

GENERAL NOTES

- ALL OF THE DISTURBED AREAS WITHIN THE RIGHT OF WAY NOT COVERED BY SURFACING MATERIAL SHALL BE SEEDED.
- CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE AND EROSION PROTECTION FOR THE DURATION OF THIS PROJECT.
- SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED SHALL BE DETERMINED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED. ANY DAMAGE TO THE UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE, INCLUDING TEMPORARY REPAIRS WHICH MAY BE REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS.
- THE LOCATIONS OF THOSE BURIED AND ABOVEGROUND UTILITIES SHOWN ARE APPROXIMATE, ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTIONS PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVEGROUND UTILITY LOCATION, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES, REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- THE THICKNESS OF HOT-MIX ASPHALT 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 HOT-MIX ASPHALT MIXTURE IS PLACED.
- BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
- AGGREGATE (PRIME COAT): FA 20 MAY BE USED IN ADDITION TO THE GRADATIONS LISTED IN THE 2ND PARAGRAPH OF ARTICLE 1003.03(c).
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS/CU YD
RIPRAP	1.50	TON/CU YD
BITUMINOUS MATERIAL (PRIME COAT)	0.00038	TON/SQ YD
AGGREGATE (PRIME COAT)	0.002	TON/SQ YD
HOT-MIX ASPHALT SURFACE COURSE	112	LBS/SQ YD/IN
HOT-MIX ASPHALT BINDER COURSE	112	LBS/SQ YD/IN
- ALL ELEVATIONS REFER TO U. S. G. S. MEAN SEA LEVEL DATUM.

- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- UNLESS NOTED OTHERWISE, STATIONS AND OFFSETS REFER TO CENTERLINE OF PROJECT.
- LAYOUT OF RIPRAP MAY BE VARIED IN THE FIELD TO SUIT GROUND CONDITIONS AS DIRECTED BY THE ENGINEER.
- EVERY TREE SHALL BE SAVED IF POSSIBLE. THE ENGINEER IN THE FIELD WILL VERIFY AND MARK ALL TREES REQUIRED TO BE REMOVED. SHOULD THE ENGINEER'S DECISION INCREASE OR DECREASE THE QUANTITIES OF WORK TO BE PERFORMED FROM THE PLANS, THE CONTRACTOR SHALL ACCEPT PAYMENT AS STATED IN ARTICLE 104.02 OF THE STANDARD SPECIFICATIONS. TREES OUTSIDE THE LIMITS OF CONSTRUCTION SHALL NOT BE DISTURBED UNLESS DESIGNATED BY THE ENGINEER.
- IN ADDITION TO FIELD SURVEYS AND AERIAL 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 THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- ALL AREAS DISTURBED WITHIN OR BEYOND THE CONSTRUCTION LIMITS FOR ANY REASON SHALL BE SEEDED WITH CLASS 2 SEEDING, AS DIRECTED BY THE ENGINEER. NUTRIENTS SHALL CONFORM TO ARTICLE 250.04. FINAL SEEDING SHALL BE PERFORMED AS SOON AS POSSIBLE. THESE AREAS WILL NOT BE MEASURED FOR PAYMENT.
- HOT-MIX ASPHALT RESURFACING OF THE EXISTING PAVEMENT AND SHOULDERS SHALL BE DONE IN A MANNER THAT PROVIDES A MINIMUM VERTICAL CLEARANCE OF 16.0' AT ALL OVERHEAD STRUCTURES. THE MINIMUM VERTICAL CLEARANCE SHALL BE MAINTAINED FROM OUTSIDE TO OUTSIDE OF THE PAVED SHOULDERS.

