

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS. THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 1997; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2004 AND THE "SPECIAL PROVISIONS" INCLUDED IN THE PROPOSAL.

THIS PROJECT IS LOCATED ON US ROUTES 50 AND 51 IN MARION COUNTY. THIS PROJECT BEGINS AT THE NORTH EDGE OF THE TOWN OF SANDOVAL ON US ROUTE 51 APPROXIMATELY 800 FEET NORTH OF INTERSECTION OF US ROUTES 50 AND 51 AND EXTENDS SOUTH 1.0 MILES TO THE SOUTH EDGE OF SANDOVAL. THE US ROUTE 50 PORTION OF THE PROJECT BEGINS NORTH EAST OF SANDOVAL APPROXIMATELY 450 FEET EAST OF THE NORTH INTERSECTION OF US ROUTES 50 AND 51 AND EXTENDS WEST 1.5 MILES TO THE MARION COUNTY CLINTON COUNTY LINE.

THE WORK IN SECTIONS 18Z & 18Y, RS 28Z CONSISTS OF PAVEMENT PATCHING, PAVEMENT REMOVAL, EARTH EXCAVATION, PAVEMENT WIDENING, MILLING BITUMINOUS RESURFACING, CONCRETE CURB AND GUTTER, PCC AND BITUMINOUS ENTRANCES, STORM SEWER, PAVEMENT MARKINGS AND OTHER WORK NECESSARY TO COMPLETE THIS SECTION

STRINGLINES SHALL BE USED FOR GRADE CONTROL FOR BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH) AND DURING PLACEMENT OF LEVEL BINDER (MACHINE METHOD). PRIOR TO MILLING, CONSTRUCTION BITUMINOUS WIDENING AND COMBINATION CONCRETE CURB AND GUTTER. THE CONTRACTOR WILL BE REQUIRED TO LAY LEVELING BINDER TO AN ELEVATION 1.5 INCHES BELOW PROPOSED PAVEMENT GRADE TO FILL IN THE LOW SPOTS IN THE EXISTING PAVEMENT. THE STRINGLINES SHALL BE PROVIDED, ERECTED, MAINTAINED, REMOVED, AND DISPOSED OF BY THE CONTRACTOR. THE COST OF PROVIDING, ERECTING, MAINTAINING, REMOVING, DISPOSING OF, AND EMPLOYING THE STRINGLINE AS GRADE CONTROL WILL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE COST OF BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH) AND LEVEL BINDER (MACHINE METHOD) SUPERPAVE N90.

THE EXCAVATION OF MATERIAL FOR BITUMINOUS MIXTURE COMPLETE AND AGGREGATE BASE COURSE TYPE B, IS TO BE PAID FOR AS EARTH EXCAVATION. THE EXCAVATION FOR PCC BASE COURSE WIDENING WILL BE PAID FOR AS EARTH EXCAVATION. EXCAVATION FOR ENTRANCE WORK AS SHOWN ON THE ENTRANCE SCHEDULE SHALL BE PAID FOR AS EARTH EXCAVATION. ALL CONTAMINATED MATERIAL ENCOUNTERED DURING EXCAVATION OPERATIONS SHALL BE HANDLED AND DISPOSED OF AS OUTLINED IN THE SPECIAL PROVISIONS.

EXCAVATION FOR STONE DUMPED RIPRAP PLACEMENT WILL BE INCLUDED IN THE COST OF STONE DUMPED RIPRAP.

SOME OF THE PLAN DIMENSIONS, DETAILS, AND ELEVATIONS RELATIVE TO THE EXISTING STORM SEWER AND SANITARY SEWER HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY SUCH DIMENSIONS, DETAILS, AND ELEVATIONS IN THE FIELD AND MAKE THE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIAL. SUCH VARIATIONS SHALL NOT BE THE CAUSE FOR THE ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK; HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

IF EXISTING CONCRETE PATCHES ARE ENCOUNTERED THEY SHALL BE MILLED WITH THE ADJACENT BITUMINOUS SURFACE REMOVAL. NO ADDITIONAL PAYMENT WILL BE ALLOWED.

THE EXISTING PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS. THE QUANTITY OF PATCHING SHOWN ON THE PLANS IS AN ESTIMATE ONLY AND THE FINAL LOCATIONS AND QUANTITY SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD

REMOVAL OF THE EXISTING WIDENING WITH BITUMINOUS OVERLAYS WILL BE PAID FOR AS PAVEMENT REMOVAL.

