

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-(1,2,3,4,5)II	MADISON	46	2
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
- ILLINOIS STATE LAW REQUIRES A 48 HOUR NOTICE TO BE GIVEN TO UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. (PHONE: 800-892-0123) OR FOR NON-MEMBERS, THE UTILITY COMPANIES DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - AMEREN IP
 - AMEREN CIPS
 - BUCKEYE PARTNERS L.P. - WOOD RIVER PIPELINE
 - CENTERPOINT ENERGY
 - CHARTER COMMUNICATIONS, INC.
 - CONSOLIDATED COMMUNICATIONS
 - CITY OF EDWARDSVILLE
 - EXPLORER PIPELINE COMPANY
 - VILLAGE OF GLEN CARBON
 - ILLINOIS AMERICAN WATER COMPANY
 - LACLEDE PIPELINE COMPANY
 - LEVEL 3 COMMUNICATIONS, LLC
 - CITY OF MADISON
 - VERIZON BUSINESS
 - MADISON COUNTY SPECIAL SERVICE AREA #1
 - MITCHELL PUBLIC WATER DISTRICT
 - 36ONETWORKS (USA) INC.
 - PONTOON BEACH PUBLIC WATER DISTRICT
 - AT&T ILLINOIS
 - SOUTHWESTERN-ELECTRIC COOPERATIVE, INC.
 - SPRINT/NEXTEL
- MEMBERS OF J.U.L.I.E. (PHONE: 800-892-0123) ARE INDICATED BY *. NON-J.U.L.I.E. MEMBERS MUST BE CONTACTED INDIVIDUALLY.
- ALL EXCAVATION ADJACENT TO THE EDGE OF SHOULDER SHALL BE PROTECTED WITH EXTENDED LEG BARRICADES AND STEADY BURN LIGHTS. THE COST SHALL BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS.
- WHEN NO WORK IS BEING PERFORMED, THE FLAGGERS WILL NOT BE REQUIRED. IF FLAGGERS ARE NOT PRESENT, THE FLAGGER SIGNS SHALL BE REMOVED OR COVERED.
- FLAGMEN SHALL BE PRESENT DURING ALL CLOSURE HOURS, INCLUDING LUNCH HOUR, AND NO ADDITIONAL COMPENSATION WILL BE APPLIED.
- STANDARD 701101 SHALL BE USED FOR SHOULDER CLOSING WITH A SHOULDER CLOSED SIGN.
- ALL TRAFFIC CONTROL DEVICES SHALL BE SKID MOUNTED.
- 'ROAD CONSTRUCTION AHEAD' SIGNS SHALL BE PLACED AT THE BEGINNING OF THE PROJECT AND ALL ENTRANCE RAMP; COST TO BE INCLUDED WITH THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE AND 48"X48".
- TOPOGRAPHIC SURVEY WAS PERFORMED FOR THE MEDIAN AREA ONLY. ALL OTHER ITEMS SHOWN WERE CREATED FROM OLD PLANS.
- BEGINNING AND ENDING STATIONS AS SHOWN IN THE PLANS FOR HTC AND MOW STRIP ARE APPROXIMATE. THE R.E. WILL DETERMINE THE EXACT LOCATIONS.
- THE MINIMUM DEPTH OF THE LINE POST FOUNDATIONS SHALL BE 30".
- THE FOLLOWING MIXTURE REQUIREMENTS APPLY TO THIS PROJECT.

MIXTURE USE	SHOULDERS
AC/PG	PG 58-22
RAP % (MAX)	30%
DESIGN AIR VOIDS	2.0% @ NDES=30
MIX COMPOSITION (GRADATION MIXTURE)	
FRICTION AGG.	BAM
- THE LIMITS OF THE MOW STRIP SHALL BE THE SAME AS THE LIMITS OF THE HTC, INCLUDING TERMINAL SECTIONS, OR AS SHOWN ON THE PLANS.
- DELINEATOR REMOVAL WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR HOT-MIX ASPHALT SHOULDER, 4". REMOVED DELINEATORS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
- IN ADDITION TO THE PORTABLE CHANGEABLE MESSAGE SIGNS INCLUDED IN THE TRAFFIC CONTROL STANDARDS, EIGHT ADDITIONAL PORTABLE CHANGEABLE MESSAGE SIGNS ARE INCLUDED AND SHALL BE PAID FOR PER CALENDAR MONTH AS CHANGEABLE MESSAGE SIGNS. THEIR EXACT LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER IN CONJUNCTION WITH THE MESSAGE SIGN DETAIL. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR ANY RELOCATION OF THESE SIGNS.
- REFLECTORS FOR THE HTC SHALL BE PROVIDED AND INSTALLED PER MANUFACTURER'S SPECIFICATIONS FOR THE TYPE OF HTC BARRIER USED. COST SHALL BE INCLUDED IN HIGH TENSION CABLE MEDIAN BARRIER. MAXIMUM SPACING SHALL BE 50' OR AS DIRECTED BY THE ENGINEER.
- OPEN AUGER HOLES SHALL BE PROTECTED WITH BARRICADES WITH STEADY BURN LIGHTS AT 50' CENTERS AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED WITH TRAFFIC CONTROL PAY ITEMS.

