

GENERAL NOTES

- 1.) THE THICKNESS OF BITUMINOUS MIXTURES 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.
- 2.) 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.
 BITUMINOUS MATERIALS:
 ON PAVEMENT 0.09 GAL/SQ. YD.
 ALL AGGREGATE AND RIPRAP BEDDING 2.05 TONS/CU. YD.
 AGGREGATE (PRIME COAT) 0.0015 TONS/SQ. YD.
 RIPRAP 1.5 TONS/CU. YD.
- 3.) AT ALL LOCATIONS WHERE BITUMINOUS OR CONCRETE PAVEMENT JOINS AN EXISTING BITUMINOUS OR CONCRETE PAVEMENT, A SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT SHALL BE INCLUDED IN THE TYPE OF PAVEMENT BEING CONSTRUCTED.
- 4.) THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS. THE BUREAU OF OPERATIONS WILL THEN DETERMINE THE ACTUAL LIMITS TO BE STRIPED AS "NO PASSING" ZONES.
- 5.) EXCEPT AS NOTED IN THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
- 6.) PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE 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 A CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK. EXISTING PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 OFFICE.
- 7.) VERTICAL PANELS SHOWN ON STANDARD 701321 WILL NOT BE REQUIRED ON THE STAGE II NEW BRIDGE PARAPET. THE BARRIER WALL REFLECTORS SHALL BE INSTALLED PRIOR TO OPENING TO TRAFFIC.
- 8.) ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC. THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.
- 9.) IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY DEBRIS OR DIRT CAUSED BY CONSTRUCTION ACTIVITY THAT COVERS THE NEW RIPRAP AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 10.) ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE LEFT IN PLACE UNTIL REMOVAL IS REQUIRED TO CONSTRUCT FINAL GRADE LINES.
- 11.) REMOVAL OF EXISTING BRIDGE APPROACH PAVEMENTS (VAR. 16 1/2" AT EDGE TO 10 1/2" AT CTR.) IS INCLUDED IN THE QUANTITY FOR PAVEMENT REMOVAL: ESTIMATED AT 236 SQ YD.
- 12.) TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.
- 13.) THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION FOR THE SURFACE COURSE.
- 14.) IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECK 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 101.17 REGARDLESS IF TRACK MOUNTED OR WHEELED.
- 15.) THE ADVANCE DETECTOR LOOPS ARE TYPICALLY LOCATED 300 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS SHOULD APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.
- 16.) QUANTITIES SHOWN IN THE PLANS FOR BRIDGE DECK GROOVING AND PROTECTIVE COAT INCLUDE THE BRIDGE, THE BRIDGE APPROACH PAVEMENTS, AND THE BRIDGE APPROACH PAVEMENT CONNECTORS (PCC), SPECIAL.
- 17.) PROTECTIVE COAT SHALL BE APPLIED TO THE BRIDGE, THE BRIDGE APPROACH PAVEMENTS, AND THE BRIDGE APPROACH PAVEMENT CONNECTORS (PCC), SPECIAL IN ACCORDANCE WITH ARTICLE 503.19 OF THE STANDARD SPECIFICATION. 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.
- 18.) "NARROW BRIDGE" SIGNS WITH ADVISORY TAGS "12 FT- 0 IN" SHALL BE ERECTED BETWEEN "ROAD CONSTRUCTION AHEAD" AND THE "SIGNAL AHEAD" SIGNS.
- 19.) THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE REMOVED IF A 10 FOOT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHOULD BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.
- 20.) COMMITMENTS: NONE AS OF APRIL 1, 2005. REFER TO COMMITMENT FILES FOR ANY COMMITMENTS AFTER THIS DATE.
- 21.) FOUR (4) MONTHS ARE INCLUDED FOR CHANGEABLE MESSAGE SIGNS. THIS TOTAL IS FOR TWO (2) SIGNS (ONE (1) AT EACH APPROACH END) FOR TWO (2) MONTHS EACH.

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| 701001-01 | OFF-RD OPERATIONS, 2L, 2W, MORE THAN 4.5 m (15') MIN. AWAY |
| 701006-02 | OFF-RD OPERATIONS, 2L, 2W, 4.5 m (15') TO 600mm (24") FROM PAVEMENT EDGE |
| 701201-02 | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH |
| 701301-02 | LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS |
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FAP ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
322	(11-1VB)-1	UNION	39	2
STA.	TO STA.			
CONTRACT NO. 98488				

DATE	
BY	
PLAN	
NOTE BOOK	
NO.	
SURVEYED	
ALIGNMENT CHECKED	
PT. OF WAY CHECKED	
ROAD FILE NAME	

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DATE	20

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
INDEX OF SHEETS AND GENERAL NOTES
 FAP ROUTE 322
 SECTION (11-1VB)-1
 UNION COUNTY
 DRAWN BY: J. NIEDERHOFER
 PLOT DATE: *DATE-TIME*