THE CONTRACTOR SHALL HAVE THE RESPONSIBILITY TO MAINTAIN DRAINAGE DURING THE CONSTRUCTION OF THE STORM SEWER

SHORT-TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED PAVEMENT, BITUMINOUS MATERIALS (PRIME COAT), LEVEL BINDER, AND SURFACE COURSE AS SPECIFIED IN SECTION 703 IN THE STANDARD SPECIFICATIONS. TEMPORARY TAPE SHALL BE USED ON THE SURFACE COURSE, BUT PAINT MARKINGS WILL BE ALLOWED FOR ALL OTHER APPLICATIONS.

THE STORM SEWER SHALL BE CONSTRUCTED UTILIZING STAGE CONSTRUCTION AT STREET CROSSINGS, WHERE THE STREETS ARE TO REMAIN OPEN TO TRAFFIC. DURING THIS OPERATION, ONE-WAY TRAFFIC SHALL BE PERMITTED AT ALL TIMES. THE STORM SEWER SHALL BE CONSTRUCTED ONE-HALF WIDTH AT A TIME IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF ARTICLE 701.05 OF THE STANDARD SPECIFICATIONS. THE NECESSARY PAVEMENT REMOVAL AND REPLACEMENT WILL BE PAID FOR AT THE UNIT CONTRACT PRICE PER SQUARE YARD FOR PAVEMENT PATCHING OF THE TYPE AND THE THICKNESS SHOWN IN THE PLANS. ANY DELAYS OR INCONVENIENCES CAUSED BY THE CONTRACTOR DUE TO COMPLYING WITH THIS REQUIREMENT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 781 OF THE STANDARD SPECIFICATIONS.

STORM SEWER INSTALLATION OF THE DIAMETER SPECIFIED SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONTRACT UNIT PRICE SHALL INCLUDE FURNISHING ALL NEW PIPE REQUIRED. AN ESTIMATED QUANTITY OF THE STORM SEWER INSTALLATIONS, CLASS B, HAS BEEN ALLOWED FOR THE CONNECTION OF EXISTING ROOF DRAINS TO THE PROPOSED STORM SEWER AT LOCATIONS AS DESIGNATED BY THE ENGINEER AT THE TIME OF CONSTRUCTION. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR STORM SEWER INSTALLATIONS, CLASS B, WHICH PRICE SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THIS WORK.

AT THE LOCATIONS INDICATED ON THE PLANS PIPE TEES WILL BE REQUIRED, THE MATERIAL USED IN FABRICATING THE PIPE TEES SHALL BE THE SAME AS THE MATERIAL USED IN FABRICATING THE STORM SEWER OR PIPE CULVERT TO WHICH IT IS CONNECTED. THE TEES SHALL BE FACTORY FABRICATED. THE PIPE TEES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR THE VARIOUS SIZES AND TYPE OF THE STORM SEWER SPECIFIED.

A UNIFORMLY STRAIGHT SAW CUT SHALL BE MADE AT LOCATIONS WHERE PROPOSED NEW CONSTRUCTION WILL ABUT EXISTING BITUMINOUS CONCRETE SURFACES, CONCRETE PAVEMENT, CONCRETE DRIVEWAY PAVEMENT OR CONCRETE SIDEWALK. THE SAW CUT SHALL BE MADE FULL DEPTH THROUGH THE EXISTING SURFACE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT ITEMS INVOLVED AND NO EXTRA COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR SHALL REMOVE THE EXISTING BITUMINOUS CONCRETE SURFACE AT THE LOCATIONS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER SO AS TO MEET THE EXISTING PAVEMENT WITH A SAWED BUTT JOINT. THE REMOVAL SHALL BE DONE IN A MANNER THAT WILL NOT DAMAGE THE UNDERLYING OR THE ADJACENT MATERIAL. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR BITUMINOUS CONCRETE SURFACE REMOVAL (BUTT JOINT).

