

GENERAL NOTES

1. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, BY CONTACTING THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

- AMEREN ILLINOIS
- AT&T ILLINOIS
- AT&T CORPORATION
- CHARTER COMMUNICATIONS, INC.
- ILLINOIS AMERICAN WATER COMPANY
- PAETEC
- SOUTHWESTERN ELECTRIC COOPERATIVE, INC.
- CITY OF COLLINSVILLE
- CENTERPOINT ENERGY
- VILLAGE OF GLEN CARBON
- MADISON COUNTY SPECIAL SERVICE AREA #1
- MITCHELL PUBLIC WATER DISTRICT
- CONSOLIDATED COMMUNICATIONS
- LEVEL 3 COMMUNICATIONS

(MEMBERS OF J.U.L.I.E. (800) 892-0123 OR 811 ARE INDICATED BY *.
NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

2. COORDINATION WITH THE DEPARTMENT'S BUREAU OF OPERATIONS IS REQUIRED BEFORE ANY TRENCHING SHALL BE DONE TO LOCATE HIGHWAY LIGHTING/PUMP STATION/INTELLIGENT TRANSPORTATION FACILITIES AND TO COORDINATE OTHER FIELD ACTIVITIES.
3. THE RESIDENT ENGINEER SHALL VERIFY THE EXISTENCE OF HIGHWAY LIGHTING AND/OR I.T.S. WITHIN THE PROJECT LIMITS. IF HIGHWAY LIGHTING AND/OR I.T.S. EXISTS WITHIN THE PROJECT LIMITS, AND IF THESE ITEMS REQUIRE LOCATING, THE CONTRACTOR SHALL BE DIRECTED TO DO SO ACCORDING TO SECTION 803 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 803.04 OF THE STANDARD SPECIFICATIONS.
4. THE CONTRACTOR AND THE ENGINEER SHALL BE AWARE THAT LIMITED SURVEY WAS PERFORMED FOR THIS PROJECT. THE STATIONING AND TOPOGRAPHY SHOWN IN THE PLANS WAS CREATED USING MICROFILM AND FIELD MEASUREMENTS. BOTH SHALL BE ASSUMED APPROXIMATE. THE CONTRACTOR SHALL VERIFY DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
5. THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
6. THE VARIOUS THICKNESSES OF HMA SURFACE REMOVAL AND PCC SURFACE REMOVAL SHOWN ON THE PLANS IS THE AVERAGE THICKNESS BASED UPON CONTROLLING THICKNESS AS INDICATED. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE.
7. THE WIDTHS OF HMA SURFACE REMOVAL AND PCC SURFACE REMOVAL SHOWN ON THE PLANS ARE NOMINAL WIDTHS. IRREGULARITIES IN THE SURFACE WIDTH MAY OCCUR THROUGHOUT THE LENGTH OF SECTION. HMA SURFACE REMOVAL AND PCC SURFACE REMOVAL WILL BE PAID FOR IN SQUARE YARDS BASED UPON THE NOMINAL WIDTHS INDICATED.
8. AN ESTIMATED QUANTITY OF 12,879 TONS OF CUTTINGS IS FROM THE HMA SURFACE REMOVAL OPERATION, AND AN ESTIMATED QUANTITY OF 761 TONS OF CUTTINGS IS FROM THE PCC SURFACE REMOVAL OPERATION.
9. CHANGEABLE MESSAGE BOARDS WILL BE REQUIRED FOR THIS PROJECT PER THE TRAFFIC CONTROL PLANS AND DEPENDENT ON THE CONTRACTOR'S SEQUENCE OF CONSTRUCTION. THEY SHALL BE PLACED TWO WEEKS PRIOR TO ANY LANE CLOSURE. THE CHANGEABLE MESSAGE BOARDS SHALL BE PLACED PER THE TRAFFIC CONTROL PLANS AND AS DIRECTED BY THE ENGINEER.
10. SPEED LIMIT PHOTO ENFORCEMENT SIGNS MAY BE REQUIRED ON THIS PROJECT. IF REQUIRED, THE SIGNS WILL BE PROVIDED BY IDOT OPERATIONS. METHOD OF INSTALLATION TO BE PROVIDED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL PAY ITEMS. CONTACT JEAN SLAPE AT (618) 394-2189 FOR SIGN PICKUP.
11. CONTRACTOR SHALL PROVIDE ALL DETOUR SIGNING.
12. ALL TEMPORARY PAVEMENT MARKING WILL BE PLACED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
13. SHORT-TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED, PRIMED AND FINAL ASPHALT SURFACE. A QUANTITY FOR TEMPORARY PAVEMENT MARKING EQUAL TO THE AMOUNT OF PERMANENT PAVEMENT MARKING HAS BEEN INCLUDED IN THE PLANS. "WORK ZONE PAVEMENT MARKING REMOVAL" SHALL BE PAID FOR THE FINAL SURFACE ONLY.
14. THE STAGE CONSTRUCTION TRAFFIC CONTROL SEQUENCE AS SHOWN IN THE PLANS IS SUGGESTED. THE CONTRACTOR MAY SUBMIT IN WRITING A PROPOSED STAGE CONSTRUCTION TRAFFIC CONTROL SEQUENCE MEETING THE TRAFFIC CONTROL STANDARDS, PLAN NOTES AND SPECIAL PROVISIONS IN THIS CONTRACT FOR APPROVAL BY THE DEPARTMENT.
15. DROP-OFFS ADJACENT TO A MAINLINE EDGE OF PAVEMENT DURING THE SHOULDER REMOVAL AND REPLACEMENT OPERATIONS SHALL, AT A MINIMUM, BE PROTECTED WITH EXTENDED-HEIGHT CHANNELIZING DEVICES, WITH STEADY BURN LIGHTS, AT 100' SPACING. THESE DROP-OFFS SHALL BE LIMITED TO 0.5 MILES IN LENGTH AND 48 HOURS DURATION.

