

GENERAL NOTES

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

ALL HOT-MIX ASPHALT CONCRETE
2.016 TONS/CU. YD.

ALL AGGREGATE
2.05 TONS/CU. YD.

RIPRAP
1.50 TONS/CU. YD.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER/ THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

EXISTING CONCRETE PATCHES ENCOUNTERED DURING MILLING OPERATIONS SHALL BE MILLED WITH THE SURROUNDING BITUMINOUS SURFACE REMOVAL. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

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

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

THE IMPACT ATTENUATORS, EACH, SHALL INCLUDE THE COST TO SET-UP AND REMOVE.

RUMBLE STRIPS SHALL BE CONSTRUCTED ON ALL BITUMINOUS SHOULDERS IN ACCORDANCE WITH STANDARD 642001.

16' -5" MINIMUM CLEARANCE UNDERNEATH ALL OVERPASS STRUCTURES SHALL BE VERIFIED BY THE ENGINEER.

THE QUANTITY OF DELINEATORS AND DELINEATOR REMOVAL HAS BEEN ESTIMATED TO REFLECT ADDITIONAL DAMAGE IN THE TIME BETWEEN DESIGN AND LETTING. THE ACTUAL QUANTITY SHALL BE DETERMINED BY THE ENGINEER. ALL DELINEATORS DAMAGED BY THE CONSTRUCTION OF THIS PROJECT SHALL BE REPLACED IN KIND AT THE EXPENSE OF THE CONTRACTOR.

THE REMOVAL OF EXISTING DELINEATORS, POSTS, AND REFLECTORS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.

THE COLOR OF THE DELINEATORS PLACED AT ANY LOCATION SHALL BE IN ACCORDANCE WITH STANDARD 635001 EXCEPT WHERE A CONFLICT EXISTS BETWEEN THE DELINEATOR AND THE PAVEMENT MARKING; THEN, THE DELINEATOR SHALL MATCH THE COLOR OF THE PAVEMENT MARKING.

ALL EQUIPMENT USED FOR THE PLACEMENT OF THE INCIDENTAL HOT-MIX ASPHALT SURFACING SHALL BE APPROVED BY THE ENGINEER PRIOR TO ITS USE.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND PROTECT ALL DRAINAGE STRUCTURES PRIOR TO AND DURING RUBBLIZATION OPERATIONS. ANY DAMAGE TO A DRAINAGE STRUCTURE RESULTING FROM THE RUBBLIZATION OR OTHER CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. A PARTIAL LIST OF EXISTING STRUCTURES IS INCLUDED IN THESE PLANS. IT IS FOR INFORMATION ONLY.

EXISTING PIPE UNDERDRAIN OUTLETS IN THE FORESLOPES OR MEDIAN SLOPES SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO AN UNDERDRAIN OUTLET RESULTING FROM CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

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

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 101.17 REGARDLESS IF TRACK MOUNTED OR WHEELED.

THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL RE-ERECT THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.

THE ALGEBRAIC DIFFERENCE BETWEEN THE RAMP PAVEMENT AND RAMP SHOULDER SLOPES SHALL NOT EXCEED 8%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE BITUMINOUS CONCRETE BINDER COURSE.

THE QUANTITY SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

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.

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

FILE NAME *	USER NAME * oolemm	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT SCALE * 1/8"=1'-0"	CHECKED -	REVISED -		SCALE:					
	PLOT DATE * 8/22/2014	DATE -	REVISED -		SHEET	OF	SHEETS	STA.	TO	STA.
								ILLINOIS FED. AID PROJECT CONTRACT NO. 78380		