

GENERAL NOTES

DRAINAGE

1 CONNECTING OF NEW OR EXISTING SEWER OR PIPE DRAINS TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, PIPE DRAINS SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE PIPE DRAINS OR STRUCTURES INVOLVED.

2 WHEN ENCOUNTERED DURING CONSTRUCTION ACTIVITIES, REMOVAL AND DISPOSAL OF ANY EXPOSED EXISTING PIPE UNDERDRAIN SYSTEM WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS. WHERE EXISTING PIPE UNDERDRAIN SYSTEM IS NOT DISTURBED IT SHALL BE ABANDONED IN PLACE.

3 THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SUITABLE DRAINAGE OF THE ROADWAY AT ALL TIMES, INCLUDING EACH TRAFFIC CONTROL STAGE DURING CONSTRUCTION. THE COST OF COMPLYING WITH THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE BID FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL) AND NO ADDITIONAL COMPENSATION SHALL BE PAID.

ENVIRONMENTAL

1 ALL TURF AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE REGRADED TO THEIR EXISTING CONDITION AND SEEDED AT THE CONTRACTOR'S EXPENSE.

2 TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. TREES OUTSIDE OF THE CONSTRUCTION LIMITS, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED. THE ENGINEER SHALL BE CONTACTED AND PRIOR APPROVAL OBTAINED FOR ANY TREE REMOVAL BEYOND THE LIMITS/LOCATIONS INCLUDED IN THE PLANS.

3 THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE PROVISIONS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT AND IMPLEMENT THE EROSION CONTROL PLAN INCLUDED IN THESE PLANS AND SPECIFIED HEREIN. AS SPECIFIED IN ARTICLE 107.23, THE ENGINEER MUST GIVE PRIOR APPROVAL BEFORE DISTURBANCE OF ANY AREA CAN BEGIN.

4 A WETLAND SITE IS LOCATED AT THE NE CORNER OF WATERWORKS ROAD AND KEELIN LANE, WITH A PORTION OF THE SITE EXTENDING INTO THE EXISTING ROW. THERE IS NO WORK PROPOSED WITHIN THE EXISTING WETLAND AREA AND THE SITE IS TO BE PROTECTED FROM DISTURBANCE AS INDICATED IN THE EROSION CONTROL PLANS AND SPECIAL PROVISIONS.

5 ANY SOIL REMOVED FROM THE CANAL WILL NOT BE REINTRODUCED INTO THE WATERS OF THE UNITED STATES AND SHALL BE DISPOSED OF IN AN UPLAND AREA.

STRUCTURES AND ROADWAY

1 ESTIMATED PARTIAL DECK BRIDGE DECK QUANTITIES ARE INCLUDED IN THE PLANS AS HOT-MIX ASPHALT SURFACE REMOVAL (DECK) AND DECK SLAB REPAIR (PARTIAL). THIS WORK SHALL BE COMPLETED ON THE EXISTING BRIDGE DECKS AS DIRECTED BY THE ENGINEER.

2 SIGN LIGHTING IS NOT REQUIRED FOR THIS CONTRACT.

3 THE CONTRACTOR IS ADVISED THAT THE EXISTING I-270 BRIDGES OVER THE CHAIN OF ROCKS CANAL CONTAIN LEAD PAINT. THE COST OF ANY REQUIRED PROTECTION, CONTAINMENT, AND PROPER DISPOSAL OF THE EXISTING BRIDGE COMPONENTS SHALL BE INCLUDED IN THE COST OF REMOVAL OF EXISTING STRUCTURES. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

4 ANY FILL MATERIAL PLACED WITHIN THE CHAIN OF ROCKS CANAL OR THAT MAY COME INTO CONTACT WITH THE WATERS OF THE CANAL AS PART OF THE CONTRACTOR'S OPERATIONS AND/OR THE CONSTRUCTION OF PROPOSED BRIDGE PIERS WITHIN THE CANAL AND/OR DEMOLITION OF THE EXISTING BRIDGES SHALL BE COARSE AGGREGATE. THE COARSE AGGREGATE SHALL HAVE NO MORE THAN 20% BY WEIGHT BEING ABLE TO PASS THROUGH A U.S. 230 SIEVE.

5 THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCHES WIDE, 5 INCHES HIGH AND 5/8 INCHES DEEP. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE PRICE BID FOR THE ASSOCIATED PAVING PAY ITEMS.

6 THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

- A) INTERVAL - 250 FEET
- B) BOTTOM OF NUMBERS - 6 INCHES FROM THE INSIDE EDGE OF THE PAVEMENT MARKING
- C) LOCATION:
 - 2, 3, & 5 LANE PAVEMENTS - RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
 - MULTI-LANE DIVIDED ROADWAYS - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
 - RAMPS - ALONG BASELINE EDGE OF PAVEMENT
- D) POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER
- E) FORMAT - "XX+XX", WHERE X REPRESENTS THE PAVEMENT STATION
- F) THE STAMPED STATIONS SHALL BE FILLED WITH SAND IMMEDIATELY AFTER STAMPING AND PRIOR TO ADDITIONAL ROLLING.
- G) THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.

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

- HOT-MIX ASPHALT BASE COURSE - 0.056
- HOT-MIX ASPHALT SURFACE COURSE - 0.056 TON/SQ YD/IN
- AGGREGATE (SURFACE, BASE, & BACKFILL) - 2.05 TON/CU YD
- BITUMINOUS MATERIALS:
 - PRIME COAT FOR BITUMINOUS CONCRETE:
 - ON PAVEMENT - 0.0002 TON/SQ YD
 - ON AGGREGATE - 0.002 TON/SQ YD
 - ON COLD MILLED SURFACE - 0.0004 TON/SQ YD
 - FOG COAT ON NEW BINDER - 0.00012 TON/SQ YD
 - AGGREGATE (PRIME COAT)
 - ON EXISTING PAVEMENT - 0.002 TON/SQ YD
 - ON COLD MILLED SURFACE - 0.002 TON/SQ YD
 - FOG COAT ON NEW BINDER - 0.001 TON/SQ YD
 - FOG COAT ON NEW BINDER - 0.001 TON/SQ YD
- RIP RAP - 1.5 TON/CU YD
- SEEDING, CLASS 2A, 4A - 200 LB/ACRE
- TEMPORARY EROSION CONTROL SEEDING - 100 LB/ACRE
- NITROGEN FERTILIZER NUTRIENT - 90 LB/ACRE
- PHOSPHORUS FERTILIZER NUTRIENT - 90 LB/ACRE
- POTASSIUM FERTILIZER NUTRIENT - 90 LB/ACRE
- MULCH - 2 TON/ACRE

8 THE CONTRACTOR'S DRILLED SHAFT DETAILED INSTALLATION PROCEDURE IDENTIFIED IN ARTICLE 516.04, SHALL REQUIRE THAT THE DRILLED SHAFTS BE INSPECTED BY CAMERA PRIOR TO CONCRETE PLACEMENT. INSPECTION BY CAMERA SHALL BE INCLUDED IN THE UNIT COST OF DRILLED SHAFT IN ROCK AND NO ADDITIONAL COMPENSATION SHALL BE PAID.

9 THE PAY ITEM AND ESTIMATED QUANTITY INCLUDED IN THE PLANS FOR SUPPLEMENTAL WATERING IS FOR WATERING OF THE VARIOUS SEEDING PAY ITEMS. THE USAGE OF THIS PAY ITEM SHALL BE AS DIRECTED BY THE ENGINEER.

10 USACE UTILIZES PRESSURE RELIEF WELLS ALONG THE LEVEES ON BOTH SIDES OF THE CHAIN OF ROCKS CANAL. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN PERFORMING ACTIVITIES IN THE VICINITY OF THE RELIEF WELLS TO PREVENT DAMAGE TO THEM. ANY WELLS THAT ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO THEIR ORIGINAL FUNCTION TO THE SATISFACTION OF THE ENGINEER. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR MEETING THIS REQUIREMENT.

COMMITMENTS

1 THE CONTRACTOR IS ALERTED TO THE FACT THE UNITED STATES ARMY CORPS OF ENGINEERS (USACE) REQUIRES ACCESS TO THE LEVEES FOR FLOOD FIGHTING AND MAINTENANCE OPERATIONS ON A 24 HOURS PER DAY / 7 DAYS PER WEEK / 365 DAYS PER YEAR BASIS. THE CONTRACTOR MUST ACCOMMODATE USACE ACCESS UPON NOTICE.

2 NO EXCAVATION IS PERMITTED WITHIN THE CHAIN OF ROCKS LEVEE EMBANKMENT OR WITHIN 10 FEET OF THE TOE OF THE LEVEE EXCEPT FOR THE CONSTRUCTION OF PROPOSED BRIDGE PIER 4. THE SURFACE OF THE LEVEE SHALL BE PROTECTED FROM DAMAGE DUE TO CONSTRUCTION ACTIVITIES AND SHALL NOT BE PENETRATED FROM TEMPORARY WORKS OR CONSTRUCTION EQUIPMENT.

3 A WETLAND EXISTS AT THE NORTHEAST QUADRANT OF THE INTERSECTION OF WATERWORKS ROAD AND KEELIN LANE. IN ADDITION, USACE MAINTAINS WETLAND CONSERVATION MITIGATION AREAS ON BOTH SIDES OF I-270 TO THE EAST OF THE CHAIN OF ROCKS CANAL. NO INTRUSION OF THESE AREAS AS INDICATED IN THE PLANS WILL BE ALLOWED. THESE AREAS ARE TO BE PROTECTED FROM BEING DISTURBED BY THE CONTRACTOR'S ACTIVITIES, EITHER DIRECTLY OR DUE TO SILTATION, IN ACCORDANCE WITH ARTICLE 107.23 AND AS DIRECTED BY THE ENGINEER.

PERTINENT INFORMATION

1 THE CONTRACTOR IS ADVISED THAT THE EXISTING I-270 BRIDGES OVER THE CHAIN OF ROCKS CANAL ARE POSTED FOR LEGAL LOADS ONLY.

2 TWO WEEKS PRIOR TO THE RAMP CLOSING, USE CHANGEABLE MESSAGE SIGNS TO ALERT THE TRAVELING PUBLIC.

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