

GENERAL NOTES

GENERAL CLEANING SHALL CONSIST OF THE REMOVAL OF SOIL AND/OR ROCK BUILD UPS, DEBRIS, AND OTHER OBSTRUCTIONS PREVENTING STEADY FLOW OF PAVED DITCHES AND CULVERTS OUT 25' FROM THE ROADWAY DITCH OR TO THE R.O.W. LINE WHICHEVER COMES FIRST AS DIRECTED BY THE ENGINEER. GENERAL CLEARING SHALL BE IN ACCORDANCE WITH ARTICLE 201.01 (c) OF THE STANDARD SPECIFICATIONS. GENERAL CLEANING AND OR GENERAL CLEARING WILL ONLY BE MEASURED FOR PAYMENT WHEN IT IS THE CONTROLLING WORK AND IS NOTED FOR PAYMENT IN THE PLANS. WHEN PAYMENT IS MADE, IT SHALL BE IN ACCORDANCE WITH ARTICLE 109.04 (b) OF THE STANDARD SPECIFICATIONS.

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL EXISTING FIELD DIMENSIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

ALL OBSTRUCTIONS WHICH ARE WITHIN THE LIMITS SHOWN ON THE CLEAR ZONE SHEET AND WHICH ARE NOT SHIELDED BY GUARDRAIL, SHALL BE REMOVED. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 4" OR MORE ABOVE THE GROUNDLINE, AND TREES WHICH WILL MATURE TO A DIAMETER OF 4" OR GREATER.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL BITUMINOUS CONCRETE	2.016 TONS/CU. YD.
STONE RIPRAP	1.50 TONS/CU. YD.
AGGREGATE PRIME COAT	0.0015 TONS/SQ. YD.
BITUMINOUS MATERIALS (PRIME COAT)	0.09 GALLONS/SQ. YD.
ALL AGGREGATE	2.05 TONS/CU. YD.

TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

FOR THE PURPOSE OF THIS CONTRACT, EARTHWORK COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.

REPLACEMENT OF ALL CULVERTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD 11 AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS.

THE ENTIRE LENGTH OF ALL EXISTING CULVERTS SHALL BE CLEANED OF ALL EARTH AND DEBRIS BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE PAID ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

THE THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

THE QUANTITY SHOWN FOR MIXTURE FOR CRACKS, JOINTS AND FLANGWAYS IS AN ESTIMATE. THE ACTUAL AMOUNT USED WILL BE DETERMINED BY THE ENGINEER.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS WAS BASED ON ONE APPLICATION EACH FOR THE PRIME COAT, SURFACE COURSE, AND BINDER COURSE.

THE CONTRACTOR SHALL STAMP ENGLISH STATIONING IN THE PROPOSED BITUMINOUS SURFACE AT 300' INTERVALS ALONG THE OUTSIDE EDGE OF THE PAVEMENT. ALSO, THE LETTER "H" SHALL BE STAMPED IN THE SHOULDER AT EVERY PIPE UNDERDRAIN OUTLET LOCATION AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2" TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

THE EDGES OF ALL PAVEMENT PATCHES SHALL BE SAWED TO THE FULL DEPTH OF THE EXISTING PAVEMENT. NO OVERSAWING WILL BE ALLOWED WHEN THE PATCH IS IN ONLY ONE LANE.

THE MACHINE OR EQUIPMENT USED FOR DRILLING DOWEL HOLES FOR THE FULL DEPTH P.C.C. PATCHES SHALL BE CAPABLE OF AND SHALL DRILL A MINIMUM OF 5 HOLES AT A TIME AT RIGHT ANGLES TO THE PAVEMENT. ALL DOWELS IN THIS PATCHING CONTRACT ARE AT RIGHT ANGLES TO THE PAVEMENT.

WHEN THE EXISTING PAVEMENT LANE WIDTH IS GREATER OR LESS THAN 12' THE NUMBER OF DOWELS IN EACH PATCH SHALL BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MAINTAIN AN EQUIVALENT DISTRIBUTION.

CLASS B PATCHING SHALL BE USED AT:

INTERCHANGE RAMP PAVEMENTS INCLUDING THE ACCELERATION/DECELERATION LANES. SEE PLAN SHEETS 70 AND 72.

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

EXPANSION JOINTS SHALL BE CLEANED AND FILLED IN ACCORDANCE WITH ARTICLE 406.06. FIELD MEASUREMENTS INDICATE THAT THERE ARE 48 JOINTS WITHIN THE IMPROVEMENT LIMITS OF JOHNSON COUNTY THAT ARE 24' IN WIDTH, OF WHICH 24 ARE IN THE EASTBOUND LANES AND 24 ARE IN THE WESTBOUND LANES. THE FINAL QUANTITY MAY BE ADJUSTED BY THE ENGINEER. FIELD SURVEY DATE DEC. 2, 2003.

THE CONTRACTOR SHALL COMPLETE BITUMINOUS SURFACE REMOVAL OPERATIONS IN AN AREA BEFORE BEGINNING PAVEMENT PATCHING IN THE SAME AREA.

THE COLOR OF THE DELINEATORS PLACED AT ANY LOCATION SHALL BE IN ACCORDANCE WITH STANDARD 635001 EXCEPT WHERE A CONFLICT EXISTS BETWEEN THE DELINEATOR AND THE PAVEMENT MARKING; THEN, THE DELINEATOR SHALL MATCH THE COLOR OF THE PAVEMENT MARKING.

THE ILLINOIS STATE POLICE, DISTRICT 22, BASED IN ULLIN, PHONE NO. 618-845-3740, SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO PLACEMENT OF THERMOPLASTIC PAVEMENT MARKING LINE 24" NOTED IN THE PAVEMENT MARKING SCHEDULE.

