

GENERAL NOTES

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL EXISTING FIELD DIMENSIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

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

ALL BITUMINOUS CONCRETE:	2.016 TONS/CU. YD.
ALL AGGREGATE:	2.05 TONS/CU. YD.
BITUMINOUS MATERIALS (PRIME COAT):	
ON PAVEMENT:	0.09 GALS./SQ. YD.
ON AGGREGATE SURFACE:	0.32 GALS./SQ. YD.
AGGREGATE (PRIME COAT):	0.0015 TONS/SQ. YD.
RIPRAP	1.50 TONS/CU. YD.

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

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.

UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION AND THEIR TRUE LOCATIONS ARE NOT GUARANTEED TO BE AS SHOWN ON THE PLANS.

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

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

THE THICKNESS OF BITUMINOUS 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 BITUMINOUS MIXTURE IS PLACED.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE BITUMINOUS CONCRETE BINDER COURSE.

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

ALL CULVERT EXTENSIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS.

THE ENTIRE LENGTH OF ALL EXISTING CULVERTS, EITHER BEING EXTENDED OR NOT BEING EXTENDED, SHALL BE CLEANED OF ALL EARTH AND DEBRIS BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE PAID ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

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

ALL EXISTING PAVEMENT MARKING SHALL BE LOCATED AND RECORDED BEFORE THE PLACEMENT OF BITUMINOUS CONCRETE BINDER COURSE OR GRANULAR EMBANKMENT, SPECIAL AND REPLACED ACCORDINGLY ON THE FINAL SURFACE.

THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS. THE PASSING ZONES WILL BE DETERMINED BY DISTRICT BUREAU OF OPERATIONS. THE QUANTITIES IN PLANS WILL BE ADJUSTED FOR THE PROPOSED PASSING ZONES FROM THE PLAN QUANTITY.

EXISTING SIGNS WHICH INTERFERE WITH CONSTRUCTION SHALL BE REMOVED, STORED, AND RE-ERECTED AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

PERIMETER EROSION BARRIER SHALL BE PLACED AS SHOWN IN THE PLANS AND AT ADDITIONAL LOCATIONS AS MAY BE DIRECTED BY THE ENGINEER. THE ACTUAL QUANTITY SHALL BE DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED BITUMINOUS SURFACE AT 300 FT. INTERVALS ON ALTERNATING SIDES OF THE PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5/2" TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

THE QUANTITY OF PRIME COAT SHOWN IN THE PLANS WAS BASED ON:

- A. ONE APPLICATION TO THE EXISTING PAVEMENT PRIOR TO PLACING THE BINDER COURSE.
- B. ONE APPLICATION ON EACH LIFT OF BINDER COURSE (IN THE GRADE RAISES) PRIOR TO PLACING THE BITUMINOUS SURFACE COURSE, SHALL BE USED IF DIRECTED BY THE ENGINEER.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS WAS BASED ON ONE APPLICATION EACH FOR PRIME COAT, BINDER COURSE, SURFACE COURSE, AND (IN THE GRADE RAISES) EACH LIFT OF BINDER COURSE.

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES BASED ON A PATCHING SURVEY MADE IN OCTOBER 2004. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER.

TEMPORARY DITCH CHECKS SHALL BE INSTALLED AS SHOWN IN THE PLANS. THE FINAL QUANTITY AND LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

AT ALL LOCATIONS WHERE BITUMINOUS OR CONCRETE PAVEMENT JOIN AN EXISTING BITUMINOUS OR CONCRETE PAVEMENT, A SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

THE EDGES OF ALL PAVEMENT PATCHES WILL BE SAWED TO THE FULL DEPTH OF THE EXISTING PAVEMENT. NO OVERSAWING WILL BE ALLOWED WHEN THE PATCH IS IN ONLY ONE LANE.

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

THERE ARE NO AVAILABLE WASTE SITES ON THE EXISTING RIGHT OF WAY WITHIN THE PROJECT LIMITS. DISPOSAL WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND WASTE MUST BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

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.

ALL PIPE CULVERTS DESIGNATED ON THE PLANS (RCCP) SHALL BE "REINFORCED CONCRETE CULVERT, STORM DRAIN AND SEWER PIPE" CONFORMING TO THE REQUIREMENTS OF ARTICLE 1040.03 OF THE STANDARD SPECIFICATIONS.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 0.10 FT./FT.

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 1000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE 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.

THE REMOVAL OF EXISTING ENTRANCE PIPE CULVERTS ENCASED IN CONCRETE WILL BE CONSIDERED INCLUDED IN THE 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 AS PIPE CULVERT REMOVAL.

THE REMOVAL OF EXISTING CORRUGATED METAL PIPE CULVERTS UNDER ENTRANCES AND SIDE ROADS SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION AND WILL NOT BE PAID FOR SEPARATELY.