16. DROP-OFFS ADJACENT TO A RAMP EDGE OF PAVEMENT DURING THE SHOULDER REMOVAL AND REPLACEMENT OPERATIONS SHALL, AT A MINIMUM, BE PROTECTED BY PLACING EXTENDED-HEIGHT CHANNELIZING DEVICES, WITH STEADY BURN LIGHTS, AT 50' SPACING.
17. DROP-OFFS ADJACENT TO THE EDGE OF PAVEMENT OF THE MAINLINE OR A RAMP DUE TO RESURFACING OPERATIONS SHALL, AT A MINIMUM, BE PROTECTED BY PLACING "LOW SHOULDER" SIGNS AT TWO- MILE SPACING WHEN THE DROP-OFF IS MORE THAN ONE INCH BUT LESS THAN OR EQUAL TO THREE INCHES.
18. ANY EXISTING AND PROPOSED RIGHT-OF-WAY LINES AND PROPERTY LINES SHOWN ON THE PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS A MEANS TO ESTABLISH OWNERSHIP. IN ALL MATTERS RELATING TO RIGHT-OF-WAY, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT.
19. THE ENGINEER SHALL SURVEY ALL GORE AREAS TO DETERMINE DRAINAGE PATTERNS. THE PROPOSED ASPHALT SURFACING SHALL BE PLACED TO PROVIDE FOR POSITIVE DRAINAGE AS DIRECTED BY THE ENGINEER.
20. THE CONTRACTOR SHALL PROVIDE POSITIVE AND ADEQUATE DRAINAGE AT ALL LOCATIONS AT ALL TIMES. THIS MAY INCLUDE, BUT IS NOT LIMITED TO, REPLACEMENT OR RECONSTRUCTION OF EXISTING DRAINAGE STRUCTURES THAT HAVE BEEN DAMAGED OR REMOVED, REGRADING, PLUGGING ABANDONED PIPES OR OTHER ACTIVITIES REQUIRED BY THE ENGINEER.
21. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER RECOMMENDED INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.
22. ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED, USING SEEDING, CLASS 2, AND MULCHED, USING MULCH, METHOD 2, AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AS STATED ABOVE AT THE CONTRACTOR'S EXPENSE.
23. SEEDING, CLASS 2 AND MULCH, METHOD 2 ARE TO BE PLACED AS SOON AS EARTHWORK IS COMPLETED.
24. IF REQUIRED, MIXTURE FOR CRACKS, JOINTS AND FLANGWAYS SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
25. THE DEPARTMENT STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR THE TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN THE HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618-874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.
26. THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCHES WIDE, 5 INCHES HIGH AND 5/8 INCHES DEEP. THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

