

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
331	*	JACKSON	258	3
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

\* (12-1)2N, I-5, TS-3, B-1

**GENERAL NOTES**

1. 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.
2. FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:
 

ALL BITUMINOUS	2.016 TONS/CU YD
ALL AGGREGATE	2.05 TONS/CU YD
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.09 GAL/SQ YD
AGGREGATE (PRIME COAT)	0.0015 TONS/SQ YD
GROUT FOR RIPRAP	0.11 CU YD/SQ YD
3. FORMS FOR CONCRETE CURB AND GUTTER AND CONCRETE GUTTER SHALL BE OF METAL ONLY, EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.
4. PROTECTIVE COAT SHALL BE APPLIED TO PCC PAVEMENT, PCC DRIVEWAY PAVEMENT, CONCRETE CURB AND GUTTER AND CONCRETE MEDIAN SURFACE AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS FOR ARTICLE 420.21 OF THE STANDARD SPECIFICATIONS.
5. ADDITIONAL WIDTH OF GUTTER FLAG, AT LOCATIONS INDICATED ON THE PLANS, SHALL BE POURED MONOLITHICALLY WITH THE NORMAL GUTTER FLAG AND WILL NOT BE MEASURED NOR PAID FOR SEPARATELY.
6. AT ALL LOCATIONS WHERE THE PROPOSED BITUMINOUS OR CONCRETE PAVEMENT JOINS AN EXISTING BITUMINOUS OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.
7. THE QUANTITY FOR BITUMINOUS MATERIALS PRIME COAT INCLUDED IN THE PLANS IS BASED ON AN ANTICIPATED SEQUENCE OF CONSTRUCTION, AND 4" MAXIMUM LIFTS. THE ACTUAL QUANTITY MAY VARY DEPENDENT ON THE CONTRACTOR'S SEQUENCE OF OPERATIONS.
8. COMBINATION CURB AND GUTTER SHOULD BE TIED TO PCC BASE COURSE WHERE 1 1/2" CLEARANCE CAN BE MAINTAINED. SOME AREAS WITHIN THE GRADE RAISE WILL BE UNTIED, A QUANTITY OF SUB-BASE GRANULAR MATERIAL (TON) HAS BEEN PROVIDED FOR CURB AND GUTTER CONSTRUCTION IN THESE AREAS. THE CONTRACTOR HAS THE OPTION TO POUR ADDITIONAL FLAG DEPTH, THEREBY ALLOWING THE CURB TO BE TIED AND NEGATING THE NEED FOR SUB-BASE GRANULAR MATERIAL (TON).
9. CLASS D PATCHING SHOULD BE USED IN ALL AREAS WITHIN THE LIMITS OF THE PROPOSED GRADE RAISE.
10. PAYMENT FOR TIEBARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF THE PROPOSED PAVEMENT AND/OR COMBINATION CURB AND GUTTER.
11. 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.
12. EXISTING SURFACE DISTURBED DURING EXCAVATION FOR FOUNDATIONS AND PUSH PITS SHALL BE RESTORED TO THE LIMITS AND CONDITION SPECIFIED BY THE ENGINEER OR AS SHOWN ON THE PLANS. UNLESS NOTED OTHERWISE ON THE PLANS THE REMOVAL AND RESTORATION SHALL BE INCLUDED IN THE CONTRACT.
13. EARTHWORK REQUIRED IN AREAS OF PAVEMENT REMOVAL, CONCRETE MEDIAN SURFACE REMOVAL, CORRUGATED MEDIAN REMOVAL, AND ISLAND REMOVAL TO CONSTRUCT THE PROPOSED PCC PAVEMENT, SUB-BASE GRANULAR MATERIAL, CONCRETE MEDIAN SURFACE, AND CONCRETE MEDIANS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PROPOSED PAY ITEM TO BE CONSTRUCTED.
14. ALL AGGREGATE SHOWN ON STANDARD 606301 SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE FOR CONCRETE MEDIAN SURFACE, 4 INCH.
15. REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-42, OR M-53 GRADE 60
16. EXPANSION BOLTS SHALL CONSIST OF APPROVED EXPANSION ANCHORS, PROVIDING MINIMUM CERTIFIED PROOF LOAD = 4,080 LBS. AND 3/4" x 12" HOOKED BOLTS.
17. PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.
18. THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR BITUMINOUS SURFACE REMOVAL, INDIVIDUAL LIFTS OF BITUMINOUS BINDER AND BITUMINOUS SURFACE, AT THE RATE OF 4 FEET IN 40 FEET.
19. THE TYPE III TAPE QUANTITIES INCLUDED IN THE PLANS ALLOW FOR:
  - BLACK TAPE TO COVER ALL EXISTING PAVEMENT MARKINGS ON IL 13
  - YELLOW AND WHITE FOR AN EASTBOUND AND WESTBOUND LANES SHIFT ON IL 13
  - YELLOW AND WHITE TAPE FOR STAGE I AND STAGE II BRIDGE TRAFFIC
  - THE ACTUAL QUANTITY MAY VARY DEPENDENT ON THE CONTRACTORS SEQUENCE OF OPERATIONS
20. NO TEMPORARY RAMPS ARE PROVIDED FOR THE ILLINOIS 13 EDGE OF PAVEMENT AT EMERALD AND SYCAMORE. THE CONTRACTOR SHOULD UTILIZE THE ROAD CLOSURE PROVISION AND PROPER PLANNING TO AVOID THE NECESSITY OF RAMPS AT THESE LOCATIONS.
21. THE TRAFFIC OPERATIONS ENGINEER SHALL BE NOTIFIED PRIOR TO CONSTRUCTION OF MAST ARM AND CONTROLLER FOUNDATIONS, HANDHOLES, AND GULFBOX JUNCTIONS AND SHALL APPROVE THE LOCATIONS OF EACH AND MAY ADJUST TO FIT FIELD CONDITIONS IF NECESSARY.
22. THE INDUCTION LOOP WIRE AND LEAD-IN WIRE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
23. SHIELDED CABLE TO LOOP LEADS SHALL BE GROUNDED AT THE CONTROLLER TERMINAL ONLY.
24. WHILE SIGNAL HEADS ARE MOUNTED IN PLACE, BUT NOT YET IN OPERATION, THEY SHALL BE SECURELY COVERED IN WHITE PLASTIC.
25. SAWED SLOTS FOR TWISTED PAIR ELECTRIC CABLES SHALL BE LARGER THAN SINGLE CONDUCTOR LOOP SLOTS.
