

GENERAL NOTES

FORMS FOR CONCRETE CURB AND GUTTER SHALL BE OF METAL ONLY, EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.

PROTECTIVE COAT SHALL BE APPLIED TO PCC PAVEMENT, PAVED DITCH, CONCRETE CURB AND GUTTER AND CONCRETE MEDIAN SURFACE AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS FOR ARTICLE 420.18 OF THE STANDARD SPECIFICATIONS.

ADDITIONAL WIDTH OF GUTTER FLAG, AT LOCATIONS INDICATED ON THE PLANS, SHALL BE POURED MONOLITHICALLY WITH THE NORMAL GUTTER FLAG AND WILL NOT BE MEASURED OR PAID FOR SEPERATELY.

AT ALL LOCATIONS WHERE THE PROPOSED 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.

PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS, THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

THE TRAFFIC OPERATIONS ENGINEER SHALL BE NOTIFIED PRIOR TO CONSTRUCTION OF MAST ARM AND CONTROLLER FOUNDATIONS, HANDHOLES, AND GULFBOX JUNCTIONS AND SHALL APPROVE THE LOCATIONS OF EACH AND MAY ADJUST TO FIT FIELD CONDITIONS IF NECESSARY.

THE INDUCTION LOOP WIRE AND LEAD-IN WIRE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.

SHIELDED CABLE TO LOOP LEADS SHALL BE GROUNDED AT THE CONTOLLER TERMINAL ONLY.

SAWED SLOTS FOR TWISTED PAIR ELECTRIC CABLES SHALL BE LARGER THAN SINGLE CONDUCTOR LOOP SLOTS.

ALL NON-ESSENTIAL ELECTRIC CABLE SHALL BE REMOVED FROM EXISTING CONDUIT THAT IS TO BE USED FOR INSTALLATION OF PROPOSED ELECTRIC CABLE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE PROPOSED ELECTRIC CABLE PAY ITEM.

THE FURNISHING AND INSTALLATION OF THE 1 1/4" CONDUIT WITH ITS TRENCHING AND BACKFILL FROM THE LOOP SAWCUT TO THE SPLICE POINT OR HANDHOLE WILL BE INCIDENTAL TO THE LOOP INSTALLATION AND SEPARATE PAYMENT WILL NOT BE MADE FOR THIS WORK.

CABLE QUANTITIES ARE MEASURED IN PLAN VIEW.

THE FINAL LOCATION OF THE DETECTOR LOOPS, AND TRAFFIC SIGNAL FOUNDATIONS, SHALL BE APPROVED BY THE BUREAU OF OPERATIONS BEFORE INSTALLATION.

ALL PROPOSED MAST ARMS SHALL BE LOCATED NO CLOSER THAN 6 FT FROM FACE OF CURB TO THE CENTER OF POLE; ALL PROPOSED TRAFFIC SIGNAL POSTS WILL BE LOCATED NO CLOSER THAN 4 1/2' FROM FACE OF CURB TO CENTER OF POST, UNLESS OTHERWISE SHOWN ON PLANS.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF TRAFFIC OPERATIONS 72 HOURS PRIOR TO THE SHUT-DOWN OR CUTTING OF EXISTING DETECTOR LOOPS.

THE MINIMUM VERTICAL CLEARANCE FOR PERMANENT SIGNS PLACED ON BACKSLOPES SHALL BE 3 FT. MEASURED FROM A POINT DIRECTLY BENEATH THE FAR EDGE OF THE SIGN.

POROUS GRANULAR BACKFILL REQUIRED FOR STORM SEWER SHALL ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.

EARTH MEDIAN DITCH CHECKS SHALL BE INCLUDED IN THE COST OF BORROW EXCAVATION.

ALL PIPE CULVERT OR STORM SEWER EXTENSIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS. PRIOR TO EXTENDING ANY PIPE CULVERT OR STORM SEWER, THE ENTIRE LENGTH OF THE EXISTING PIPE CULVERT OR STORM SEWER 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 FOR ACCORDING TO 109.04.

STONE RIPRAP USED IN DITCHES SHOULD BE PLACED IMMEDIATELY UPON COMPLETION OF EARTHWORK AND GRADING IN ORDER TO PREVENT EROSION.

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY DEBRIS OR DIRT CAUSED BY CONSTRUCTION ACTIVITY THAT COVERS THE NEW RIPRAP AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

CONNECTING OF NEW OR EXISTING STORM SEWERS TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE STORM SEWERS OR STRUCTURES INVOLVED.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

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.

EXISTING DRIVEWAYS WILL BE SAWCUT TO OBTAIN A NEAT EDGE FOR REMOVAL AND REPLACEMENT. THE COST OF THE SAWCUT IS INCLUDED IN THE COST OF DRIVEWAY PAVEMENT REMOVAL.

EXISTING UNDERGROUND AND ABOVE-GRADE FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED ON THESE CONTRACT DOCUMENTS BASED UPON THE INFORMATION AND SURVEYS AVAILABLE AT THE TIME OF DRAWING PREPARATION. THE LOCATION OF THESE FEATURES MUST, THEREFORE, BE CONSIDERED APPROXIMATE ONLY. IN ADDITION, THERE MAY BE OTHER FACILITIES, STRUCTURES, AND UTILITIES WHICH DID NOT EXIST (OR THE EXISTENCE OF WHICH WAS NOT KNOWN) AT THE TIME OF DRAWING PREPARATION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR(S) TO HAVE ALL EXISTING FACILITIES, STRUCTURES, AND UTILITIES LOCATED IN THE FIELD PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY; AND TO PROTECT ALL SUCH EXISTING FEATURES (EXCEPT THOSE SPECIFICALLY NOTED FOR REMOVAL OR DEMOLITION) DURING CONSTRUCTION.

GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA OF TEMPORARY EASEMENTS AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

SEEDING SHALL BE DONE ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER. SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED RIGHT-OF-WAY OR EASEMENT LIMITS. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDDED, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THE REMOVAL OF EXISTING ENTRANCE PIPE CULVERTS ENCASED IN CONCRETE WILL BE CONSIDERED INCLUDED IN THE COST OF OTHER ITEMS OF CONSTRUCTION IF ONLY THE ENDS OF THE CULVERT (2 FT. OR LESS) ARE ENCASED. IF MORE THAN (2 FT.) AT THE ENDS OF THE CULVERT ARE ENCASED IN CONCRETE, THE REMOVAL WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

THE CONTRACTOR SHALL STAMP STATIONING IN THE PORTLAND CEMENT CONCRETE PAVEMENT AT 300 FT. INTERVALS ALTERNATING SIDES 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.

WHERE SECTION OR SUB-SECTION MARKERS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVED ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE DEPARTMENT, AN AUTHORIZED AGENT, OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

ALL DETECTOR LOOP CORNERS SHALL BE CORED DRILLED 5.08 CM (2 IN.) MINIMUM DIAMETER EXCEPT THOSE PLACE UNDER RESURFACING. THE DETECTOR LOOP CORNERS PLACED UNDER RESURFACING SHALL BE DIAGONALLY SAWCUT.

IN AREAS WHERE MULTIPLE RUNS OF PARALLEL CONDUIT ARE IN THE SAME LOCATION, TRENCH AND BACKFILL WILL ONLY BE PAID FOR ONCE.

THE COST OF AGGREGATE FILL SPECIFIED IN ARTICLE 606.08 OF THE STANDARD SPECIFICATIONS UNDER THE CONCRETE MEDIAN SURFACE SHALL BE INCLUDED IN THE COST OF THE CONCRETE MEDIAN SURFACE.

WHEN A PAVEMENT DROP-OFF IS TO REMAIN ADJACENT TO A LIVE TRAFFIC LANE, BARRICADES WITH PIPE EXTENSIONS SHALL BE USED TO ACHIEVE THE CORRECT ELEVATION.

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.
RIPRAP	1.50 TONS/CU. YD.

COMMITMENTS

THE CONTRACTOR WILL PRESERVE ACCESS TO THE BANK OF MARION PROPERTY AT ALL TIMES.

THE CONTRACTOR WILL GIVE MANAGEMENT AT THE BANK OF MARION AT LEAST 7 DAYS NOTICE PRIOR TO BEGINNING WORK IN THE EASEMENT AREA. CONSTRUCTION PERSONNEL SHOULD NOTIFY MR. DUTCH DOELITZSCH, AT 618-997-4341.

THE DEPARTMENT HAS DETERMINED BY SURVEY THAT THE EXISTING PARKING LOT AND SIGN ARE NOT INCLUDED IN THE ACQUISITION OF PARCEL NO. 9022803 AND WILL NOT BE DISTURBED DURING CONSTRUCTION. ANY DAMAGE TO THE EXISTING PARKING LOT OR IMPROVEMENTS WILL BE REPAIRED BY THE CONTRACTOR IN KIND AT NO ADDITIONAL COST TO THE OWNER.

THE CONTRACTOR WILL NOT BE ALLOWED TO PARK AND/OR STORE EQUIPMENT IN THE BANK PARKING SPACES WITHIN THE TEMPORARY EASEMENT FOR EXTENDED PERIODS. IT IS UNDERSTOOD THAT THE PURPOSE OF THE TEMPORARY EASEMENT IS FOR WORK ROOM AND GRADING/BLENDING PURPOSES. EVERY REASONABLE EFFORT WILL BE MADE TO LIMIT DISRUPTION TO THE BANK OF MARION CUSTOMERS WHILE STILL COMPLETING THE PURPOSED IMPROVEMENTS IN A TIMELY MANNER.

THE CONTRACTOR WILL PRESERVE RIGHT IN AND RIGHT OUT MOVEMENTS TO THE ARTHUR GENE WEBB PROPERTY ON SOUTH TERMINAL DRIVE AT ALL TIMES.

FILE NAME =	USER NAME = shepardgd	DESIGNED - ---	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND COMMITMENTS	F.A. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
at\p\work\PKWIDOT\SHEPARDGD\dms47330\F	dstum13\sh-t\gennote.dgn	DRAWN - ---	REVISED - ---			331	(1-2)N-2,R;(1X-1)N-3,R-2	WILLIAMSON	202	4	
	PLOT SCALE = 50.0000' / IN.	CHECKED - ---	REVISED - ---			CONTRACT NO. 98857					
	PLOT DATE = 12/14/2009	DATE - ---	REVISED - ---			ILLINOIS FED. AID PROJECT					
						SCALE: _____		SHEET NO. ___ OF ___ SHEETS		STA. _____ TO STA. _____	