

GENERAL NOTES

THE REMOVAL OF EXISTING ASPHALT SURFACE, EXCEPT AS NOTED, AND GRAVEL OR CRUSHED STONE BASE COURSE WHICH MAY BE NECESSARY FOR THE CONSTRUCTION OF THE NEW BRIDGE SHALL BE REMOVED AS EARTH EXCAVATION AND NO COMPENSATION WILL BE ALLOWED FOR ADDITIONAL LABOR OR EQUIPMENT REQUIRED.

ALL WASTE OR UNDESIRABLE MATERIAL AS IDENTIFIED BY THE ENGINEER SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY AT THE CONTRACTOR'S EXPENSE.

ALL EXISTING PRIVATELY OWNED UTILITIES REQUIRING ADJUSTMENT WILL BE MADE BY THE UTILITY COMPANY INVOLVED. WHERE NO PROVISIONS HAVE BEEN MADE FOR ADJUSTMENTS ON THE PLANS, NO ADDITIONAL COMPENSATION WILL BE ALLOWED DUE TO DELAYS OR INCONVENIENCES CAUSED BY THE SAID UTILITY ADJUSTMENTS.

THE PROFILE GRADE ELEVATIONS SHOWN ON THE PLAN AND PROFILE SHEETS AND IN THE STATION CROSS SECTIONS ARE TO THE TOP OF THE FINISHED SURFACE.

ALL EXISTING DRAINAGE STRUCTURES NOT BEING REMOVED BY THE CONTRACTOR THAT ARE DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION

THE LOCATION OF UNDERGROUND UTILITIES SHOWN ON THE PLANS REPRESENTS THE BEST KNOWLEDGE OF THE COUNTY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATIONS OF UNDERGROUND INSTALLATIONS BEFORE STARTING CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL INDEMNIFY THE COUNTY, ITS OFFICERS AND EMPLOYEES AGAINST ALL CLAIMS DUE TO DAMAGE TO CORPORATE OR PRIVATE PROPERTY RESULTING FROM HIS CONSTRUCTION OPERATIONS AS DESCRIBED IN ARTICLES 107.20 AND 107.26 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR MAY BE REQUIRED TO CONDUCT SOME OF HIS GRADING AND TRENCHING OPERATIONS AROUND TRANSMISSION POLES AND UNDER TRANSMISSION LINES. THE ADDED COST OF SO DOING SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

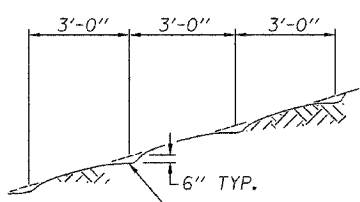
WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND PRESERVE PROPERTY MARKERS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT, HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

ALL ELEVATIONS SHOWN REFER TO AN ASSUMED DATUM.

BITUMINOUS CONCRETE MIXTURE REQUIREMENTS

ITEM	HMA Binder	HMA Surface
PG Grade	PG58-22	PG58-22
Max % RAP Allowable**	25%	15%
Design Air Voids	4.0% @ N50	4.0% @ N50
Mixture Composition	IL 19.0	IL 12.5 or IL 9.5
Friction Aggregate	—	Mixture C
Density Test Method	Nuclear/Cores	Nuclear/Cores

