

GENERAL NOTES

1. ALL REFERENCES TO THE STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST VERSION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AS PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
2. EXISTING UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO RECORD INFORMATION OBTAINED FROM THE UTILITY COMPANIES, CITY OF BATAVIA, ILLINOIS DEPARTMENT OF TRANSPORTATION AND/OR OTHER OFFICES AND AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS. THESE SOURCES DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE LOCATION, EXISTENCE, AND NATURE OF ALL UTILITIES AND SHALL TAKE DUE CARE DURING ALL PHASES OF THE CONSTRUCTION TO PROTECT EXISTING UTILITY FACILITIES FROM DAMAGE THAT MAY RESULT FROM THE WORK. DAMAGED UTILITIES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE IN ACCORDANCE WITH ARTICLES 105.07 AND 107.20.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE CITY OF BATAVIA AND KANE COUNTY DEPARTMENT OF TRANSPORTATION.
4. BEFORE STARTING EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123, THE CITY OF BATAVIA, KANE COUNTY (630-208-3130), AND IDOT BUREAU OF TRAFFIC (MEADE ELECTRIC) (773-287-7672) FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
5. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
6. THE ENGINEER SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH ARTICLE 108.02.
7. UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
8. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE WITHOUT WRITTEN CONSENT FROM THE ENGINEER.
9. FULL-DEPTH SAW CUTS SHALL BE USED TO REMOVE EXISTING PAVEMENT, CURB AND GUTTER, SIDEWALK, DRIVEWAYS, BUTT JOINTS AND APPURTENANCES FROM MATERIAL TO REMAIN, IN ACCORDANCE WITH SECTION 440 OF THE "STANDARD SPECIFICATIONS". THE COST OF THE SAWING SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED. IT IS THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE THICKNESS OF THE EXISTING PAVEMENT, SIDEWALK, CURB/GUTTER AND WHETHER OR NOT IT CONTAINS REINFORCEMENT. ALL REINFORCEMENT SHALL BE ADEQUATELY SAW CUT AS TO NOT CAUSE DAMAGE TO THE ADJACENT MATERIAL DURING REMOVAL. FOR SIDEWALK REMOVAL ADJACENT TO AN EXISTING ASPHALT/CONCRETE DRIVEWAY NOT CALLED OUT FOR REMOVAL, THE CONTRACTOR MUST REMOVE THE SIDEWALK BY HAND AS TO NOT DAMAGE THE ADJACENT PAVEMENT. ANY DAMAGE TO THE ADJACENT PAVEMENT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FIX.
10. ALL DIMENSIONS, INCLUDING RADII, ARE GIVEN TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
11. THE CONTRACTOR IS RESPONSIBLE TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
12. BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL AFTER THE CURB AND GUTTER HAS BEEN PROPERLY BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
13. PRIOR TO PLACING HOT-MIX ASPHALT ADJACENT TO EXISTING PAVEMENT TO REMAIN, THE EXPOSED EDGE SHALL BE CLEANED OF LOOSE MATERIAL TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE HOT-MIX ASPHALT BEING PLACED.
14. HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL WORK INCLUDING TOP SOIL PLACEMENT, AND HOT-MIX ASPHALT BINDER COURSE HAS BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
15. TEN FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
16. THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE, OR EXISTING PAVEMENT NOT SCHEDULED TO BE REMOVED, WITH TRACK EQUIPMENT.
17. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR II BARRICADE USED, ONE (1) SAND BAG ACROSS EACH BOTTOM RAIL. TYPE III BARRICADES SHALL HAVE FOUR (4) WEIGHTED SANDBAGS.
18. ANY SIGN LOCATED IN THE PUBLIC RIGHT-OF-WAY WHICH INTERFERES WITH CONSTRUCTION OF THE PROPOSED ROADWAY WORK OR LIGHTING SYSTEM, THAT IS INTENDED TO BE MAINTAINED SHALL BE RELOCATED.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY SIGNS DAMAGED BY HIS/HER CONSTRUCTION ACTIVITIES AND WILL REPLACE THEM AT NO COST TO THE CITY.
20. ON ALL IMPROVEMENTS, THE FRAMES AND LIDS OF EXISTING CATCH BASINS, INLETS, MANHOLES, AND VALVE VAULTS WHICH ARE TO BE ABANDONED DUE TO CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE CITY OF BATAVIA AND BE SALVAGED. THESE ITEMS SHALL BE DELIVERED TO THE CITY OF BATAVIA PUBLIC WORKS YARD.
