

steffernk  
3/29/2005  
c:\projects\94860\d04301pa.dgn  
GEN

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	*	JEFFERSON	19	3
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT NO.	

CONTRACT NO. 94860  
• (41-6,41-6-1)RS-1

**GENERAL NOTES**

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2002; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" INDICATED ON THE CHECK SHEET, AND "THE SPECIAL PROVISIONS" INCLUDED IN THE PROPOSAL

THE WORK INCLUDED IN THIS SECTION CONSISTS OF REHABILITATING APPROXIMATELY 5.5 MILES OF INTERSTATE 64 BY UNDERDRAIN REPLACEMENT, GUARDRAIL IMPROVEMENTS, PATCHING, MILLING, AND RESURFACING, AND OTHER WORK NECESSARY TO COMPLETE THIS SECTION.

THE PROPOSED PROJECT BEGINS AT THE WASHINGTON/JEFFERSON COUNTY LINE AND EXTENDS APPROXIMATELY 5.5 MILES TO 1 MILE WEST OF THE WOODLAWN INTERCHANGE.

BITUMINOUS SURFACE REMOVAL - BUTT JOINT WILL NOT BE PAID FOR SEPARATELY. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR BITUMINOUS SURFACE REMOVAL 3 1/4".

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

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 SHALL BE INCLUDED IN THE COST OF ALL BITUMINOUS ITEMS.

A PORTION OF THE EXISTING SHOULDER NEAR STRUCTURES 041-0077, 041-0078, 041-0085 & 041-0086 IS PORTLAND CEMENT CONCRETE WIDENING. THE SHOULDER SHALL BE MILLED APPROXIMATELY 1". THE PORTION OF THE SHOULDER THAT IS PCC SHALL ALSO BE MILLED AND WILL NOT BE PAID FOR SEPARATELY. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR BITUMINOUS SURFACE REMOVAL, 1". THE QUANTITY OF BITUMINOUS SURFACE REMOVAL 1" THAT IS PCC WIDENING IS 2852 SQUARE YARDS IN THE EASTBOUND LANES AND 2840 SQUARE YARDS IN THE WESTBOUND LANES.

AN ESTIMATED QUANTITY OF 30 EACH FOR WOOD POSTS HAS BEEN INCLUDED IN THE PLANS. AN ESTIMATED QUANTITY OF 3 EACH FOR REMOVAL OF WOOD POST HAS BEEN INCLUDED IN THE PLANS. IT IS THE SOLE RESPONSIBILITY OF THE ENGINEER TO DETERMINE WHICH EXISTING WOOD POSTS NEED REPLACING IN THE MEDIAN.

PROPOSED RELIEF JOINTS SHOULD MATCH THE LOCATIONS OF THE EXISTING RELIEF JOINTS.

SIXTEEN FOOT MINIMUM VERTICAL CLEARANCE SHALL BE MAINTAINED UNDER THE OVERHEAD STRUCTURE.

ANY EXCAVATION REQUIRED FOR BITUMINOUS SHOULDER STABILIZATION AT STEEL PLATE BEAM GUARDRAIL AND TERMINAL SECTIONS SHALL BE INCLUDED IN THE COST OF BITUMINOUS SHOULDERS. EXCAVATED MATERIAL SHALL BE USED TO CONSTRUCT THE SHOULDER WIDENING AS SHOWN ON STANDARD 630301. ANY ADDITIONAL MATERIAL REQUIRED SHALL BE PAID FOR AS AGGREGATE SHOULDERS.

ALL NEW MAINLINE GUARDRAIL SHALL BE CONSTRUCTED WITH THE FACE OF RAIL AT THE EDGE OF BITUMINOUS SHOULDER (EXCEPT TYPE 1 SPECIALS, WHICH ARE TAPERED AT A RATE OF 50:1).

THE MATERIAL USED FOR AGGREGATE SHOULDERS, TYPE B SHALL BE CRUSHED STONE WITH AN IBR > OR = 80.

