

GENERAL NOTES

ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE, AND ARE NOT SHIELDED BY THE PROPOSED GUARDRAIL, SHALL BE REMOVED. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 4 IN. OR MORE ABOVE THE GROUND LINE, AND TREES WHICH WILL MATURE TO A DIAMETER OF 4 IN. OR GREATER.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

SAWCUTS REQUIRED FOR BUTT JOINTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE BUTT JOINT.

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

ALL HOT MIX ASPHALT	-----2.016 TONS/CU. YD.
ALL AGGREGATE	-----2.05 TONS/CU. YD.
AGGREGATE PRIME COAT	-----0.0015 TONS/SQ. YD.
BITUMINOUS MATERIALS (PRIME COAT):	
ON PAVEMENT	-----0.09 GAL./SQ. YD.
ON AGGREGATE SURFACE	-----0.32 GAL./SQ. YD.
STONE RIP RAP	-----1.50 TONS/CU. YD.
PROCESSING LIME MODIFIED SOILS:	
LIME	-----6% OF WEIGHT OF EARTH
EARTH	-----110 LBS./CU. FT.
WATER	-----500 GALS./TONS OF LIME (1000 GALS./UNIT)

THE QUANTITY FOR BITUMINOUS MATERIALS PRIME COAT INCLUDED IN THE PLANS IS BASED ON AN ANTICIPATED SEQUENCE OF CONSTRUCTION, AND 4" MAXIMUM LIFTS. THE ACTUAL QUANTITY MAY VARY DEPENDENT ON THE CONTRACTOR'S SEQUENCE OF OPERATIONS.

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.

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

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT MIX ASPHALT BINDER COURSE.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF MULTI-LANE PAVEMENT AND AS DIRECTED BY THE ENGINEER. ALSO, THE LETTER "H" SHALL BE STAMPED IN THE SHOULDER AT EVERY PIPE UNDERDRAIN OUTLET LOCATION AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

THERE ARE NO WASTE SITES AVAILABLE FOR USE BY THE CONTRACTOR WITHIN THIS CONTRACT. THE SURPLUS MATERIAL SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATION AND AS DIRECTED BY THE ENGINEER.

THE COST OF THE CA-16 BACKFILL MATERIAL FOR THE PROPOSED PIPE UNDERDRAINS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR PIPE UNDERDRAINS, 4" .

ALL UNDERDRAINS 4" (SPECIAL) WILL BE CONNECTED TO THE UNDERDRAIN 4" BY USING ELBOWS. NO ON SITE BENDS IN THE UNDERDRAIN MATERIAL TO MAKE THE TRANSITION WILL BE ALLOWED.

REPLACEMENT AND EXTENSION OF ALL CULVERTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS.

THE ENTIRE LENGTH OF ALL EXISTING CULVERTS, EITHER BEING EXTENDED OR NOT BEING EXTENDED, SHALL BE CLEANED OF ALL EARTH AND DEBRIS BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE PAID ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, HOT MIX RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. THE ELEVATION DIFFERENCE BETWEEN LANES SHALL BE ELIMINATED WITHIN TWELVE CALENDAR DAYS. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

TRIM EDGES OF EXISTING HOT MIX ASPHALT SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW BASE COURSE WIDENING.

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

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

ADDITIONAL WIDTH OF GUTTER FLAG, AT LOCATIONS INDICATED ON THE PLANS, SHALL BE POURED MONOLITHICALLY WITH THE NORMAL GUTTER FLAG AND WILL NOT BE MEASURED NOR PAID FOR SEPARATELY.

AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT MIX ASPHALT 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.

ONLY HOT MIX ASPHALT WILL BE ALLOWED FOR CONSTRUCTION OF TEMPORARY RAMPS.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 107.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

ALL ELECTRIC CABLE AND CONDUIT QUANTITIES ARE ROUNDED UP TO THE NEAREST 5 FT.

THE FURNISHING AND INSTALLATION OF THE 1/2 IN. CONDUIT WITH ITS TRENCHING AND BACKFILL FROM THE LOOP SAWCUT TO THE SPLICE POINT OR HANDHOLE SHALL BE INCLUDED IN THE LOOP INSTALLATION AND SEPARATE PAYMENT WILL NOT BE MADE FOR THIS WORK UNLESS SHOWN OTHERWISE ON THE PLANS.

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

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

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.

CABLE QUANTITIES ARE MEASURED IN PLAN VIEW.

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

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

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

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

THE TRAFFIC OPERATIONS ENGINEER SHALL BE NOTIFIED PRIOR TO CONSTRUCTION OF MAST ARM AND CONTROLLER FOUNDATIONS, HANDHOLES, GULFBOX JUNCTIONS, AND TEMPORARY SIGNALS AND SHALL APPROVE THE LOCATIONS OF EACH AND MAY ADJUST THEM TO FIT FIELD CONDITIONS IF NECESSARY.

ALL NON-ESSENTIAL ELECTRIC CABLE SHALL BE REMOVED FROM EXISTING CONDUIT THAT IS TO BE REUSED FOR INSTALLATION OF PROPOSED ELECTRIC CABLE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE PROPOSED ELECTRIC CABLE PAY ITEM.

THE PROPOSED LIGHTING CIRCUITS AND LIGHT POLES ALONG RAMPS "A" AND "G" SHALL BE INSTALLED IN THEIR PERMANENT LOCATIONS AND FUNCTION AS TEMPORARY LIGHTING. THIS LIGHTING SHALL BE OPERATIONAL BY THE END OF STAGE 2.

