXISTING 1/2 " X 1/2 " BARS SHALL BE REMOVED BEFORE POURABLE JOINT IS INSTALLED.

THE QUANTITY OF DELINEATORS AND DELINEATOR REMOVAL HAS BEEN ESTIMATED TO REFLECT ADDITIONAL DAMAGE IN THE TIME BETWEEN DESIGN AND LETTING. THE ACTUAL QUANTITY SHALL BE DETERMINED BY THE ENGINEER. ALL DELINEATORS DAMAGED BY THE CONSTUCTION OF THIS PROJECT SHALL BE REPLACED IN KIND AT THE EXPENSE OF THE CONTRACTOR.

ALL EQUIPMENT USED FOR THE PLACEMENT OF THE INCIDENTAL HOT-MIX ASPHALT SURFACING SHALL BE APPROVED BY THE ENGINEER PRIOR TO ITS USE.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PROTECT ALL DRAINAGE STRUCTURES PRIOR TO AND DURING RUBBLIZATION OPERATIONS. ANY DAMAGE TO A DRAINAGE STRUCTURE RESULTING FROM THE RUBBLIZATION OR OTHER CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. A PARTIAL LIST OF EXISTING STRUCTURES IS FOUND BELOW. IT IS FOR INFORMATION ONLY.

POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) SHALL BE INCLUDED BETWEEN ALL LIFTS OF HOT-MIX ASPHALT ON PAVEMENT PLACED OVER RUBBLIZED PAVEMENT.

LOCATING UNDERGROUND CABLE SHALL BE USED FOR PLACEMENT OF GUARDRAIL AT IL 14, IL 149, MORGAN ST. INTERCHANGES AND IN AREAS WHERE LIGHTING IS PRESENT.

STATION	ESTIMATED FILL (FT.)		DESCRIPTION
	NB	SB	
469+42	5.4	4.9	36" RCCP
479+10		2.5	24" RCCP
484+20		2.6	24" RCCP
530+00	12.9	12.3	30" RCCP
542+85		2.6	24" RCCP
545+00	4.1		24" RCCP
557+75	7.8		36" RCCP
560+30	5.7		36" RCCP
565+55	9.9		42" RCCP
569+50	7.7		60" RCCP
578+00	4.2		30" RCCP
583+28	4.5		24" RCCP
593+70	3.3		54" RCCP
603+18	2.4		24" RCCP
612+70	2.4		42" RCCP
617+00	2.8		24" RCCP
622+70	2.4		24" RCCP
628+95	3.2		24" RCCP
638+00	4		24" RCCP
642+00	4		30" RCCP
648+00	4.6		24" RCCP
668+30	1.9		36" RCCP
8+00	10.3		24" RCCP
14+74	3.7		48" RCCP
34+00		6.7	24" RCCP
39+00		9.2	24" RCCP
64+12	12.5	12.5	24" RCCP
67+00		12.5	24" RCCP
75+00		12.5	24" RCCP
83+00		12.5	24" RCCP
91+00	12	12	72" RCCP
99+00	12.5		36" RCCP
159+60	2		24" RCCP
181+20	3.5		24" RCCP
187+15	6.7	6.5	72" RCCP
205+05	6.5	6.5	24" RCCP
219+00	2.4	2.4	24" RCCP
225+00	2.4	2.4	24" RCCP
232+50	2.7	2.4	24" RCCP
238+00	2.6	2.5	24" RCCP
243+00	2.9	2.9	24" RCCP
251+30	5.4	5.3	54" RCCP
254+75	8.2	7.6	72" RCCP
262+00	1.9		78" RCCP
21+45		10	36" RCCP
26+06		6	24" RCCP
59+00		3	24" RCCP

MIX DESIGN

Location(s):	Hot-Mix Asphalt Surface Course
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:	IL-9.5 mm or IL 12.5 mm
(Gradation Mixture)	
Friction Aggregate:	E Surface

Location(s):	Hot-Mix Asphalt Shoulders (Top Lift) and Incidental Hot-Mix Asphalt Surfacing
Mixture Use(s)	Hot-Mix Asphalt Surface Course, Mix C, N70
AC/PG	PG64-22
RAP% (Max):	10
Design Air Voids:	4.0%, 70 Gyration Design
Mixture Composition:	IL-9.5 mm or IL 12.5 mm
(Gradation Mixture)	
Friction Aggregate:	C Surface

Location(s):	Hot-Mix Asphalt Binder Course (Top Lift, 2 1/4")
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:	IL-19.0
(Gradation Mixture)	
Friction Aggregate:	None

Location(s):	Hot-Mix Asphalt Binder Course (Lower Lifts) and Hot-Mix Asphalt Shoulders (Lower Lifts)
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:	IL-19.0
(Gradation Mixture)	
Friction Aggregate:	None

STATION	ESTIMATED FILL (FT.)		DESCRIPTION
	NB	SB	
65+00		2.5	24" RCCP
71+00		2.7	24" RCCP
80+50		5.2	36" RCCP
83+00		5	60" RCCP
86+00		1.8	30" RCCP
94+00		8.2	24" RCCP
97+45		7	60" RCCP
98+00		7.8	24" RCCP
106+50		2.4	24" RCCP
125+00			24" RCCP
134+50		3	30" RCCP
135+90		6.5	36" RCCP
144+00		1.7	24" RCCP
154+00			24" RCCP
202+50		10	36" RCCP
241+00		9	24" RCCP
261+00		4	72" RCCP
294+35		6	36" RCCP
297+31		8.2	36" RCCP
303+70		16	84" RCCP
306+55			24" RCCP
327+00			24" RCCP
349+00		6.5	54" RCCP
374+10		7.1	72" RCCP
386+66		9	48" RCCP

ESTIMATED FILL WAS CALCULATED FROM THE TOP OF PIPE TO TOP OF EXISTING PCC PAVEMENT

FILE NAME = c:\pw_work\PWIDOT\COLEMM\d0171161\78175-pnt-schedule.dgn	USER NAME = colemm	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 2/3/2010	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND MIX DESIGN

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	**	*	98	4
		CONTRACT NO. 78175		
		ILLINOIS FED. AID PROJECT		

** D9 RUBBLIZATION FY 10-1

FRANKLIN, WILLIAMSON