

**GENERAL NOTES**

1. ALL ELEVATIONS REFER TO USGS MEAN SEA LEVEL DATUM.
2. THIS PROJECT IS TO CONSIST OF TWO PHASES SEPARATED BY ONE WINTER SEASON.  
THE CONSTRUCTION IS GENERALLY DESCRIBED AS:
  - a. PHASE 1 SHALL CONSIST OF CONSTRUCTION OF THE ROADWAY SECTION UP TO AND INCLUDING THE AGGREGATE BASE COURSE. AN A-2 BITUMINOUS SURFACE TREATMENT SHALL BE APPLIED TO THE TOP OF THE AGGREGATE BASE COURSE. EARTHWORK AND SEEDING SHOULD BE COMPLETED DURING PHASE 1 CONSTRUCTION.
  - b. PHASE 2 SHALL CONSIST OF APPLICATION OF THE BITUMINOUS MATERIALS (PRIME COAT) TO THE A-2 BITUMINOUS SURFACE AND THE CONSTRUCTION OF THE HOT-MIX ASPHALT BINDER COURSE AND THE HOT-MIX ASPHALT SURFACE COURSE; THE AGGREGATE SHOULDERS SHALL BE BROUGHT TO FINAL GRADE AFTER CONSTRUCTION OF THE HOT-MIX ASPHALT BINDER AND SURFACE COURSE; AND GUARDRAILS SHALL BE INSTALLED.
  - c. PHASE 2 CONSTRUCTION SHALL COMMENCE AFTER THE ROADWAY HAS EXPERIENCED ONE WINTER SEASON AND SHOULD BE COMPLETED BY EARLY SUMMER 2014. HOT-MIX ASPHALT WORK SHALL NOT BEGIN BEFORE MAY 15TH WITHOUT APPROVAL OF THE ENGINEER.
3. THE CONTRACTOR SHALL EXERCISE CARE IN PERFORMING REMOVALS SO AS NOT TO DISRUPT ADJOINING FEATURES THAT ARE TO REMAIN IN PLACE. ANY DAMAGE CAUSED TO ADJOINING FEATURES AS A RESULT OF THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.
4. THE PRIME CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL AND PROTECTION.
5. ADDITIONAL BITUMINOUS REQUIREMENTS:
  - a. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
  - b. A PRESET GRADE CONTROL STRINGLINE SHALL BE USED FOR THE FULL PROJECT.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING POSITIVE DRAINAGE IN THE DISTURBED AREAS, TO THE SATISFACTION OF THE ENGINEER. ANY GRADING SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7. ALL AREAS THAT ARE DISTURBED BEYOND THE SEEDING LIMITS SHALL BE GRADED AND SEEDING RE-ESTABLISHED BY THE CONTRACTOR AT HIS/HER EXPENSE, IN THE SAME MANNER AS FINAL GRADING WORK PER THE SPECIFICATIONS, TO THE SATISFACTION OF THE ENGINEER.
8. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MAY HAVE BEEN CAUSED BY THE CONTRACTOR'S FAILURE TO LOCATE AND PRESERVE ANY AND ALL EXISTING UNDERGROUND UTILITIES. THE APPROXIMATE LOCATIONS OF THE KNOWN UTILITIES SHOWN ON THE PLANS REPRESENTS THE BEST INFORMATION AVAILABLE AT THE TIME OF DESIGN.
9. THE ELECTRIC AND TELEPHONE LINES WILL BE RELOCATED BY RESPECTIVE UTILITIES AFTER COMPLETION OF TREE REMOVAL.
10. IF ASH TREES ARE REMOVED ON THE PROJECT, THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND COMPLY WITH MEASURES SPECIFIED BY THE ILLINOIS DEPARTMENT OF AGRICULTURE (IDOA) TO PREVENT THE SPREAD OF THE EMERALD ASH BORER. THE IDOA INFORMATION FOR ASH TREE REMOVAL CAN BE FOUND ON THE IDOA WEBSITE AT WWW.AGR.STATE.IL.US/EAB.
11. ALL SAW CUTTING OF THE EXISTING SURFACES SHALL BE INCLUDED IN THE COST OF THE VARIOUS ITEMS OF WORK INVOLVED. THE DEPTH OF THE SAW CUT SHALL BE SUFFICIENT TO ALLOW A CLEAN, STRAIGHT EDGE TO BE VISIBLE WHERE THE PROPOSED IMPROVEMENTS MEET THE EXISTING FEATURES.
12. GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE FILLS OR CUTS ARE ADJACENT TO THESE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE, IN THE ORIGINAL STATE, AS MUCH AREA AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
13. REMOVAL OF EXISTING AGGREGATE AND OIL & CHIP SURFACE WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
14. ALL ENTRANCES WITHIN THE PROJECT LIMITS SHALL REMAIN ACCESSIBLE, AS DIRECTED BY THE ENGINEER, THROUGHOUT THE TIME OF CONSTRUCTION.
15. THE CONTRACTOR SHALL GIVE AT LEAST TWO WEEKS NOTICE BEFORE BEGINNING CONSTRUCTION FOR PHASE 1 AND PHASE 2 SO THE ENGINEER MAY GIVE ADEQUATE NOTICE TO ALL EMERGENCY, SCHOOL AND POSTAL SERVICES.

