

# GENERAL NOTES

THE THICKNESS OF THE HOT-MIX ASPHALT 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 HOT-MIX ASPHALT MIXTURE IS PLACED.

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

ALL HOT-MIX ASPHALT	2.016 TON/CU YD
ALL AGGREGATE	2.05 TON/CU YD
HOT-MIX ASPHALT MATERIALS:	
ON PAVEMENT	0.09 GAL/SQ YD
ON AGGREGATE	0.32 GAL/SQ YD
AGGREGATE (PRIME COAT)	0.0015 TON/SQ YD
RIP RAP	1.5 TON/CU YD

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUT DOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE HMA SURFACE REMOVAL, BINDER COURSE, AND SURFACE COURSE.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX ASPHALT SURFACE AT 300 FT. INTERVALS ALTERNATING SIDES ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE 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 DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

SEEDING SHALL BE DONE ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER. SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED RIGHT-OF-WAY OR EASEMENT LIMITS. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT-MIX ASPHALT BINDER COURSE.

EXISTING ROAD SIGNS THAT CONFLICT WITH STAGED CONSTRUCTION OR INTERFERE WITH CONSTRUCTION OPERATIONS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

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.

WHERE SECTION OR SUB-SECTION MARKERS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE DEPARTMENT AND AUTHORIZED AGENT OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

EXISTING UNDERGROUND AND ABOVE-GRADE FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED ON THESE CONTRACT DOCUMENTS BASED UPON THE INFORMATION AND SURVEYS AVAILABLE AT THE TIME OF DRAWING PREPARATION. THE LOCATION OF THESE FEATURES MUST, THEREFORE, BE CONSIDERED APPROXIMATE ONLY. IN ADDITION, THERE MAY BE OTHER FACILITIES, STRUCTURES, AND UTILITIES WHICH DID NOT EXIST (OR THE EXISTENCE OF WHICH WAS NOT KNOWN) AT THE TIME OF DRAWING PREPARATION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR(S) TO HAVE ALL EXISTING FACILITIES, STRUCTURES, AND UTILITIES LOCATED IN THE FIELD PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY; AND TO PROTECT ALL SUCH EXISTING FEATURES (EXCEPT THOSE SPECIFICALLY NOTED FOR REMOVAL OR DEMOLITION) DURING CONSTRUCTION.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 10%.

WHEN CONSTRUCTING CULVERT EXTENSIONS, THE ENTIRE LENGTH OF THE EXISTING CULVERT SHALL BE CLEANED OF ALL EARTH AND DEBRIS BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE EXTENSION.

FORMS FOR CONCRETE GUTTER AND COMBINATION CONCRETE CURB AND GUTTER SHALL BE OF METAL ONLY, EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.

EXISTING DITCH CHECK REMOVAL WILL BE INCLUDED IN THE COST OF EARTHWORK ACCORDING TO ARTICLE 201.01(c).

REMOVAL OF EXISTING SAFETY SHOULDER SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

STRIP REFLECTIVE CRACK CONTROL TREATMENT IS TO BE USED ON LEFT SIDE ONLY.

MULKEYTOWN ROAD (STATION 345+57.20 RT) WILL ONLY HAVE A 8' HOT-MIX ASPHALT TAPER ON IT AND MUST TAPER DOWN TO EXISTING CURB AND GUTTER ON EAST END OF SIDEROAD.

PERRY/FRANKLIN COUNTY LINE WAS ASSUMED TO BE AT STATION 228+20 FOR QUANTITY CALCULATIONS.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS 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.

EXISTING CURB AND GUTTER BETWEEN STATION 493+00 AND STATION 542+50 IN CHRISTOPHER SHALL BE CLEANED OF ALL EARTH AND DEBRIS BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SHOULDERS.

MILLING OF CONCRETE SHOULDER FROM STATION 532+39 LT TO STATION 533+47 LT SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL, 1".

CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS, MANHOLES, OR CULVERTS SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET, MANHOLE, OR CULVERT, 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 PRICES OF THE STORM SEWERS OR STRUCTURES INVOLVED.

PAVEMENT REMOVAL INCLUDES THE REMOVAL AND DISPOSAL OF EXISTING PAVEMENT AND SUBBASE AS NECESSARY TO CONSTRUCT 10 1/2" OF PCC PAVEMENT AND 4" OF SUB-BASE. SAW CUTS WILL NOT BE MEASURED FOR PAYMENT BUT ARE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED).

EXISTING DRIVEWAYS WILL BE SAWCUT TO OBTAIN A NEAT EDGE FOR REMOVAL AND REPLACEMENT. THE COST OF THE SAWCUT AS WELL AS DRIVEWAY PAVEMENT REMOVAL IS INCLUDED IN THE COST OF THE DRIVEWAY PAVEMENT TO BE CONSTRUCTED.

ANY WORK BEING PERFORMED THAT DAMAGES THE EXISTING CURB AND GUTTER THROUGH CHRISTOPHER SHALL BE REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER, AND THIS WORK WILL NOT BE PAID FOR.

TIE BARS AND DOWELS BARS CONNECTING PROPOSED PCC JOINTED PAVEMENT TO THE EXISTING PAVEMENT SHALL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" (JOINTED).

CONCRETE WEIR TO BE REMOVED AT STATION 351+36 RT WILL BE INCLUDED IN THE COST OF EARTHWORK ACCORDING TO ARTICLE 201.01(c).

THE QUANTITY OF PRIME COAT SHOWN IN THE PLANS FOR IL 14 IS BASED ON:

1. ONE APPLICATION TO THE EXISTING PAVEMENT AFTER THE HMA SURFACE REMOVAL OPERATIONS PRIOR TO PLACING THE BINDER COURSES.
2. ONE APPLICATION ON THE BINDER COURSE PRIOR TO PLACING THE HMA SURFACE COURSE, AND SHALL BE USED IF DIRECTED BY THE ENGINEER.
3. ONE APPLICATION TO SIDEROADS AS SCHEDULED.

STRUCTURES WITHIN THE PROJECT LIMITS:

STRUCTURE NO.	SUFFICIENCY RATING	MTD
073-0013	73.8	LOADED
073-2000	94.2	EMPTY
028-0015	70.7	LOADED
028-2005	84.7	EMPTY
028-7050	7.0	NO MTD CROSSING

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN -	REVISED -			869	(1-1,1,3,6)R-1,RS-3;1,3,6)B-2	*	299	3	
		CHECKED -	REVISED -			CONTRACT NO. 98797					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 50	SHEET NO. OF SHEETS		STA. TO STA.			

\*PERRY & FRANKLIN COUNTY