THE REMOVAL OF EXISTING DELINEATORS, POSTS, AND REFLECTORS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. THE ELEVATION DIFFERENCE BETWEEN LANES SHALL BE ELIMINATED WITHIN TWELVE CALENDAR DAYS. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

RUMBLE STRIPS SHALL BE CONSTRUCTED ON ALL BITUMINOUS SHOULDERS IN ACCORDANCE WITH STANDARD 642001.

THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST TEN WORKING DAYS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS.

THE RESIDENT ENGINEER SHALL DETERMINE THE EXISTING CLEARANCE BENEATH OVERPASS STRUCTURES AND, IF NECESSARY, DIRECT THE CONTRACTOR TO TAPER THE THICKNESS OF THE BINDER AND/OR SURFACE COURSE AT A RATE OF 300:1 OR FLATTER TO MAINTAIN A MINIMUM CLEARANCE OF 16' AT OVERHEAD BRIDGES AND 17' AT SIGN TRUSSES.

AFTER A LIFT OF BITUMINOUS CONCRETE HAS BEEN PLACED ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150°F.

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 101.17 REGARDLESS IF TRACK MOUNTED OR WHEELED.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

THE DEPARTMENT RESERVES THE RIGHT TO DELETE THE ENGINEER'S FIELD OFFICE AT NO ADDITIONAL COST.

THE EXCAVATED MATERIAL FROM CONSTRUCTING ENERGY DISSIPATORS, GABIONS, AND DITCH CLEANING SHALL BE PLACED AROUND CULVERTS AND OTHER AREAS WHERE EROSION PROBLEMS EXIST AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR IS TO CLEAN ALL MEDIAN INLETS OF GRASS CLIPPINGS, SILT, AND OTHER DEBRIS. THE COST FOR THIS WORK SHALL BE PAID FOR AS PER ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

ANY PRODUCTION OR PLACEMENT OF BITUMINOUS MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.

DUE TO THE EXTREMELY FLAT GRADES IN SOME AREAS OF THE PROJECT, THE REQUIREMENT FOR A MINIMUM LONGITUDINAL SLOPE OF 0.4% FOR PIPE UNDERDRAINS, AS SHOWN ON STANDARD 601001, IS WAIVED BETWEEN STA. 401+00 (MP 14.9) TO STA. 423+00 (MP 15.3); STA. 200+00 (MP 19.0) TO STA. 244+75 (MP 19.8); STA. 285+00 (MP 20.6) TO STA. 307+00 (MP 21.1); AND STA. 448+00 (MP 23.7) TO STA. 457+44.5 (MP 23.9).

EXCEPT FOR EARTH EXCESS, THERE ARE NO WASTE SITES AVAILABLE FOR USE BY THE CONTRACTOR WITHIN THIS CONTRACT. THE SURPLUS MATERIAL SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

THE MASTIC SEALANT TO SEAL EXISTING PAVED DITCH JOINTS NOTED IN THE PLANS SHALL MEET THE REQUIREMENT AS SPECIFIED IN SECTION 1055 OF THE STANDARD SPECIFICATIONS.

THE COST OF THE CA-16 BACKFILL MATERIAL FOR THE PROPOSED PIPE UNDERDRAINS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR PIPE UNDERDRAINS, 4".

THERE WILL BE NO CALCIUM CHLORIDE ACCELERATORS ALLOWED.

ALL UNDERDRAIN 4" (SPECIAL) WILL BE CONNECTED TO THE UNDERDRAIN 4" BY USING ELBOWS. NO ON SITE BENDS IN THE UNDERDRAIN MATERIAL TO MAKE THE TRANSITION WILL BE ALLOWED.

ONE CHANGEABLE MESSAGE SIGN IN ADDITION TO THOSE SHOWN ON THE HIGHWAY STANDARDS WILL BE REQUIRED.

P. A. L. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24	*	JOHNSON	150	3
STA.		TO STA.		
FED. ROAD DIST. NO.		BLINDS	FED. AID PROJECT	
* (44-5,6)RS, BSMART FY04-3				
98836				

COMMITMENTS: NONE

DESIGN MIXES

MIXTURE USE(S):	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D, N105
AC/PG	SBS PG76-22
RAP % (MAX)	0
DESIGN AIR VOIDS	4%, 105 GYRATIONS SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 mm OR IL-12.5 mm
FRICTION AGGREGATE:	D SURFACE

MIXTURE USE(S):	POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N105
AC/PG	SBS PG76-22
RAP % (MAX)	0
DESIGN AIR VOIDS	4%, 105 GYRATIONS SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-19.0
FRICTION AGGREGATE:	NONE

MIXTURE USE(S):	BITUMINOUS SHOULDERS, SUPERPAVE, 8" (SQ. YD.) BITUMINOUS SIGN PADS (TON) BITUMINOUS SHOULDERS, BOTTOM LIFT (TON)
AC/PG	PG58-22
RAP % (MAX)	50
DESIGN AIR VOIDS	2%, 30 GYRATION SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	BITUMINOUS AGGREGATE MIXTURE, SUPERPAVE
FRICTION AGGREGATE:	NONE

LOCATION (S)	BITUMINOUS SHOULDER (TON) (TOP LIFT)
MIXTURE USE(S):	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX C, N70
AC/PG	PG64-22
RAP % (MAX)	10
DESIGN AIR VOIDS	3%, 70 GYRATION SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 mm OR IL-12.5 mm
FRICTION AGGREGATE:	C SURFACE

△ Revised 4/7/04

GENERAL NOTES; COMMITMENTS; DESIGN MIXES