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GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
2. THE STANDARDS AND REVISION NUMBERS LISTED SHALL APPLY TO THIS PROJECT.
3. 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. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

UTILITY CO.

- AMEREN ILLINOIS
- AT&T CORPORATION
- BOND MADISON WATER COMPANY
- CONSOLIDATED COMMUNICATIONS, INC
- VILLAGE OF HAMEL
- LEVEL 3 COMMUNICATIONS, LLC
- MADISON TELEPHONE COMPANY
- PAETEC
- SOUTHWESTERN ELECTRIC COOPERATIVE, INC.

TYPE

- GAS & ELECTRIC COMMUNICATIONS WATER COMMUNICATIONS SANITARY SEWER COMMUNICATIONS COMMUNICATIONS COMMUNICATIONS ELECTRIC

MEMBERS OF J.U.L.I.E. (800)-892-0123 ARE INDICATED BY * NON J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

4. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT THE BEGINNING AND END OF THE PROJECT AND AT THE BEGINNING OF ALL ENTRANCE RAMP; COST TO BE INCLUDED WITH THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE AND 48" X 48". THE CONTRACTOR SHALL FURNISH AND INSTALL WOOD SIGN POST SUPPORTS IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

5. THE THICKNESS OF THE HMA 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 HMA MIXTURE IS PLACED.

6. DROP-OFFS ADJACENT TO (A) MAINLINE EDGE OF PAVEMENT, DURING SHOULDER REMOVAL OPERATIONS OF THE PRE-STAGE CONSTRUCTION PHASE; (B) RAMP EDGE OF PAVEMENT DURING EXCAVATION FOR CONCRETE SHOULDERS; AND DROP-OFFS DUE TO RESURFACING OPERATIONS DURING THE POST-STAGE CONSTRUCTION PHASE, (C) BETWEEN MAINLINE LANES AND (D) BETWEEN MAINLINE LANE AND SHOULDER, SHOULD BE PROTECTED AS DESCRIBED IN FIGURES 55-2A AND 55-2B OF THE IDOT BDE MANUAL

ITEMS (A) AND (B) ABOVE SHALL BE PROTECTED WITH EXTENDED-HEIGHT CHANNELIZING DEVICES WITH STEADY BURN LIGHTS AT 100' SPACING FOR (A) AND 50' SPACING FOR (B).

ITEMS (C) AND (D) ABOVE SHALL BE PROTECTED BY PLACING "UNEVEN LANE" SIGNS AT 2-MILE SPACING FOR (C) AND "LOW SHOULDER" SIGNS AT 2-MILE SPACING FOR (D).

7. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE	SMA SURFACE	POLY FD BINDER	FD BINDER	PATCHING/BINDER	PARTIAL DEPTH PATCH	HMA MOW STRIP
AC/PG	SBS PG 76-22	SBS PG 76-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPEC.	SEE SPEC.	SEE SPEC.	SEE SPEC.	SEE SPEC.	SEE CONTRACT RAP
DESIGN AIR VOIDS	4.0%±Ndes=80	4.0%±Ndes=90	4.0%±Ndes=90	4.0%±Ndes=90	4.0%±Ndes=90	SPECIAL PROVISION
MIX COMPOSITION	SEE SPEC.					1.5%±Ndes=30
(GRADATION MIXTURE)		IL 19.0 FINE GRADED	IL 19.0 FINE GRADED	IL 19.0 FINE GRADED	IL 9.5/12.5	NMAS 3/4"
FRICITION AGGREGATE	SMA	MIXTURE "B"	MIXTURE "B"	MIXTURE "B"	MIXTURE "C"	BAM

MIXTURE USE	SHOULDERS ≥ 2.25"/PLUG	SHOULDERS < 2.25"	BASE CSE. FOR STAGE CONSTRUCTION	LEVELING BINDER (HM)
AC/PG	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	See Contract RAP	See Contract RAP	SEE SPEC.	SEE SPEC.
DESIGN AIR VOIDS	Special Provision	Special Provision	4.0%±Ndes=90	4.0%±Ndes=90
MIX COMPOSITION	**2.0%±Ndes=30	**2.0%±Ndes=30		
(GRADATION MIXTURE)	NMAS 3/4"	NMAS 1/2"	IL 19.0 FINE GRADED	IL 9.5
FRICITION AGGREGATE			MIXTURE "B"	MIXTURE "C"

•• Top Lift Shoulders - Design this mix at 2.0% voids and add asphalt to reduce voids to 1.5%.

PLAN QUANTITIES FOR BITUMINOUS CONCRETE SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN (59.8 KG/SQ M/25 mm THICKNESS).

