

GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 308 (IL 92)	(132, 81-1-1)RS-1 & 132B-M	Rock Island	40	5
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64B16				

The final top 100 mm (four inches) of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches. Fertilizer shall be applied to all disturbed areas and incorporated into the seedbed prior to seeding or placement of sod at the rate specified in Sections 250 and 252 of the Standard Specifications. Mulch Method II shall be applied over all seeded areas. Fertilizer Nutrients shall be applied at the rate specified in Sections 250 and 252 of the Standard Specifications. This work will be included in the contract unit price for the items of work causing the disturbance.

Closed expansion joints on jointed pavements shall be re-established during the patching operations. Class B Patches - when the pavement requires patching at the location of the expansion joint, a new joint should be established using a dowelled expansion patch as shown on Highway Standard 442101. When the joint is closed, but does not require patching, an expansion joint may be formed by sawing the pavement and filling the saw cut with a preformed expansion joint filler meeting the requirements of Section 1051 of the Standard Specifications as shown on Standard 420001.

When laying out for patching, the minimum distance between new patches (saw cut to saw cut) shall be 4.6 m (15 feet). When patch spacing is less than 4.6 m (15 feet), the pavement between patches shall also be removed and replaced.

All mandatory joint sealing for Class A, Class B, and Class B (Hinge Jointed) patches as shown on the plans will not be measured for payment. Optional sawing of the joint for the sealant reservoir will not be measured for payment.

For all concrete patching that will not be resurfaced, the concrete shall be struck off flush with the existing pavement surface at each end of the patch.

The Engineer reserves the right to check all patches for smoothness by the use of a 10' rolling straight edge set to a 3/16" tolerance in the wheel paths. Any patch areas higher than 3/16" must be ground smooth with an approved grinding device consisting of multiple saws. The use of bushhammer or other impact devices will not be permitted. Any patch with depressions greater than 3/16" shall be repaired in a manner approved by the Engineer.

The mandatory saw cuts for pavement patching are:

Class B Patch: Cut two transverse saw cuts outlining the patch and one transverse pressure relief saw cut. The longitudinal edges of the patch shall be cut full depth. When the patch is adjacent to a pcc shoulder, two saw cuts along the shoulder will be required.

The Contractor will be required to furnish 140 mm (5 1/2") high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4-lane highways. The stations shall be placed 150 mm (6") inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface.

The Resident Engineer shall lay out stations for the project using the stations stamped in the roadway and on the plans. Also, separate stationing shall be required for the stamping of stationing in the final surface based on new stationing. Final stationing shall be laid out per the Horizontal and Vertical Control Sheets in the plans.

Install rumble strips in all shoulders in accordance with State Standard 642001. Rumble Strips shall be placed on shoulders on both sides of the pavement.

The mandatory saw cuts will be paid for at the contract unit price per Meter (Foot) for SAW CUTS.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Binder	Polymer Surface Course	Poly Leveling Binder (Machine Method)
PG:	SBS PG 70-22	SBS PG 70-22	SBS PG 70-22
RAP%: (Max)	0	0	0
Design Air Voids	4.2 @ N90	4.2 @ N90	4.2 @ N90
Mixture Composition (Gradation Mixture)	IL 19.0	IL 9.5 or 12.5	IL 9.5
Friction Aggregate	N/A	D	N/A
20 Year ESAL	10.6	10.6	10.6

Mixture Uses(s):	Shoulders (N50)	Incidental Bituminous	Level Binder (Hand Method)
PG:	PG 58-22	PG 64-22	PG 64-22
RAP%: (Max)	30	15	10
Design Air Voids	3.0 @ N50	4.2 @ N50	4.2 @ N90
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5 or 12.5	IL 9.5
Friction Aggregate	C	N/A	N/A
20 Year ESAL	N/A	N/A	N/A

At bridge expansion joints, if temporary expansion joint bulkheads are attached to adjacent deck slabs or abutments for support, the Contractor shall cut the attachments as soon as the concrete has set to prevent joint damage due to horizontal contraction or expansion.

The Contractor shall sandblast the top of the beams upon removal of the bridge deck. This work will be included in the cost of the related expansion joint repair work.

One 16d galvanized nail shall be used to toe nail the wood block out to the wood post on all Traffic Barrier Terminal Type I Specials. The cost shall be included in the contract unit price for the specified Bituminous Surface Removal.

Pavement Marking shall be done according to Standard 780001, except as follows:

1. All words, such as ONLY, shall be 2.4 m (8 feet) high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 200 mm (8"), not 180 mm (7") as shown in the detail of Typical Lane and Edge Lines.

The cost of milling any concrete surface within the Bituminous Surface Removal areas shall be included in the contract unit price for Bituminous Surface Removal (Variable Depth), with no additional cost to the Department.

Program #5
(Arch. Size)
Enlarge
200%
Enlarge 107%