

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 AND WIDENING APPROXIMATELY 1.98 MILES OF F.A.P. ROUTE 774 (IL RTE 32/33) BY MILLING, WIDENING OF PAVEMENT, SHOULDERS, REALIGNING DITCHES, RESURFACING, EXTENDING, REMOVING AND REPLACING CULVERTS, RETAINING WALLS, AND PAVEMENT REMOVAL.
- THIS PROJECT ALSO INCLUDES WIDENING OF BRIDGES OVER LITTLE WABASH RIVER AND LITTLE WABASH RIVER OVERFLOW.
- THE PROPOSED PROJECT BEGINS 0.23 MILES WEST OF THE INTERSECTION OF IL ROUTE 32/33 AND NAZARENE RD AT STA. 942+50.00 AND EXTENDS IN AN EASTERLY DIRECTION A DISTANCE OF 1.98 MILES TO STA. 46+80.05 EAST OF FORD AVE IN EFFINGHAM, IL.
- PAVEMENT MARKING SHALL BE APPLIED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, AS SHOWN ON THE PLANS, AND AS DETERMINED BY THE ENGINEER.

TEMPORARY PAINT PAVEMENT MARKING APPLIED TO BINDER COURSE CONSISTS OF THE FOLLOWING:

	STAGE I	STAGE II	STAGE III
LETTERS & SYMBOLS	37	0	0
LINE 4"	20,820	19,592	544
LINE 12"	510	510	0

PAVEMENT MARKING TAPE, TYPE III, 4" APPLIED AT THE BRIDGES CONSISTS OF THE FOLLOWING:

	STAGE I	STAGE II	STAGE III
	0	1,373	1,373

SHORT TERM PAVEMENT MARKING APPLIED ON THE FINAL SURFACE SHALL BE TAPE. STAGE III FINAL SURFACE

	1,057	5,006
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TEMPORARY PAVEMENT MARKING APPLIED ON THE FINAL SURFACE SHALL BE TAPE OR PAINT AS DIRECTED BY THE ENGINEER. QUANTITIES CONSIST OF:

LETTER & SYMBOLS	1,222 SQUARE FEET OF WHITE.
LINE 4"	27,088 FEET OF YELLOW AND 21,223 FEET OF WHITE.
LINE 6"	4,631 FEET OF YELLOW.
LINE 12"	489 FEET OF YELLOW AND 781 FEET OF WHITE.
LINE 24"	182 FEET OF WHITE.

- THE CONTRACTOR SHALL PROVIDE AN ENGINEERS FIELD OFFICE TYPE A IN ACCORDANCE WITH ARTICLE 670.02 OF THE STANDARD SPECIFICATIONS.
- THE FOLLOWING BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIXTURE D, N70 MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

MIXTURE USE(S):	SURFACE COURSE-MAINLINE & PUBLIC ROADS
AC/PG:	PG 64-22
RAP%: (MAX)	15%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 70
MIXTURE COMPOSITION:	
(GRADATION MIXTURE)	IL-9.5
FRICITION AGGREGATE:	MIXTURE D

- THE FOLLOWING LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N70 MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

MIXTURE USE(S):	LEVELING BINDER-MAINLINE & PUBLIC ROADS
AC/PG:	PG 64-22
RAP%: (MAX)	25%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 70
MIXTURE COMPOSITION:	
(GRADATION MIXTURE)	IL-9.5
FRICITION AGGREGATE:	N/A

- THE FOLLOWING BITUMINOUS CONCRETE BASE COURSE, SUPERPAVE, 11 3/4" MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

MIXTURE USE(S):	BASE COURSE-MAINLINE
AC/PG:	PG 64-22
RAP%: (MAX)	25%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 70
MIXTURE COMPOSITION:	
(GRADATION MIXTURE)	IL-19.0
FRICITION AGGREGATE:	N/A

- THE FOLLOWING BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D N90 MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