7A. BITUMINOUS MATERIALS USED FOR PRIME COAT SHALL BE RC-70 APPLIED IN ACCORDANCE WITH ARTICLE 406 OF THE STANDARD SPECIFICATION AT THE RATE OF 0.1 GAL/SQ. YD. FURNISHING AND APPLYING BITUMINOUS PRIME COAT MATERIALS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIALS (PRIME COAT).

FOR ESTIMATING CONTRACT QUANTITIES, REQUIRE PRIME BETWEEN EACH LIFT.
 ④ LIFTS ON THE MAINLINE
 2 LIFTS ON THE I-55 RAMPS

8. A QUANTITY FOR CLASS 2 SEEDING, FERTILIZER AND MULCH METHOD 2, BASED ON (a) A STRIP 15' WIDE, LEFT AND RIGHT OF THE MAINLINE OUTSIDE SHOULDERS, (b) 20' WITHIN THE MEDIAN AND (c) A STRIP 10' LEFT AND RIGHT OF THE RAMP SHOULDERS HAS BEEN INCLUDED IN THE PLANS TO BE APPLIED TO ALL DISTURBED AREAS.

ANY DISTURBANCE BEYOND THE ABOVE DESCRIBED LIMITS SHALL BE SEEDDED, FERTILIZED, AND MULCHED PER SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS AND SHALL BE AT THE CONTRACTOR'S EXPENSE.

9. BEGINNING AND END STATIONS AS SHOWN IN THE PLANS FOR HTC AND MOW STRIP ARE APPROXIMATE. THE ENGINEER WILL DETERMINE THE EXACT LOCATION.

10. THE MINIMUM DEPTH OF THE HTC LINE POST FOUNDATIONS SHALL BE 30".

11. THE LIMITS OF THE MOW STRIP SHALL BE THE SAME AS THE LIMITS OF THE HTC INCLUDING TERMINAL SECTIONS.

12. ALL WORK REQUIRED FOR THE REMOVAL OF THE PORTION OF THE EXISTING HMA MOW STRIP, INCLUDING SAW CUTTING, SHALL BE INCLUDED IN THE COST FOR PAVED SHOULDER REMOVAL, AS SHOWN IN THE PLANS.

13. REFLECTORS FOR HTC SHALL BE PROVIDED AND INSTALLED PER MANUFACTURER'S SPECIFICATIONS FOR THE TYPE OF HTC BARRIER USED. COST OF THESE REFLECTORS SHALL BE INCLUDED IN THE COST OF THE HIGH TENSION CABLE MEDIAN BARRIER. MAXIMUM SPACING SHALL BE 50' OR AS DIRECTED BY THE ENGINEER.

14. HTC POST SPACING SHALL BE REDUCED IN AREAS WHERE A MEDIAN HAZARD IS PRESENT (e.g., MEDIAN PIER) AS DIRECTED BY THE ENGINEER. REDUCED POST SPACING SHALL NOT BE ANY SMALLER THAN THE MINIMUM SPACING ALLOWED PER MANUFACTURER'S SPECIFICATIONS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR MODIFYING POST SPACING.

15. 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.

16. TWO WEEKS PRIOR TO PROJECT START-UP, CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT THE FOLLOWING LOCATIONS AS DIRECTED BY THE ENGINEER:

I-55 SOUTH OF IL 143	NICHOLLS ST WEST OF I-55 AT LIVINGSTON INTERCHANGE
IL 143 WEST OF I-55	NEW DOUGLAS RD EAST OF I-55 AT LIVINGSTON INTERCHANGE
IL 143 EAST OF I-55	STAUNTON RD. WEST OF I-55 AT STAUNTON INTERCHANGE
IL 140 WEST OF I-55	STAUNTON RD. EAST OF I-55 AT STAUNTON INTERCHANGE
IL 140 EAST OF I-55	IL 138 WEST OF I-55
IL 4 WEST OF I-55	IL 138 EAST OF I-55
IL 4 EAST OF I-55	I-55 NORTH OF IL 138

THE CONTRACTOR SHALL MODIFY THE MESSAGE ON EACH SIGN AS DIRECTED BY THE ENGINEER, AS NEEDED.

THE CONTRACTOR SHALL BE AWARE THAT THE MESSAGE BOARDS MAY REQUIRE RELOCATION THROUGHOUT THE DURATION OF THE PROJECT WITH NO ADDITIONAL COMPENSATION BEING ALLOWED FOR THE RELOCATION.

•••I-55 RUBBLIZE	I-55 RAMP RESURFACING
2" SMA	2" SMA
2.50" POLY BIND.	2.25" POLY BIND.
7" BIND.	2.25" - 4.25" BIND.

•••TYPICAL FULL DEPTH DETAIL MIN. THICK.

REVISION 6-6-13

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Johnson, Depp & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 1/8" = 100.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	55	60-0.2IRS-3	MADISON	212	2
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