

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	**	WILLIAMSON	917	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

* I-57, & OLD IL 13 (FAU 9629)
 * (X1-6-2)VB-2,(X1-6)HBK-2

GENERAL NOTES

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL EXISTING FIELD DIMENSIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

ALL OBSTRUCTIONS WHICH ARE WITHIN THE LIMITS SHOWN ON THE CLEAR ZONE SHEET AND WHICH ARE NOT SHIELDED BY GUARDRAIL, SHALL BE REMOVED. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 4" OR MORE ABOVE THE GROUNDLINE, AND TREES WHICH WILL MATURE TO A DIAMETER OF 4" OR GREATER.

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

ALL BITUMINOUS CONCRETE	2.016 TONS/CU. YD.
STONE RIPRAP	1.50 TONS/CU. YD.
AGGREGATE PRIME COAT	0.0015 TONS/SQ. YD.
BITUMINOUS MATERIALS (PRIME COAT)	0.09 GALLONS/SQ. YD.
ON PAVEMENT:	0.09 GALS./SQ. YD.
ON AGGREGATE SURFACE:	0.32 GALS./SQ. YD.
ALL AGGREGATE	2.05 TONS/CU. YD.
PROCESSING LIME MODIFIED SOILS	
LIME	6% OF WEIGHT OF EARTH
EARTH	110 LBS./CU. FT.
WATER	500 GALS./TON OF LIME
	(1000 GALS./UNIT)

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.

REPLACEMENT AND EXTENSION OF ALL CULVERTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS.

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.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

SAWCUTS REQUIRED FOR BUTT JOINTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE BUTT JOINT.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE BITUMINOUS CONCRETE BINDER COURSE.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS WAS BASED ON ONE APPLICATION EACH FOR THE PRIME COAT, SURFACE COURSE, AND BINDER COURSE.

THE CONTRACTOR SHALL STAMP ENGLISH STATIONING IN THE PROPOSED BITUMINOUS SURFACE AT 300' INTERVALS ALONG THE OUTSIDE EDGE OF THE PAVEMENT. ALSO, THE LETTER "H" SHALL BE STAMPED IN THE SHOULDER AT EVERY PIPE UNDERDRAIN OUTLET LOCATION AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5/2" TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

ANY PRODUCTION OR PLACEMENT OF BITUMINOUS MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.

THE DEPARTMENT RESERVES THE RIGHT TO DELETE THE ENGINEER'S FIELD OFFICE AT NO ADDITIONAL COST.

THERE ARE NO WASTE SITES AVAILABLE FOR USE BY THE CONTRACTOR WITHIN THIS CONTRACT. THE SURPLUS MATERIAL SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

THE COST OF THE CA-16 BACKFILL MATERIAL FOR THE PROPOSED PIPE UNDERDRAINS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR PIPE UNDERDRAINS, 4".

CALCIUM CHLORIDE ACCELERATORS CAN BE USED AT THE EXISTING BRIDGE STRUCTURE NOS. 100-0004, 0005, 0006, AND 0007 FOR PATCHING. THERE WILL BE NO ALLOWANCE ELSEWHERE.

ALL UNDERDRAIN 4" (SPECIAL) WILL BE CONNECTED TO THE UNDERDRAIN 4" BY USING ELBOWS. NO ON SITE BENDS IN THE UNDERDRAIN MATERIAL TO MAKE THE TRANSITION WILL BE ALLOWED.

THE REMOVAL OF EXISTING CORRUGATED METAL PIPE CULVERTS UNDER ENTRANCES AND SIDE ROADS SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION AND WILL NOT BE PAID FOR SEPARATELY.

THE REMOVAL OF EXISTING DELINEATORS, POSTS, AND REFLECTORS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.

THE COLOR OF THE DELINEATORS PLACED AT ANY LOCATION SHALL BE IN ACCORDANCE WITH STANDARD 635001 EXCEPT WHERE A CONFLICT EXISTS BETWEEN THE DELINEATOR AND THE PAVEMENT MARKING; THEN, THE DELINEATOR SHALL MATCH THE COLOR OF THE PAVEMENT MARKING.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. THE ELEVATION DIFFERENCE BETWEEN LANES SHALL BE ELIMINATED WITHIN TWELVE CALENDAR DAYS. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

RUMBLE STRIPS SHALL BE CONSTRUCTED ON ALL BITUMINOUS SHOULDERS IN ACCORDANCE WITH STANDARD 642001.

THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST TEN WORKING DAYS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS.

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.

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.

THE ENTIRE LENGTH OF ALL EXISTING CULVERTS, EITHER BEING EXTENDED OR NOT BEING EXTENDED, 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 ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

BENCHING OF EXISTING SLOPES PRIOR TO THE PLACEMENT OF FILL MATERIAL SHALL BE CONSTRUCTED AT LOCATIONS DIRECTED BY THE ENGINEER. THE BENCHING SHALL BE CONSTRUCTED AND PAID FOR IN ACCORDANCE WITH THE DETAILS INCLUDED IN THE PLANS. ALL PIPE CULVERTS DESIGNATED ON THE PLANS (RCCP) SHALL BE "REINFORCED CONCRETE CULVERT, STORM DRAIN AND SEWER PIPE" CONFORMING TO THE REQUIREMENTS OF ARTICLE 1040.03 OF THE STANDARD SPECIFICATIONS.

THE MINIMUM VERTICAL CLEARANCE FOR PERMANENT SIGNS PLACED ON BACKSLOPES SHALL BE 3' MEASURED FROM A POINT DIRECTLY BENEATH THE FAR EDGE OF THE SIGN.

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 INCLUDED IN THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.

UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION AND THEIR TRUE LOCATIONS ARE NOT GUARANTEED TO BE AS SHOWN ON THE PLANS.

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

TEMPORARY DITCH CHECKS SHALL BE INSTALLED AS SHOWN IN THE PLANS. THE FINAL QUANTITY AND LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

THE SEDIMENT BASIN SHOWN IN STANDARD 280001 SHALL BE CONSTRUCTED ACCORDING TO THE DIMENSIONS GIVEN IN THE PLANS.

PERIMETER EROSION BARRIER SHALL BE PLACED AS SHOWN IN THE PLANS AND AT ADDITIONAL LOCATIONS AS MAY BE DIRECTED BY THE ENGINEER. THE ACTUAL QUANTITY SHALL BE DETERMINED BY THE ENGINEER.

SOME OF THE EROSION CONTROL AND SEEDING ITEMS MAY BE DELETED FROM THE PLANS AT THE ENGINEER'S DISCRETION.

ALL PEDESTRIAN PUSH-BUTTON POSTS SHALL BE EQUIPPED WITH TWO DIRECTIONAL SIGNS (R10-4B-912).

ALL ELECTRIC CABLE AND CONDUIT QUANTITIES ARE ROUNDED UP TO THE NEAREST 5'.

THE FURNISHING AND INSTALLATION OF THE 1/2" CONDUIT WITH ITS TRENCHING AND BACKFILL FROM THE LOOP SAWCUT TO THE SPLICE POINT OR HANDHOLE WILL BE INCLUDED IN THE LOOP INSTALLATION AND SEPARATE PAYMENT WILL NOT BE MADE FOR THIS WORK.

THE INDUCTION LOOP WIRE AND LEAD-IN WIRE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS' RECOMMENDATION OR AS INDICATED ON THE PLANS.

SHIELD CABLE TO LOOP LEADS SHALL BE GROUNDED AT THE CONTROLLER TERMINAL ONLY.

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" MINIMUM DIAMETER.

WHILE SIGNAL HEADS ARE MOUNTED IN PLACE, BUT NOT YET IN OPERATION, THEY SHALL BE SECURELY COVERED IN WHITE PLASTIC.

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.

THE LIGHT POLES SHALL BE SIGNED WITH THE POLE NUMBER ONLY, AS SHOWN ON THE WIRING DIAGRAM.

CABLE QUANTITIES ARE MEASURED IN PLAN VIEW.

IN AREAS WHERE MULTIPLE RUNS OF PARALLEL CONDUIT ARE IN THE SAME LOCATION, TRENCH AND BACKFILL WILL ONLY BE PAID FOR ONCE.

SAWED SLOTS FOR TWISTED PAIR ELECTRIC CABLES SHALL BE LARGER THAN SINGLE CONDUCTOR LOOP SLOTS.

THE FINAL LOCATION OF THE DETECTOR LOOPS, AND TRAFFIC SIGNAL FOUNDATIONS, SHALL BE APPROVED BY THE BUREAU OF OPERATIONS BEFORE INSTALLATION.