INTERVAL - 250 FEET

BOTTOM OF NUMBERS - 6 INCHES FROM THE INSIDE EDGE OF PAVEMENT MARKING

LOCATION:
- 2, 3 & 5 LANE PAVEMENTS - RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
- MULTI-LANE DIVIDED ROADWAYS - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
- RAMPS - ALONG BASELINE EDGE OF PAVEMENT

POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER

FORMAT - "XX+XX", WHERE X REPRESENTS THE PAVEMENT STATION

THE STAMPED STATIONS SHALL BE FILLED WITH SAND IMMEDIATELY AFTER STAMPING AND PRIOR TO ADDITIONAL ROLLING.

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE COST OF ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.
27. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT INTERCHANGES, ENTRANCES AND SIDE STREETS WHERE WORK IS BEING CONDUCTED AS DIRECTED BY THE ENGINEER. ALL CONSTRUCTION SIGNS SHALL BE FLORESCENT ORANGE AND 48" X 48". THIS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION.

28. CONNECTING OF NEW OR EXISTING PIPE DRAINS TO NEW OR EXISTING DRAINAGE STRUCTURES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF A DRAINAGE STRUCTURE, PIPE DRAINS SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH, ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE PIPE DRAINS AND DRAINAGE STRUCTURES INVOLVED.
29. DURING THE INSTALLATION OF THE PROPOSED UNDERDRAINS, THE EXISTING UNDERDRAINS SHALL NOT BE DISTURBED. REMOVAL AND REPLACEMENT OF EXISTING UNDERDRAINS DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE AT THE EXPENSE OF THE CONTRACTOR.
30. IT IS THE INTENT OF THIS PROJECT TO MATCH UP TO ANY PREVIOUS, ADJACENT OVERLAY SECTIONS. THE ENGINEER SHALL DICTATE WHERE TO BEGIN THE PROJECT SO THAT TWO BUTT JOINTS ARE NOT ADJACENT TO ONE ANOTHER.
31. ALL MILLED AREAS SHALL BE RESURFACED WITH THE APPROPRIATE LIFT OF ASPHALT PRIOR TO OPENING LANES TO TRAFFIC.
32. EXISTING BRIDGE PLANS ARE AVAILABLE FOR REVIEW UPON REQUEST AT THE DISTRICT OFFICE.
33. THE FOLLOWING RATES WERE USED IN THE COMPUTATION OF QUANTITIES:

FERTILIZER NUTRIENTS	90 LBS/ACRE PER NUTRIENT
MULCH, METHOD 2	2.0 TONS/ACRE
HOT-MIX ASPHALT	2.016 TONS/CU YD
BITUMINOUS MATERIALS (PRIME COAT)	0.0003129 TONS/SQ YD
AGGREGATE (PRIME COAT)	3.0 LBS/SQ YD
AGGREGATE/GRANULAR MATERIAL	2.05 TONS/CY

FILE NAME : M:\6513 1001 DB Var\6513.09 WD 9 1-2550-101-revised\CADD_Sheets\0876F10-sh1-GenNot	USER NAME : kschwer-john	DESIGNED : KJS	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLAT SCALE : 1:20000 ' / in.	CHECKED : SAR	REVISED :			255	60-18,91RS-1	MADISON	206	3
PLAT DATE : 10/17/2013	DATE : 7/19/13	REVISED :		SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 76F10 ILLINOIS FED. AID PROJECT		