

GENERAL NOTES

1. MIXTURES FOR JOINTS, CRACKS, AND FLANGWAY SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
2. 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.
3. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELDMARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.L.E. (800)-892-0123) OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY.
4. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
5. HIGH EARLY STRENGTH CONCRETE MIX SHALL BE USED FOR ALL PCC PATCHING.
6. ALL PATCHING ON THIS PROJECT SHALL BE COMPLETED PRIOR TO BITUMINOUS SURFACE REMOVAL.
7. THE CONTRACTOR SHALL BE AWARE THAT THERE ARE MANHOLES & VALVES LOCATED WITHIN THE RESURFACING LIMITS. CARE SHALL BE TAKEN IN THESE LOCATIONS DURING MILLING OPERATIONS.
8. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
9. QUANTITIES HAVE BEEN INCLUDED IN THE PLANS TO REPLACE DAMAGED SECTIONS OF CONCRETE GUTTER TYPE-A AND FOR CONCRETE MEDIAN TYPE SM-6.24. MEDIAN TYPE SM-6.24 SHALL BE PAINTED SOLID YELLOW.
10. WEST OF THE INTERSECTION OF BROADWAY AND MAIN, THE EXISTING 3X6 GRATE WILL NEED A FRAME FABRICATED IN ORDER TO MATCH THE FINAL HMA SURFACE ELEVATION. THE PROPOSED FRAME SHALL BE DIRECTED OR APPROVED BY THE ENGINEER.
11. TEMPORARY PAVEMENT MARKING PAINT CAN BE USED IN LIEU OF SHORT TERM PAVEMENT MARKING ON THE INTERMEDIATE HMA LIFT IF IT IS EXPECTED TO REMAIN EXPOSED FOR MORE THAN 14 CALENDAR DAYS. PERMISSION OF THE RESIDENT ENGINEER IS REQUIRED.
12. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

| MIXTURE USE | SURFACE | LEVEL BINDER |
|-------------------|----------------|----------------|
| AC/PG | "PG" 64-22 | PG 64-22 |
| RAP % (MAX) | SEE SPEC | SEE SPEC |
| DESIGN AIR VOIDS | 4.0% @ Ndes=90 | 4.0% @ Ndes=90 |
| MIX COMPOSITION | | |
| GRADATION MIXTURE | | IL 9.5 |
| FRICITION AGC | MIXTURE "D" | MIXTURE "C" |

13. THE THICKNESS OF HMA SURFACE REMOVAL IS THE REMOVAL DEPTH AT THE CENTERLINE. AN ESTIMATED 400 TONS OF HMA SURFACE WILL BE REMOVED.
14. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
15. ALL AREAS DISTURBED FOR ANY REASON SHALL BE SEEDED WITH CLASS 1, 2, OR 3 SEEDING AS DIRECTED BY THE ENGINEER. NUTRIENTS SHALL CONFORM TO ARTICLE 250.04. COST SHALL BE INCIDENTAL TO THE RELATED PAY ITEM.
16. 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 CONTRACTOR'S EXPENSE.
17. THE CONTRACTOR AND THE ENGINEER SHALL BE AWARE THAT NO SURVEY WAS PERFORMED FOR THIS PROJECT. THE STATIONING SHOWN IN THE PLANS WAS CREATED USING FIELD MEASUREMENTS, AND SHALL BE ASSUMED TO BE APPROXIMATE.
18. THE PAVEMENT MARKING SHOWN IN THE PLANS IS NOT TO SCALE. THE LOCATION OF THE PROPOSED STOP BARS SHOULD MATCH EXISTING STOP BARS.
ALL SHORT TERM PAVEMENT MARKINGS ON THE FINAL HMA LIFT WILL BE PLACED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
19. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED, PRIMED, AND EACH HMA LIFT, REMOVED FROM FINAL SURFACE, AND PAID FOR AS WORK ZONE PAVEMENT MARKING REMOVAL.
20. 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.
21. HMA LEVELING BINDER COURSE THICKNESS SHALL BE 3/4" ON EXISTING HMA SECTIONS AND 1" ON EXISTING PCC SECTIONS.
22. UTILITIES WILL BE ADJUSTED BY OTHERS WITH THE EXCEPTION OF THE INLET LOCATED AT STATION 14±33.
23. QUANTITIES HAVE BEEN INCLUDED IN THE PLANS TO REPLACE DAMAGED SECTIONS OF DETECTOR LOOPS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF ARTICLE 885 AND THE STANDARDS.

23. PARTIAL DEPTH PATCHING WILL BE DONE AFTER PAVEMENT SURFACE MILLING IS COMPLETED.

TRAFFIC CONTROL

1. NO OVERNIGHT LANE CLOSURES WILL BE ALLOWED.
2. ALL EXCAVATION ADJACENT TO THE EDGE OF PAVEMENT SHALL BE PROTECTED WITH EXTENDED LEG BARRICADES AND APPROPRIATE LIGHTS.
3. ALL TRAFFIC CONTROL DEVICES SHALL BE SKID MOUNTED.
4. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT THE BEGINNING AND END OF THE PROJECT PLUS THE INTERSECTING SIDE ROADS, AND WILL BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE-48".
5. FLAGMEN SHALL BE PRESENT DURING ALL CLOSURE HOURS, INCLUDING LUNCH HOUR, AND NO ADDITIONAL COMPENSATION SHALL BE APPLIED.

COMMITMENTS

IF AT ANY POINT IN PROJECT IMPLEMENTATION OR OPERATION A COMMITMENT WILL BE AFFECTED BY SUBSEQUENT PROJECT DECISIONS OR COMMITMENTS, THE AFFECTED PARTIES, WHICH INCLUDES ALL DEPARTMENT PERSONNEL, WILL BE NOTIFIED AND THEIR COMMENTS WILL BE CONSIDERED PRIOR TO MAKING A FINAL DECISION ON THE ACTION AFFECTING THE EARLIER COMMITMENT. THE PROCEDURES AND THE RESULTS OF THE COORDINATION WITH AFFECTED PARTIES AND THE ULTIMATE DECISION ON THE PROPOSED CHANGE(S) TO THE COMMITMENT SHALL BE DOCUMENTED IN THE COMMITMENT FILE.

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| FILE NAME * d076d00-shv-plan.dgn | USER NAME = Dstriot | DESIGNED - DRAWN - | REVISED - REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | GENERAL NOTES, TRAFFIC CONTROL & COMMITMENTS | F.A.U. RTE. 8983 | SECTION 202RS | COUNTY MADISON | TOTAL SHEETS 24 | SHEET NO. 2 | |
| PLOT SCALE = 40,9874' / IN. | CHECKED - | REVISED - | SCALE: | | | SHEET NO. 2 OF 20 SHEETS | STA. | TO STA. | CONTRACT NO. 76088 | | |
| PLOT DATE = 4/5/2010 | DATE - | REVISED - | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | | | | | | |
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