

GENERAL NOTES

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
711	115(BY,BY-1)BR	VERMILION	93	3
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 90843

- G.N.100
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.
- G.N.105.09A
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN DATUM OF 1988 (NAVD 88).
- G.N. 107.31
UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED (QUALITY LEVEL C &/OR QUALITY LEVEL D) AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY.

UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THESE ORGANIZATIONS WHILE THESE ADJUSTMENTS ARE BEING PERFORMED. J.U.L.I.E. - JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS SYSTEM (800) 892-0123.

- G.N. 202
GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MANMADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA OF TEMPORARY EASEMENTS AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE AS DIRECTED BY THE ENGINEER.

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

- G.N. 205
BENCHING PROCEDURES SHALL BE USED IN AREAS WHERE EXISTING EMBANKMENTS ARE WIDENED FOR THE PROPOSED PAVEMENT. STEPS SHALL BE CUT INTO THE EXISTING EMBANKMENT SLOPES AND SHALL HAVE THE FOLLOWING DIMENSIONS:
HORIZONTAL: 8'
VERTICAL: 2'

- G.N. 250C
SEEDING, CLASS 7 AND MULCH, METHOD 2 IS INCLUDED IN THIS CONTRACT TO SEED NEW EARTH SHOULDERS DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE CLASS 7 SEEDING AND MULCH WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SHOULDERS AT THE TIME OF THEIR COMPLETION.

- G.N. 281
THE RIPRAP GRADATION SHALL BE IN ACCORDANCE WITH THE GRADATION SPECIFIED IN THE PLANS OR, WITH APPROVAL OF THE ENGINEER, A RIPRAP GRADATION MEETING A D50 GREATER THAN OR EQUAL TO 10". D50 IS DEFINED AS THE MEAN ROCK SIZE AS DESCRIBED IN THE FHWA HYDRAULIC ENGINEERING CIRCULARS (HEC 11, HEC 14 AND HEC 15).

IF GRAVEL IS USED FOR THE BEDDING MATERIAL UNDER RIPRAP, THE GRAVEL SHALL BE CRUSHED AS ALLOWED UNDER ARTICLE 1005.01.

- G.N. 353
THE SHADED AREAS OF P.C. CONCRETE BASE COURSE CONSTRUCTED ADJACENT TO COMBINATION CONCRETE CURB AND GUTTER AS SHOWN IN THE PLANS SHALL BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER. THIS WORK WILL BE MEASURED AND INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PORTLAND CEMENT CONCRETE BASE COURSE OF THE THICKNESS SPECIFIED IN THE PLANS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

- G.N. 406
THE QUANTITIES INCLUDED IN THE PLANS FOR BITUMINOUS CONCRETE RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE BITUMINOUS MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

- G.N. 406D
ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

- GN. 406H
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S):	MAINLINE PAVEMENT
MIXTURE USE(S):	SURFACE COURSE, LEVELING BINDER
AC/PG:	PG 64-22
RAP %: (MAX)	15%
DESIGN AIR VOIDS:	4.0% @ NDES = 50
MIX COMP: (GRADATION)	IL 9.5
FRICTION AGGREGATE:	MIX "C"

LOCATION(S):	MAINLINE SHOULDERS
MIXTURE USE(S):	BITUMINOUS BASE COURSE OPTION & FLEXIBLE CONNECTOR
AC/PG:	PG 64-22
RAP %: (MAX)	25%
DESIGN AIR VOIDS:	4.0% @ NDES = 50
MIX COMP: (GRADATION)	IL 19.0
FRICTION AGGREGATE:	N/A

- G.N. 440B
THE EXISTING TIE BARS BETWEEN THE EXISTING PAVEMENT AND EXISTING MEDIANS, GUTTERS AND/OR COMBINATION CURB AND GUTTERS THAT ARE FOUND SUITABLE FOR REUSE SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY EXISTING TIE BARS THAT ARE FOUND UNSUITABLE TO BE INCORPORATED INTO THE PROPOSED CONSTRUCTION DUE TO EXCESSIVE RUSTING OR DISTRESS SHALL BE REMOVED FLUSH WITH THE FACE OF THE EXISTING CONCRETE AND DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS REMOVAL PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

- G.N. 542
BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTHS.

- G.N. 542.07
AT LOCATIONS WHERE END SECTIONS ARE SPECIFIED, CAST-IN-PLACE CONCRETE HEADWALLS WILL NOT BE ALLOWED.

- G.N. 542B
ALL THE ENTRANCE CULVERTS LENGTHS SHOWN IN THE PLANS WERE CALCULATED WITH THE ASSUMPTION THAT METAL PIPES AND METAL END SECTIONS WOULD BE USED.

- G.N. 550
BEFORE ORDERING STORM SEWER, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTHS.

- G.N. 609
PRIOR TO ROUTING TRAFFIC ONTO THE SHOULDERS AS SHOWN IN THE STAGING PLANS, THE CONTRACTOR SHALL SECURE THE GRATINGS ON SHOULDER INLETS AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

- G.N. 631
IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED.

- G.N. 667
THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS AND TO DETERMINE IF IT WILL BE NECESSARY FOR THE CONTRACTOR TO HIRE AN ILLINOIS LAND SURVEYOR.

- G.N. 703A
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

- G.N. 781
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

- G.N. 1004.01
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

- G.N. 1004.03
REVISE ARTICLE 1004.03 (c) NOTE 5/ OF THE STANDARD SPECIFICATIONS TO READ:

'5/ GRADATION CA-16 SHALL BE USED IN LIEU OF CA-13 WHEN THE SURFACE COURSE IS LESS THAN 1 3/4 INCHES IN THICKNESS. CA-13 OR CA-16 MAY BE USED WHEN THE SURFACE COURSE IS 1 3/4 INCHES OR MORE IN THICKNESS.'

- G.N. 2003B
AN ALUMINUM TABLET OF THE TYPE SHOWN ON STANDARD 667101 SHALL BE PLACED ON THE PROPOSED STRUCTURE AS DIRECTED BY THE ENGINEER. THE BENCH MARK ELEVATION WILL BE ESTABLISHED AND MARKED BY THE DEPARTMENT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR PERMANENT BENCH MARKS.

- THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR SHALL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

- THE CONTRACTOR SHOULD NOTE THAT ARTESIAN SPRINGS ARE KNOWN TO BE IN THE VICINITY OF THE PROJECT. LOCATIONS ARE NOT AVAILABLE.

- IN ORDER TO AVOID HARM TO THREATENED AND ENDANGERED MUSSEL SPECIES:

- INSTREAM WORK IS TO BE MINIMIZED.
- THE STANDARD SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL SHOULD BE STRICTLY ADHERED TO AT ALL TIMES TO AVOID SEDIMENT FROM ENTERING THE CREEKS.

- DURING REMOVAL OF THE STRUCTURES, PRECAUTIONS SHOULD BE IMPLEMENTED TO PREVENT DEBRIS FROM FALLING INTO THE CREEKS. THE REMOVAL OF THE EXISTING STRUCTURES COULD CAUSE SEVERE EROSION, THEREFORE THE WORK SHOULD BE DONE DURING LOW FLOW PERIODS.

- THERE ARE NO COMMITMENTS FOR THIS PROJECT.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		GENERAL NOTES
DATE 5/03		DRAWN BY TLS CHECKED BY SJK