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STATE STANDARDS

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406201-01	MAILBOX TURNOUT
420001-07	PAVEMENT JOINTS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDERS ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHOULDER STRIPS/ SHOULDER WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
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602301-02	INLET, TYPE A
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602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-03	FRAME AND LIDS, TYPE 1
604036-02	GRATE TYPE 8
604086-02	FRAME AND GRATE, TYPE 23
606001-04	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
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701101-02	OFF ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
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701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
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720006-02	SIGN PANEL ERECTION DETAILS
780001-02	TYPICAL PAVEMENT MARKINGS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
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877001-04	STEEL MAST ARM ASSEMBLY AND POLE
878001-08	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
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886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED)

10 FEET (3 METER) TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF NORTH AURORA.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.

PRIOR TO EMBANKMENT PLACEMENT, ALL VEGETATION, LOOSE MATERIAL, AND UNSTABLE MATERIAL SHOULD BE REMOVED TO DEPTH ENCOUNTERED AND REPLACED WITH SUITABLE EMBANKMENT MATERIAL. ANY EMBANKMENT WIDENING ON EXISTING SLOPES SHOULD BE BENCHED IN ACCORDANCE WITH ARTICLE 205.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF THE EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF THE EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENT OF SECTION 201 OF THE STANDARD SPECIFICATIONS AT THE CONTRACTORS OWN EXPENSE.

PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH THE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL. (TC-13)

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS DETAIL."

THE RESIDENT ENGINEER SHALL VERIFY THE LOCATIONS OFF ALL EXISTING PAVEMENT MARKINGS PRIOR TO MILLING OR RESURFACING.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE A FIELD LABORATORY FOR USE FOR ANY ON SITE TESTING BY THE ENVIRONMENTAL FIRM. NO TESTING OF ANY KIND, CONTAMINATED OR NON-CONTAMINATED FLUID OR SOLID SHALL BE PERMITTED IN THE ENGINEER'S FIELD OFFICE.

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEMS SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

TEMPORARY SURFACE COURSE SHALL BE REMOVED IN STAGE 3 & WILL BE PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL 1 1/2"

PATCHING WILL ALSO BE PERFORMED DURING STAGING. NO EXTRA COMPENSATION WILL BE ALLOWED.

REMOVE AND REPLACE STEPS WILL BE PAID FOR AS PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

ALL PLANTS MATERIAL SHALL BE MARKED IN THE FIELD, CONTACT RICK WANNER OF THE ROADSIDE DEVELOPMENT UNIT AT (847) 705-4172 A MINIMUM OF 72 HOURS PRIOR TO LANDSCAPING WORK.

THE RESIDENT ENGINEER SHALL CONTACT MR. DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER AT (847) 741-9857 A MINIMUM OF 72 HOURS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE INSTALLATION OF ANY TEMPORARY TRAFFIC CONTROL DEVICES

THE VILLAGE OF NORTH AURORA SHALL MOVE THE FIRE HYDRANTS ACCORDINGLY.

THE CONTRACTOR SHALL PERFORM MANHOLE ADJUSTMENTS INCLUDING CHIMNEY SEALING AND VALVE VAULT ADJUSTMENTS WITH THE COST OF THAT ITEM BEING REIMBURSED BY THE VILLAGE OF NORTH AURORA.

THE VILLAGE OF NORTH AURORA WILL BE LINING THE SEWERS AFTER THE COMPLETION OF THE PROJECT.

FILE NAME =	USER NAME = qureshiga	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS		F.A.U. / R.T.L.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
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	PLOT DATE = 3/12/2018	DATE -	REVISED -		FED. ROAD DIST. NO. ILLIN 15/FED. AID PROJECT								