THE SEDIMENT BASIN SHOWN IN STANDARD 280001-02 SHALL BE CONSTRUCTED ACCORDING TO THE DIMENSIONS GIVEN IN THE PLANS.

IF AN EXISTING PIPE CULVERT IS ENCOUNTERED IN THE BACKSLOPE OF THE DITCH AT LEFT STATION 1035+90, IT SHALL BE REMOVED BACK TO THE PROPOSED BACKSLOPE OF THE DITCH. THE COST OF REMOVING THE PIPE CULVERT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

THERE ARE NO QUANTITIES INCLUDED IN THE PLANS FOR PATCHING THE EXISTING PAVEMENT OVER THE PROPOSED CROSS ROAD CULVERTS. THE CULVERTS FALL WITHIN THE GRANULAR GRADE RAISES AND THE GRANULAR MATERIAL SHALL BE BROUGHT UP TO THE BOTTOM OF THE PROPOSED PAVEMENT. THE CONTRACTOR SHALL MAINTAIN THIS REGION OVER THE PROPOSED CROSS ROAD CULVERTS WITHOUT ADDITIONAL COMPENSATION.

SOME OF THE EROSION CONTROL AND SEEDING ITEMS MAY BE DELETED FROM THE PLANS AT THE ENGINEER'S DISCRETION.

COMMITMENTS

THE CURRENTLY DESIGNED FEL AT STATION 1052+28.30 LEFT WILL BE RELOCATED TO STATION 1059+96.00 LEFT.

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
869	(103)I	SALINE	64	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 98896

MIXTURE REQUIREMENTS

LOCATION(S):	BITUMINOUS SURFACE COURSE
MIXTURE USE(S):	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX C, N90
AC/PG:	PG64-22
RAP % (MAX):	10
DESIGN AIR VOIDS:	4.0%, 90 GYRATION SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 mm or IL 12.5 mm
FRICITION AGGREGATE:	C SURFACE

LOCATION(S):	BITUMINOUS BINDER COURSE
MIXTURE USE(S):	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, N90, IL-19.0
AC/PG:	PG64-22
RAP % (MAX):	10
DESIGN AIR VOIDS:	4.0%, 90 GYRATION SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-19.0
FRICITION AGGREGATE:	NONE

ENVIRONMENTAL COMMITMENTS

IN CONSULTATION WITH THE CHIEF COUNSEL'S OFFICE, IF RIGHT-OF-WAY ACQUISITION INCLUDES A PARCEL WITH AN UNDERGROUND STORAGE TANK(S) AND LAND ACQUISITION PROCEDURES ARE FOLLOWED AND IF CONSTRUCTION EXCAVATION AND UTILITY RELOCATION DO NOT EXCEED THE MAXIMUM TESTING DEPTH AT EACH SITE AND DOES NOT EXCEED THE FOLLOWING EXCAVATION LIMITATIONS, THEN NO ADDITIONAL PRELIMINARY TESTING FOR THE PROJECT IS NECESSARY.

PROPERTY NAME	PROPERTY ADDRESS	INTERSECTION	ISGS BORING	MAXIMUM EXCAVATION DEPTH METERS/FT
FORMER PIPELINE	GALATIA TOWNSHIP	CROSSES IL 34 1000-FT EAST OF IL 34 AND HARCO RD./LEBANON RD.	1463-4g	1.8/6

ACCORDING TO THE PROPOSED PLANS AND CROSS SECTIONS FOR THIS PROJECT, EXCAVATION DOES NOT EXCEED THE DEPTH LIMITATION AT THE FORMER PIPELINE LOCATION.

BIOLOGICAL RESOURCES:

AS DOCUMENTED IN THE BIOLOGICAL SIGN-OFF THERE ARE NO THREATENED OR ENDANGERED SPECIES, WETLANDS, OR OTHER BIOLOGICAL ISSUES IDENTIFIED WITH THIS PROJECT.

CULTURAL RESOURCES:

PER THE STATE HISTORIC PRESERVATION OFFICER, THE PROPOSED PROJECT WILL HAVE NO EFFECT ON SIGNIFICANT CULTURAL RESOURCES.

TREE REMOVAL WILL BE ADDRESSED IN ACCORDANCE WITH DEPARTMENTAL POLICY D&E-18.

PLEASE NOTE: IF ANY CHANGES ARE TO BE MADE TO THE CONSTRUCTION LIMITS BEFORE OR DURING THE CONSTRUCTION PHASE, PLEASE CONTACT THE D-9 ENVIRONMENTAL COORDINATOR AT 618-351-5284 TO REPORT THE CHANGE SO THAT POSSIBLE IMPACTS CAN BE INVESTIGATED.