THE QUANTITY SHOWN FOR MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS IS AN ESTIMATE. THE ACTUAL AMOUNT USED WILL BE DETERMINED BY THE ENGINEER.

EXISTING PIPE UNDERDRAIN OUTLETS IN THE FORESLOPES OR MEDIAN SLOPES SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO AN UNDERDRAIN OUTLET RESULTING FROM CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

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.

ALL LIGHTING UNITS SHALL BE LABELED ACCORDING TO THE STANDARD SPECIFICATIONS, WITH POLE NUMBERS ATTACHED WITH STAINLESS STEEL BANDING. LIGHTING UNIT NUMBERING SHALL BE AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.

* THE PROPOSED LIGHT POLES SHALL BE INSTALLED 20 FEET FROM EDGE OF PAVEMENT OR 5 FEET BEHIND GUARDRAIL AS APPLICABLE. LIGHT POLE FOUNDATIONS SHALL BE INSTALLED PLUMB AND FLUSH WITH THE PROPOSED GRADE AND SHALL MEET THE HEIGHT REQUIREMENTS OF ARTICLE 836.03 OF THE STANDARD SPECIFICATIONS. AFTER UNIT DUCT IS INSTALLED, FOUNDATIONS SHALL BE FILLED WITH FINE AGGREGATE ACCORDING TO ARTICLE 836.03. A STAINLESS STEEL SCREEN SHALL BE INSTALLED TO SEAL THE OPENING BELOW THE POLE BASE FROM RODENT ENTRY.

ALL EXISTING LIGHT POLES SHALL OPERATE FROM DUSK TO DAWN DAILY FOR THE DURATION OF THIS PROJECT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEM UNTIL IDOT HAS TAKEN ACCEPTANCE OF THE SYSTEM. ALL EXISTING CIRCUITS AND CABLES TO THE LIGHT POLES SHALL BE MAINTAINED AS NEEDED AND THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT. DAMAGE TO LIGHTING FACILITIES CAUSED BY THE GRADING CONTRACTOR SHALL NOT BE INCLUDED BUT SHALL BE PAID FOR SEPARATELY.

THE CONTRACTOR SHALL BE RESPONSIBLE TO LOCATE THE EXISTING CABLE RUNS NEAR EXISTING LIGHTING CONTROLLER #2 WHERE THE PROPOSED CABLES ARE TO BE INSTALLED PRIOR TO THE START OF CONSTRUCTION. CABLE LOCATIONS SHALL BE SPRAY PAINTED AND/OR STAKED AS DIRECTED BY THE ENGINEER IN ORDER TO MINIMIZE DAMAGE TO THE EXISTING CABLES DURING CONSTRUCTION. THE CONTRACTOR SHALL MARK UP AND MAINTAIN AN AS-BUILT DRAWING OF THE CABLE RUNS. THE CONTRACTOR SHALL REPAINT AND REESTABLISH UNDERGROUND CABLE MARKINGS AS DIRECTED BY THE ENGINEER TO MINIMIZE DAMAGE TO CABLES THROUGHOUT THE DURATION OF THE PROJECT.

THE EXISTING CABLES AT EXISTING CONTROLLER #2 FOR THE LIGHTING ALONG RAMPS "D" AND "H" SHALL BE MAINTAINED. THE PROPOSED CABLES SHALL BE CONNECTED TO SPARE BREAKERS IN THE EXISTING CONTROLLER #2.

COMMITMENTS

1. THE CONTRACTOR WILL PRESERVE ACCESS TO REALTY INCOME CORPORATION COMMONLY KNOWN AS RYAN'S FAMILY STEAK HOUSE #2102 PROPERTY AT ALL TIMES
2. THE CONTRACTOR WILL GIVE MANAGEMENT AT THE RYAN'S FAMILY STEAK HOUSE AT LEAST 7 DAYS NOTICE PRIOR TO BEGINNING WORK IN THE EASEMENT AREA. CONSTRUCTION PERSONNEL SHOULD NOTIFY THE MANAGER, AT (618) 993-8869
3. THAT ALL IMPROVEMENTS (INCLUDING, BUT NOT LIMITED TO, THE PARKING LOT, BUSINESS SIGN AND LIGHT POLE IN ITS PROPOSED NEW LOCATION AS SHOWN IN PLANS WILL NOT BE DISTURBED BY THE CONSTRUCTION PROJECT AND REMAIN UNDAMAGED. ANY DAMAGE TO THE EXISTING PARKING LOT OR IMPROVEMENTS WILL BE REPAIRED BY THE CONTRACTOR IN KIND AT NO ADDITIONAL COST TO THE OWNER.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO PARK AND/OR STORE EQUIPMENT IN THE RESTAURANT PARKING SPACES WITHIN THE TEMPORARY EASEMENT FOR EXTENDED PERIODS. IT IS UNDERSTOOD THAT THE PURPOSE OF THE TEMPORARY EASEMENT IS FOR WORK ROOM AND GRADING/BLENDING PURPOSES. EVERY REASONABLE EFFORT WILL BE MADE TO LIMIT DISRUPTION TO RYAN'S FAMILY STEAK HOUSE CUSTOMERS WHILE STILL COMPLETING THE PROPOSED IMPROVEMENTS IN A TIMELY MANNER.
5. THE STATE'S IMPROVEMENT WILL CONTINUE TO ACCOMMODATE ANY DRAINAGE FROM REALTY INCOME CORPORATION'S PROPERTY WHICH FLOWS INTO THE RIGHT OF WAY.

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[ILLINOIS] FED. AID PROJECT