- HTC SYSTEM SHALL BE CHOSEN FROM THE DEPARTMENT'S APPROVED LIST. TO BE USED WHERE MEDIAN SLOPES ARE STEEPER THAN 1:6 AND AS STEEP AS 1:4.
- POST SPACING SHALL BE REDUCED IN FRONT OF MEDIAN HAZARDS AND FOR A DISTANCE OF 100' BEFORE AND 100' AFTER THE MEDIAN HAZARD AS SHOWN IN THE PLANS. THE POST SPACING SHALL BE REDUCED IN ORDER THAT A DEFLECTION OF <= 7' IS PROVIDED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS AND AS SUPPORTED BY NCHRP 350 TESTING. COST FOR PROVIDING REDUCED POST SPACING WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HIGH TENSION CABLE MEDIAN BARRIER.
- ALL WORK REQUIRED TO PLACE THE HOT MIX ASPHALT SHOULDER (MOW STRIP) INCLUDING, BUT NOT LIMITED TO SAW CUTTING AND THE REMOVAL OF EXISTING HOT MIX-ASPHALT SHOULDER, WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST FOR HOT-MIX ASPHALT SHOULDERS, 4".
- WOODEN POSTS LOCATED IN THE MEDIAN BETWEEN STA. 693+85 AND 695+70 WILL BE REMOVED WITH THE TEMPORARY CONCRETE MEDIAN BARRIER AND IMPACT ATTENUATORS. THE COST TO REMOVE THESE POSTS SHALL BE INCLUDED IN THE COST FOR TEMPORARY CONCRETE MEDIAN BARRIER REMOVAL.

COMMITMENTS:

NONE

INDEX OF SHEETS

- COVER SHEET
- GENERAL NOTES, INDEX OF SHEETS, COMMITMENTS, STANDARDS AND ADT
- SUMMARY OF QUANTITIES
- LINE DIAGRAM
- 12. TYPICAL SECTIONS
- SCHEDULES
- 27. PLAN SHEETS
- HTC DETAILS
- MESSAGE SIGN DETAIL
- 32. STORM WATER PREVENTION POLLUTION PLAN
- 46. EROSION CONTROL PLAN

ADT

MISSISSIPPI RIVER BRIDGE TO IL RTE 3
 2007 ADT = 54,700 (ACTUAL)
 2008 ADT = 55,200 (ESTIMATED)
 2028 ADT = 67,300 (ESTIMATED)
 SU = 2.7%
 MU = 17.7%

IL RTE 203 TO IL RTE 111
 2007 ADT = 53,800 (ACTUAL)
 2008 ADT = 54,300 (ESTIMATED)
 2028 ADT = 66,300 (ESTIMATED)
 SU = 3.3%
 MU = 17.7%

IL RTE 157 TO IL RTE 159
 2007 ADT = 39,400 (ACTUAL)
 2008 ADT = 39,800 (ESTIMATED)
 2028 ADT = 48,600 (ESTIMATED)
 SU = 3.8%
 MU = 19.8%

IL RTE 159 TO I-55/70/270
 2007 ADT = 29,800 (ACTUAL)
 2008 ADT = 30,100 (ESTIMATED)
 2028 ADT = 36,700 (ESTIMATED)
 SU = 5.0%
 MU = 23.8%

EASTBOUND WORK SCHEDULE

Sunday				Monday				Tuesday				Wednesday				Thursday				Friday				Saturday																							
WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED																							
12A	4A	8A	12P	4P	8P	12A	4A	8A	12P	4P	8P	12A	4A	8A	12P	4P	8P	12A	4A	8A	12P	4P	8P	12A	4A	8A	12P	4P	8P	12A	4A	8A	12P	4P	8P	12A	4A	8A	12P	4P	8P	12A	4A	8A	12P	4P	8P

WESTBOUND WORK SCHEDULE

Sunday				Monday				Tuesday				Wednesday				Thursday				Friday				Saturday															
WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED	NO WORK ALLOWED	WORK ALLOWED															
12A	6A	12P	6P	12A	6A	12P	6P	12A	6A	12P	6P	12A	6A	12P	6P	12A	6A	12P	6P	12A	6A	12P	6P	12A	6A	12P	6P	12A	6A	12P	6P	12A	6A	12P	6P	12A	6A	12P	6P

A working day shall be defined as the time periods shown in the above charts marked as "work allowed". If the Contractor works in both directions within the same timeframe, only one working day will be charged.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 GENERAL NOTES, INDEX OF SHEETS,
 COMMITMENTS AND ADT
 FAI RTE 270
 SECTION 60-(1,2,3,4,5)II
 MADISON COUNTY

SCALE: VERT. _____
 DATE: _____ HORIZ. _____
 DRAWN BY _____
 CHECKED BY _____