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GENERAL NOTES

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

ALL HOT MIX ASPHALT 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.
 RIPRAP 1.50 TONS/CU.YD.
 PROCESSING LIME MODIFIED SOILS:
 LIME: 4% OF WEIGHT OF SOIL
 EARTH: 110 LBS./CU. FT.
 WATER: 500 GALS./TON OF LIME (1000GALS./UNIT)

2) EARTH EXCAVATION INCLUDES THE REMOVAL OF THE EXISTING AGGREGATE SHOULDERS. THE CONTRACTOR MAY INCORPORATE THESE MATERIALS INTO THE PROPOSED EMBANKMENT.

3) TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

4) THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR STAGE 3 AND STAGE 5.

5) PROTECTIVE COAT SHALL BE APPLIED TO THE MEDIAN SURFACE AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS OF ARTICLE 420.18.

6) PROTECTIVE COAT SHALL BE APPLIED TO THE NEW BRIDGE DECK, APPROACH PAVEMENTS, AND PCC CONNECTOR PAVEMENTS IN ACCORDANCE WITH ARTICLE 503.19 OF THE STATE STANDARD SPECIFICATIONS. THE SEASONAL EXCEPTION SHALL NOT APPLY. THE PROTECTIVE COAT SHALL BE APPLIED REGARDLESS OF THE CURING METHOD USED. THE RATE OF APPLICATION FOR EACH COAT ON CUT GROOVED AREAS SHALL BE 25 SQUARE YARDS PER GALLON OF MIXTURE.

7) WHEN WIDENING FLEXIBLE BASE PAVEMENT, THE CONTRACTOR SHALL TRIM EXISTING SURFACE AND BASE TO A FIRM, NEAR VERTICAL PLANE BEFORE CONSTRUCTING THE WIDENING. THE COST OF THIS REQUIREMENT IS INCLUDED IN THE UNIT PRICE BID FOR THE BASE COURSE WIDENING.

8) AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT MIX ASPHALT 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.

9) THE LIMITS OF ROCK AND EARTH SLOPES SHOWN IN THE CROSS SECTIONS ARE APPROXIMATE. THE ACTUAL SLOPE USED SHALL BE DETERMINED BY THE MATERIAL CLASSIFICATION AS DEFINED IN ARTICLE 202.04, AND AS DIRECTED BY THE ENGINEER.

10) THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

11) EXISTING PIPE UNDERDRAIN OUTLETS IN THE FORESLOPES SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO AN UNDERDRAIN OUTLET RESULTING FROM CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

12) IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS, BRIDGE APPROACH PAVEMENTS, AND PCC CONNECTOR PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 107.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

13) RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

14) ANY MIXING OR PLACEMENT OF BITUMINOUS MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.

15) 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.

16) STORM SEWER INVERTS SHOWN ON THE PLANS HAVE BEEN CALCULATED TO THE CENTER OF THE STRUCTURE.

17) SLIPFORMING SHALL NOT BE ALLOWED ON THE BRIDGE PARAPET OR THE ROADWAY MEDIAN BARRIER.

18) SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" REGARDING RAILROAD FLAGGERS. THE NAMES AND TELEPHONE NUMBERS OF THE RAILROAD WITHIN THE PROJECT LIMITS IS AS FOLLOWS:

UNION PACIFIC RAILROAD (314) 216-6082

THE CONTRACTOR SHALL SUBMIT DETAILED PROCEDURES FOR ERECTING SPANS OVER RAILROADS. THE PROCEDURE SHALL INDICATE THE CAPACITY OF CRANES, LOCATION OF CRANES WITH RESPECT TO THE TRACKS AND ESTIMATED LIVE LOADS. THE ERECTION PROCEDURE MUST BE APPROVED BY THE RAILROAD PRIOR TO ERECTING.

19) STRUCTURES WITHIN PROJECT LIMITS

STRUCTURE NO.	OPERATING RATING	INVENTORY RATING	POSTING
028-0008	31.8	20.6	NO POSTING REQUIRED
028-0009	31.8	20.6	NO POSTING REQUIRED

20) PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK. CONSTRUCTION PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 HEADQUARTERS IN CARBONDALE, ILLINOIS.

RAILROAD GENERAL NOTES

1) THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT INCREASE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD'S DITCHES AND/OR DRAINAGE STRUCTURES.

2) THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.

3) ALL SHORING SYSTEMS THAT IMPACT THE RAILROAD'S OPERATIONS AND/OR SUPPORTS THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER CURRENT RAILROAD GUIDELINES FOR TEMPORARY SHORING.

4) ALL DEMOLITIONS WITHIN THE RAILROAD'S RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS SHALL BE IN COMPLIANCE WITH THE RAILROAD'S DEMOLITION GUIDELINES.

5) ERECTION OVER THE RAILROAD'S RIGHT-OF-WAY SHALL BE DESIGNED TO CAUSE NO INTERRUPTION TO THE RAILROAD'S OPERATION, ENABLING THE TRACK(S) TO REMAIN OPEN TO TRAFFIC PER THE RAILROAD'S REQUIREMENTS.

6) RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.

7) ALL PERMANENT CLEARANCES SHALL BE VERIFIED BEFORE PROJECT CLOSING.

COMMITMENTS

NONE AS OF 8/13/2010, REFER TO COMMITMENT FILE FOR REVISIONS.

HOT MIX ASPHALT MIXTURE REQUIREMENTS

LOCATION(S):	MAINLINE & WIDENING	MAINLINE, WIDENING, INCIDENTAL SURFACING & SHOULDERS	WIDENING & SHOULDERS	SHOULDERS
MIXTURE USE(S):	HMA SURFACE COURSE POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N105	HMA BINDER COURSE (TOP LIFT) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, N105, IL-19.0	HMA BINDER COURSE (LOWER LIFTS) HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0	HMA SURFACE COURSE (TOP LIFT) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70
AC/PG:	SBS PG 76-22	SBS PG 76-22	PG64-22	PG 64-22
RAP % (MAX):	0	0	10	10
DESIGN AIR VOIDS:	4.0%, 105 GYRATION DESIGN	4.0%, 105 GYRATION DESIGN	4.0%, 90 GYRATION DESIGN	4.0%, 70 GYRATION DESIGN
MIX COMPOSITION:	IL-9.5 mm OR IL-12.5 mm	IL-19.0 mm	IL-19.0 mm	IL-9.5 mm OR IL-12.5 mm
(GRADATION MIXTURE)				
FRICITION AGGREGATE:	E SURFACE	NONE	NONE	C SURFACE

FILE NAME =	USER NAME = Wrightto	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, GENERAL NOTES, AND COMMITMENTS I-57 OVER UNION PACIFIC RAILROAD	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\\Program Development\Studies and Plans\Upstairs Design\Consultant Projects\1-57 Franklin County bridges\Newest CD submittal	DRAWN -	REVISED -	57			(28-3-1)VB-1	FRANKLIN	98	3	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 78068							
PLOT DATE = 8/26/2010	DATE -	REVISED -	SCALE:	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				