

**GENERAL NOTES**

1. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB NUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
2. IN ADDITION TO FIELD SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
3. ACCESS TO ALL ENTRANCES AND SIDE ROADS SHALL BE MAINTAINED AT ALL TIMES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS, AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 1-800-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.
5. THE THICKNESS OF BITUMINOUS MIXTURES 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.
6. ALL SAW CUTS, NECESSARY TO COMPLETE THE WORK DETAILED IN THESE PLANS, SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED.
7. UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 2" FROM A LONGITUDINAL CRACK OR JOINT. EDGE LINES SHALL BE APPROXIMATELY 2" FROM THE EDGE LINE OF PAVEMENT. SEE SECTION 780 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
8. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED TO CALCULATE THE PLAN QUANTITIES:  
 BITUMINOUS MATERIALS (PRIME COAT) 0.00038 TON/SQ. YD. (ON PAVEMENT)  
 BITUMINOUS MATERIALS (PRIME COAT) 0.001425 TON/SQ.YD. (ON AGG)  
 AGGREGATE PRIME COAT 0.002 TON/SQ. YD.  
 BITUMINOUS CONCRETE SURFACE 0.056 TON/SQ. YD. PER 1"  
 AGGREGATE MATERIAL 2.05 TON/CU. YD.
9. THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT, AND NO COMPENSATION WILL BE ALLOWED.
10. 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 OWNER, AN AUTHORIZED AGENT OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
11. LIMITS OF CONSTRUCTION ALONG SIDE ROADS SHALL BE VERIFIED AND APPROVED BY THE ENGINEER BEFORE WORK BEGINS. LIMITS MAY BE ADJUSTED FROM PROPOSED PLAN LAYOUT IF ENGINEER DEEMS NECESSARY.
12. EXISTING MANHOLES AND INLET FRAMES & LIDS DAMAGED BY THE CONTRACTOR'S OPERATION SHALL BE REPLACED WITH NEW FRAMES AND LIDS AT THE CONTRACTOR'S EXPENSE.
13. THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 14 DAYS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS, PHONE (217) 782-7314.
14. PRIOR TO THE START OF RESURFACING OPERATIONS, THE CONTRACTOR, IN THE PRESENCE OF THE ENGINEER, SHALL MEASURE AND DOCUMENT THE EXISTING VERTICAL CLEARANCE AT THE RAILROAD STRUCTURE. MEASUREMENTS SHALL BE TAKEN AT THE EDGE OF EACH LANE. IF NECESSARY, THE ENGINEER SHALL MAKE ADJUSTMENTS TO THE RESURFACING THICKNESS SHOWN IN THE PLANS TO MAINTAIN THE EXISTING VERTICAL CLEARANCE. LASTLY, THE CONTRACTOR SHALL MEASURE AND DOCUMENT THE VERTICAL CLEARANCE AT THE RAILROAD STRUCTURE AFTER THE RESURFACING OPERATION IS COMPLETE.

**MIXTURE REQUIREMENTS**

The following mixture requirements are applicable for this project:

|                      |                                |
|----------------------|--------------------------------|
| Location(s):         | IL 29 MAINLINE / SANGAMON AVE. |
| Mixture Use(s):      | Polymer Surface                |
| PG:                  | SBS PG70-22                    |
| Design Air Voids:    | 4.0% @ N70                     |
| Mixture Composition: | IL 9.5 or 12.5                 |
| Friction Aggregate:  | Mix D                          |

|                      |                      |
|----------------------|----------------------|
| Location(s):         | IL 29 SIDEROADS      |
| Mixture Use(s):      | Incidental Surfacing |
| PG:                  | PG 64-22             |
| Design Air Voids:    | 4.0% @ N50           |
| Mixture Composition: | IL 9.5 or 12.5       |
| Friction Aggregate:  | Mix C                |

|                      |                                |
|----------------------|--------------------------------|
| Location(s):         | IL 29 MAINLINE / SANGAMON AVE. |
| Mixture Use(s):      | Patching                       |
| PG:                  | PG 64-22                       |
| Design Air Voids:    | 4.0% @ N70                     |
| Mixture Composition: | IL 19.0                        |
| Friction Aggregate:  | N/A                            |

|                                       |                     |
|---------------------------------------|---------------------|
| <b>DISTRICT SIX</b>                   |                     |
| EXAMINED <u>3-9</u> 20 <u>10</u>      | <i>Chris Walker</i> |
| OPERATIONS ENGINEER                   |                     |
| EXAMINED <u>MARCH 10</u> 20 <u>10</u> | <i>Jimmy F. L.</i>  |
| PROJECT IMPLEMENTATION ENGINEER       |                     |
| EXAMINED <u>March 22</u> 20 <u>10</u> | <i>QRML</i>         |
| PROGRAM DEVELOPMENT ENGINEER          |                     |