GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 74 (I-74)	Section 81-(1-2, 1, 2-2)RS-1&M	Rock Island	246	7
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64A97				

Previously pugmilled stockpiles of "Type A" older than 1 month will not be approved for use until a moisture check is run to verify moisture content. Material shipped to projects without being tested will not be accepted.

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 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.

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.

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

The mandatory saw cuts for pavement patching are:

Class A Patch: Cut two transverse saw cuts at each end of the patch; one full depth and one partial depth. 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 mandatory saw cuts will be paid for at the contract unit price per Meter (Foot) for SAW CUTS.

The minimum patch dimension for full-depth patches will be 1.2 m (four feet) and half-lane width. Half-lane patches shall be confined to the outside edges of the pavement.

Milling machines on this project shall be capable of removing a layer of bituminous a minimum 6' wide and 1-1/2 inches in depth in a single pass.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Surface *	Level Binder	Mainline Binder Top Lift
PG:	SBS PG 70-22	SBS PG 70-22	SBS PG 70-22
Design Air Voids	4.0 @ N70	4.0 @ N70	4.0 @ N70
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5	IL 19.0
Friction Aggregate	E	N/A	N/A
20 Year ESAL	5.6	9.1	5.6
Mix Unit Weight	119 lbs/sy/in		112 lbs/sy/in

Mixture Uses(s):	Top Shoulder	Bottom Shoulder	Binder Lower Lift
PG:	PG 58-22	PG 58-22	PG 58-22
Design Air Voids	3 @ N50	2 @ N50	3 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	BAM or IL 19.0	IL 9.5 or 12.5
Friction Aggregate	C	N/A	N/A
20 Year ESAL			
Mix Unit Weight	112 lbs/sy/in		112 lbs/sy/in

* On shoulder runaround

The Contractor shall place temporary hot-mix asphalt tapers along all sides of the utility structures protruding above the milled surface. The temporary tapers shall extend 2' outside of the castings, except for the approach side to traffic shall have a 4' taper length. Hot-mix asphalt meeting the approval of the Engineer shall be used, no cold millings will be allowed. The cost of the material, placement, maintenance, removal and disposal of said work will be included in the Pay Item for Hot-Mix Asphalt Surface Removal.

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 area to be primed shall be limited to that which can be covered with HMA the same day, unless otherwise permitted by the Engineer.
Reflective Crack Control shall be placed on the existing surface prior to any resurfacing, unless pavement is milled then it will be placed on the binder course.

To help avoid excess drop offs at the edge of pavement, the existing aggregate wedge or shoulder is to be pulled up and rolled to match the edge of pavement before placing any bituminous material. All costs associated with pulling up the shoulders shall be considered included in the contract unit price per TON for HOT-MIX ASPHALT SURFACE COURSE of the type specified.

Install rumble strips in all shoulders in accordance with State Standard 642001. Rumble Strips shall be placed on shoulders as shown in the plans.

The contractor shall submit four copies of the required shop drawings for review and approval to the Bureau of Bridges and Structures, 2300 South Dirksen Parkway, Springfield, IL 62764. After approval of initial submittal, the contractor shall submit one set of shop drawings to Dave Lippert, Engineer of Materials, 126 East Ash Street, Springfield, IL 62706, and eight (8) sets of shop drawings to be distributed to:

District 2 District Engineer (1)
Fabricator (1)
Contractor (2)
Resident Engineer (2)
District 2 Bureau of Materials (2)

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

Noses of curbed corner islands noted as 1 & 2 on Highway Standard 606301 shall be ramped unless the curb function is for the protection of pedestrians, signals, light standards or sign truss supports.

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.

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.

Staging details in the structure plans are established to keep through traffic on mainline I-74 in a continuous lane with a minimum amount of weaves and shall not be changed (e.g., inside EB lane open entire length of project). If the contractor chooses to, he may manipulate the order of Stages 1-4 in the plans to complete his work prior to November 1, 2009. Stages 5-8 in the plans may also be manipulated by the contractor to complete his work on those stages by October 1, 2010.