

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
781	2ZRS-1	CRAWFORD	191	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

- WORK INCLUDED IN SECTION 2ZRS-1 CONSISTS OF RESURFACING THE EXISTING 6.7 METER WIDE TRAVELED WAY AND WIDENING THE SECTION TO INCLUDE 0.9 METER WIDE HOT-MIX ASPHALT SHOULDERS AND 1.5 METER WIDE AGGREGATE SHOULDERS; CONSTRUCT NEW DITCHES AND EXTEND/REPLACE CULVERTS FROM 950 METERS EAST OF THE JASPER/CRAWFORD COUNTY LINE TO THE DOGWOOD CREEK BRIDGE, EXCEPT THE AREA THROUGH OBLONG WHICH WILL BE WIDENED TO PROVIDE AN URBAN DESIGN OF TWO 4.0 METER LANES (EXCEPT FOUR DOWNTOWN BLOCKS WOULD CONSIST OF TWO 3.6 METER LANES AND TWO 2.3 METER PARKING LANES), CURB AND GUTTER, SIDEWALK AND STORM SEWER IMPROVEMENTS.
- UTILITIES**
 - ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THE COST OF SUCH WORK WILL BE INCLUDED IN THE COST FOR EARTH EXCAVATION.
 - THE LOCATION OF ALL UTILITIES ARE BASED ON INFORMATION PROVIDED BY OTHERS AND ARE INTENDED TO BE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO COORDINATE HIS CONSTRUCTION ACTIVITIES WITH THE VARIOUS UTILITY OWNERS. ALL POTENTIAL CONFLICTS SHALL BE INVESTIGATED AND REMEDIAL ACTION TAKEN PRIOR TO INTERRUPTION OF THE CONTRACTORS PROGRESS.
 - ALL UTILITY FACILITIES THAT REQUIRE RELOCATION WITHIN STATE ROW SHALL BE COMPLETED BY THE UTILITY COMPANY UNLESS OTHERWISE SHOWN ON THE PLANS.
 - THE J.U.L.I.E. NUMBER IS 1-800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED. MEMBERS OF J.U.L.I.E. KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

CITY OF OBLONG (WATER, SEWER)	ENSTAR CABLE
AMEREN IP (ELECTRIC, GAS)	MCI/WORLDCOM
LEVEL 3 COMMUNICATIONS	AT&T
FRONTIER COMMUNICATIONS	CRAWFORD CO. OIL
- EXISTING FACILITIES AND VARIATIONS. IN ADDITION TO FIELD SURVEYS AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION DUE TO CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE ITEM OF WORK.
- STA/OFFSET REFERENCES AND HORIZONTAL/VERTICAL CONTROLS**
 - ALL STATION AND OFFSET REFERENCES ARE TO THE ROADWAY CENTERLINE (IL 33 OR SIDE ROADS) UNLESS OTHERWISE NOTED IN THE PLANS. ALL HORIZONTAL CONTROL POINTS ARE BASED ON THE STATE PLANE COORDINATE SYSTEM AND WERE PROVIDED BY IDOT-DISTRICT 7.
 - VERTICAL CONTROL. ALL CONTROL POINTS AND ELEVATIONS SHOWN ON THE PLANS ARE BASED ON U.S.G.S. MEAN SEA LEVEL DATUM.
 - ALL PAVEMENT GRADES AND ELEVATIONS SHOWN ON THE PLANS ARE TO THE TOP OF THE PAVEMENT SURFACE UNLESS OTHERWISE SHOWN ON THE PLANS.
 - ALL DIMENSIONS SHOWN ON THE PLANS ARE IN MILLIMETERS (mm) EXCEPT AS NOTED.
 - ALL EARTH SLOPES THROUGHOUT THE PLANS ARE SHOWN AS V/H (VERTICAL TO HORIZONTAL).
- HIGHWAY STANDARDS. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE PREVIOUS SHEET OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- BITUMINOUS MATERIAL**
 - BITUMINOUS MATERIALS (PRIME COAT) SHALL BE EITHER RC-70 OR SS-IHP
- TREE PLANTING. THE CONTRACTOR SHALL NOTIFY THE IDOT DISTRICT ARCHITECT ONE MONTH PRIOR TO TREE PLANTING OPERATIONS IN ORDER TO DETERMINE THE FINAL PLANTING LOCATIONS.
- TRANSITIONS TO EXISTING. 3 METER TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
- ALL DRILLING, BARS, GROUTING, AND EXPANSION JOINTS REQUIRED FOR CONCRETE PAVEMENTS SHALL BE INCLUDED IN THE COST OF PCC BASE COURSE.

