

**GENERAL NOTES**

THE THICKNESS OF BITUMINOUS MIXTURES 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.

THE BITUMINOUS SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE BITUMINOUS SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE BITUMINOUS SURFACE.

THE BASE COURSE WIDENING SHALL BE CARRIED THROUGH ALL ENTRANCES, SIDE ROADS, AND MAILBOX TURNOUTS. EXCEPTIONS WILL BE SHOWN ON THE PLANS.

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

ESTIMATED QUANTITIES OF EXPLORATION TRENCH, STORM SEWER SPECIAL, AND FIELD TILE JUNCTION VAULTS HAVE BEEN INCLUDED IN THE PLANS. THESE ITEMS ARE NOT SCHEDULED. EXACT LOCATIONS FOR THESE ITEMS SHALL BE DETERMINED BY THE ENGINEER.

AGGREGATE (PRIME COAT): FA 20 MAY BE USED IN ADDITION TO THE GRADATIONS LISTED IN THE 3RD PARAGRAPH OF ARTICLE 1003.03(g) OF THE STANDARD SPECIFICATIONS.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICES OF THE CONTRACT.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN ALL AREAS TO BE SEEDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ALL ELEVATIONS REFER TO THE U.S.G.S. MEAN SEA LEVEL DATUM.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.

SOIL BORINGS FOR THE PROJECT ARE LOCATED IN THE SPECIAL PROVISION BOOKLET

ALL EXISTING ROADWAY SIGNS THAT INTERFERE WITH CONSTRUCTION SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER. SIGNS NO LONGER NEEDED FOR USE SHALL BE STOCKPILED AT A LOCATION DETERMINED BY THE VILLAGE AND SHALL BE PROTECTED FROM DAMAGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

EXISTING DECORATIVE BOULDERS THAT ARE LOCATED WITHIN THE PROJECT SITE SHALL BE RELOCATED AS DIRECTED BY THE VILLAGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS MAT PRIME COAT	0.08	GAL / SQ YD OR
	0.375	GAL / SQ YD
AGGREGATE PRIME COAT	0.002	TONS / SQ YD
BITUMINOUS RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
TEMPORARY DITCH CHECKS	9	BALES OR
	5	TONS AGGREGATE

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN PROJECT LIMITS OR IMMEDIATELY ADJACENT TO PROJECT LIMITS ARE MEMBERS OF JULIE:

COM ED  
1 N 423 SWIFT ROAD  
LOMBARD, IL 60148

FOX METRO  
682 STATE ROUTE 31  
OSWEGO, IL 60543

COMCAST CABLE  
688 INDUSTRIAL DRIVE  
ELMHURST, IL 60126

SBC AMERITECH  
65 W. WEBSTER ST.  
FLOOR 4E  
JOLIET, IL 60432

NICOR GAS  
90 NORTH FINLEY ROAD  
GLEN ELLYN, IL 60137

VILLAGE OF OSWEGO  
100 THEODORE DRIVE  
OSWEGO, IL 60543

THE FOLLOWING LISTED UTILITIES LOCATED WITHIN PROJECT LIMITS OR IMMEDIATELY ADJACENT TO PROJECT LIMITS ARE NON-MEMBERS OF JULIE:

VILLAGE OF MONTGOMERY  
1300 S. BROADWAY  
MONTGOMERY, IL 60538

**COMMITMENTS:**

1. ENVIRONMENTAL COORDINATION - REQUIREMENTS OF THE 404 PERMIT AND THE STORM WATER POLLUTION PREVENTION PLAN WHICH ARE INCLUDED IN THE SPECIAL PROVISIONS SHALL BE FOLLOWED.

**MAINTENANCE OF TRAFFIC**

THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 2-11' WIDE LANES FOR TWO-WAY TRAFFIC FLOW. INGRESS AND EGRESS TO DRIVEWAYS AND SIDE STREETS SHALL BE MAINTAINED AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER. QUANTITIES FOR AGGREGATE FOR TEMPORARY ACCESS HAVE BEEN INCLUDED IN THE CONTRACT FOR DRIVEWAY AND SIDE STREET ACCESS.

THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE SPECIAL PROVISIONS, STATE STANDARDS, STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.

TYPE II BARRICADES AND VERTICAL PANELS SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURN LIGHTS AND SHALL BE PLACED AT 50' INTERVALS ALONG THE PROPOSED WORK ZONE AND AT 25' INTERVALS WITHIN TAPER SECTIONS AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLAN. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL.

ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. ALL MARKINGS REQUIRING REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.

THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL). ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).

ALL DRIVEWAYS SHALL BE OPEN FOR TRAFFIC DURING THE CONSTRUCTION.

THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING DRAINAGE OF THE ROADWAY DURING ALL STAGES OF CONSTRUCTION.

TEMPORARY PAVEMENT SHALL ADHERE TO SECTION 703 OF THE STANDARD SPECIFICATIONS AND THE PROJECT SPECIAL PROVISIONS.

THE COST TO RELOCATE IMPACT ATTENUATORS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).

**TRAFFIC SIGNALS**

THE TRAFFIC SIGNAL SECTION AT THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3 SHALL BE NOTIFIED AT 815-434-8506 AT LEAST 72 HOURS PRIOR TO TURNING ON ANY FLASHER OR CONTROLLER UNITS.

ALL TRAFFIC SIGNAL HEADS SHALL BE 12-INCH POLYCARBONATE.

TRAFFIC SIGNAL HEADS SHALL BE PROPERLY COVERED PRIOR TO INTERSECTION TURN-ON OR AS DIRECTED BY THE ENGINEER. THIS COST SHALL BE INCLUDED WITH THE COST OF THE ASSOCIATED TRAFFIC SIGNAL PAY ITEMS.

