

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	3-2, BX-1, 4-2	SALINE	233	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

1) ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE SHOWN ON THE TYPICAL SECTION SHALL BE REMOVED BETWEEN STATION 1024+73.38 AND STATION 1071+82.00. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 4 IN. OR MORE ABOVE THE GROUNDLINE; AND TREES WHICH WILL MATURE TO A DIAMETER OF 4 IN. OR GREATER.

2) UNLESS IT IS DEMONSTRATED NOT PRACTICAL TO DO SO, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

3) 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.

PROCESSING LIME MODIFIED SOILS:

LIME 6% WEIGHT OF EARTH (TON)

EARTH 110 LB/CU. FT.

WATER 500 GAL/TON OF LIME (1,000 GAL/UNIT)

4) TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

5) PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS, THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

6) FORMS FOR CONCRETE CURB OR COMBINATION CONCRETE CURB AND GUTTER SHALL BE OF METAL ONLY, IN ACCORDANCE WITH ARTICLE 1103.05 EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.

7) PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAPS, FACE OF CURB, AND MEDIAN SURFACE AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS OF ARTICLE 420.18.

8) TRENCH BACKFILL REQUIRED FOR STORM SEWER, SANITARY SEWER, OR WATER MAINS SHALL ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.

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

10) ALL BUILDINGS, WHETHER SHOWN ON THE PLANS OR NOT, WITHIN THE LIMITS OF THE RIGHT OF WAY SHALL BE REMOVED AND DISPOSED OF ACCORDING TO SECTION 201.

11) THE CONTRACTOR SHALL STAMP STATIONING IN THE BITUMINOUS SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

12) THE REMOVAL OF EXISTING ENTRANCE PIPE CULVERTS ENCASED IN CONCRETE WILL BE CONSIDERED INCLUDED IN THE COST OF OTHER ITEMS OF CONSTRUCTION IF ONLY THE ENDS OF THE CULVERT (2 FT. OR LESS) ARE ENCASED. IF MORE THAN (2 FT.) AT THE ENDS OF THE CULVERT ARE ENCASED IN CONCRETE, THE REMOVAL WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

13) EXISTING DRIVEWAYS WILL BE SAWCUT TO OBTAIN A NEAT EDGE FOR REMOVAL AND REPLACEMENT. THE COST OF THE SAWCUT IS INCLUDED IN THE COST OF THE DRIVEWAY PAVEMENT REMOVAL.

14) CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE STORM SEWERS OR STRUCTURES INVOLVED.

15) ANY MIXING OR PLACEMENT OF BITUMINOUS MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.

16) SIDEWALK RAMPS FOR THE HANDICAPPED SHALL BE CONSTRUCTED AT LOCATIONS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

17) ALL ELECTRIC CABLE AND CONDUIT QUANTITIES ARE ROUNDED UP TO THE NEAREST 5 FEET.

18) THE FURNISHING AND INSTALLATION OF THE 1-1/4" CONDUIT WITH ITS TRENCHING AND BACKFILL FROM THE LOOP SAWCUT TO THE SPLICE POINT WILL BE INCIDENTAL TO THE LOOP INSTALLATION AND SEPARATE PAYMENT WILL NOT BE MADE FOR THIS WORK.

19) THE INDUCTION LOOP WIRE AND LEAD-IN WIRE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION OR AS INDICATED ON THE PLANS

20) SHIELDED CABLE TO LOOP LEADS SHALL BE GROUNDED AT THE CONTROLLER TERMINAL ONLY.

21) DETECTOR LOOPS SHALL BE INSTALLED PRIOR TO FINAL SURFACE INSTALLATION. THE DETECTOR LOOP CORNERS SHALL BE DIAGONALLY CUT. IF RESURFACING IS NOT INCLUDED, THEN THE DETECTOR LOOP CORNERS SHALL BE CORE DRILLED 2" MINIMUM DIAMETER.

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

23) 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.

24) THE FINAL LOCATION OF THE DETECTOR LOOPS, AND TRAFFIC SIGNAL FOUNDATIONS, SHALL BE APPROVED BY THE BUREAU OF OPERATIONS BEFORE INSTALLATION.

25) IN AREAS WHERE MULTIPLE RUNS OF PARALLEL CONDUIT ARE IN THE SAME LOCATION, TRENCH AND BACKFILL WILL ONLY BE PAID FOR ONCE.

26) THE LIGHT POLES SHALL BE SIGNED WITH THE POLE NUMBER ONLY, AS SHOWN ON THE WIRING DIAGRAM.

27) CABLE QUANTITIES ARE MEASURED IN PLAN VIEW.

28) SAWED SLOTS FOR TWISTED PAIR ELECTRIC CABLE SHALL BE LARGER THAN SINGLE CONDUCTOR LOOP SLOTS.

29) ALL PROPOSED MAST ARMS SHALL BE LOCATED NO CLOSER THAN 6 FT. FROM FACE OF CURB TO THE CENTER OF POLE; ALL PROPOSED TRAFFIC SIGNAL POSTS SHALL BE LOCATED NO CLOSER THAN 4-1/2' FROM THE FACE OF CURB TO CENTER OF THE POST, UNLESS OTHERWISE SHOWN ON THE PLANS.

30) PROPOSED LIGHT POLE FOUNDATION SHALL BE FLUSH WITH EXISTING SURFACE.

31) THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF TRAFFIC OPERATIONS 72 HOURS PRIOR TO SHUT DOWN OR CUTTING OF EXISTING DETECTOR LOOPS.

DRAWN BY: DKB
CHECKED BY: DUB

CONTRACT 1

DATE	BY	DESCRIPTION
10/13/2006	DKB	ISSUED FOR CONSTRUCTION