BEFORE ORDERING CULVERTS, MANHOLES, INLETS, STORM SEWERS, AND OTHER DRAINAGE STRUCTURES, THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER FOR EXACT LENGTHS, DIMENSIONS, INVERTS, AND ALIGNMENTS AND SUBMIT REQUIRED SHOP DRAWINGS. CARE SHOULD BE EXERCISED IN CONSTRUCTION OF MANHOLE STRUCTURES TO BE LOCATED UNDER SIDEWALKS, AS SIDEWALK SURFACE ELEVATIONS WILL BE SET IN THE FIELD. SOME MANHOLE STRUCTURES REQUIRE SEVERAL PIPE OPENINGS. SOME OF THE PIPES TO BE INSERTED ARE NOT IN LINE WITH THE CENTER OF THE MANHOLE. INVERTS ARE TO THE INSIDE DIAMETER OF THE PIPES. SLOPES ARE CALCULATED USING PIPE LENGTHS AND INVERTS FROM CENTER TO CENTER OF DRAINAGE STRUCTURE. PIPE LENGTHS DO NOT INCLUDE A LENGTH THROUGH SAID STRUCTURES. FRAMES, GRATES, AND LIDS SHALL BE POSITIONED SO THEY ARE CENTERED AND IN LINE WITH CURBING REQUIRING FIELD ADJUSTMENT. SOME MANHOLES REQUIRING ADJUSTMENT OR RECONSTRUCTION WILL REQUIRE THE LIDS AND OR CORBELS TO BE LIFTED AND RESET TO AVOID PROPOSED FEATURES. ADJUSTMENT AND SOME RECONSTRUCTION WILL REQUIRE CONCRETE ADJUSTING RINGS. ADJUSTMENTS SHALL BE MADE PRIOR TO FINAL SURFACING. "SPECIAL FRAME AND GRATE" REFERS TO NEENAH R-3508B, TO BE USED IN DEPRESSED CURBING.

PROPOSED OFFSETS ARE CALLED OUT TO THE CENTER OF THE 2' OPENING FOR MOST INLETS. PROPOSED OFFSETS ARE CALLED OUT TO THE CENTER OF THE 2' OPENING FOR INLETS, TYPE B HAVING AN INNER DIAMETER LARGER THAN 2' WITH A FLAT SLAB OR CORBEL. PROPOSED OFFSETS FOR MANHOLES ARE TO THE CENTER OF THE 4', 5', OR 6' DIAMETER AND NOT THE 2' OPENING FOR THE GRATE OR LID. "RESTRICTED DEPTH MANHOLES" REFERS TO THOSE FOR WHICH A FLAT SLAB TOP MAY BE USED AT THE OPTION OF THE CONTRACTOR.

MATERIAL FOR SUBGRADE 12" TYPE B GRANULAR MATERIAL SHALL BE CRUSHED

BITUMINOUS MATERIALS (PRIME COAT), THE CONTRACTOR SHALL USE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-IHP.

THE MATERIALS USED FOR AGGREGATE SHOULDERS, TYPE B, AGGREGATE SURFACE COURSE, TYPE B, AGGREGATE BASE COURSE, TYPE B AND SUBBASE GRANULAR, MATERIAL TYPE B AND C SHALL BE CRUSHED STONE WITH A MIN. IBS > 80.

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THE FOLLOWING STANDARDS ARE PART OF THESE PLANS AND ARE INCLUDED AFTER ROW PLANS.

STD. NO.	DESCRIPTION
000001-04	STANDARD SYMBOLS, ABBREVIATION, AND PATTERNS
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420501-02	PCC PAVEMENT AND PCC BASE COURSE ADJACENT TO RAILROAD GRADE CROSSING
424001-04	CURB RAMPS ACCESSIBLE TO DISABLED
442201-01	CLASS C AND D PATCHES
482001	BITUMINOUS SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482011-01	BIT. SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
542301	PRECAST REINFORCED CONCRETE FLARED END SECTION
542306	PRECAST REINFORCED ELLIPTICAL FLARED END SECTION
542311	GRATING FOR CONCRETE FLARED END SECTION (FOR 24" THRU 54" PIPE)
542401	METAL END SECTION FOR PIPE CULVERTS
542606	REINFORCED CONCRETE PIPE TEE
602301	INLET - TYPE A
602306	INLET - TYPE B
602401	MANHOLE TYPE A
602601	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-02	FRAME AND LIDS TYPE 1
604006-02	FRAME AND GRATE TYPE 3
604036-01	GRATE TYPE 8
606001-02	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-02	PC CONCRETE ISLANDS AND MEDIANS
701201-02	LANE CLOSURE 2L, 2W DAY ONLY ON-RD TO 24" OFF ROAD FOR SPPEDS ≥ 45MPH
701301-02	LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS FOR SPEEDS ≥ 45 MPH
701326-02	LANE CLOSURE 2L, 2W PAVEMENT WIDENING FOR SPEEDS ≥ 45 MPH
701336-04	LANE CLOSURE 2L, 2W WORK AREAS IN SERIES FOR SPEEDS ≥ 45 MPH
702001-05	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATION OF RAISED REFLECTIVE PAVEMENT MARKERS