A 1/4" DIAMETER CONTINUOUS RODENT RESISTANT NYLON ROPE SHALL BE FURNISHED AND LEFT IN PLACE IN ALL CONDUITS BETWEEN HANDHOLES AND FOUNDATIONS OR CONTROLLER. THIS COST SHALL BE INCLUDED WITH THE COST OF CONDUIT PAY ITEM.

THE CONTRACTOR SHALL ARRANGE FOR A FACTORY OR SUPPLIER REPRESENTATIVE TO BE PRESENT AT THE INTERSECTION WHEN THE SIGNAL IS TURNED ON. COST TO BE INCLUDED WITH THE TRAFFIC SIGNAL CONTROLLER PAY ITEM.

ALL CONDUIT IN TRENCH SHALL BE P.V.C.. ALL CONDUIT PUSHED MAY BE P.V.C. OR GALVANIZED STEEL. CONDUIT ATTACHED TO STRUCTURES SHALL BE GALVANIZED STEEL.

NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT A GREATER THAN 2' MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.

ALL MAST ARM MOUNTED SIGNAL HEADS ON AN INDIVIDUAL MAST ARM SHALL BE MOUNTED SO THAT THE RED INDICATIONS ARE LEVEL WITH EACH OTHER.

THE ELECTRICAL CONDUCTORS FOR ALL TRAFFIC SIGNAL HEADS SHALL BE SOLID, SOFT COPPER.

DETECTOR LOOP INSTALLATION SHALL BE COMPLETED AFTER PLACEMENT OF THE LEVELING BINDER AND PRIOR TO THE PLACEMENT OF THE SURFACE COURSE.

ALL THREADS OF BOLTS USED IN THE ASSEMBLY OF TRAFFIC SIGNAL COMPONENTS SHALL BE COATED WITH A NON-LEAD BASED ANTI-SEIZE COMPOUND, SIMILAR TO LEAD PLATE, PRIOR TO ASSEMBLY.

ALL HARDWARE SHALL BE TIGHTENED AND WELL SECURED. CABLES SHALL BE NEATLY WOUND IN HANDHOLES. CABLES SHALL BE NEATLY TRAINED IN THE CONTROLLER CABINET.

ALL SIGNAL BASES SHALL BE LOCATED A MINIMUM OF 6' FROM THE FACE OF CURB UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

ALL TRAFFIC SIGNAL WIRING SHALL EXTEND FROM CONTROLLER TO SIGNAL. SPLICES IN JUNCTION BOXES WILL NOT BE ALLOWED.

DETECTOR LOOPS IN SAME LANE SHALL BE WOUND CLOCKWISE AND COUNTERCLOCKWISE IN ALTERNATING ORDER. LOOPS IN ADJACENT LANES SHALL BE WOUND ALL THE SAME.

THE CONTROLLER CABINET SHALL BE PLACED SO THAT A TECHNICIAN MAY SEE THE INTERSECTION OVER THE TOP OF THE CABINET WHILE WATCHING THE COMPONENTS IN THE CABINET.

THE PROPOSED TRAFFIC SIGNAL CONTROLLER CABINET SHALL BE FURNISHED WITH A MANUAL CONTROL SWITCH AND MANUAL CONTROL CHORD WITHIN THE POLICE DOOR COMPARTMENT. THIS WORK SHALL BE INCLUDED IN THE CONTROLLER CABINET PAY ITEM.

THE CONTRACTOR SHALL PROVIDE A SELF-ADHERED PHASE DIAGRAM ON THE INSIDE OF THE CONTROLLER CABINET DOOR.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ELECTRICAL SERVICE FOR THE TRAFFIC SIGNALS. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY PRIOR TO BEGINNING WORK TO OBTAIN THE UTILITY COMPANY REQUIREMENTS FOR THE SERVICE INSTALLATION.

ALL DETECTOR LOOP AMPLIFIERS SHALL BE CARD RACK MOUNTED AND FURNISHED WITH PLASTIC TAGS LABELED WITH RESPECTIVE PHASES AND DIRECTION AS LISTED IN THE DETECTOR LOOP CHART. MINIMUM TAG SIZE OF 3/8" X 3/4". TAGS SHALL BE MADE OF MATERIAL THAT DOES NOT ALLOW WRITING TO FADE OVER TIME.

THE LENGTH OF DETECTOR LOOP CABLE FROM THE CURB TO THE JUNCTION BOX OR HANDHOLE IS INCLUDED WITH THE DETECTOR LOOP PAY ITEM.

BACKPLATES SHALL BE POLYCARBONATE WITH DEEP BACK FLANGE.

ALL LED ARROW SECTIONS SHALL HAVE 3 ROWS.

DOUBLE HANDHOLES SHALL BE FURNISHED WITH RECESSED, INTEGRAL HINGED LIDS.

THE ELEVATION OF THE TOP OF THE DOUBLE HANDHOLE SHALL BE LESS THAN THE ELEVATION OF THE TOP OF THE CONTROLLER FOUNDATION.

ALL GROUNDING MATERIALS FOR THE TRAFFIC SIGNAL CONCRETE FOUNDATIONS SHALL REFER TO SECTION 806 OF THE STANDARD SPECIFICATIONS.

A SELF ADHERE PHASING DIAGRAM SHALL BE PLACED INSIDE THE CABINET DOOR.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.U. 2508 - DOUGLAS ROAD  
(U.S. RTE 34 TO U.S. RTE 30)

**GENERAL NOTES**

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