GENERAL NOTES

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

2) ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE SHOWN ON THE TYPICAL SECTION, AND ARE NOT SHIELDED BY THE PROPOSED GUARDRAIL, SHALL BE REMOVED. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 4 IN. OR MORE ABOVE THE GROUNDLINE; AND TREES WHICH WILL MATURE TO A DIAMETER OF 4 IN. OR GREATER.

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

4) THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 0.08 FT/FT. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

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

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. 0.0015 TONS/SQ.YD.

AGGREGATE (PRIME COAT)

1.50 TONS/CU.YD.

PROCESSING LIME MODIFIED SOILS:

LIME

6% WEIGHT OF EARTH (TON)

EARTH

110 LB/CU, FT.

500 GAL/TON OF LIME (1.000 GAL/UNIT)

6) TREES SHAL_ 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.

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

9) PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE OF CURB, AND MEDIAN SURFACE AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS OF ARTICLE 420.18.

10) THE CONTRACTOR SHALL STAMP STATIONING IN THE BITUMINOUS 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) 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

12) EXISTING DRIVEWAYS WILL BE SAWCUT TO OBTAIN A NEAT EDGE FOR REMOVAL AND REPLACEMENT. THE COST OF THE SAWCUT IS INCLUDED IN THE COST OF THE DRIVEWAY PAVEMENT REMOVAL.

13) 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 2,000 FT. THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY, PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

14) 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.

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

16) 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

17) ADDITIONAL WIDTH OF GUTTER FLAG, AT LOCATIONS INDICATED ON THE PLANS, SHALL BE POURED MONOLITHICALLY WITH THE NORMAL GUTTER FLAG AND WILL NOT BE MEASURED NOR PAID FOR SEPARATELY.

18) 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

19) ALL BUILDINGS, WHETHER SHOWN ON THE PLANS OR NOT, WITHIN THE LIMITS OF THE RIGHT OF WAY SHALL BE REMOVED AND DISPOSED OF ACCORDING TO SECTION 201.

20) THE MINIMUM VERTICAL CLEARANCE FOR PERMANENT SIGNS PLACED ON BACKSLOPES SHALL BE 3 FT. MEASURED FROM A POINT DIRECTLY BENEATH THE FAR EDGE OF THE SIGN.

21) 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 101.11 RECARDLESS IF TRACK MOUNTED OR WHEELED.

22) PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURES
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 CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK. CONSTRUCTION PLANS FOR EXISTING STRUCTURES ARE AVAILABLE FOR REVIEW AT THE

23) QUANTITIES SHOWN IN THE PLANS FOR BRIDGE DECK GROOVING AND PROTECTIVE COAT INCLUDE THE BRIDGE AND THE BRIDGE APPROACH PAVEMENTS.

24) PROTECTIVE COAT SHALL BE APPLIED TO THE BRIDGE AND THE BRIDGE APPROACH PAVEMENTS IN ACCORDANCE WITH ARTICLE 503.19 OF THE 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 SAW CUT GROOVED AREAS SHALL BE 25 SQUARE YARDS PER GALLON OF MIXTURE.

25) IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE STRUCTURAL DIMENSIONS FOR RAILROAD STRUCTURE. THESE ARE FORMER RAILROAD STRUCTURES AND PLANS ARE NOT AVAILABLE.

COMMITMENTS:

APPROXIMATELY 100' OF PAVEMENT ON OLD ROUTE 13 WILL BE LEFT IN PLACE TO ALLOW ACCESS TO THE PROPERTY JUST EAST OF H&H MOTOR SPORTS, THIS PROPERTY IS OWNED BY MAGIC

THE CONTRACTOR WILL CONSTRUCT THE MAIN ENTRANCE THE CORRECTIONS FACILITY IN A MANNER THAT WILL PRESERVE ACCESS TO THE FACILITY AT ALL TIMES.

PRIOR TO DISTURBING ACCESS, THE CONTRACTOR WILL CONTACT DALE FOWLER, CHIEF ENGINEER, AT 618-252-8681 EXT 270.

