

GENERAL NOTES

THE THICKNESS OF HMA 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 HMA IS PLACED.

THE BASE COURSE WIDENING SHALL BE CARRIED THROUGH ALL ENTRANCES, SIDE ROADS, AND MAILBOX TURNOUTS. EXCEPTIONS WILL BE SHOWN ON THE PLANS.

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES WILL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES (100 MILLIMETERS) IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

SHORT TERM PAVEMENT MARKING SHALL BE USED TO OUTLINE EXIT AND ENTRANCE RAMPS FOR THE PRIME COAT APPLICATION AND EACH

DETECTABLE WARNING SURFACES SHALL EXTEND 2.0 FT MINIMUM IN THE DIRECTION OF PEDESTRIAN TRAVEL. AT CURB RAMPS AND BLENDED TRANSITIONS, DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP RUN (EXCLUDING AND FLARES) OR BLENDED TRANSITIONS. SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BORDER FOR PROPER INSTALLATION. THE CONCRETE BORDER SHALL NOT EXCEED 2 INCHES.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

ANY EXCAVATED SOILS THAT ARE FROST SUSCEPTIBLE MAY BE USED IN THE EMBANKMENTS IF THEY ARE CAPPED WITH A MINIMUM OF THREE FEET OF NON FROST SUSCEPTIBLE SOILS.

REMOVAL OF EXISTING CORRUGATED METAL PIPE CULVERTS AT ENTRANCES WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

REMOVAL OF EXISTING AGGREGATE ENTRANCES WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

THE BORING LOG INDICATED THAT GROUNDWATER LEVELS MAY ENCRDACH ON THE CONSTRUCTION LIMITS OF THE BOX CULVERTS AND SOME STORM SEWERS. IT SHALL BE THE RESPONSIBILITY OF HE CONTRACTOR TO CONTROL THE GROUND WATER AND DIVERT THE STREAM FLOW DURING CONSTRUCTION IN ORDER TO KEEP THE CONSTRUCTION AREA FREE OF WATER. THE METHOD OF CONTROLLING THE WATER SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER AND THE COST WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PRECAST CONCRETE BOX CULVERTS AND STORM SEWERS.

CULVERT FLOWS MUST BE MAINTAINED THROUGHOUT THE PROJECT. NORMAL FLOW SHALL BE ALLOWED TO PASS AT THE RATE IT ENTERS THE JOBSITE. HIGH FLOWS SHALL BE ALLOWED TO PASS WITHOUT CAUSING DAMAGE TO UPSTREAM PROPERTIES.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
AGGREGATE DITCH CHECKS	5	TONS AGGREGATE

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PRESENCE OF DEPARTMENT-OWNED UNDERGROUND ELECTRICAL CABLE WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR SHALL REQUEST THE ILLINOIS DEPARTMENT OF TRANSPORTATION IN OTTAWA (815-434-8417) TO LOCATE THE UNDERGROUND FACILITIES, PROVIDING A MINIMUM OF 72 HOURS NOTICE. THE DEPARTMENT IS NOT A MEMBER OF THE JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (JULIE) SYSTEM.

ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE WILL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

THE WORK REQUIRED TO CONNECT ANY SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE SEWER ITEMS.

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

- COMED, AN EXELON COMPANY
- EXPLORER PIPELINE
- BUCKEYE PIPELINE
- CMS / ILLINOIS CENTURY NETWORK
- AT&T
- COMCAST
- NICOR
- AQUA ILLINOIS
- WINDSTREAM
- 36ONETWORKS

NON-MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

NONE

COMMITMENTS:

THE WETLAND AREA LOCATED IN THE SOUTHEAST QUADRANT OF THE INTERCHANGE SHALL BE DELINEATED TO PREVENT ENCRDACHMENT DURING CONSTRUCTION ACTIVITIES, PER THE WETLAND AREAS SPECIAL PROVISION.

TWO PRAIRIE REMNANTS WERE LOCATED ALONG THE WEST SIDE OF ILLINOIS ROUTE 50. BOTH ARE LOCATED APPROXIMATELY 8' FROM THE ROADSIDE EDGE AND IN ORDER TO PROTECT THE PRAIRIE THE FOLLOWING SHALL BE DONE: MINIMIZE THE CONSTRUCTION LIMITS ALONG THE REMNANTS, AS MUCH AS POSSIBLE; NO PARKING OF VEHICLES OR STORAGE OF EQUIPMENT OR MATERIALS SHALL OCCUR ON THE WEST SIDE OF IL 50 IN THE DESIGNATED PRAIRIE AREAS; AND THE AREAS DISTURBED BY CONSTRUCTION SHALL BE RESEDED WITH A NATIVE MIX (CLASS 4 AND 5A).

ALL EXCAVATED MATERIAL AT THE PROPOSED CROSS-OVERS AT STATION 399+00 AND 558+00 ON I-57 SHALL REMAIN ONSITE AND BE INCORPORATED INTO THE EXISTING MEDIAN/SHOULDER SLOPES AS DIRECTED BY THE ENGINEER.

MINOR RESIDENTIAL TILE / SUMP PUMP OUTLETS THAT CURRENTLY OUTLET INTO THE BACKSLOPES OF EXISTING DITCHES SHALL BE MARKED AS FOUND IN THE FIELD. THE CONTRACTOR SHALL MAINTAIN FLOW THROUGHOUT THE DURATION OF CONSTRUCTION. ALL TILES OUTLETTING TO AN OPEN DITCH SHALL HAVE A CLASS SI CONCRETE HEADWALL IN ACCORDANCE TO THE PIPE DRAINS AND CONCRETE HEADWALLS DETAIL.

A COMMITMENT WAS MADE THAT THE PROPOSED VULCAN MATERIALS ENTRANCE LOCATED AT STA 564+35 RT CAN BE UTILIZED TEMPORARILY AS A TWO WAY DRIVE DURING CONSTRUCTION UNTIL VULCAN COMPLETES THEIR INTERNAL ACCESS CIRCULATION ROADS FOR ONE-WAY ENTRANCE AND ONE WAY EXIT.



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES, LEGEND, SCHEDULES AND INDEX OF SHEETS
I-57 AND 6000N RD (BOURBONNAIS PARKWAY)
BOURBONNAIS, IL**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	146-UMBK-1	KANKAKEE	819	3
SCALE: SHEET _____ OF _____ SHEETS STA. #STA1# TO STA. #STA2#			CONTRACT NO. 66982	
[ILLINOIS] FED. AID PROJECT				

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