- EXISTING CONCRETE PADS OR BASES, SIGNS, POLES, FENCES, RAILROAD TIES, MISC. CONCRETE OR OTHER UNCLASSIFIED ITEMS NOT SPECIFICALLY SHOWN ON THE PLANS OR PAID FOR THAT INTERFERE WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED. THE COST FOR SUCH WORK SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- EXISTING CONCRETE CURB OR CONCRETE CURB AND GUTTER NOT ON THE PLANS TO BE REMOVED OR THAT INTERFERES WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED. THE COST FOR SUCH WORK SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL.
- MONUMENTATION**
 - THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN LICENSED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
 - RIGHT-OF-WAY MARKERS SHALL BE ERECTED WITH THE BACK FACE OF THE MARKER ON THE RIGHT-OF-WAY LINE UNLESS THE NEW RIGHT-OF-WAY LINE HAS BEEN SURVEYED AND PINNED, IN WHICH INSTANCE THE RIGHT-OF-WAY MARKER WILL BE ERECTED 305mm (12 INCHES) INSIDE THE NEW RIGHT-OF-WAY LINE.
- AGGREGATE MATERIALS**
 - AGGREGATE SHOULDERS SHALL BE CRUSHED STONE, CRUSHED CONCRETE, OR RAP.
 - AGGREGATE SURFACE COURSE SHALL BE CRUSHED STONE OR CRUSHED CONCRETE.
 - SUBBASE GRANULAR MATERIAL TYPE B AND AGGREGATE BASE COURSE TYPE B SHALL BE CRUSHED STONE.
- STORM SEWER & DRAINAGE**
 - OFFSETS FOR DRAINAGE STRUCTURES IS FROM THE ROADWAY BASELINE TO THE CENTER OF THE STRUCTURE. FOR STRUCTURES BUILT IN CONJUNCTION WITH CURB AND GUTTER, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SET THE STRUCTURE SUCH THAT THE FRAME AND/OR GRATE MATCHES THE CURB LINE.
 - THE COST OF CONNECTING EXISTING DRAIN TILE OR SEWER TO PROPOSED DRAINAGE STRUCTURES SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE STRUCTURES.
 - ABANDONED SEWERS AND DRAIN LINES SHOWN ON THE PLANS OR AS DESIGNATED BY THE ENGINEER SHALL BE PLUGGED WITH CLASS SI CONCRETE ACCORDING TO ARTICLE 550.05 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST FOR PROPOSED STORM SEWER.
 - WHEN THE REQUIRED VERTICAL AND/OR HORIZONTAL CLEARANCES, AS SPECIFIED BY THE IEPA, BETWEEN PROPOSED STORM SEWER AND EXISTING/PROPOSED WATER MAINS CANNOT BE MET, WATER MAIN QUALITY STORM SEWER SHALL BE INSTALLED AS SPECIFIED IN THE SPECIAL PROVISIONS. THIS PIPE WILL BE PAID FOR AS "STORM SEWER (WATER MAIN QUALITY)" OF THE TYPE AND DIAMETER SPECIFIED.
 - WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS AND/OR STRUCTURES. HE SHALL PROVIDE A MEANS FOR OUTLETING ALL DISCHARGES FROM THESE FACILITIES UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF PROPOSED STORM SEWER.
 - EXISTING ROOF AND YARD DRAINS CURRENTLY CONNECTED TO THE EXISTING STORM SEWER SHALL BE RECONNECTED TO THE PROPOSED DRAINAGE SYSTEM AS DIRECTED BY THE ENGINEER. THE COST FOR SUCH WORK SHALL BE INCLUDED IN THE COST OF PROPOSED STORM SEWER.
 - EXISTING YARD AND FIELD DRAINS AT LOCATIONS WITH DITCH DRAINAGE SHALL BE CUT OFF FLUSH WITH THE PROPOSED DITCH BACKSLOPE OR AS DIRECTED BY THE ENGINEER. THE COST FOR SUCH WORK SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- PAVEMENT MARKING. NO PASSING ZONES TO BE FIELD VERIFIED BY THE BUREAU OF OPERATIONS. THE RESIDENT ENGINEER SHALL NOTIFY THE BUREAU OF OPERATIONS 14 DAYS PRIOR TO PERMANENT PAVEMENT MARKINGS.
- NPDES COMPLIANCE. THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE PROVISIONS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT AND IMPLEMENT THE EROSION CONTROL PLAN INCLUDED IN THESE PLANS AND SPECIFIED HEREIN.