IDOT WILL INCORPORATE THE ILLINOIS YOUTH CENTER - HARRISBURG CONSTRUCTION INFORMATION HANDBOOK IN THE PROJECT SPECIAL PROVISIONS. THIS IS TO INFORM THE CONTRACTOR OF THE RULES WHILE PERFORMING WORK ON THE CORRECTION FACILITY PROPERTY, THE CONTRACTOR WILL BE REQUIRED TO ACKNOWLEDGE THE RECEIPT OF THE HANDBOOK BY SIGNING PAGE 4 OF THE HANDBOOK AND DELIVERING IT TO DALE FOWLER, CHIEF ENGINEER, PRIOR TO RECEIVE ON THE FACILITY PROPERTY. PRIOR TO BEGINNING WORK ON THE FACILITY PROPERTY.

IDOT WILL INCLUDE TREE PLANTINGS ALONG THE NORTH EDGE OF THE PROPOSED GUARDRAIL ON THE NORTH SIDE OF THE NEW PROPOSED ACCESS ROAD AS OUTLINED ON THE ARCHITECTS DRAWING, IDOT WILL DETERMINE THE SPACING, SIZE, AND SPECIES THAT WILL PROVIDE AN EVERGREEN TYPE SCREENING, PLANTING AND MAINTENANCE WILL BE PERFORMED IN ACCORDANCE WITH SECTION 253 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JULY 1, 2007.

IDOT WILL RE-SEED ALL DISTURBED AREAS IN ACCORDANCE WITH SECTION 250 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JULY 1, 2007, (SEE PLANS)

IDOT WILL PROVIDE TWO HIGHWAY TYPE LIGHTING FIXTURES AT THE RELOCATED FACILITY ENTRANCE AND TWO SIGN ILLUMINATION LIGHTS FOR THE NEW FACILITY SIGNAGE. THESE LICHTS WILL BE CONNECTED TO THE EXISTING LIGHTING. (SEE PLANS)

IDOT WILL REMOVE THE EXISTING SURVEILLANCE PATH, ENTRANCE, LIGHTING, AND ANY OTHER ITEMS THAT ARE NO LONGER NEEDED UPON COMPLETION OF THE PROPOSED SURVEILLANCE PATH AND PROPOSED ENTRANCE.

THE PROPOSED SURVEILLANCE PATH WILL BE CONSTRUCTED AS DEPICTED IN THE TYPICAL SECTION. (SEE PLANS)

IDOT WILL PROVIDE A SWINGING GATE AND BOLLARDS AT THE EAST EDGE OF THE NEW SURVEILLANCE PATH. (SEE PLANS)

IDOT WILL CONSTRUCT STEEL PLATE BEAM GUARDRAIL ALONG THE ENTIRE DISTANCE OF THE PROPOSED SURVEILLANCE PATH AS DEPICTED ON THE ARCHITECTS DRAWING. THE FACE OF THE SPBGR WILL BE CONSTRUCTED TO FACE THE STATE HIGHWAY, (SEE PLANS)

IDOT WILL CONSTRUCT A TURNOUT ON THE WEST END OF THE NEW SURVEILLANCE PATH AS INDICATED ON THE ARCHITECTS DRAWING. (SEE PLANS)

THE ILLINOIS DEPARIMENT OF JUVENILE JUSTICE WILL PROVIDE SPECIFICATIONS FOR THE TYPE OF BRICK AND CAPSTONE TO BE USED IN THE CONSTRUCTION OF THE COLONNADES TO ACCOMMODATE THE FACILITY SIGNAGE. IDOT WILL REUSE THE EXISTING FACILITY SIGN. IDOT WILL PROVIDE A CONCRETE BASE AROUND THE SIGN TO MINIMIZE MAINTENANCE AND PROVIDE FOOTINGS THAT WILL SUPPORT THE COLONNADES. (SEE PLANS)

IF ADDITIONAL INFORMATION IS REQUIRED, CONTACT DALE FOWLER, CHIEF ENGINEER, AT 618-252-8681 EXT 270.

EXISTING STRUCTURES RATINGS

STRUCTURE	INVENTORY RATING	OPERATING RATING	POSTED
083-2013	37.1	55.0	NONE
083-0044	40.6	50.6	NONE