

GENERAL NOTES

THE THICKNESS OF 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.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL BITUMINOUS CONCRETE	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.

PROTECTIVE COAT SHALL BE APPLIED TO ALL PCC PAVEMENT, PCC DRIVEWAY PAVEMENT, SIDEWALKS, GUTTER FLAGS, AND FACE OF CURB AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS OF ARTICLE 420.21.

AT ALL LOCATIONS WHERE THE PROPOSED BITUMINOUS OR CONCRETE PAVEMENT JOINS AN EXISTING BITUMINOUS 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.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B

AFTER A LIFT OF BITUMINOUS CONCRETE HAS BEEN PLACED ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150°

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

TRENCH 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.

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 CONCRETE MEDIAN SURFACE.

THE FURNISHING AND INSTALLATION OF THE 1 1/2" CONDUIT WITH ITS TRENCHING AND BACKFILL FROM THE LOOP SAWCUT TO THE SPLICE POINT SHALL BE INCLUDED IN THE LOOP INSTALLATION UNLESS SHOWN OTHERWISE ON THE PLANS.

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 CONTROLLER TERMINAL ONLY.

ALL DETECTOR LOOP CORNERS SHALL BE CORE DRILLED 2 IN. MINIMUM DIAMETER, EXCEPT THOSE PLACED UNDER RESURFACING. THE DETECTOR LOOP CORNERS PLACED UNDER RESURFACING SHALL BE DIAGONALLY SAW CUT.

WHILE SIGNAL HEADS ARE MOUNTED IN PLACE, BUT NOT YET IN OPERATION, THEY SHALL BE SECURELY COVERED IN WHITE PLASTIC.

EXISTING SURFACE DISTURBED DURING EXCAVATION FOR FOUNDATIONS AND PUSH PITS SHALL BE RESTORED TO THE LIMITS AND CONDITION SPECIFIED BY THE ENGINEER OR AS SHOWN ON THE PLANS. UNLESS NOTED OTHERWISE ON THE PLANS THE REMOVAL AND RESTORATION SHALL BE INCLUDED IN THE CONTRACT.

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

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.

ALL PROPOSED MAST ARMS SHALL BE LOCATED NO CLOSER THAN 6 FT. FROM FACE OF CURB TO CENTER OF POLE.

THE LOCATION OF THE DETECTOR LOOPS MAY BE ADJUSTED TO FIT FIELD CALCULATIONS AS DIRECTED BY THE ENGINEER OF OPERATIONS.

THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL RE-ERECT THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE PRIME COAT AND SURFACE COURSE, AT THE RATE OF 4 FEET IN 40 FEET.

UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION AND THEIR ACTUAL LOCATIONS ARE NOT GUARANTEED TO BE AS SHOWN IN THE PLANS.

THE EXCAVATION FOR THE PROJECT IS CLASSIFIED AS EARTH EXCAVATION IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND AS PROVIDED IN THE CONTRACT SPECIFICATIONS. EARTH EXCAVATION SHALL INCLUDE THE REMOVAL OF EARTH AND UNCLASSIFIED MATERIALS. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 48 HOURS PRIOR TO EXCAVATION OPERATIONS.

THERE ARE NO AVAILABLE WASTE SITES ON THE EXISTING RIGHT-OF-WAY WITHIN THE PROJECT LIMITS.

THE QUANTITY OF EROSION CONTROL BLANKET SHOWN IN THE PLANS IS ONLY AN ESTIMATE. THE ACTUAL AMOUNT USED, AND LOCATION, SHALL BE DETERMINED BY THE ENGINEER.

SUPERELEVATION CORRECTION SHOULD BE ACCOMPLISHED WITH MILLING

COMMITMENTS: NONE.

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
726	130 1-2,TS	WILLIAMSON	90	2
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO 98884				

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Examined By:	<i>...</i> DISTRICT MATERIALS ENGINEER
Examined By:	<i>...</i> DISTRICT PROJECT IMPLEMENTATION ENGINEER
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