

GENERAL NOTES

1. THE IDOT HIGHWAY STANDARDS LATEST REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
2. THE VERTICAL CONTROL DATUM IS NAVD 1988.
3. CONFLICTS ON THE PLANS MAY OCCUR BETWEEN THE ROADWAY PLANS AND PLATS OF HIGHWAYS. THE PLATS OF HIGHWAYS SHALL TAKE PRECEDENCE IN CONFLICTS IN RIGHT-OF-WAY OR EASEMENTS. THE ROADWAY PLANS SHALL TAKE PRECEDENCE IN ITEMS OF CONSTRUCTION.
4. EXCESS BITUMEN REMOVAL SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
5. PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE OF CURB, AND MEDIAN SURFACE.
6. MIXTURES FOR JOINTS, CRACKS, AND FLANGEWAYS SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
7. THE CONTRACTOR SHALL BE AWARE THAT THERE ARE EXISTING MANHOLES & VALVES LOCATED WITHIN THE PAVEMENT REMOVAL AND REPLACEMENT LIMITS. CARE SHALL BE TAKEN IN THESE LOCATIONS DURING REMOVAL OPERATIONS.
8. THE THICKNESS OF THE BITUMINOUS 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 BITUMINOUS MIXTURE IS PLACED.
9. THE PROPOSED EMBANKMENT SHALL BE BENCHED INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER.
10. THE MANUFACTURER SHALL SPECIFICALLY RECOMMEND ALL EROSION CONTROL PRODUCTS FURNISHED FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATE BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURERS RECOMMENDED INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.
11. EXISTING TREES THAT ARE NOT SHOWN ON THE PLANS AS "TO BE REMOVED" SHALL REMAIN UNDAMAGED.
12. WHERE TREE REMOVAL SHALL CONFLICT WITH THE EXISTING UNDERGROUND UTILITIES, THE CONTRACTOR SHALL CUT THE TREE OFF AT THE GROUND LEVEL AND GRIND OUT THE STUMP AS DIRECTED BY THE ENGINEER.

13. THE CONTRACTOR AND THE ENGINEER SHALL BE AWARE THAT AERIAL SURVEY MAPPING WAS USED FOR TOPO SHOWN IN THE PLANS AT THE FOLLOWING LOCATIONS:

- CSX ACCESS ROAD - STA 1+45 TO STA 17+50
- BOWMAN ACCESS ROAD - STA 0+50 TO STA 13+50

DATA IN THE ABOVE-REFERENCED AREAS SHOULD BE CONSIDERED APPROXIMATE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ANY ADDITIONAL DESIGN OR LAYOUT REQUIRED DUE TO DISCREPANCIES BETWEEN PLAN DATA AND ACTUAL FIELD CONDITIONS. FINAL PAY QUANTITIES SHALL BE BASED OFF OF FIELD MEASUREMENTS BY THE ENGINEER.

14. ALL DIMENSIONS ARE SHOWN IN FEET UNLESS NOTED. PAVEMENT THICKNESS, CULVERT SIZE, TRAFFIC SIGNAL CONDUIT SIZES, AND PAVEMENT MARKING WIDTHS ARE SHOWN IN INCHES UNLESS NOTED.

15. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

16. THE OFFSETS TO ALL INLETS AND CATCH BASINS IN CURBED ROADWAYS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE INDICATED. THE OFFSETS TO MANHOLES ARE TO THE CENTER OF THE DRAINAGE STRUCTURE. A CONCENTRIC DRAINAGE STRUCTURE WAS USED TO CALCULATE THIS DISTANCE.

17. IF ARCHAEOLOGICAL CLEARANCE HAS NOT BEEN OBTAINED FOR THE ENTIRE PROJECT, THE RESIDENT ENGINEER SHALL PROVIDE THE CONTRACTOR THOSE AREAS OF THE PROJECT WHICH HAVE BEEN CLEARED, AND IN WHICH THE CONTRACTOR MAY WORK. THE RESIDENT ENGINEER SHALL ALSO NOTIFY THE CONTRACTOR WHEN ADDITIONAL SITES BECOME AVAILABLE.

18. THE CONTRACTOR AND ENGINEER SHALL ENSURE THAT THE BOWMAN YARD SITE REMAINS SECURE DURING ALL CONSTRUCTION ACTIVITIES. ANY ACTIVITIES WHICH MAY JEOPARDIZE THE YARD SECURITY SHALL BE BROUGHT TO THE ATTENTION OF THE IDOT DISTRICT 8 BUREAU OF OPERATIONS ENGINEER AT LEAST 2 WEEKS PRIOR TO WORK BEGINNING ON THOSE ACTIVITIES. AT NO TIME IS THE CONTRACTOR TO REMOVE ANY FENCING FROM THE BOWMAN YARD SITE.

19. ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AT THE CONTRACTORS EXPENSE.

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