

# GENERAL NOTES

CONTRACT NO. 98912			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
726	130 RS-2	WILLIAMSON	58 2
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

THE THICKNESS OF BITUMINOUS 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 BITUMINOUS MIXTURE IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL BITUMINOUS CONCRETE	2.016 TONS/CU. YD.
ALL AGGREGATE	2.05 TONS/CU. YD.
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.09 GAL./SQ. YD.
INTERMEDIATE LIFTS (FOG COAT)	0.04 GAL./SQ. YD.
ON AGGREGATE SURFACE	0.32 GAL./SQ. YD.
AGGREGATE (PRIME COAT)	0.0015 TONS/SQ. YD.

PROTECTIVE COAT SHALL BE APPLIED TO ALL PCC PAVEMENT, SIDEWALKS, GUTTER FLAGS, AND FACE OF CURB AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS OF ARTICLE 420.21.

AT ALL LOCATIONS WHERE THE PROPOSED BITUMINOUS OR CONCRETE PAVEMENT JOINS AN EXISTING BITUMINOUS OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER.

AFTER A LIFT OF BITUMINOUS CONCRETE HAS BEEN PLACED ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150°

FORMS FOR COMBINATION CONCRETE CURB AND GUTTER AND CONCRETE GUTTER SHALL BE OF METAL ONLY, EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.

TRENCH BACKFILL REQUIRED FOR STORM SEWER SHALL ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.

ALL STORM SEWERS SHALL BE "REINFORCED CONCRETE CULVERT, STORM DRAIN AND SEWER PIPE" CONFORMING TO THE REQUIREMENTS OF ARTICLE 1040.03.

THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED BITUMINOUS SURFACE AT 300 FT INTERVALS ON ALTERNATING SIDES OF THE PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/4" TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2000 FT, THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE STORM SEWERS OR STRUCTURES INVOLVED.

THE USE OF A VIBRATORY ROLLER SHALL BE PROHIBITED FOR THIS PROJECT. THE CONTRACTOR MAY HAVE TO MAKE ADJUSTMENTS TO HIS ROLLING PATTERN TO OBTAIN THE REQUIRED FIELD DENSITY.

THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL RE-ERECT THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE PRIME COAT AND SURFACE COURSE, AT THE RATE OF 4 FEET IN 40 FEET.

UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION AND THEIR ACTUAL LOCATIONS ARE NOT GUARANTEED TO BE AS SHOWN IN THE PLANS.

THE EXCAVATION FOR THE PROJECT IS CLASSIFIED AS EARTH EXCAVATION IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND AS PROVIDED IN THE CONTRACT SPECIFICATIONS. EARTH EXCAVATION SHALL INCLUDE THE REMOVAL OF EARTH AND UNCLASSIFIED MATERIALS. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 48 HOURS PRIOR TO EXCAVATION OPERATIONS.

THERE ARE NO AVAILABLE WASTE SITES ON THE EXISTING RIGHT-OF-WAY WITHIN THE PROJECT LIMITS.

THE QUANTITY OF EROSION CONTROL BLANKET SHOWN IN THE PLANS IS ONLY AN ESTIMATE. THE ACTUAL AMOUNT USED, AND LOCATION, SHALL BE DETERMINED BY THE ENGINEER.

COMMITMENTS: NONE.

# INDEX OF SHEETS

SHT NO	DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES, INDEX OF SHEETS, STANDARDS
3	SUMMARY OF QUANTITIES
4-5	TYPICAL SECTIONS
6-8	SCHEDULES OF QUANTITIES
8A	TIE POINTS
9-14	PLAN/PROFILE AND PROPOSED DRAINAGE
15-17	PROPOSED REMOVAL
18-20	PROPOSED CONSTRUCTION
21-23	GEOMETRICS
24-26	PAVEMENT MARKING
27	SIDEROAD DETAILS: EAST STOTLAR ST.
28	SIDEROAD DETAILS: EAST ASH, PINE, AND OAK ST.
29-30	CONCRETE STRUCTURES DETAIL
31	DETAILS: ROUGH GROOVED SURFACE SIGN, UNEVEN LANES SIGN, SEEDING, EDGE OF CURB PROFILE ELEVATIONS IN PARKING LANES
32	DETAILS: INLET SPECIAL, TYPE 3, 5' AND 6'; DETAILS OF CONCRETE COLLAR; SIDEROAD DETAIL
33	URBAN SIDEROAD AND ENTRANCE DETAILS
34-58	CROSS SECTIONS

# STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001	AREAS OF REINFORCEMENT REBARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420601-04	7.2m (24') PCC PAVEMENT
420701-01	PAVEMENT FABRIC
442201-01	CLASS C AND D PATCHES
606001-02	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701001-01	OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 15' AWAY
701006-02	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701101-01	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-01	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701426-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS EQUAL TO OR GREATER THAN 45 MPH
701501-03	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-04	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701801-03	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
702001-06	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
BLR 21-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION OF RURAL LOCAL HIGHWAYS

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