26. ALL NON-ESSENTIAL ELECTRIC CABLE SHALL BE REMOVED FROM EXISTING CONDUIT THAT IS TO BE USED FOR INSTALLATION OF PROPOSED ELECTRIC CABLE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE PROPOSED ELECTRIC CABLE PAY ITEM.
27. ALL PEDESTRIAN PUSH-BUTTON POSTS SHALL BE EQUIPPED WITH TWO DIRECTIONAL SIGNS (R10-4b).
28. THE FURNISHING AND INSTALLATION OF THE 1 1/4" CONDUIT WITH ITS TRENCHING AND BACKFILL FROM THE LOOP SAWCUT TO THE SPLICE POINT OR HANDHOLE WILL BE INCIDENTAL TO THE LOOP INSTALLATION AND SEPARATE PAYMENT WILL NOT BE MADE FOR THIS WORK.
29. DETECTOR LOOPS SHALL BE INSTALLED PRIOR TO FINAL SURFACE INSTALLATION. THE DETECTOR LOOP CORNERS SHALL BE DIAGONALLY CUT. IF RESURFACING IS NOT INCLUDED, THEN THE DETECTOR LOOP CORNERS SHALL BE CORE DRILLED 2" MIN DIAMETER.
30. CABLE QUANTITIES ARE MEASURED IN PLAN VIEW.
31. THE FINAL LOCATION OF THE DETECTOR LOOPS, AND TRAFFIC SIGNAL FOUNDATIONS, SHALL BE APPROVED BY THE BUREAU OF OPERATIONS BEFORE INSTALLATION.
32. ALL PROPOSED MAST ARMS SHALL BE LOCATED NO CLOSER THAN 6 FT FROM FACE OF CURB TO THE CENTER OF POLE; ALL PROPOSED TRAFFIC SIGNAL POSTS WILL BE LOCATED NO CLOSER THAN 4 1/2' FROM FACE OF CURB TO CENTER OF POST, UNLESS SHOWN OTHERWISE ON THE PLANS.
33. IN AREAS WHERE MULTIPLE RUNS OF PARALLEL CONDUIT ARE IN THE SAME LOCATION, TRENCH AND BACKFILL WILL ONLY BE PAID FOR ONCE.
34. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF TRAFFIC OPERATIONS 72 HOURS PRIOR TO THE SHUT-DOWN OR CUTTING OF EXISTING DETECTOR LOOPS.
35. UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION AND THEIR TRUE LOCATIONS ARE NOT GUARANTEED TO BE AS SHOWN IN THE PLANS.
36. TRENCH BACKFILL REQUIRED FOR STORM SEWER SHALL ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.
37. ALL PIPE CULVERT OR STORM SEWER EXTENSIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS. PRIOR TO EXTENDING ANY PIPE CULVERT OR STORM SEWER, THE ENTIRE LENGTH OF THE EXISTING PIPE CULVERT OR STORM SEWER 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 FOR ACCORDING TO ARTICLE 109.04.
38. CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE 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 CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE OF THE STORM SEWERS OR STRUCTURES INVOLVED.
39. THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL RE-ERECT 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 COMPENSATION WILL BE ALLOWED.
40. THE QUANTITY OF EROSION CONTROL BLANKET SHOWN IN THE PLANS IS ONLY AN ESTIMATE. THE ACTUAL AMOUNT USED, AND LOCATION, SHALL BE DETERMINED BY THE ENGINEER.
41. STONE RIPRAP USED IN DITCHES SHOULD BE PLACED IMMEDIATELY UPON COMPLETION OF EARTHWORK AND GRADING IN ORDER TO PREVENT EROSION.
42. THE REMOVAL OF BROKEN CONCRETE IN EXISTING DITCHES SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
43. PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK. EXISTING PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 OFFICE.
44. ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC.
45. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY DEBRIS OR DIRT CAUSED BY CONSTRUCTION ACTIVITY THAT COVERS THE NEW RIPRAP AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
46. REMOVAL OF EXISTING BRIDGE APPROACH PAVEMENTS (VAR. 16 1/2" AT EDGE TO 10 1/2" AT CTR.) IS INCLUDED IN THE QUANTITY FOR PAVEMENT REMOVAL.
47. IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECK 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.
48. QUANTITIES SHOWN IN THE PLANS FOR BRIDGE DECK GROOVING AND PROTECTIVE COAT INCLUDE THE BRIDGE, THE BRIDGE APPROACH PAVEMENTS (SPECIAL), AND THE BRIDGE APPROACH PAVEMENT CONNECTORS (PCC), (SPECIAL).
49. PROTECTIVE COAT SHALL BE APPLIED TO THE BRIDGE, THE BRIDGE APPROACH PAVEMENTS (SPECIAL), AND THE BRIDGE APPROACH PAVEMENT CONNECTORS (PCC), SPECIAL IN ACCORDANCE WITH ARTICLE 503.19 OF THE STANDARD SPECIFICATION. THE SEASONAL EXCEPTION SHALL NOT APPLY. THE PROTECTIVE COAT SHALL BE APPLIED REGARDLESS OF THE CURING METHOD USED. THE RATE OF APPLICATION FOR EACH COAT ON SAW CUT GROOVED AREAS SHALL BE 25 SQUARE YARDS PER GALLON OF MIXTURE.
50. THE QUANTITY OF CHANNEL EXCAVATION IN THE PLANS CONSISTS OF THE AREA ABOVE THE PROPOSED STONE RIPRAP, CLASS A4 BETWEEN THE BACK OF THE EXISTING ABUTMENTS AND THE FRONT OF THE PROPOSED ABUTMENTS.
51. THE EXISTING SANITARY SEWER PIPE IN THE CHANNEL AT THE ILLINOIS 13 OVER CRAB ORCHARD CREEK BRIDGES SHALL REMAIN IN PLACE. THIS PIPE SHALL BE EXPOSED IN 15' MAXIMUM LENGTHS DURING EXCAVATION THAT IS REQUIRED FOR THE INSTALLATION OF THE PROPOSED STONE RIPRAP CLASS A4 AS SHOWN IN THE PLANS. THE CONTRACTOR SHALL NOTIFY THE CITY OF CARBONDALE PRIOR TO THE START OF THIS EXCAVATION.

