

GENERAL NOTES

1. A QUANTITY OF AGGREGATE BASE COURSE, TYPE B IS PROVIDED IN THE PLAN QUANTITIES FOR USE IN THE BACKFILL OF PAVEMENT AND SIDEWALK ELEMENTS. IT SHALL BE USED ONLY AS NEEDED AND AS DIRECTED BY THE ENGINEER.
2. A QUANTITY FOR TEMPORARY RAMPS IS PROVIDED IN THE PLAN QUANTITIES FOR USE AS DIRECTED BY THE ENGINEER. PEDESTRIAN ACCESS MUST BE MAINTAINED THROUGHOUT PAVEMENT AND SIDEWALK RECONSTRUCTION.
3. FULL DEPTH PAVEMENT REMOVED IN ADDITION TO EXISTING COMBINATION CONCRETE CURB AND GUTTER REMOVED IN ORDER FOR CONCRETE CURB AND GUTTER, TYPE B-6.24 TO BE INSTALLED SHALL BE INCLUDED IN THE COST OF COMBINATION CURB AND GUTTER REMOVAL.
4. BEFORE THE NEWLY CONSTRUCTED AND COMPLETED SIDEWALK AND CURB RAMPS ARE OPEN TO PEDESTRIAN TRAFFIC, THE CONTRACTOR SHALL BACKFILL, PLACE TOPSOIL FURNISH AND PLACE, AND PLACE TEMPORARY EROSION CONTROL SEEDING, SO THAT ALL GRADING AND TEMPORARY SEEDING TASKS ARE COMPLETE. THERE SHALL NOT BE ANY DROP-OFF OUTSIDE THE SIDEWALKS AND CURB RAMPS WHICH WILL BE HAZARDOUS TO PEDESTRIANS.
5. THE REMOVAL OF BITUMINOUS SURFACING LESS THAN 6 INCH THICKNESS NOT ON A RIGID BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE OR TYPE THICKNESS OF 6 INCHES OR MORE ON AFLEXIBLE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT REMOVAL OVER PATCHES, 12".
6. ALL SIDEWALKS SHOULD ADHERE TO TYPICAL PAVEMENT JOINTING STANDARDS. THE RAMP DESIGNS DO NOT SHOW JOINTS OTHER THAN KEY GRADE BREAKS.
7. THE CONTRACTOR SHALL DETERMINE FLOWLINES OF EXISTING SEWER LINES WHICH ARE SHOWN ON THE PLANS AS ESTIMATED OR UNKNOWN. THIS INFORMATION IS NECESSARY BEFORE ORDERING INLETS AND MANHOLES.
8. ALL EXISTING AND PROPOSED HMA JOINTS ADJACENT TO PROPOSED PATCHES SHALL BE SAW CUT/SCORED BEFORE HMA PATCHING TO PROVIDE A DEFINED VERTICAL EDGE. THE COST OF SAW CUTTING/SCORING, INCLUDING LABOR AND MATERIALS, SHALL BE INCLUDED IN THE COST OF HOT-MIX ASPHALT REMOVAL, OVER PATCHES 12" OR HOT-MIX ASPHALT SURFACE REMOVAL, 3".
9. PROPERTY MARKERS QUANTITY ONLY TO BE USED IF EXISTING PROPERTY MARKERS ARE DISTURBED DURING CONSTRUCTION. REFER TO SPECIAL PROVISIONS FOR EXISTING PROPERTY MARKER INFORMATION.
10. FERTILIZER SHALL BE APPLIED TO ALL DISTURBED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SEEDING OR PLACEMENT OF SOD AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
11. THE AREA TO BE TACKED OR PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA ON THE NEXT DAY'S PRODUCTION, BUT NO MORE THAN FIVE DAYS IN ADVANCE OF THE PLACEMENT OF HMA, UNLESS APPROVED BY THE ENGINEER.
12. LATERAL DISTANCES FROM THE CENTERLINE ON ALL INLETS ARE TO THE FACE OF THE INLET.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND MAINTAINING AN ELECTRONIC LOG OF ALL STAKEOUT SURVEY THAT IS PERFORMED ON THE JOB, EITHER BY HIM/HER OR ANY SUB-CONTRACTOR PERFORMING THE STAKEOUT. UPON REQUEST, ALL LOGS SHALL BE SUBMITTED TO THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK, BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR 'CONSTRUCTION LAYOUT'.
14. PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
 1. ALL WORDS, SUCH AS 'ONLY', SHALL BE 8 FEET HIGH.
 2. ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
 3. THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF 'TYPICAL LANE AND EDGE LINES'.
 4. CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.

15. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

OSP ENGINE FRONTIER J.U.L.I.E. - YES	TELEPHONE	(815) 895-1515
MR. CHIP PARROT NICOR GAS CO. J.U.L.I.E. - YES	GAS	(630) 388-3019
MR. KEITH KOSHINSKI COMCAST CABLE J.U.L.I.E. - YES	CATV	(224) 229-5432
MR. KEVIN MCNAMARA IFIBER J.U.L.I.E. -	COMMUNICATIONS	(815) 753-5798
MR. JEREMY WHITTENAER CITY OF AMBOY J.U.L.I.E. - YES	WATER AND SEWER	(815) 857-2422
MR. AMIR MAHMUTAGIC COMMONWEALTH EDISON COMPANY J.U.L.I.E. - YES	ELECTRIC	(630) 437-2212
MR. DEREK BROEKER LEVEL 3 (CENTURY LINK) J.U.L.I.E. -	COMMUNICATIONS	(636) 887-4747

IDOT IS NOT A MEMBER OF JULIE. IF YOU ARE NEAR ANY OVERHEAD LIGHTING, INTERSECTION OR TRAFFIC SIGNALS, CONTACT THE IDOT TRAFFIC OFFICE AT 815-284-5469 AT LEAST 48 HOURS PRIOR TO WORK.

16. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE MUNICIPALITY TO DETERMINE APPROVED METHODS OF UTILITY STRUCTURE ADJUSTMENT. UTILITY STRUCTURES MAY INCLUDE, BUT ARE NOT LIMITED TO MANHOLES, WATER VALVES, HANDHOLES, ETC. ALL MATERIALS AND WORK NECESSARY TO COMPLETE ADJUSTMENTS PER MUNICIPALITY REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED ADJUSTMENT PAY ITEM.
17. EXISTING ELEVATIONS TO BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO START OF WORK. ANY VARIATIONS SHOULD BE BROUGHT TO THE ATTENTION OF THE ENGINEER TO CONFIRM DRAINAGE PATTERNS ARE NOT AFFECTED BY THE FIELD CONDITIONS BEFORE BEGINNING WORK AT THE LOCATION IN QUESTION.
18. FULL DEPTH PAVEMENT PATCH SHALL BE PAID FOR WITH INCIDENTAL HOT-MIX ASPHALT SURFACING.
19. DRAINAGE STRUCTURE RIM ELEVATIONS ARE TAKEN FROM THE CENTER OF THE FRONT OF THE GRATE WHERE IT MEETS THE EDGE OF PAVEMENT.



20. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE(S)	INCIDENTAL BITUMINOUS SURFACING
PG:	58-28
DESIGN AIR VOIDS	4.0 @N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5
FRICTION AGGREGATE	C
MIXTURE WEIGHT	112 LB/SY/IN.
QUALITY MANAGEMENT PROGRAM TO BE USED	QC/QA
SUBLOT TONNAGE	N/A
NO. ROLLER PASSES	N/A

2/19/2021



DESIGNED - JMA	REVISED - ① 01-11-2021
DRAWN - JMA	REVISED -
CHECKED - MAP	REVISED -
DATE - 1/11/2021	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: N/A SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
694	SW 2017-1	LEE	38	3
CONTRACT NO. 64M35			ILLINOIS FED. AID PROJECT	