ALL PROPOSED MAST ARMS SHALL BE LOCATED NO CLOSER THAN 6 FT. FROM FACE OF CURB TO THE CENTER OF POLE; ALL PROPOSED TAFFIC SIGNAL POSTS WILL BE LOCATED NO CLOSER THAN 4 1/2 FT. FROM THE FACE OF CURB TO CENTER OF THE POST, UNLESS SHOWN OTHERWISE ON THE PLANS.

PROPOSED LIGHT POLE FOUNDATION SHALL BE FLUSH WITH EXISTING SURFACE.

CONCRETE IN-GROUND FOUNDATIONS FOR LIGHT POLES MAY BE USED INSTEAD OF POLE FOUNDATIONS, STEEL. THE COST OF THE FOUNDATION SHALL BE THE CONTRACT UNIT PRICE FOR POLE FOUNDATION, STEEL.

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.

THE RUBBLIZED CONCRETE SHALL BE PRIMED AT AGGREGATE SURFACE RATE WITH NON-POLYMERIZED PRIME COAT. POLYMERIZED PRIME COAT SHALL BE USED FOR ALL OTHER SURFACES.

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURES 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.

REMOVAL OF EXISTING BRIDGE APPROACH PAVEMENTS (VAR. 16 1/2" AT EDGE TO 10 1/2" AT CENTER) IS INCLUDED IN THE QUANTITY FOR PAVEMENT REMOVAL.

QUANTITIES SHOWN IN THE PLANS FOR BRIDGE DECK GROOVING AND PROTECTIVE COAT INCLUDE THE BRIDGES, THE BRIDGE APPROACH PAVEMENTS (SPECIAL) AND THE BRIDGE DECK CONCRETE OVERLAYS.

PROTECTIVE COAT SHALL BE APPLIED TO THE BRIDGES, THE BRIDGE APPROACH PAVEMENTS (SPECIAL), AND THE BRIDGE DECK CONCRETE OVERLAYS, 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.

SAW CUTS NOTED IN THE PLANS SHALL BE INCLUDED IN THE COST PER SQ. YD. FOR PAVEMENT REMOVAL.

THE IMPACT ATTENUATORS, EACH SHALL INCLUDE THE COST TO SET-UP AND REMOVE.

THE IL 13 SN 100-0008 AND 100-0009 PARTIAL DECK PATCHING, FULL DEPTH PATCHING AND PROTECTIVE SHIELD (PERMANENT), QUANTITIES SHALL BE AS NOTED IN THE PLANS. REFER TO THE EMERGENCY PATCHING SPECIFICATION SHOULD ADDITIONAL DECK PATCHING BECOMES NECESSARY DURING THE CONTRACT.

THE TRAFFIC CONTROL SHOWN ON PLAN SHEETS 114A-114G, PRE-STAGES 1A-1C, SHALL BE USED AS DIRECTED BY THE ENGINEER AT THE FAI 57/IL 13 INTERCHANGE BRIDGES FOR THE CONSTRUCTION OF THE PROTECTIVE SHIELD (PERMANENT).

COMMITMENTS:

THE DEPARTMENT SHALL CONTACT THE RAILROAD BY PHONE WHEN ANY PROJECT WORK ENCLOSES ON RAILROAD RIGHT-OF-WAY. THE DEPARTMENT SHALL COORDINATE AND SCHEDULE ALL PROJECT WORK WITH THE RAILROAD'S TRAIN SCHEDULE.

TREE REMOVAL AND REPLACEMENT WILL BE ADDRESSED IN ACCORDANCE WITH DEPARTMENTAL POLICY D&E-18. TREE REPLACEMENT WILL BE ACCOMPLISHED NEAR THE PROJECT CORRIDOR AT THE V.A. HOSPITAL LOCATED IN THE SE QUADRANT OF I-57 WITH W. MAIN STREET IN MARION. THIS WORK WILL BE DONE IN CONJUNCTION WITH A SEPARATE PROJECT ADDRESSING ACCESS TO THE HOSPITAL AND AREA CITY STREETS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES; COMMITMENTS

SCALE: VERT. NO SCALE
 HORIZ. DATE DRAWN BY CNH
 CHECKED BY