

PLAN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9589	39R-1.8-1B-2	WILLIAMSON	224	4
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* & FAS 903			CN 78277	

GENERAL NOTES

THE THICKNESS OF THE HOT-MIX ASPHALT 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 HOT-MIX ASPHALT MIXTURE IS PLACED.

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 TON/CU YD
ALL AGGREGATE	2.05 TON/CU YD
HOT-MIX ASPHALT MATERIALS:	
ON PAVEMENT	0.09 GAL/SQ YD
ON AGGREGATE	0.32 GAL/SQ YD
AGGREGATE (PRIME COAT)	0.0015 TON/SQ YD
RIP RAP	1.5 TON/CU YD

PROCESSING LIME MODIFIED SOILS:

LIME	6% WEIGHT OF EARTH (TON)
EARTH	110 LB/CU FT
WATER	500 GAL/TON OF LIME (1,000 GAL/UNIT)

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, 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 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUT DOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE BINDER COURSE, AND SURFACE COURSE IN THE FULL DEPTH PAVEMENT AREAS AND ONE APPLICATION EACH FOR HMA SURFACE REMOVAL, BINDER COURSE, AND SURFACE COURSE.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX ASPHALT SURFACE AT 300 FT. INTERVALS ALTERNATING SIDES 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.

THE ESTIMATED CHANNEL CHANGE FOR STRUCTURE 100-0080 IS 140 FT, AND THE LIMITS OF CHANNEL EXCAVATION FOR STRUCTURE 100-0081 IS 100 FT. THE ACTUAL LENGTH MAY VARY AS DIRECTED BY THE ENGINEER. THE CHANNEL EXCAVATION QUANTITY PROVIDED IN THE PLANS FOR THESE STRUCTURES MAY REQUIRE ADJUSTING AS DIRECTED BY THE ENGINEER.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

SEEDING SHALL BE DONE ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER. SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED RIGHT-OF-WAY OR EASEMENT LIMITS. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDING, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

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.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT-MIX ASPHALT BINDER COURSE.

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

WHERE SECTION OR SUB-SECTION MARKERS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE DEPARTMENT AND AUTHORIZED AGENT OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

EXISTING UNDERGROUND AND ABOVE-GRADE FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED ON THESE CONTRACT DOCUMENTS BASED UPON THE INFORMATION AND SURVEYS AVAILABLE AT THE TIME OF DRAWING PREPARATION. THE LOCATION OF THESE FEATURES MUST, THEREFORE, BE CONSIDERED APPROXIMATE ONLY. IN ADDITION, THERE MAY BE OTHER FACILITIES, STRUCTURES, AND UTILITIES WHICH DID NOT EXIST (OR THE EXISTENCE OF WHICH WAS NOT KNOWN) AT THE TIME OF DRAWING PREPARATION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR(S) TO HAVE ALL EXISTING FACILITIES, STRUCTURES, AND UTILITIES LOCATED IN THE FIELD PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY; AND TO PROTECT ALL SUCH EXISTING FEATURES (EXCEPT THOSE SPECIFICALLY NOTED FOR REMOVAL OR DEMOLITION) DURING CONSTRUCTION.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8% THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR-SAND BAGS PER BARRICADE.

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

THE REMOVAL OF EXISTING ENTRANCE PIPE CULVERTS ENCASED IN CONCRETE WILL BE CONSIDERED INCLUDED IN THE COST OF OTHER ITEMS OF CONSTRUCTION IF ONLY THE ENDS OF THE CULVERT (2 FT. OR LESS) ARE ENCASED. IF MORE THAN (2 FT.) AT THE ENDS OF THE CULVERT ARE ENCASED IN CONCRETE, THE REMOVAL WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

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

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH 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 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

ALL AGGREGATE DRIVEWAY REMOVAL WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION. REMOVAL OF EXISTING ROW MARKERS WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

URBAN SECTION ENDS AT STA. 56+91.

ANY QUESTIONS CONCERNING BIOLOGICAL OR CULTURAL RESOURCES SHOULD BE DIRECTED TO THE IDOT, DISTRICT 9 ENVIRONMENTAL COORDINATOR. ALL WETLAND MITIGATION MEASURES SHALL BE COMPLETED AS ACCORDING TO PLANS. ANY VARIATION FROM THE PLAN SHALL BE COORDINATED THROUGH THE DISTRICT 9 ENVIRONMENTAL COORDINATOR.

ALL SPECIAL WASTE PROCEDURES SHALL FOLLOW SECTION 669 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2012. ADDITIONAL SPECIAL PROVISIONS SHALL BE APPLIED. THE PRELIMINARY SITE INVESTIGATION (PSI) SHALL ALSO BE REFERENCED FOR ALL SPECIAL WASTED RELATED WORK. ANY VARIATION FROM THE PSI OR UNEXPECTED FINDINGS (INCLUDING UNDERGROUND STORAGE TANKS) SHALL BE IMMEDIATELY REPORTED TO THE DISTRICT 9 ENVIRONMENTAL COORDINATOR.

THE QUANTITY INCLUDED FOR THE BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT) IN THE NEW PAVEMENT SCHEDULE, IS TO BE USED IN BETWEEN BINDER AND SURFACE LIFTS, IF NECESSARY DUE TO AN EXTENDED DELAY BETWEEN LIFTS.