MIXTURE USE(S):	SURFACE COURSE - MAINLINE & PUBLIC ROADS
AC/PG:	SBS PG 70-22
RAP%: (MAX)	15%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 90
MIXTURE COMPOSITION:	
(GRADATION MIXTURE)	IL-9.5
FRICITION AGGREGATE:	N/A
	MIXTURE D

- THE FOLLOWING LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N90 MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

MIXTURE USE(S):	LEVELING BINDER - MAINLINE & PUBLIC ROADS
AC/PG:	PG 64-22
RAP%: (MAX)	25%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 90
MIXTURE COMPOSITION:	
(GRADATION MIXTURE)	IL-9.5
FRICITION AGGREGATE:	N/A

- THE FOLLOWING BITUMINOUS SHOULDERS, SUPERPAVE, 8" MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

MIXTURE USE(S):	BITUMINOUS SHOULDERS
AC/PG:	PG 58-22
RAP%: (MAX)	50%
DESIGN AIR VOIDS:	2.0% @ NDESIGN = 30
MIXTURE COMPOSITION:	
(GRADATION MIXTURE)	N/A
FRICITION AGGREGATE:	N/A

- THE FOLLOWING INCIDENTAL BITUMINOUS SURFACING, SUPERPAVE MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

MIXTURE USE(S):	SURFACE COURSE - DRIVEWAYS
AC/PG:	PG 64-22
RAP%: (MAX)	15%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 50
MIXTURE COMPOSITION:	
(GRADATION MIXTURE)	IL-9.5
FRICITION AGGREGATE:	MIXTURE C

- THE FOLLOWING BITUMINOUS BASE COURSE SUPERPAVE 6", 8", AND 9 1/2" MIXTURE REQUIREMENTS ARE APPLICABLE TO THIS PROJECT:

MIXTURE USE(S):	BASE COURSE-PUBLIC ROADS & DRIVEWAYS
AC/PG:	PG 64-22
RAP%: (MAX)	25%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 70
MIXTURE COMPOSITION:	
(GRADATION MIXTURE)	IL-19.0
FRICITION AGGREGATE:	N/A

- THE CONTRACTOR WILL BE REQUIRED TO FOG COAT ALL INTERMEDIATE LIFTS OF BITUMINOUS BASE COURSE SUPERPAVE, 9 1/2" AND 11 3/4" WITH AN EMULSIFIED POLYMER PRIME PRODUCT CLASSIFIED AS SS-IHP. THIS PRODUCT WILL ALSO BE USED AS THE BITUMINOUS MATERIAL (PRIME COAT) BEFORE ANY LEVELING BINDER IS LAID.

- ANY AREAS OF NEW WIDENING OVER EXISTING DITCHES WHERE SHOWN ON THE PLANS TO BE UNDERCUT BEYOND TOP SOIL REMOVAL SHALL BE PAID FOR AS EARTH EXCAVATION. THE MATERIAL OBTAINED FROM THE UNDERCUT AND CHANNEL EXCAVATION OPERATIONS SHALL NOT BE INCORPORATED INTO THE PROPOSED PAVEMENT OR SUB-BASE, BUT MAY BE USED IN THE EMBANKMENT SIDE SLOPES. THE EXCAVATED ROOT ZONE MATERIAL SHALL NOT BE INCORPORATED INTO THE PROPOSED EMBANKMENT.

- POINTS OF GRADE FOR STORM SEWER CASTINGS ARE AS FOLLOWS:

- TYPE 1 - TOP OF CASTING
- TYPE 3 - EDGE OF PAVEMENT
- TYPE 8 - TOP OF HORIZONTAL RIM OF CASTINGS

- PORTIONS OF EXISTING CULVERTS MAY BE REMOVED TO FACILITATE THEIR EXTENSION. THE LOCATIONS AND REMOVAL AREAS SHALL BE DETERMINED BY THE ENGINEER. THE COST OF THE REMOVAL SHALL BE CONSIDERED INCLUDED IN THE UNIT PRICE OF THE PROPOSED CULVERTS INVOLVED AND NO ADDITIONAL COMPENSATION SHALL BE PROVIDED.

- ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON U.S.G.S. DATUM.

- RIGHT-OF-WAY MARKERS SHALL BE ERECTED WITH THE BACK FACE OF THE MARKER ON THE RIGHT-OF-WAY LINE UNLESS THE NEW RIGHT-OF-WAY LINE HAS BEEN SURVEYED AND PINNED, IN WHICH INSTANCE THE RIGHT-OF-WAY MARKER WILL BE ERECTED 12 INCHES INSIDE THE NEW RIGHT-OF-WAY LINE.

- ANY SECTION CORNERS DISTURBED DURING CONSTRUCTION SHALL BE REESTABLISHED BY A REGISTERED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE. A LIST OF SECTION CORNERS WITHIN THE PROJECT LIMITS IS CONTAINED IN THE RIGHT-OF-WAY PLANS.

- ALL DISTURBED AREAS WITHIN THE CONSTRUCTION LIMITS SHALL BE FERTILIZED AND SEEDED. SEEDING SHALL BE CLASS 2 IN ACCORDANCE WITH THE SPECIFIC PROVISIONS AND THE APPLICABLE ARTICLES OF SECTION 250 OF THE STANDARD SPECIFICATIONS. THE FOLLOWING APPLICATION RATE SHALL BE USED FOR THE VARIOUS ITEMS NECESSARY FOR SEEDING:

NITROGEN FERTILIZER NUTRIENTS	- 90 LB/ACRE
PHOSPHORUS FERTILIZER NUTRIENTS	- 90 LB/ACRE
POTASSIUM FERTILIZER NUTRIENTS	- 90 LB/ACRE
AGRICULTURAL GROUND LIMESTONE	- 2 TONS/ACRE

- THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE. FIELD MARKINGS OF ACTIVITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF 96 HOURS ADVANCE NOTICE THROUGH THE J.U.L.I.E. SYSTEM BY CALLING 800-892-0123.

- THE CONTRACTOR SHALL HAVE THE RESPONSIBILITY TO MAINTAIN DRAINAGE DURING STAGE CONSTRUCTION OF THE BOX AND PIPE CULVERTS.

- THE TEMPORARY CONCRETE BARRIERS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 704 OF THE STANDARD SPECIFICATIONS AND AS FOLLOWS:

TEMPORARY CONCRETE BARRIERS (STATE OWNED) REQUIRED FOR THE STAGE CONSTRUCTION OF THE BRIDGES ARE STORED AT THE EFFINGHAM IDOT MAINTENANCE YARD. THIS YARD IS LOCATED 1.6 KM (1 MILE) WEST OF EFFINGHAM ON U.S. 40. A MINIMUM OF 48 HOURS NOTICE WILL BE REQUIRED TO ARRANGE PICK UP AND RETURN OF THE BARRIERS. STATE MAINTENANCE FORCES WILL NOT LOAD OR UNLOAD THE BARRIERS.

- THE CONTRACTOR WILL BE RESPONSIBLE FOR RELOCATING SIGNS OR DELIVERING EXISTING SIGNS TO THE IDOT DISTRICT 7 SIGN SHOP AS DIRECTED BY THE ENGINEER. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL ITEMS.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL ROUTE-SIGNS SUCH AS STOP SIGNS, SPEED LIMIT SIGNS ETC. AND THE COST FOR THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL PAY ITEMS.

- ALL DRIVEWAYS AND PUBLIC ROADS BEING RECONSTRUCTED SHALL BE COMPLETED IN STAGES TO ALLOW ACCESS AT ALL TIMES.

- COURSE AGGREGATE FOR "AGGREGATE SURFACE COURSE TYPE B" AND "AGGREGATE SHOULDERS" SHALL BE CRUSHED STONE, WITH MINIMUM IBR=80.

- THE TOP 12 INCHES OF EMBANKMENT UNDER THE PAVEMENT WIDENING AND SHOULDERS SHALL BE MATERIALS COMPATIBLE WITH "PROCESSING LIME MODIFIED SOILS."