21. **MAINTENANCE OF SEWER FLOWS** - THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. HE/SHE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED INTO THE PROJECT ARE TO BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS. EXISTING STRUCTURES ARE TO BE INSPECTED BEFORE CONSTRUCTION STARTS - ALL ACCUMULATION OF MATERIAL SHALL BE REMOVED IN THE STRUCTURES DUE TO THE CONSTRUCTION OPERATIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF FRAMES AND GRATES TO BE ADJUSTED.
22. **FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)** - THIS ITEM PERTAINS TO ONLY STRUCTURES LOCATED IN THE CONCRETE AND HOT-MIX ASPHALT ROADWAY PAVEMENT AREAS THAT WILL REQUIRE CONCRETE OR BITUMINOUS SURFACE REMOVAL. ALL STRUCTURES IN THE CURB AND GUTTER OR WITHIN THE RAISED MEDIANS WILL BE PAID FOR SEPARATELY. THE ENGINEER WILL MARK IN THE FIELD ALL STRUCTURES TO BE COMPLETED UNDER THIS ITEM. SEE "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING".
23. ALL STRUCTURES TO BE ADJUSTED SHALL INCLUDE MORTORING AROUND ALL EXISTING PIPES IN THE STRUCTURE AND THE INSIDE OF THE STRUCTURE AS DEEMED NECESSARY BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEM BEING ADJUSTED.
24. **PRIME COAT** - PRIME COAT MUST BE INSTALLED NO EARLIER THAN TWENTY-FOUR (24) HOURS PRIOR TO PLACEMENT OF HOT-MIX ASPHALT.
25. **BUTT JOINTS** - BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT). IN ACCORDANCE WITH THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
26. **MILLED PAVEMENT OPEN TO TRAFFIC** - WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 40 MM (1.5 INCHES) WHERE THE SPEED LIMIT IS 80 KM/H (45 MPH). A MAXIMUM GRADE DIFFERENTIAL OF 75 MM (3 INCHES) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
27. **PORTLAND CEMENT CONCRETE SIDEWALK** - IF UPON REMOVAL OF THE EXISTING SIDEWALK A SUITABLE SUB-BASE MATERIAL IS ENCOUNTERED, THE NEW CONCRETE MAY BE CONSTRUCTED OVER THAT EXISTING SUB-BASE. HOWEVER, IF A SOFT OF UNSTABLE SUB-BASE IS ENCOUNTERED, THIS MATERIAL SHALL BE EXCAVATED AND REPLACED WITH A MINIMUM OF 4" AGGREGATE BASE COURSE, TYPE B, CA6. SIDEWALK TO BE INSTALLED AT NEW LOCATIONS WILL REQUIRE THE INSTALLATION OF 4" AGGREGATE BASE COURSE, TYPE B, CA6. THE EXCAVATION AND STONE SHALL BE INCIDENTAL TO THE ITEM BEING INSTALLED. AT LOCATIONS WHERE THE SIDEWALK IS ADJACENT TO DRIVEWAYS OR CURB AND GUTTER, ALL VOIDS FROM THE TOP OF SUB-BASE TO THE BOTTOM OF SIDEWALK SHALL BE FILLED WITH AGGREGATE BASE COURSE, TYPE B. AT LOCATIONS WHERE SIDEWALK IS TO BE CONSTRUCTED ACROSS TRENCHES, THREE (3) #10 TEN FOOT LONG REINFORCEMENT BARS SHALL BE PLACED IN THE SIDEWALK CENTERED OVER THE TRENCH. THESE REINFORCEMENT BARS SHALL NOT BE CONTINUOUS THROUGH TRAVERSE EXPANSION JOINTS BUT SHALL BE STOPPED 3 INCHES SHORT OF SAME. THE COST OF THESE REINFORCEMENT BARS, COMPLETE INT PLACE SHALL BE INCIDENTAL TO THE ITEM BEING INSTALLED.
28. **DETECTABLE WARNINGS** - THE CONTRACTOR SHALL UTILIZE THE VITRIFIED POLYMER COMPOSITE DETECTABLE TACTILE WARNING SYSTEM IN THE RED COLOR AS PRODUCED BY ARMOR-TILE OR APPROVED EQUAL IN CONFORMANCE WITH ADAAG. CURB RAMPS SHALL BE CONSTRUCTED TO THE SAME THICKNESS AS THE ADJACENT SIDEWALK WITH A MINIMUM THICKNESS OF 6 IN.
29. **HOT-MIX ASPHALT SURFACE REMOVAL** - FOR STREETS THAT HAVE CRACK SEAL MATERIAL AT THE JOINT ALONG THE CURB AND THE PAVEMENT EDGE, THE REMOVAL OF THIS MATERIAL PRIOR TO THE PAVING OPERATIONS. THE CRACK SEAL MATERIAL SHALL BE COMPLETELY REMOVED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO THE ITEM BEING REMOVED. WHEN THE MILLED PAVEMENT SURFACES ARE OPEN TO TRAFFIC THE FOLLOWING WILL BE REQUIRED: THE FIRST LIFT OF RESURFACING OR LEVEL BINDER SHALL BE PLACED WITHIN 2 WORKING DAYS AFTER THE PAVEMENT SURFACE HAS BEEN MILLED. IF IT IS NOT RESURFACED WITHIN FIVE CALENDAR DAYS, THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PAVEMENT AT HIS EXPENSE. UNDER NO CIRCUMSTANCES SHALL MILLED PAVEMENT BE ALLOWED TO REMAIN OVER WINTER.

