

GENERAL NOTES

WHILE SIGNAL HEADS ARE MOUNTED IN PLACE, BUT NOT YET IN OPERATION, THEY SHALL BE SECURELY COVERED IN WHITE PLASTIC.

THE ADVANCE DETECTOR LOOPS ARE TYPICALLY LOCATED 275 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS MUST APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.

ANY TIME THAT HOLES AT EXPANSION JOINTS ARE OPEN, THEY SHALL BE COVERED WITH METAL PLATES CAPABLE OF CARRYING THE FULL WEIGHT OF AN ERRANT VEHICLE. PLATES SHALL BE PLACED DIRECTLY ON THE CONCRETE DECK. PROJECTIONS ABOVE THE ROADWAY SURFACE GREATER THAN 1" ARE NOT PERMITTED EXCEPT FOR HEADS OF BOLTS.

TRAFFIC CONTROL SIGNS SHALL BE PLACED SO THAT THEY DO NOT INTERFERE WITH EXISTING SIGNS OR FLASHING BEACONS. THE DIMENSIONS BETWEEN SIGNS MAY BE MODIFIED SLIGHTLY SO AS TO AVOID CONFLICTS WITH EXISTING SIDE ROADS, COMMERCIAL ENTRANCES, AND PRIVATE ENTRANCES. THE BUREAU OF OPERATIONS SHOULD APPROVE FINAL PLACEMENT OF TRAFFIC CONTROL SIGNING.

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION 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 SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

THE COST OF ANY SAW CUTS MADE TO COMPLETE THE WORK AS DESCRIBED IN PLAN DETAILS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS INVOLVED.

PRIOR TO POURING CONCRETE AT JOINT RECONSTRUCTION, ALL HEAVY OR LOOSE RUST, LOOSE MILL SCALE, OR OTHER LOOSE OR POTENTIALLY DETRIMENTAL FOREIGN MATERIAL SHALL BE REMOVED FROM THE SURFACES IN CONTACT WITH THE NEW CONCRETE. THE REMOVAL SHALL BE ACCOMPLISHED BY METHODS WHICH WILL NOT DAMAGE THE STEEL. THE COST IS INCLUDED WITH "CONCRETE SUPERSTRUCTURE".

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706 Gr 60 (IL MODIFIED). SEE SPECIAL PROVISIONS.

EXISTING REINFORCEMENT BARS EXTENDING INTO THE REMOVAL AREA SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL SHALL BE REPLACED WITH AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST INCLUDED WITH "CONCRETE REMOVAL".

COST OF REMOVAL OF EXISTING HMA SURFACE IN REMOVAL AREA AND PJS JOINT IS INCLUDED WITH "CONCRETE REMOVAL."

JOINT OPENING SHALL BE ADJUSTED ACCORDING TO ARTICLE 520.04 OF THE STANDARD SPECIFICATIONS WHEN THE DECK IS POURED AT AN AMBIENT TEMPERATURE OTHER THAN 50° F.

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.

CONSTRUCTION OF TEMPORARY SHOULDERS AND GUARDRAIL REPLACEMENT SHALL BE COMPLETED PRIOR TO OPERATION OF TEMPORARY BRIDGE TRAFFIC SIGNALS.

TEMPORARY RUMBLE STRIPS ARE REQUIRED AS SHOWN ON TRAFFIC CONTROL STANDARD 701316.

EXTRA CONES OR BARRELS MAY BE REQUIRED TO CHANNEL TRAFFIC AT COMMERCIAL AND/OR PRIVATE ENTRANCES AS DIRECTED BY THE ENGINEER. ALL TRAFFIC CONTROL DEVICES ARE INCLUDED IN THE COST OF TRAFFIC CONTROL STANDARDS 701201 AND 701316, AND WILL NOT BE PAID FOR SEPARATELY.

HMA SHOULDER SURFACE SHALL BE FLUSH WITH THE SURFACE OF THE ADJACENT DRIVING LANE WHENEVER THE LANE IS OPEN TO TRAFFIC.

BRIDGE RAIL POSTS IN THE CONCRETE REMOVAL AREA SHALL BE REMOVED AND RE-INSTALLED. ALL RAILS SHALL REMAIN CONNECTED TO ALL OTHER POSTS AT ALL TIMES.

COMMITMENTS: NONE

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