PRIOR TO THE START OF RESURFACING OPERATIONS, THE CONTRACTOR, IN THE PRESENCE OF THE ENGINEER, SHALL MEASURE AND DOCUMENT THE EXISTING VERTICAL CLEARANCE AT ALL OVERHEAD STRUCTURES. MEASUREMENTS SHALL BE TAKEN AT THE OUTSIDE EDGES OF THE PAVED SHOULDERS, AT THE EDGE OF EACH LANE, AND AT ANY SPLICE PLATES OVER THE SHOULDERS OR PAVEMENT. IF NECESSARY, THE ENGINEER SHALL MAKE ADJUSTMENTS TO THE RESURFACING THICKNESS SHOWN IN THE PLANS.

FOLLOWING PLACEMENT OF THE SURFACE COURSE AND HOT-MIX ASPHALT SHOULDERS, THE CONTRACTOR, IN THE PRESENCE OF THE ENGINEER, SHALL MEASURE AND DOCUMENT THE VERTICAL CLEARANCE AS DESCRIBED ABOVE. IF THE MINIMUM VERTICAL CLEARANCE IS LESS THAN 16.0', THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL REMOVE AND REPLACE THE HOT-MIX ASPHALT SURFACE COURSE AS DIRECTED BY THE ENGINEER.

THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE VARIOUS HMA CONCRETE ITEMS.
- RAISED REFLECTIVE PAVEMENT MARKERS INSTALLED INTO THE ORIGINAL CONCRETE PAVEMENT MAY NOT HAVE BEEN REMOVED WHEN THE PAVEMENT WAS RESURFACED.
- ALL SIGNS AND DELINEATORS CONFLICTING WITH TRAFFIC CONTROL OR CONSTRUCTION SHALL BE REMOVED AND REPLACED BY THE CONTRACTORS. THIS WORK WILL BE INCLUDED WITH THE COST FOR TRAFFIC CONTROL ON THE PROJECT. IN ADDITION, THE COST TO RELOCATE SIGNS DESIGNATED ON THE PLAN SHEETS WILL ALSO BE INCIDENTAL TO THE TRAFFIC CONTROL FOR THOSE AREAS.

COMMITMENTS:

THE FIELD/RESIDENT ENGINEER SHALL CONTACT STUDIES AND PLANS CONCERNING ANY MAJOR PLAN CHANGES TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN, AND ALLOW AN IMPROVED DESIGN FOR FUTURE PROJECTS.

DISTRICT SIX	
EXAMINED <u>April 15</u> 20 <u>10</u> <i>Die Walker</i>	
OPERATIONS ENGINEER	
EXAMINED <u>APRIL 14</u> 20 <u>10</u> <i>Ferry Z...</i>	
PROJECT IMPLEMENTATION ENGINEER	
EXAMINED <u>April 14</u> 20 <u>10</u> <i>ARMLI</i>	
PROGRAM DEVELOPMENT ENGINEER	

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The following mixture requirements are applicable for this project:

Mixture Use(s)	155 MAINLINE AND RAMPS POLYMER HMA SURFACE	I 55 MAINLINE AND RAMPS POLYMER HMA BINDER	HMA SHOULDERS	SANGAMON AVE 2.0" POLYMER HMA SURFACE	SANGAMON AVE HMA PATCHING	SANGAMON AVE 8" HMA SHLD - TOP LIFT	SANGAMON AVE 8" HMA SHLD - LOWER LIFTS	I 55 DAMAGED SHOULDER REPLACEMENT	I 55 STAGING SHOULDER REPLACEMENT
AC/PG:	SBS PG76-22	SBS PG70-22	PG 64-22	SBS PG70-22	PG64-22	PG64-22	PG58-22	PG58-22	PG64-22
Design Air Voids:	4.0% @ N105	4.0% @ N105	4.0% @ N50	4.0% @ N70	4.0% @ N70	4.0% @ N50	2.0% @ N30	2.0% @ N30	4.0% @ N70
Mixture Composition: (Gradation Mixture)	IL 9.5 OR 12.5	IL 19.0	IL 9.5 or 12.5	IL 9.5 OR 12.5	IL 19.0	IL 9.5 OR 12.5	BAM	BAM	IL 19.0
Friction Aggregate:	MIX E	N/A	MIX C	MIX D	N/A	MIX C	N/A	N/A	N/A