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GENERAL NOTES CONTINUED

THE WORK OF REMOVING THE EXISTING MANHOLE AND INLETS AT THE LOCATIONS WHERE THE INLET OR OUTLET PIPES ARE TO BE ABANDONED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR REMOVING MANHOLES, REMOVING INLETS. THIS PRICE SHALL INCLUDE REMOVING AND DISPOSING OF THE EXISTING STRUCTURE, SEALING AND PLUGGING THE INLET AND OUTLET PIPES, AND BACKFILLING.

THE PROPOSED STORM SEWER SHALL BE CONNECTED TO A REINFORCED BOX CULVERT AT THE STORM SEWER SCHEDULE POINTS 81 AND 88. THE CONNECTION TO THE BOX CULVERT SHALL REQUIRE THE REMOVAL OF A PORTION OF THE BOX CULVERT WALLS SUFFICIENT TO RECEIVE THE NEW STORM SEWER PIPE AND THE SEALING OF THE CONNECTION WITH MORTAR. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR STORM SEWER CONNECTION SPECIAL, WHICH PRICE SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THIS WORK. TWO INLETS ARE TO BE CONSTRUCTED ON TOP OF A BOX CULVERT AT STORM SEWER SCHEDULE POINTS 84 AND 85. THIS WORK SHALL REQUIRE THE REMOVAL OF A PORTION OF THE TOP OF THE BOX CULVERT TO ALLOW DRAINAGE INTO THE BOX CULVERT, CONSTRUCTING AN INLET ON TOP OF THE BOX CULVERT SO AS TO BRING THE DRAINAGE FRAME AND GRATE TO THE REQUIRED ELEVATION, AND THE SEALING OF THE CONNECTION WITH MORTAR. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR DROP INLET SPECIAL, WHICH PRICE SHALL INCLUDE ALL MATERIALS, INCLUDING NEW TYPE 3 FRAME AND GRATES, AND LABOR NECESSARY TO COMPLETE THIS WORK.

AT 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 SIZE AND TYPE OF STORM SEWER SPECIFIED.

THE PROPOSED STORM SEWER SHALL BE CONNECTED TO EXISTING STORM SEWER, AND EXISTING STORM SEWER STRUCTURES AT VARIOUS LOCATIONS SHOWN ON THE PLANS. THE CONNECTIONS TO EXISTING PIPES SHALL INCLUDE THE REMOVAL OF A PORTION OF THE EXISTING PIPE TO RECEIVE THE NEW STORM SEWER PIPE AND THE SEALING OF THE CONNECTION WITH MORTAR. THE CONNECTIONS TO THE EXISTING MANHOLES AND INLETS MAY REQUIRE REMOVING EXISTING CONCRETE COLLARS AND PART OF THE DRAINAGE STRUCTURE WALLS TO PROPER DIAMETER OPENING TO ACCEPT NEW STORM SEWER PIPE AND SEALING THE CONNECTION WITH MORTAR. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE STORM SEWER OF THE SIZE INVOLVED.

THE PROPOSED STORM SEWER SHALL BE CONNECTED TO AN EXISTING REINFORCED BOX CULVERT AT THE STORM SEWER SCHEDULE POINT 81 AND 88. THE CONNECTION TO THE EXISTING BOX CULVERT SHALL REQUIRE THE REMOVAL OF A PORTION OF THE EXISTING BOX CULVERT WALLS SUFFICIENT TO RECEIVE THE NEW STORM SEWER PIPE AND THE SEALING OF THE CONNECTION WITH MORTAR. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR STORM SEWER CONNECTION SPECIAL, WHICH PRICE SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THIS WORK. TWO INLETS ARE TO BE CONSTRUCTED ON TOP OF A BOX CULVERT AT STORM SEWER SCHEDULE POINTS 84 AND 85. THIS WORK SHALL REQUIRE THE REMOVAL OF A PORTION OF THE TOP OF THE BOX CULVERT TO ALLOW DRAINAGE INTO THE BOX CULVERT, CONSTRUCTING AN INLET ON TOP OF THE BOX CULVERT SO AS TO BRING THE DRAINAGE FRAME AND GRATE TO THE REQUIRED ELEVATION, AND THE SEALING OF THE CONNECTION WITH MORTAR. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR DROP INLET SPECIAL, WHICH PRICE SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THIS WORK.

AT STATION 16+70, 10 FOOT RIGHT THE EXISTING STORM SEWER SHALL BE PLUGGED. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR STORM SEWER ITEMS.

AT POINT 140 THE PROPOSED STORM SEWER MEETS THE EXISTING STORM SEWER. THE CONTRACTOR SHALL CONNECT THE TWO STORM SEWER RUNS TOGETHER. THIS WORK WILL BE INCLUDED IN THE COST OF THE STORM SEWER OF THE SIZE INVOLVED.