**COMMITMENTS**

- THE CITY WILL PROVIDE SUFFICIENT PERSONNEL, FOR OBSERVATION, AT THE REQUEST OF THE DISTRICT CONSTRUCTION ENGINEER, DURING OPERATIONS WHICH MAY IMPACT THE CITY'S UTILITIES.
- THE CHAIN LINK FENCE FOR MURDALE TRUE VALUE EQUIPMENT RENTALS SHALL NOT BE DAMAGED OR REMOVED DUE TO CONSTRUCTION ACTIVITIES. ADEQUATE SPACE IS AVAILABLE AND THE CONTRACTOR SHALL UTILIZE WHATEVER MEANS NECESSARY TO REMOVE AND CONSTRUCT THE COMBINATION CURB AND GUTTER AND PCC SIDEWALK ADJACENT TO THE FENCE. ANY DAMAGE TO THE FENCE OR EQUIPMENT STORED WITHIN SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE RESIDENT ENGINEER SHALL CONTACT MR. GREG KLINE, CITY OF CARBONDALE FORESTER, PRIOR TO ANY TREE REMOVAL BETWEEN OLD MAIN AND GLENVIEW. MR. KLINE WILL EXAMINE ROOT DAMAGE SUSTAINED BY INDIVIDUAL TREES AT THE TIME OF EXCAVATION AND DETERMINE WHETHER THEY MAY BE SAVED. QUANTITIES FOR TREE REMOVAL AND REPLACEMENT ARE INCLUDED IN THE PLANS FOR THOSE TREES WITH THE POTENTIAL FOR ROOT DAMAGE. TREES THAT ARE DEEMED ABLE TO SURVIVE WILL BE MONITORED THROUGHOUT THE DURATION OF THE CONTRACT. AT THE END OF CONSTRUCTION ACTIVITIES THOSE THAT ARE STILL LIVING WILL BE DELETED FROM THE CONTRACT QUANTITIES. ANY TREES THAT DIE AFTER THE PUNCH LIST IS COMPLETED WILL BE THE RESPONSIBILITY OF THE CITY OF CARBONDALE.
- IF ANY CHANGES ARE TO BE MADE TO THE CONSTRUCTION LIMITS BEFORE OR DURING THE CONSTRUCTION PHASE, PLEASE CONTACT THE D-9 ENVIRONMENTAL COORDINATOR AT 618-351-5284 TO REPORT THE CHANGE SO THAT POSSIBLE IMPACTS CAN BE INVESTIGATED.