

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
312	101-2(RS-1,N-1)	ALEXANDER	189	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

# GENERAL NOTES

ALL OBSTRUCTIONS WHICH ARE WITHIN THE LIMITS OF THE CLEAR ZONE AND WHICH ARE NOT SHIELDED BY GUARDRAIL, SHALL BE REMOVED. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 100 mm OR MORE ABOVE THE GROUNDLINE, AND TREES WHICH WILL MATURE TO A DIAMETER OF 100 mm OR GREATER.

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

- ALL HOT-MIX ASPHALT..... 2.392 METRIC TONS/CU. METER (2.016 TONS/CU. YD.)
- ALL AGGREGATE ..... 2.43 METRIC TONS/CU. METER (2.05 TONS/CU. YD.)
- BITUMINOUS MATERIALS:
- ON PAVEMENT: ..... 0.41 LITERS/SQ. METER (0.09 GALS./SQ. YD.)
- ON AGGREGATE SURFACE: ..... 1.45 LITERS/SQ. METER (0.32 GALS./SQ. YD.)
- AGGREGATE PRIME COAT ..... 0.0016 METRIC TONS/SQ. METER (0.0015 TONS/SQ. YD.)
- RIPRAP ..... 1.78 METRIC TONS/CU. METER (1.50 TONS/CU. YD.)
- SLAG-MODIFIED PORTLAND CEMENT.... 4% OF WEIGHT OF EARTH
- EARTH ..... 1,750 KILOGRAMS/CU. METER (110 ILBS/CU FT)
- WATER ..... 2,100 LITERS/METRIC TONS (500 GALS/TON OF LIME)
- 1 UNIT =1,000 LITERS (1000 GALS/UNIT)

BENCHING OF EXISTING SLOPES PRIOR TO THE PLACEMENT OF FILL MATERIAL SHALL BE CONSTRUCTED AT LOCATIONS DIRECTED BY THE ENGINEER. THE BENCHING SHALL BE CONSTRUCTED AND PAID FOR IN ACCORDANCE WITH THE DETAILS INCLUDED IN THE PLANS.

SAWCUTS REQUIRED FOR BUTT JOINTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE BUTT JOINT.

SAW CUTS NOTED IN THE PLANS SHALL BE INCLUDED IN THE COST PER SQ. YD. FOR PAVEMENT REMOVAL.

THERE ARE NO WASTE SITES AVAILABLE FOR USE BY THE CONTRACTOR WITHIN THIS CONTRACT. THE SURPLUS MATERIAL SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL STAMP ENGLISH STATIONING IN THE PROPOSED BITUMINOUS SURFACE AT 300' INTERVALS ALONG THE OUTSIDE EDGE OF THE PAVEMENT ON EB AND WB LANES OF IL 146 AND ON NB AND SB LANES OF IL 3. ALSO, THE LETTER "H" SHALL BE STAMPED IN THE SHOULDER AT EVERY PIPE UNDERDRAIN OUTLET LOCATION AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5/8" TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

ANY PRODUCTION OR PLACEMENT OF HOT-MIX ASPHALT MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, HOT-MIX ASPHALT 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 610 METER (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.

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.

AFTER A LIFT OF HOT-MIX ASPHALT CONCRETE HAS BEEN PLACED ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150°F.

THE THICKNESS OF 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.

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.

ATTAINMENT OF PROPER CROWN SHALL BE FULLY ACCOMPLISHED WITH THE HOT-MIX ASPHALT BINDER COURSE, HOT-MIX ASPHALT SURFACE REMOVAL, OR AS DIRECTED BY THE ENGINEER.

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

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER. PATCHING SURVEY DATE: AUGUST 2009

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS WAS BASED ON ONE APPLICATION EACH FOR THE PRIME COAT, SURFACE COURSE, AND BINDER COURSE ON IL 3' AND FOR THE SURFACE COURSE ON EB AND WB IL 146.

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 OF THE STANDARD SPECIFICATIONS.

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.

THE MINIMUM VERTICAL CLEARANCE FOR PERMANENT SIGNS PLACED ON BACKSLOPES SHALL BE 0.914 m MEASURED FROM A POINT DIRECTLY BENEATH THE FAR EDGE OF THE SIGN.

THE QUANTITY SHOWN FOR MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS IS AN ESTIMATE. THE ACTUAL AMOUNT USED WILL BE DETERMINED BY THE ENGINEER.

BEFORE ANY WORK BEGINS, THE ENGINEER WILL REFERENCE ALL CENTERLINE TIE POINTS SHOWN ON THE PLANS BY A METHOD FROM WHICH THEY CAN BE QUICKLY REESTABLISHED AT ANY TIME DURING CONSTRUCTION OF THE PROJECT.

THE COST OF THE CA-16 BACKFILL MATERIAL FOR THE PROPOSED PIPE UNDERDRAINS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR PIPE UNDERDRAINS, 100 mm.

ALL UNDERDRAIN 100 mm (SPECIAL) WILL BE CONNECTED TO THE UNDERDRAIN 100 mm BY USING ELBOWS. NO ON SITE BENDS IN THE UNDERDRAIN MATERIAL TO MAKE THE TRANSITION WILL BE ALLOWED.

EXISTING PIPE UNDERDRAIN OUTLETS IN THE FORESLOPES OR MEDIAN SLOPES 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.

IF THE CONTRACTOR ELECTS TO USE P.C.C. BASE COURSE WIDENING, SUCH WIDENING SHALL BE PRIMED ACCORDING TO ARTICLE 406.02 OF THE STANDARD SPECIFICATIONS, EXCEPT THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WIDENING.

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

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.

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

~~THE LIGHT POLES SHALL BE SIGNED WITH THE POLE NUMBER AS SHOWN ON THE WIRING DIAGRAM.~~

CABLE QUANTITIES ARE MEASURED IN PLAN VIEW.

ALL AGGREGATE SHOWN ON STANDARD 606301 SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE FOR CONCRETE MEDIAN SURFACE 100MM.

### STRUCTURES WITH PROJECT LIMITS

STRUCTURE NO.	OPERATING RATING	INVENTORY RATING	POSTING
002-2002			NONE

### COMMITMENTS:

REMOVE AND REPLACE WEATHER STATION, SEE SPECIAL PROVISIONS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

## GENERAL NOTES

SCALE: VERT. NONE  
HORIZ.

DRAWN BY CNH  
CHECKED BY