

**GENERAL NOTES**

1. 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.
2. THE THICKNESS OF THE 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.
3. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
4. ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY CONTRACTOR OUTSIDE THE PROPOSED LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE.
5. HIGH EARLY STRENGTH CONCRETE MIX SHALL BE USED FOR ALL PCC PATCHING AND NO ADDITIONAL PAYMENT WILL BE CONSIDERED.
6. THE CONTRACTOR SHALL BE AWARE THAT THE PROJECT SITE MAY CONTAIN ARCHEOLOGICAL EXCAVATED HOLES. THE CONTRACTOR SHALL FILL THE HOLES WITH EMBANKMENT IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE ACCORDING TO THE EARTH EXCAVATION PAY ITEM IN THE PLANS.
7. THE IDOT HIGHWAY STANDARDS LATEST REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
8. CONFLICTS MAY OCCUR BETWEEN THE ROADWAY PLANS AND RIGHT-OF-WAY PLANS. THE RIGHT-OF-WAY PLANS SHALL TAKE PRECEDENCE IN CONFLICTS IN RIGHT-OF-WAY OR EASEMENTS. THE ROADWAY PLANS SHALL TAKE PRECEDENCE IN ITEMS FOR CONSTRUCTION.
9. EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND THE SUE SURVEYS. ALL UNDERGROUND UTILITIES MUST BE CONSIDERED APPROXIMATE.
10. PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE OF CURB, AND MEDIAN SURFACE.
11. AN ESTIMATED QUANTITY OF 200 TONS OF AGGREGATE FOR TEMPORARY ACCESS HAS BEEN INCLUDED IN THIS CONTRACT FOR THE PURPOSE OF MAINTAINING ACCESS TO PRIVATE PROPERTY AND SIDE ROADS THROUGH CONSTRUCTION OPERATIONS DURING THIS CONTRACT.

12. THE PROPOSED EMBANKMENT SHALL BE BENCHED INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER. SEE ROADWAY DETAILS FOR BENCHING DETAIL.
13. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
14. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PUBLIC PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
15. THE QUANTITY FOR BITUMINOUS MATERIALS (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.0004 TON/SQ YD.
16. THE QUANTITY FOR AGGREGATE (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.002 TON/SQ YD.
17. THE QUANTITY FOR AGGREGATE BASE COURSE, TYPE A WAS DETERMINED USING AN APPLICATION RATE OF 1.95 TON/CU YD.
18. THE QUANTITY FOR AGGREGATE SHOULDERS, TYPE B WAS DETERMINED USING AN APPLICATION RATE OF 4 TON/100 LF.
19. THE UNIT WEIGHT USED TO CALCULATE ALL LEVELING BINDER AND HOT-MIX ASPHALT SURFACE COURSE IS 112 LB / SQ YD / IN.
20. TOPSOIL SHALL BE USED ONLY WHERE SHOWN ON THE LANDSCAPING PLANS. IT WILL NOT BE USED IN ANY OTHER LOCATIONS.
21. ANY CHANGES TO THICKNESS OF AGGREGATE BASE COURSE, TYPE A 12" TO DRAIN TO UNDERDRAINS WILL BE INCLUDED IN THE COST OF THE PAY ITEM. NO ADDITIONAL COMPENSATION WILL BE MADE.
22. FOR ALL PIPES TO BE REMOVED, CONTRACTOR HAS THE OPTION TO GROUT THE PIPES INSTEAD. NO ADDITIONAL COMPENSATION WILL BE PROVIDED FOR GROUTING.
23. DRILL AND GROUT #6 TIE BARS ARE SHALL BE INCLUDED IN THE PRICE FOR BID FOR VARIOUS PCC ITEMS.
24. DEEP WELL MONITORING SHALL BE REQUIRED FOR EXISTING DEEP WELLS 9 & 20.

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