

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONTRACT NO. 78011				
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 885	5I-1	HARDIN	11	2
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

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.

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.

THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE REMOVED AND TEMPORARY EDGE LINE INSTALLED DURING PRE-STAGE CONSTRUCTION.

ALL SIGNS REQUIRED IN ADDITION TO THOSE SHOWN IN TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 ARE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, STANDARD 701321.

TWO LOAD LIMIT SIGNS (R12-4) ARE REQUIRED. LOAD LIMIT SIGN SHALL BE ERECTED BETWEEN SIGNAL AHEAD SIGN AND ROAD CONSTRUCTION AHEAD SIGN AT 500' SPACING. ONE NO LEFT TURN (R3-2) AND ONE NO RIGHT TURN (R3-1) ARE REQUIRED AT PRIVATE ENTRANCES. THREE MAXIMUM WIDTH SIGNS ARE REQUIRED.

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 SIDEROADS, COMMERCIAL ENTRANCES, AND PRIVATE ENTRANCES. THE BUREAU OF OPERATIONS SHOULD APPROVE FINAL PLACEMENT OF TRAFFIC CONTROL SIGNING.

RUMBLE STRIPS ARE REQUIRED.

REMOVAL OF HOT-MIX ASPHALT SURFACE BY THE USE OF RADIANT OR DIRECT HEAT WILL NOT BE PERMITTED. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT CONCRETE REMOVAL COMPLETE.

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.

WHILE SIGNAL HEADS ARE MOUNTED IN PLACE, BUT NOT YET IN OPERATION, THEY SHALL BE SECURELY COVERED IN WHITE PLASTIC.

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 EXCAVATION REQUIRED FOR CONSTRUCTION OF HOT-MIX ASPHALT SHOULDERS IS INCLUDED IN THE COST OF HOT-MIX ASPHALT SHOULDERS, 10" AND WILL NOT BE PAID FOR SEPARATELY.

THE CONTRACTOR HAS THE OPTION OF INSTALLING PORTLAND CEMENT CONCRETE SHOULDERS, 10" ACCORDING TO SECTION 483 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL BE PAID FOR AT THE UNIT COST BID FOR HOT-MIX ASPHALT SHOULDERS, 10".

THE EAST BOUND LANE IS CURRENTLY CLOSED TO TRAFFIC BY THE USE OF TRAFFIC CONTROL AND PROTECTION STANDARD 701316.

PAVEMENT MARKING REMOVAL QUANTITY INCLUDES REMOVAL OF TEMPORARY EDGE LINE.

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DATE: May 15 2007