NOTE: ALL BOXED GENERAL NOTES ARE INCLUDED IN THE COST OF OTHER ITEMS.







INDEX OF SHEETS

- 1 COVER SHEET
- 2 INDEX OF SHEETS, LEGEND
GENERAL NOTES, I.D.O.T. STANDARD DRAWINGS
- 3 SUMMARY OF QUANTITIES
- 4 EXISTING & PROPOSED TYPICAL CROSS SECTIONS
- 5-6 EXISTING & PROPOSED ROADWAY IMPROVEMENT PLAN
- 7 PROPOSED DETOUR PLAN
- 8-9 PROPOSED PAVEMENT MARKING PLAN
- 10 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
- 11 BUTT JOINT AND HMA TAPER DETAILS
- 12 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
- 13 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
- 14 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- 15 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- 16 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING

LIST OF STANDARD DRAWINGS

- | | |
|-----------|--|
| 000001-05 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 424001-05 | CURB RAMPS FOR SIDEWALKS |
| 442201-03 | CLASS C AND D PATCHES |
| 606001-04 | CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER |
| 701501-05 | URBAN LANE CLOSURE, 2L 2W UNDIVIDED |
| 701601-06 | URBAN LANE CLOSURE, MULTILANE, 1W OR 2W, NONTRAVERSABLE MEDIAN |
| 701701-06 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701801-04 | LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE |
| 701901-01 | TRAFFIC CONTROL DEVICES |
| 780001-02 | TYPICAL PAVEMENT MARKINGS |

LEGEND OF SYMBOLS

-  DRIVEWAY PAVEMENT REMOVAL
-  HOT-MIX ASPHALT DRIVEWAY PAVEMENT
-  SIDEWALK REMOVAL
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  COMBINATION CONCRETE CURB AND GUTTER REMOVAL
-  COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- A** ADJUST STRUCTURE OR FRAME & GRATE
- P** PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- R** SIDEWALK REMOVAL

FILE NAME =	USER NAME =	DESIGNED -- KRY	REVISED -- 4/7/2010 PER IDOT	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WESTERN AVENUE LAPP GENERAL NOTES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -- KRY	REVISED -- 4/17/2010 PER IDOT		SCALE: N.T.S.	SHEET NO. 2 OF 16 SHEETS	STA.	TO STA.	2411	10-00076-00-RS	KANE	16	2
		CHECKED --	REVISED -- 5/26/2010 PER IDOT		CONTRACT NO. 63476								
		DATE --	REVISED --		ILLINOIS FED. AID PROJECT								