** If RAP option is selected, the asphalt cement grade may need to be adjusted. This will be determined by the Engineer.



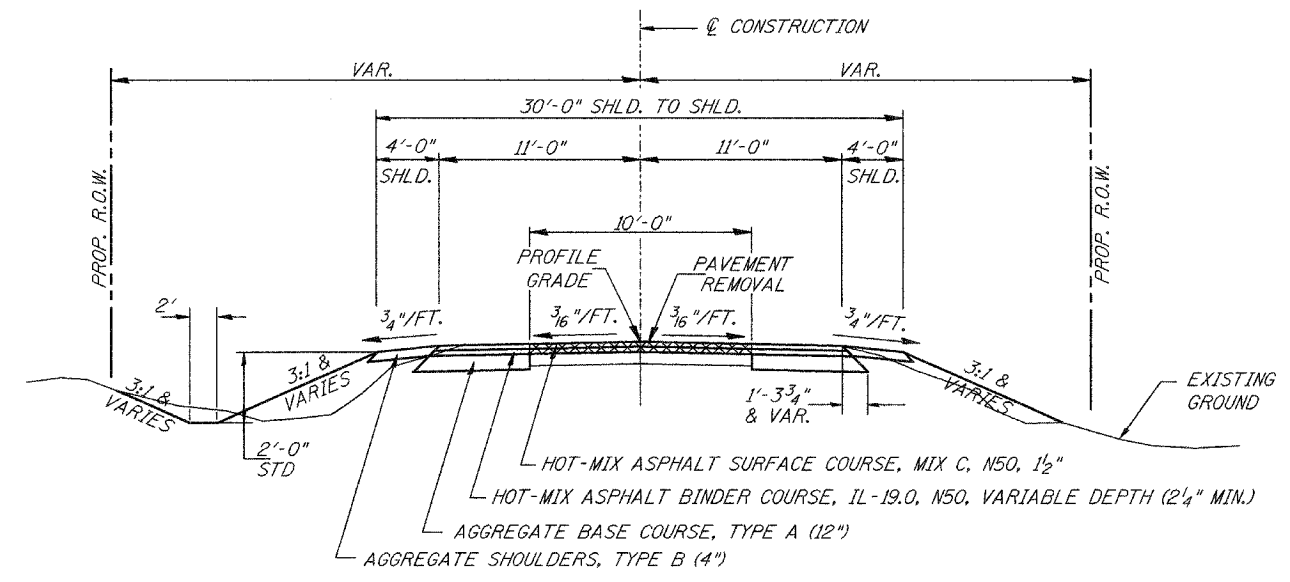
6" DEEP TRENCHES APPROXIMATELY 3'-0" C-C PARALLEL TO THE CONTOUR LINES OF THE FILL.

NOTE: ALL SLOPES 3:1 OR STEEPER AND GREATER THAN 5' IN HEIGHT SHALL BE CONTOUR PLOWED AS SHOWN IN DETAIL. COST SHALL BE INCLUDED WITH SEEDING, CLASS 2 (SPECIAL).

DETAIL OF CONTOUR PLOWING

**STRUCTURAL DESIGN INFORMATION
COUNTY HIGHWAY 9**

ROAD CLASSIFICATION: CLASS IV, 80,000 lb
 STRUCTURAL DESIGN TRAFFIC:
 PV = 308 SU = 32 MU = 10
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 88% S = 9% M = 3%
 BITUMINOUS PAVEMENT THICKNESS: 3 3/4"
 AGGREGATE BASE COURSE, TYPE A: 12"

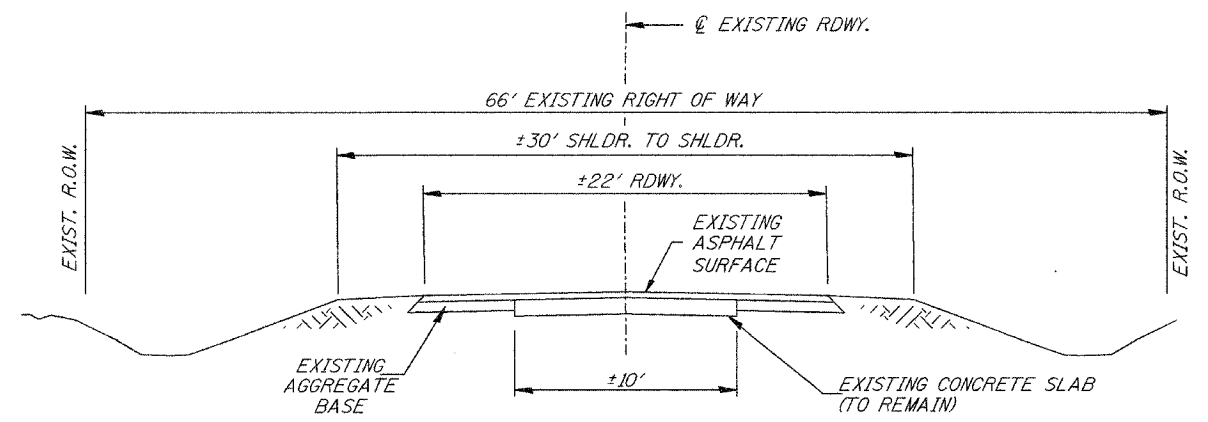


PROPOSED TYPICAL SECTION

STA. 38+25.00 TO STA. 39+38.90
 STA. 40+41.17 TO STA. 42+50.00
 EXCEPT TRANSITIONS

BRIDGE OMISSION
 STA. 39+38.90 TO STA. 40+41.17

* CONSTRUCT GUARDRAIL SHOULDER WIDENING IN ACCORDANCE WITH STD 630301



EXISTING TYPICAL SECTION