

GENERAL NOTES

Install rumble strips in all shoulders in accordance with State Standard 642001. Rumble Strips shall be placed on shoulders on both sides of the pavement.

Temporary tapers shall be constructed on all bridges when the adjacent resurfacing cannot be placed before winter. Quantities have been included in the plans for a 1 to 480 V/H (40' to 1") taper on Interstate and 1 to 240 V/H (20' to 1") taper on all other highways. The taper shall be removed before resurfacing and will be paid for as HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH).

The Hot-Mix Asphalt Surface Removal (Variable Depth) at the end of the project shall tie into the 5" of resurfacing in the adjacent resurfacing project.

The additional thickness of proposed pavement required to match the bridge approach pavement, shown in Standard 420401, shall be included in the cost of the proposed pavement and not paid for separately.

At bridge expansion joints, if temporary expansion joint bulkheads are attached to adjacent deck slabs or abutments for support, the Contractor shall cut the attachments as soon as the concrete has set to prevent joint damage due to horizontal contraction or expansion.

Reflector Markers Type B shall be installed on the top of bridge parapet walls. The markers shall be according to Standard 635011 and the color and spacing according to Standard 635006, except the minimum is 2 per side.

The material necessary to backfill the removal and replacement of end sections shall be obtained from Grading and Shaping Ditches and shall be included in the contract unit price for GRADING AND SHAPING DITCHES.

The Contractor shall clean out AR culverts and stream flows to the right-of-way lines as directed by RE/TE. The cost shall be included in the contract unit price for GRADING AND SHAPING DITCHES.

All frames and grates of drainage structures to be removed or filled shall be carefully salvaged and shall remain the property of the Contractor.

The 2' concrete or asphalt perimeter left from the previous contract shall be removed and replaced and included in the cost of INLETS TO BE ADJUSTED.

The Contractor shall clean out inlets as directed by the RE/TE. The cost shall be included in the contract unit price for INLETS TO BE ADJUSTED.

The underdrain system scheduled on this project is to be constructed in accordance with Section 601 of the Standard Specifications for Road and Bridge Construction, except when the Recurring Special Provision Pipe Underdrains is included, the fabric envelope encasement of the pipe shall be omitted.

The excavated materials from earth excavation widening, grading and shaping ditches, and excavating and grading shoulders shall be used to build up the shoulder throughout the job to conform with the typical sections and shoulder widening for terminals as shown on the plans.

Embankment quantities for the construction of the Traffic Barrier Terminals as shown in the plans are included in quantities for (pick one) Furnished Excavation, Earth Excavation, or Borrow Excavation.

The Contractor shall supply the Resident Engineer with the manufacturer's installation requirements for the type of Steel Plate Beam Guardrail Terminal Type 1 Special (Tangent) or Steel Plate Beam Guardrail Terminal Type I Special (Flared).

One 16d galvanized nail shall be used to toe nail the wood block out to the wood post on all Traffic Barrier Terminal Type I Specials.

Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180° and only metal-backed delineators shall be permitted.

Delineators shall be placed at the ends of approach guardrail terminal sections, and at each headwall or end section of AR Culverts. This work will be paid for at the contract unit price each for DELINEATORS.

Pavement Marking shall be done according to Standard 780001, except as follows:

1. All words, such as ONLY, shall be 2.4 m (8 feet) high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 200 mm (8"), not 180 mm (7") as shown in the detail of Typical Lane and Edge Lines.

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1.6 Km (1 mile) or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 5 Each.

Permanent Survey Markers, Type II shall be cast-in-place as shown on District Standard 66.2. The bottom of the marker shall be 5'-0" below the ground surface.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The horizontal and vertical coordinates must be derived by GPS and the elevation derived by a closed level circuit. The Engineer shall submit this information to the Survey Crew.

Work on this project will be in progress at the same time as work on the US 30 resurfacing and I-39 patching & shoulders projects. Work on these projects shall be scheduled to keep interference between all the projects to a minimum. The contractors shall inform each other of progress of the projects and give fair warning to the other contractors when a problem might be encountered.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

AT&T Communications	BP Pipelines North American, Inc.
Commonwealth Edison Co.	Verizon
NICOR Gas Co.	Magellan Midstream Partners
MCI World Com	Aldridge Electric
Adesta Communications, LLC	

The applicable portions of Article 105.07 of the Standard Specification shall apply except for the following: The Contractor shall be responsible to locate the vertical depths of the underground utilities which may interfere with construction operations. This work will not be measured or paid for separately, but shall be considered as included in the unit bid price for the item of construction involved.

Per SB 699 (90 day utility relocation law), once right-of-way is clear to award the project, a notice will be sent to the utility companies instructing them to have their facilities relocated within 90 days. Estimated date relocation complete = Letting Date + 135 days.

The Contractor shall take all necessary measures to assure that no debris falls in Steward Creek. This work will not be paid for separately, but shall be considered as included in the contract.

Saw cutting, prior to the removal of any items noted on the plans or as directed by the Engineer, shall be included in the cost of the items being removed.

FILE NAME = 64E97.GN.DOCX	USER NAME =	DESIGNED - Engineering Systems	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			FAI 39	(103-1, 103-2)RS	Lee	313	4
	PLOT SCALE =	CHECKED -	REVISED -			(I-39)		CONTRACT NO. 64E97		
	PLOT DATE = 3/26/2010 8:35 AM	DATE - 3/15/2010 11:41 AM	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.