

## 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	2.016 Tons/Cu. Yd.
All Aggregate	2.05 Tons/Cu. Yd.
Bituminous Materials:	
On Pavement	0.09 Gal./Sq. Yd.
Intermediate Lifts (Fog Coat)	0.04 Gal./Sq. Yd.
On Aggregate Surface	0.32 Gal./Sq. Yd.
Aggregate (Prime Coat)	0.0015 Tons/Sq. Yd.

THE COST OF ANY SAW CUTS MADE TO COMPLETE THE WORK AS DESCRIBED IN PLAN DETAILS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS INVOLVED.

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706 Gr 60 (IL MODIFIED).

COMMITMENTS: NONE

EARTHWORK COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.

THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS.

ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC, AND THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.

CONSTRUCTION OF PRE- STAGE TEMPORARY SHOULDERS SHALL BE COMPLETED PRIOR TO OPERATION OF TEMPORARY BRIDGE TRAFFIC SIGNALS.

TEMPORARY RUMBLE STRIPS ARE REQUIRED AS SHOWN ON TRAFFIC CONTROL STANDARD 701321.

EXTRA CONES OR BARRELS MAY BE REQUIRED TO CHANNEL TRAFFIC AT PRIVATE ENTRANCES AS DIRECTED BY THE ENGINEER. ALL TRAFFIC CONTROL DEVICES ARE INCLUDED IN THE COST OF TRAFFIC CONTROL STANDARDS 701201 AND 701321, AND WILL NOT BE PAID FOR SEPARATELY.

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 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

THE ADVANCE DETECTOR LOOPS ARE TYPICALLY LOCATED 275 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS MUST APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.

TRAFFIC CONTROL SIGNS SHALL BE PLACED SO THAT THEY DO NOT INTERFERE WITH EXISTING SIGNS OR FLASHING BEACONS. THE DIMENSIONS BETWEEN SIGNS MAY BE MODIFIED SLIGHTLY SO AS TO AVOID CONFLICTS WITH EXISTING SIDE ROADS, COMMERCIAL ENTRANCES, AND PRIVATE ENTRANCES. THE BUREAU OF OPERATIONS SHOULD APPROVE FINAL PLACEMENT OF TRAFFIC CONTROL SIGNING.

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

FILE NAME =	USER NAME = gautneyrk	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>					
as\pwork\PWIDOT\GAUTNEYRK\d0174138\7879-sheets.dgn		DRAWN -	REVISED -						
PLOT SCALE = 2727.3089' / IN.		CHECKED -	REVISED -						
PLOT DATE = 1/25/2018		DATE -	REVISED -						
SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____					F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					853	D9 CM BRIDGE REPAIR 2010-2	FRANKLIN	16	3
					CONTRACT NO. 78179				
					ILLINOIS FED. AID PROJECT				