A UNIFORMLY STRAIGHT SAW CUT SHALL BE MADE AT LOCATIONS WHERE PROPOSED CONSTRUCTION WILL ABUT EXISTING CONSTRUCTION. LOCATIONS INCLUDE BUT ARE NOT LIMITED TO, BITUMINOUS CONCRETE SURFACES, CONCRETE PAVEMENT, COMBINATION CONCRETE CURB & GUTTER, 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 SAWEED BUTT JOINT. THE REMOVAL SHALL BE DONE IN A MANNER THAT WILL NOT DAMAGE THE UNDERLYING OR ADJACENT MATERIAL. THIS WORK WILL BE PAID FOR AT CONTRACT UNIT PRICE PER SQUARE YARD FOR BITUMINOUS SURFACE REMOVAL - BUTT JOINT.

ACCESS TO PRIVATE AND COMMERCIAL PROPERTIES AND SIDE STREETS SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AT ALL TIMES. TEMPORARY DRIVEWAYS, IF NECESSARY, SHALL BE CONSTRUCTED BY THE CONTRACTOR AS DESIGNATED BY THE ENGINEER. THIS WORK WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR TEMPORARY ACCESS (PRIVATE ENTRANCES), TEMPORARY ACCESS (COMMERCIAL ENTRANCES), OR TEMPORARY ACCESS (ROAD), WHICHEVER IS APPLICABLE.

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. 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 SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF THE VARIOUS TRAFFIC CONTROL ITEMS.

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

BITUMINOUS CONCRETE	112 LBS/SQ YD/INCH
BITUMINOUS MATERIALS PRIME COAT	0.10 GALLONS/SQ YD
AGGREGATE PRIME COAT	4 LBS/SQ YD
GRANULAR MATERIAL	2.05 TON/CU YD

BITUMINOUS MATERIALS (PRIME COAT), THE CONTRACTOR SHALL USE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-1HP.

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 FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE:	SURFACE COURSE	LEVEL BINDER
APPLICATION:	BITUMINOUS CONCRETE	LEVEL BINDER
	SURFACE COURSE SUPERPAVE	MACHINE METHOD SUPERPAVE
PG GRADE:	PG 64-22	PG 64-22
RAP %:	15%	25%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 70	4.0% @ NDESIGN = 70
MIXTURE COMPOSITION:	IL-9.5	IL-9.5
FRICTION AGGREGATE:	MIXTURE D	N/A

MIXTURE USE:	PAVEMENT PATCHING	BITUMINOUS MIXTURE COMPLETE
APPLICATION:	BITUMINOUS CONCRETE	BITUMINOUS CONCRETE
	BINDER COURSE SUPERPAVE	SURFACE COURSE SUPERPAVE
PG GRADE:	PG 64-22	PG 64-22
RAP %:	25%	15%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 70	4.0% @ NDESIGN = 50
MIXTURE COMPOSITION:	IL-19.0	IL-9.5
FRICTION AGGREGATE:	N/A	MIXTURE C

MIXTURE USE:	INCIDENTAL BITUMINOUS SURFACE	BITUMINOUS BASE COURSE
APPLICATION:	BITUMINOUS CONCRETE	BITUMINOUS BASE COURSE
	SURFACE COURSE SUPERPAVE	SUPERPAVE, 4/1/4"
PG GRADE:	PG 64-22	PG 64-22
RAP %:	15%	25%
DESIGN AIR VOIDS:	4.0% @ NDESIGN = 50	4.0% @ NDESIGN = 70
MIXTURE COMPOSITION:	IL-9.5	IL-19.0
FRICTION AGGREGATE:	MIXTURE C	N/A

THE FOLLOWING UTILITY COMPANIES HAVE FACILITIES WITHIN THE LIMITS OF CONSTRUCTION. ADJUSTMENTS IN UTILITY LOCATIONS WILL BE MADE BY THE OWNER UNLESS OTHERWISE NOTED IN THE PLANS:

AMEREN/CIPS-ELECTRIC GAS
 VERIZON NORTH-TELEPHONE
 CITY OF GRAYVILLE - WATER
 CITY OF GRAYVILLE - SANITARY SEWER
 CHARTER COMMUNICATIONS-CABLE TV

THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE. FIELD MARKINGS OF FACILITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF 96 HOURS ADVANCE NOTICE THROUGH THE J.U.L.I.E. SYSTEM BY CALLING 800-892-0123.

FAP NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	110121W_RS	WHITE/EDWARDS	198	4
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT NO.		

CONTRACT NO. 94652

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
SCALE: VERT.	DRAWN BY	GENERAL NOTES
HORIZ.	CHECKED BY	
DATE		