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FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	(41-7)RS-1	JEFFERSON	48	3
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT NO.	

CONTRACT NO. 94905

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 5.2 MILES OF INTERSTATE 64 WITH UNDERDRAIN REPLACEMENT, GUARDRAIL IIMPROVEMENTS, PAVEMENT PATCHING, MILLING, AND RESURFACING, STRUCTURE REPAIR AND OTHER WORK NECESSARY TO COMPLETE THIS SECTION.

THE PROPOSED PROJECT BEGINS 1 MILE WEST OF THE WOODLAWN ROAD AND EXTENDS APPROXIMATELY 5.2 MILES TO I-57 IN JEFFERSON COUNTY.

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIAL. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

BITUMINOUS MATERIALS (PRIME COAT), THE CONTRACTOR SHALL USE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-1HP.

THE CONTRACTOR WILL PROVIDE INTERNET ACCESSIBILITY 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.

DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE CLOSURE TAPERS AS OUTLINED IN THE SUPPLEMENTAL SPECIFICATIONS ARTICLE 702.03.

A PORTION OF THE EXISTING SHOULDER NEAR STRUCTURES 041-0075 & 041-0076 IS PORTLAND CEMENT CONCRETE WIDENING. THE SHOULDER IS TO BE MILLED APPROXIMATELY 1". THE PORTION OF THE SHOULDER THAT IS PCC WILL ALSO BE MILLED AND WILL NOT BE PAID FOR SEPERATELY. 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 1,421 SQUARE YARDS IN THE EASTBOUND LANES AND 1,368.8 SQUARE YARDS IN THE WESTBOUND LANES.

AN ESTIMATED QUANTITY OF 66 EACH FOR WOOD POSTS HAS BEEN INCLUDED IN THE PLANS. AN ESTIMATED QUANTITY OF 54 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.

AT STATION 2314+41.25 (EASTBOUND) AND STATION 2318+57 (WESTBOUND) THE GUARDRAIL THAT IS ATTACHED TO THE STRUCTURE AND IS TO BE REMOVED. WHEN THIS WORK IS COMPLETED THE EXISTING BOLTS SHALL BE REINSERTED AND SECURELY POSITIONED INTO THE OPEN BOLT HOLES ON THE STRUCTURE. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR STEEL PLATE BEAM GUARDRAIL REMOVAL, ATTACHED TO STRUCTURE. FILL AND EXCAVATION REQUIRED FOR THE INSTALLATION AND REMOVAL OF THE STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURE. THE COMPACTION OF THIS MATERIAL SHALL BE TO THE SATISFACTION OF THE ENGINEER.

THE CONTRACTOR SHALL MAINTAIN A SIXTEEN FOOT MINIMUM VERTICAL CLEARANCE UNDER THE OVERHEAD STRUCTURES LOCATED WITHIN THE LIMITS OF THE JOB.

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.

THE TEMPORARY PAVEMENT SHALL, AT THE CONTRACTOR'S OPTION BE CONSTRUCTED OF EITHER PORTLAND CEMENT CONCRETE 8" THICK, OR BITUMINOUS CONCRETE, 10" THICK.

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 A MINIMUM IBR OF 80.

PIPE UNDERDRAINS 6" AND PIPE UNDERDRAINS 6" (SPECIAL) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 601 OF THE STANDARD SPECIFICATIONS. THE PIPE UNDERDRAINS 6" AND PIPE UNDERDRAINS 6" (SPECIAL) WILL BE PLACED AT THE SAME LOCATIONS OF THE EXISTING UNDERDRAINS. THE 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 AT NO ADDITIONAL COST. ALL PAY ITEMS PERTAINING TO PIPE UNDERDRAINS ARE AT ESTIMATED LOCATIONS AND ARE SUBJECT TO MINOR LOCATION CHANGE AS DIRECTED BY THE ENGINEER.

PREFORMED PLASTIC PAVEMENT MARKINGS, TYPE B SHALL BE APPLIED IN ACCORDANCE WITH THE REQUIREMENTS OF TYPE A AS SPECIFIED IN ARTICLE 780.07(a) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. CENTERLINE MARKINGS SHALL BE 6 INCHES WIDE. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" = 13,738.6 FEET, WHITE EPOXY PAVEMENT MARKING - LINE 4" = 56,856.6 FEET OF WHITE AND 64,062.6 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-CHORIDE 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
POTTASIUM 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

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