16. REMOVAL OF EXISTING ROW MARKERS WITHIN THE PROJECT LIMITS, FENCES AND DITCH CHECKS OR OTHER OBSTRUCTIONS NOT PAID FOR ELSEWHERE, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
17. REMOVAL OF EXISTING GUARDRAIL SHALL BE CONSIDERED IN THE CONTRACT UNIT PRICE OF REMOVAL OF EXISTING STRUCTURES, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
18. THE FOLLOWING ITEMS SHALL HAVE THE LISTED RESTRICTIONS, ALSO SEE SPECS.
 

<p><u>ITEM</u> AGGREGATE BASE COURSE, TYPE B</p> <p>AGGREGATE SURFACE COURSE, TYPE B</p> <p>PIPE CULVERTS, CLASS A</p> <p>TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT</p>	<p><u>RESTRICTION</u> SHALL MEET REQUIREMENTS OF ARTICLE 351.05(d) EXCEPT THE BEARING RATIO AND THE DENSITY TESTING SHALL NOT BE REQUIRED. THE MOISTURE CONTENT SHALL BE PUGGED AT 6% - 8%. AGGREGATE SHALL BE PROOF ROLLED TO THE SATISFACTION OF THE ENGINEER.</p> <p>SHALL MEET REQUIREMENTS OF ARTICLE 402.05(d) EXCEPT THE BEARING RATIO AND THE DENSITY TESTING SHALL NOT BE REQUIRED. THE MOISTURE CONTENT SHALL BE PUGGED AT 6% - 8%. AGGREGATE SHALL BE PROOF ROLLED TO THE SATISFACTION OF THE ENGINEER.</p> <p>ONLY REINFORCED CONCRETE PIPE SHALL BE ALLOWED.</p> <p>THE 3.125' OF GUARDRAIL PROVIDED BEYOND THE TYPICAL 50' PAY LENGTH TO MEET THE NEXT TYPICAL SPLICE LOCATION, USING STANDARD RAIL LENGTHS, SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.</p>
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19. TO AVOID THE POTENTIAL FOR DESTROYING INDIANA BATS, THERE SHALL BE NO TREE CLEARING FROM APRIL 1 THROUGH SEPTEMBER 30.

**APPLICATION RATES**

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

NITROGEN FERTILIZER NUTRIENT	90 LBS/ACRE	BITUMINOUS CONCRETE	112 LBS/SY/IN
PHOSPHORUS FERTILIZER NUTRIENT	90 LBS/ACRE	<u>BITUMINOUS MATERIALS (PRIME COAT)</u>	
POTASSIUM FERTILIZER NUTRIENT	90 LBS/ACRE	BITUMINOUS/OIL & CHIP SURFACE	0.08 GAL/SY
MULCH METHOD 2	2 TONS/ACRE	AGGREGATE SURFACE	0.375 GAL/SY
GRANULAR MATERIAL	2.05 TONS/CY	<u>AGGREGATE (PRIME COAT)</u>	
RIPRAP	1.6 TONS/CY	BITUMINOUS/OIL & CHIP SURFACE	3 LBS/SY
TEMPORARY DITCH CHECKS	10 FT/DITCH CHECK	AGGREGATE SURFACE	5 LBS/SY
		<u>A-2 BITUMINOUS SURFACE TREATMENT</u>	
		2 COATS OF HFE - 150: 1ST AT	0.40 GAL/SY
		2ND AT	0.35 GAL/SY
		COVER COAT AGGREGATE	20 LBS/SY
		SEAL COAT AGGREGATE	20 LBS/SY

FILE NAME H:\5718\C22.GYTS\3770.dgn	USER NAME - USER\JESR	DESIGNED K.M.M.	REVISED	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES</b>	FAS RTE 779	SECTION 07-0085-00-BR	COUNTY BOND	TOTAL SHEETS 41	SHEET NO. 2		
	PLOT SCALE = 20.0000' / 1" =	DRAWN K.H.L.	REVISED			SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	ILLINOIS FEDERAL AID PROJECT		
	PLOT DATE = 1/10/2012	CHECKED L.D.G.	REVISED							CONTRACT NO. 97508		
		DATE	REVISED									