PIPE UNDERDRAINS 6" AND PIPE UNDERDRAINS 6" (SPECIAL) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 601 OF THE STANDARD SPECIFICATIONS. ANY EXISTING UNDERDRAINS ENCOUNTERED DURING EXCAVATION FOR THE NEW PIPE UNDERDRAIN 6" OR PIPE UNDERDRAIN 6" (SPECIAL) SHALL BE REMOVED. THE REMOVAL SHALL BE INCLUDED IN THE COST PER FOOT FOR PIPE UNDERDRAINS 6" AND PIPE UNDERDRAINS 6" (SPECIAL) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE MATERIAL REMOVED IN THE EXCAVATION FOR THE UNDERDRAIN INSTALLATION MUST BE REMOVED OFF THE PROJECT.

PREFORMED PLASTIC PAVEMENT MARKINGS, TYPE B SHALL BE APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF TYPE A AS SPECIFIED IN ARTICLE 780.07(d) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. CENTERLINE MARKINGS SHALL BE 6 INCHES WIDE. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" = 14343 FEET OF WHITE, EPOXY PAVEMENT MARKING - LINE 4" = 57372 FEET OF WHITE AND 57372 FEET OF YELLOW.

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN THE DOUBLE LANE LINE MARKERS PATTERN AS SHOWN ON STANDARD 781001.

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE:	SURFACE COURSE	MIXTURE USE(S):	SHOULDERS
PG GRADE:	SBS PG 70-22	PG GRADE:	PG 58-22
RAP%:	0%	RAP%:	30%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 105	DESIGN AIR VOIDS:	2.0% @ NDESIGN = 30
MIXTURE COMPOSITION:	IL-9.5	MIXTURE COMPOSITION:	IL-9.5
FRICTION AGGREGATE:	MIXTURE D	FRICTION AGGREGATE:	N/A

MIXTURE USE(S):	BINDER COURSE
PG GRADE:	SBS PG 70-22
RAP%:	0%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 105
MIXTURE COMPOSITION:	IL-19.0
FRICTION AGGREGATE:	N/A

THE EXISTING PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH SECTION 442 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". THE QUANTITIES OF PATCHING ARE ESTIMATES ONLY AND THE FINAL QUANTITIES AND PATCH LOCATIONS SHALL BE DETERMINED BY THE ENGINEER. ONLY A NON-CHLORIDE ACCELERATOR SHALL BE ALLOWED FOR PAVEMENT PATCHING. NO BITUMINOUS CONCRETE SURFACE COURSE SHALL BE LAID UNTIL ALL PATCHING IS COMPLETE, INCLUDING THE ADJACENT LANE AND SHOULDER.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

AGGREGATE SHOULDERS, TYPE B	3.24 TONS/CU YD
BITUMINOUS MATERIALS (PRIME COAT)	0.10 GAL/SQ YD
AGGREGATE (PRIME COAT)	4.00 LBS/SQ YD
BITUMINOUS CONCRETE	112 LBS/SQ YD/INCH

THE EXISTING PAVEMENT REINFORCEMENT ON FAI ROUTE 64 IS 3/4 INCHES IN DIAMETER.

THE FOLLOWING RATES OF APPLICATION SHALL BE USED FOR SEEDING AND MULCHING ALL AREAS DISTURBED BY CONSTRUCTION OF PIPE UNDERDRAIN (SPECIAL) AND CONCRETE HEADWALL FOR PIPE DRAINS:

NITROGEN FERTILIZER NUTRIENT	90 LB/ACRE
PHOSPHORUS FERTILIZER NUTRIENT	90 LB/ACRE
POTTASIAM FERTILIZER NUTRIENT	90 LB/ACRE
AGRICULTURAL GROUND LIMESTONE	2 TON/ACRE
MULCH	2 TON/ACRE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

SCALE: VERT.  
HORIZ.  
DATE

DRAWN BY  
CHECKED BY