- EXISTING REMOVED RIPRAP MAY BE USED IN EMBANKMENT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THIS WORK IS NOT PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF EARTHWORK.

- EARTH STOCK PILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN 14 DAYS. COST INCLUDED IN COST OF VARIOUS EARTHWORK QUANTITIES.

- THE AREA AND DEPTH OF UNSUITABLE UNDERCUT SHOWN ON THE PLANS STA. 952+00.00 TO STA. 962+00.00 IS AN ESTIMATE ONLY. THE FINAL AREA AND DEPTH OF UNDERCUT SHALL BE DETERMINED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER.

- ALL BACK SLOPES SHALL BE PLANTED IN NATIVE GRASSES AND FORBS AS PER SECTION 250 FOR CLASS 4A AND CLASS 5 EXCEPT IN THE LITTLE WABASH RIVER BOTTOM LAND WHERE A CLASS 4B AND 5B WETLAND SHALL BE USED.

- TEMPORARY FENCE FOR ACCESS CONTROL TO BE INSTALLED AT BEGINNING OF PROJECT AND REMAIN UNTIL COMPLETION OF WORK. CONTRACTOR TO KEEP PERSONNEL AND EQUIPMENT OUT OF FENCED AREA. SEE SHEET 107 FOR TEMPORARY FENCE LOCATION.

COMMITMENTS

- IN ORDER TO REDUCE DAMAGE TO THE LITTLE WABASH RIVER, THE STANDARD SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL SHOULD BE STRICTLY ADHERED TO. THE CONTRACTOR WILL STRICTLY APPLY EROSION CONTROL MEASURES (WITH DAILY INSPECTIONS) TO AVOID SEDIMENT FROM ENTERING THE RIVER. THE OPERATION OF HEAVY EQUIPMENT IN THE RIVER SHOULD BE AVOIDED OR MINIMIZED.
- IN ORDER TO AVOID INFESTATION OF THE LITTLE WABASH RIVER WITH ZEBRA MUSSELS, THE CONTRACTOR WILL GIVE WRITTEN CERTIFICATION THAT (1) ALL EQUIPMENT TO BE USED IN THE RIVER HAS NEVER BEEN IN ZEBRA MUSSEL INFESTED WATERS (SUCH AS THE OHIO, ILLINOIS, OR MISSISSIPPI RIVERS, OR LAKE MICHIGAN), OR (2) IF IT HAS, IT HAS BEEN COMPLETELY DRY FOR AT LEAST 21 DAYS (INCLUDING BILGES, WELLS, OR OTHER PARTS OF THE EQUIPMENT THAT COULD HOLD MOISTURE, OR CLUMPS OF WEEDS THAT MAY HAVE BECOME STUCK TO THE EQUIPMENT) AND HAS BEEN INSPECTED FOR ZEBRA MUSSEL ADULTS AND JUVENILES (WHICH CAN BE MICROSCOPIC, GIVING THE EQUIPMENT A GRITTY FEELING) PRIOR TO ENTERING THE LITTLE WABASH RIVER, OR (3) AS THE LEAST DESIRABLE OPTION, HAS HAD ALL VISIBLE VEGETATION REMOVED FROM PARTS THAT WERE IN THE WATER, AND HAS BEEN APPROPRIATELY CLEANED (E.G. WITH BLEACH OR A HOT PRESSURE SPRAY OF AT LEAST 140 F FOR AT LEAST 5 MINUTES), AND HAS BEEN INSPECTED FOR ZEBRA MUSSEL ADULTS AND JUVENILES PRIOR TO ENTERING THE RIVER. "EQUIPMENT" INCLUDES WORKING PLATFORM, AS WELL AS BOATS, CRANES, CONSTRUCTION VEHICLES, ETC. SEE SPECIAL PROVISIONS FOR CONTRACTOR CERTIFICATION STATEMENT.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		GENERAL NOTES AND COMMITMENTS
DATE 8/02		DRAWN BY MLO CHECKED BY JSK