

GENERAL NOTES

- 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, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - AMEREN ILLINOIS (GAS & ELECTRIC)
 - AT&T ILLINOIS (COMMUNICATIONS)
 - CHARTER COMMUNICATIONS, INC. (CABLE TV)
 - CITY OF EDWARDSVILLE (ELECTRIC)
 - CITY OF EDWARDSVILLE (WATER & SANITARY SEWER)
 - CENTERPOINT ENERGY
 - NORTHEAST CENTRAL COUNTY PUBLIC WATER DISTRICT (WATER)
 - CITY OF ROXANA (WATER & SANITARY SEWER)
 - CITY OF SOUTH ROXANA (WATER & SANITARY SEWER)

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.
- THE INTENT OF THIS PROJECT IS TO SMOOTH THE DRIVING SURFACE AT THE BRIDGE APPROACHES BY USING PCC & HMA BUTT JOINTS AND VARIABLE DEPTH HMA MILLING, AS REQUIRED, TO PROVIDE A 1/2" MINIMUM HMA SURFACE THICKNESS OVER THE GIVEN LIMITS. THE SHOULDERS SHALL ALSO BE MILLED, AS REQUIRED, TO PROVIDE A 1/2" MINIMUM THICKNESS FOR HMA SHOULDERS TO ACCOMMODATE THE PROFILE CHANGES. THE ENGINEER MAY ADJUST THE LAYOUT TO SUIT VARYING FIELD CONDITIONS.
- ANY AREAS DISTURBED DUE TO CONSTRUCTION ACTIVITIES SHALL BE SEEDED (TEMPORARY AND PERMANENT) AT THE CONTRACTOR'S EXPENSE AND NO OTHER COMPENSATION WILL BE PERMITTED.
- THE RE/RT SHALL RECORD THE EXISTING PAVEMENT MARKING LOCATIONS AND TYPES TO MAKE CERTAIN THAT THE PROPOSED PAVEMENT MARKINGS MATCH THE EXISTING PAVEMENT MARKINGS.
- 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.
- THE RESIDENT ENGINEER SHALL VERIFY THE EXISTENCE OF HIGHWAY LIGHTING AND/OR I.T.S. UTILITIES 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.
- 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.
- 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.
- THE VARIOUS THICKNESS OF HOT-MIX ASPHALT 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.
- THE WIDTHS OF HOT-MIX ASPHALT SURFACE REMOVAL SHOWN ON THE PLANS ARE NOMINAL WIDTHS. IRREGULARITIES IN THE SURFACE WIDTH MAY OCCUR THROUGHOUT THE LENGTH OF SECTION. HOT-MIX ASPHALT SURFACE REMOVAL WILL BE PAID FOR IN SQUARE YARDS BASED UPON THE NOMINAL WIDTHS INDICATED.
- THE ESTIMATED QUANTITY OF 270 TONS OF CUTTINGS IS FROM THE HOT-MIX ASPHALT SURFACE REMOVAL OPERATION.
- TWO PORTABLE CHANGEABLE MESSAGE BOARDS SHALL BE REQUIRED FOR THIS PROJECT TO BE PLACED FOR EASTBOUND AND WESTBOUND I-270 AT LOCATIONS AS DIRECTED BY THE ENGINEER. THEY SHALL BE PLACED TWO WEEKS PRIOR TO ANY LANE CLOSURE AND SHALL REMAIN UP FOR THE DURATION OF THE PROJECT.
- 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 AT (618) 394-2189.
- ALL TEMPORARY PAVEMENT MARKING WILL BE PLACED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 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.

- 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.
- 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.
- 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.
- 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.
- "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.
- 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.
- THE FOLLOWING RATES WERE USED IN THE COMPUTATION OF QUANTITIES:

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/CU YD

HIGHWAY STANDARDS

000001-06	701101-04
001006	701400-07
482011-03	701406-08
630001-10	701411-08
631026-05	701426-06
631031-12	701456-03
635006-03	701901-03
635011-02	780001-04
642001-02	781001-03

COMMITMENTS

NONE

PAVEMENT MIXTURE DESIGNS

MIXTURE REQUIREMENTS			
MIXTURE	POLY SURFACE	SHOULDERS ≥ 2.25"	SHOULDERS < 2.25"
PG GRADE	SBS PG 70-22	PG 64-22	PG 64-22
MAX RAP ALLOWABLE	SEE SPEC.	SEE SPEC.	SEE SPEC.
DESIGN AIR VOIDS	4.0% @ Ndes=90	**2.0% @ Ndes=30	**2.0% @ Ndes=30
MIXTURE COMPOSITION		NMAS 3/4"	NMAS 1/2"
GRADATION MIXTURE	IL-9.5		
FRICTION AGGREGATE	MIXTURE E		

** TOP LIFT SHOULDERS - DESIGN THIS MIX AT 2.0% VOIDS AND ADD ASPHALT TO REDUCE VOIDS TO 1.5%.

PLAN QUANTITIES FOR HMA SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN.