

GENERAL NOTES

- 1 IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL EXISTING FIELD DIMENSIONS AND CONDITIONS PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
- 2 WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- 3 ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB NUMBER LISTED ON THE INDEX OR THE COPY OF THE STANDARD INCLUDED IN THE PLANS.
- 4 PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NORMAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTORS 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 WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE FOR THE WORK. CONSTRUCTION PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 OFFICE.
- 5 THE THICKNESS OF HOT MIX ASPHALT MIXTURE 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 HOT MIX ASPHALT MIXTURE IS PLACED.
- 6 ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE SHOWN ON THE TYPICAL SECTION AND ARE NOT SHIELDED BY THE PROPOSED GUARDRAIL SHALL BE REMOVED BETWEEN STATION 383+90 AND STATION 388+50. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 100 mm (4 IN.) OR MORE ABOVE THE GROUND LINE AND TREES WHICH WILL MATURE TO A DIAMETER OF 100 mm (4 IN.) OR GREATER.
- 7 IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.
- 8 FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT MIX ASPHALT - 2.016 TONS/CU.YD. (112 LBS/SQ.YD./INCH OF THICKNESS)
ALL AGGREGATE 2.05 TONS/CU.YD.
BITUMINOUS MATERIALS:
ON PAVEMENT - 0.10 GAL./SQ.YD.
INTERMEDIATE LIFTS (FOG COAT) - 0.04 GAL./SQ.YD.
ON AGGREGATE SURFACE - 0.32 GAL./SQ.YD.
AGGREGATE (PRIME COAT) - 0.002 TONS/SQ.YD.
- 9 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.
- 10 TRIM EDGES OF EXISTING HOT MIX ASPHALT SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW BASE COURSE WIDENING.
- 11 EARTHWORK COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.
- 12 THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION FOR THE SURFACE.
- 13 WHEN WIDENING FLEXIBLE BASE PAVEMENT, THE CONTRACTOR SHALL TRIM EXISTING SURFACE AND BASE TO A FIRM, NEAR VERTICAL PLANE BEFORE CONSTRUCTING THE WIDENING. THE COST OF THIS REQUIREMENT IS INCLUDED IN THE UNIT PRICE BID FOR THE BASE COURSE WIDENING.
- 14 AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

- 15 THE MINIMUM VERTICAL CLEARANCE FOR PERMANENT SIGNS PLACED ON BACKSLOPES SHALL BE 0.914 m (3 FT.) MEASURED FROM A POINT DIRECTLY BENEATH THE FAR EDGE OF THE SIGN.
- 16 THE LIMITS OF ROCK AND EARTH SLOPES SHOWN IN THE CROSS SECTIONS ARE APPROXIMATE. THE ACTUAL SLOPE USED SHALL BE DETERMINED BY THE MATERIAL CLASSIFICATION AS DEFINED IN ARTICLE 202.04, AND AS DIRECTED BY THE ENGINEER.
- 17 PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.
- 18 THE ADVANCE DETECTOR LOOPS ARE TYPICALLY LOCATED 275 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS SHOULD APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.
- 19 THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE SAND AT TENUATORS 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 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.
- 21 THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND THE SHOULDER SLOPES SHALL NOT EXCEED 8%.
- 22 ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE LEFT IN PLACE UNTIL REMOVAL IS REQUIRED TO CONSTRUCT FINAL GRADE LINES.
- 23 ALL CULVERT EXTENSIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS. PRIOR TO EXTENDING ANY CULVERT, THE ENTIRE LENGTH OF THE EXISTING CULVERT SHALL BE CLEANED OF ALL EARTH AND DEBRIS BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE PAID ACCORDING TO ARTICLE 109.04.
- 24 RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.
- 25 THE HOLES RESULTING FROM THE REMOVAL OF EXISTING GUARDRAIL OR TRAFFIC BARRIER TERMINAL POSTS SHALL BE FILLED WITH COMPACTED CA7 AGGREGATE. THIS WORK SHALL BE CONSIDERED TO BE INCLUDED IN UNIT COST OF GUARDRAIL REMOVAL.
- 26 COMMITMENTS: NONE AS OF AUGUST 17, 2012

HIGHWAY STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-07 PAVEMENT JOINTS
- 420601-05 24' (7.2 m) PCC PAVEMENT
- 420701-02 PAVEMENT FABRIC
- 482001-02 HMA SHOULDERS ADJACENT TO FLEXIBLE PAVEMENT
- 482006-03 HMA SHOULDERS ADJACENT TO RIGID PAVEMENT
- 482011-03 BIT. SHOULDER STRIPS/SOULDER WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
- 515001-03 NAME PLATE FOR BRIDGES
- 630001-10 STEEL PLATE BEAM GUARDRAIL
- 630201-06 PCC/MMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-06 SHOULDER WIDENING FOR TYPE 1, (SPECIAL) GUARDRAIL TERMINALS
- 631032-08 TRAFFIC BARRIER TERMINAL, TYPE 6A
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 701001-02 OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 4.5M (15') AWAY
- 701006-04 OFF-ROAD OPERATIONS 2L, 2W, 4.5M (15') TO 600 MM (24") FROM PAVEMENT EDGE
- 701011-03 OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
- 701201-04 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701321-13 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING FOR SPEEDS > 45 MPH
- 701901-03 TRAFFIC CONTROL DEVICES
- 704001-07 TEMPORARY CONCRETE BARRIER
- 780001-03 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

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DATE *July 16* 20*12*

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HAMPTON, LENZINI AND RENWICK, INC. 2035 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62702	PLT SCALE : 1/8"=1'-0"	DRAWN - P.J.L.	REVISED -				2869	2B-1	JEFFERSON	36	2	
HLR ILLINOIS PROFESSIONAL DESIGN FIRM 1517 E. BE COM. 181 90000	PLT DATE : 10/19/2012	CHECKED - J.W.F.	REVISED -				SCALE: SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 7B148		ILLINOIS FED. AID PROJECT	
		DATE - 10/04/12	REVISED -									