- TRAFFIC CONTROL**
 - FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
 - THE CONTRACTOR SHALL KEEP LANE CLOSURES TO A MINIMUM. HE SHALL WORK EXPEDITIOUSLY TO OPEN TRAFFIC LANES CLOSED DUE TO CONSTRUCTION. THE ENGINEER SHALL BE THE SOLE JUDGE OF WHEN A LANE IS READY TO BE OPENED TO TRAFFIC.
 - THE FOLLOWING SHALL BE NOTIFIED FOURTEEN (14) CALENDAR DAYS PRIOR TO ANY ROAD CLOSURES ON THE PROJECT:

CITY OF OBLONG POLICE DEPT.	OBLONG TOWNSHIP COMMISSIONER
CITY OF OBLONG FIRE DEPT.	ROBINSON TOWNSHIP COMMISSIONER
CRAWFORD COUNTY ENGINEER	
- REMOVALS**
 - REMOVAL OF HOT-MIX ASPHALT, OIL AND CHIP, AND AGGREGATE SURFACING NOT ON A RIGID TYPE BASE SHALL BE PAID FOR AS EARTH EXCAVATION.
 - REMOVAL OF EXISTING GRAVEL OR CRUSHED STONE BASE COURSE SHALL BE PAID FOR AS EARTH EXCAVATION.
 - EXISTING SIDEWALKS AND STEPS TO BE REMOVED MADE OF CONCRETE, BRICK OR ASPHALT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR SIDEWALK REMOVAL.
- HOT-MIX ASPHALT OPERATIONS**
 - THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.
 - CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.
- EARTH EXCAVATION & EMBANKMENTS**
 - THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP 100mm (TOPSOIL) IN AREAS TO BE SEEDDED OR SODDED. THE TOPSOIL REQUIRED SHALL BE OBTAINED BY STRIPPING OPERATIONS AS SHOWN IN THE PLANS OR FURNISHED FROM OFFSITE AS REQUIRED.
 - ALL EMBANKMENT WIDENING SHALL BE SUFFICIENTLY BENCHED INTO EXISTING EMBANKMENTS/SLOPES PER SECTION 205 OF THE STANDARD SPECIFICATIONS.
- EXISTING PAVEMENT SHALL BE PATCHED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS. THE QUANTITY OF PATCHING SHOWN ON THE PLANS IS AN ESTIMATE ONLY AND FINAL QUANTITIES SHALL BE DETERMINED BY THE ENGINEER.
- ALL SAW CUTTING OF EXISTING PAVEMENT NOT RELATED TO PAVEMENT PATCHING SHALL BE INCLUDED IN THE COST OF THE VARIOUS ITEMS OF WORK INVOLVED. THE MINIMUM CUT DEPTH INTO THE PAVEMENT SHALL BE 40mm UNLESS OTHERWISE SPECIFIED IN THE PLANS.
- SEEDING SHALL BE PLACED ON ALL AREAS DISTURBED BY CONSTRUCTION OPERATIONS NOT OTHERWISE TO BE SODDED. NUTRIENTS AND MULCH SHALL BE APPLIED TO ALL SEEDING AREAS.
- DO NOT INCLUDE MULCH IN EROSION CONTROL BLANKET AREAS.
- EROSION CONTROL SHALL BE PLACED AROUND INLETS, END SECTIONS AND HEADWALLS IN ACCORDANCE WITH THE DETAILS IN THE PLANS.
- THE CONTRACTOR SHALL PROVIDE INTERNET ACCESS TO THE HOT-MIX PLANT QUALITY CONTROL LAB SO THAT HOT-MIX PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICES FOR OTHER ITEMS IN THE CONTRACT.

APPLICATION RATES

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

GRANULAR MATERIALS	2.4 metric ton/cu m
BITUMINOUS MATERIALS PRIME COAT	
HOT-MIX ASPHALT BASES	0.35 L/sq m
AGGREGATE BASES	1.5 L/sq m
AGGREGATE PRIME COAT	1.5 kg/sq m
HOT-MIX ASPHALT SURFACE & BINDER COURSE	0.0024 metric ton/sq m/mm
NITROGEN FERTILIZER NUTRIENT	100 kg/ha
PHOSPHORUS FERTILIZER NUTRIENT	100 kg/ha
POTASSIUM FERTILIZER NUTRIENT	100 kg/ha
LIME FOR MODIFIED SOIL	0.06856 metric ton /cu m

MIXTURE DESIGN

MIXTURE USE(S)	SURFACE	LEVEL BINDER	INCIDENTAL	HMA SHOULDERS (BOTTOM 93 mm)	HMA SHOULDERS (TOP 57 mm)	HMA BASE COURSE (PRA'S AND COMMERCIAL)	PAVEMENT PATCHING
AC/PG	PG 64-22	PG 64-22	PG 64-22	PG 58-22	PG 58-22	PG 64-22	PG 64-22
RAP % (MAX.)	10%	15%	20%	20%	20%	20%	20%
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=50	4.0% @ Ndes=70	2.0% @ Ndes=30	4.0% @ Ndes=70	4.0% @ Ndes=70
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 or IL 12.5	IL 9.5	IL 9.5	IL 19.0	IL 9.5	IL 19.0	IL 19.0
FRICITION AGGREGATE	MIXTURE D	N/A	MIXTURE C	N/A	N/A	N/A	N/A

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<p align="center">GENERAL NOTES</p> <p>SCALE NO SCALE DRAWN BY KOJ</p> <p>DATE FEBRUARY 6, 2009 CHECKED BY LWJ</p>

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