THE CONTRACTOR WILL PROVIDE INTERNET ACCESSIBILITY TO THE BITUMINOUS PLANT QUALITY CONTROL LAB SO THAT BITUMINOUS PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL BITUMINOUS ITEMS.

THE TREES LISTED IN THE SUMMARY OF QUANTITIES SHALL BE APPROVED AND HAND PLANTED AT LOCATIONS DIRECTED BY THE ROADSIDE MAINTENANCE TECHNICIAN, TOM WILSON (D7), (217) 342-8270 OR RON CHLOPEK (D8), 1-618-346-3286. THE CONTRACTOR SHALL BE REQUIRED TO GIVE TWO WEEKS NOTICE TO SCHEDULE A TIME FOR THE LOCATIONS TO BE STAKED AND ON THE SAME DAY THE TREES SHALL BE DELIVERED TO THE JOBSITE FOR ACCEPTANCE OF THE PLANTING MATERIAL BY THE ROADSIDE MAINTENANCE TECHNICIAN.

THE EXISTING TRAFFIC CONTROL SIGNS WHICH INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AND RESET AS DIRECTED BY THE ENGINEER. UPON COMPLETION OF THE CONTRACT, THE EXISTING SIGNS SHALL BECOME THE PROPERTY OF THE DEPARTMENT OF TRANSPORTATION. THE DEPARTMENT OF TRANSPORTATION WILL INSTALL NEW TRAFFIC SIGNS THROUGHOUT THE PROJECT. CONTACT PERSON IS JEFF ABEL (D8), 1-618-346-3283. THE EXISTING SIGNS WILL THEN BE REMOVED AND DELIVERED TO THE WEST MAINTENANCE YARD LOCATED ON ROUTE 40 WEST OF EFFINGHAM. THIS WORK SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF THE VARIOUS TRAFFIC CONTROL ITEMS.

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

BITUMINOUS CONCRETE	112 LBS/S.Y./IN
BITUMINOUS MATERIALS PRIME COAT	0.1 GAL/S.Y.
AGGREGATE PRIME COAT	4 LBS/S.Y.
AGGREGATE MATERIAL	2.05 TONS.C.Y.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE:	SURFACE COURSE	LEVEL BINDER (mm)	BITUMINOUS SHOULDERS	BINDER COURSE & TEMP. PAVEMENT
AC/PG:	PG 64-22	PG 64-22	PG 58-22	PG 64-22
RAP %:	15%	15%	30%	25%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 90	4.0% @ NDESIGN = 90	2.0% @ NDESIGN = 30	4.0% @ NDESIGN = 70
MIXTURE COMPOSITION:	IL-9.5	IL-9.5	N/A	IL-19.0
FRICTION AGGREGATE:	MIXTURE D	N/A	N/A	N/A

MIXTURE USE:	BASE COURSE WIDENING	BASE COURSE
AC/PG:	PG 64-22	PG 64-22
RAP %:	25%	30%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 70	4.0% @ NDESIGN = 70
MIXTURE COMPOSITION:	IL-19.0	N/A
FRICTION AGGREGATE:	N/A	N/A

INCIDENTAL SURFACE COURSE	BITUMINOUS MIXTURE COMPLETE
PG 64-22	PG 64-22
15%	15%
4.0% @ NDESIGN = 50	4.0% @ NDESIGN = 50
IL-9.5	IL-19.5
MIXTURE C	MIXTURE C

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS  
HIGHWAY STANDARDS, AND  
GENERAL NOTES

SCALE: VERT.  
HORIZ.  
DATE 2/23/04

DRAWN BY MEC  
CHECKED BY MJM

REVISED 1/18/06

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322 327	18Z & 18Y, RS 28Z	MARION	222	2
STA.	TO STA.			
	ILLINOIS FED. AID PROJECT			
CONTRACT NO. 94700				