

GENERAL NOTES

THE THICKNESS OF HOT MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT MIX ASPHALT MIXTURE IS PLACED.

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

Table with 2 columns: Material Name and Quantity. Includes items like ALL HOT MIX ASPHALT (2.392 METRIC TONS/CU. METER), ALL AGGREGATE (2.43 METRIC TONS/CU. METER), BITUMINOUS MATERIALS ON PAVEMENT (0.41 LITERS/SQ. METER), INTERMEDIATE LIFTS (0.20 LITERS/SQ. METER), ON AGGREGATE SURFACE (1.45 LITERS/SQ. METER), AGGREGATE (PRIME COAT) (0.0016 METRIC TONS/SQ. METER), and RIPRAP (1.78 METRIC TONS/CU. METER).

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. 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.

EARTHWORK COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR HOT-MIX ASPHALT SURFACE REMOVAL, BINDER COURSE, AND SURFACE COURSE.

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

ADDITIONAL CONCRETE REQUIRED BETWEEN THE PROPOSED CURB AND SIDEWALK LOCATED ON IL 149 BETWEEN 736+88 RT. AND 737+77 RT. AS SHOWN IN THE CROSS SECTIONS, WILL BE PAID FOR AS PORTLAND CEMENT CONCRETE SIDEWALK 5K.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE OF CURB, SIDEWALK, CONCRETE PAVEMENT, AND ENTRANCES AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS OF ARTICLE 420.18.

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

THE USE OF A VIBRATORY ROLLER SHALL BE PROHIBITED. THE CONTRACTOR MAY BE REQUIRED TO MAKE ROLLING PATTERN ADJUSTMENTS TO OBTAIN THE REQUIRED FIELD DENSITY.

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.

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

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 SOO SURFACE.

THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED HOT MIX ASPHALT SURFACE AT 100 m (300 FT.) INTERVALS ON ALTERNATING SIDES OF THE PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 140 mm (5 IN.) TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

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

CONTRACTOR SHALL INSTALL LIGHT POLES AT THE LOCATIONS INDICATED ON THE PLANS. MAINTAINING ADEQUATE CLEARANCE FROM UTILITY LINES. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY CLEARANCES PER THE NATIONAL ELECTRICAL SAFETY CODE AND/OR THE REQUIREMENTS OF THE UTILITY COMPANIES. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY. REROUTING, DISCONNECTION, RELOCATION, PROTECTION ETC., OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.

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 INDUCTION LOOP WIRE AND LEAD-IN WIRE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.

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

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.

ALL PEDESTRIAN PUSH-BUTTON POSTS SHALL BE EQUIPPED WITH TWO DIRECTIONAL SIGNS (R10-4B-912)

THE FURNISHING AND INSTALLATION OF THE 1 1/4" CONDUIT WITH ITS TRENCHING AND BACKFILL FROM THE LOOP SAWCUT TO THE SPLICE POINT OR HANDHOLE WILL BE INCLUDED IN THE LOOP INSTALLTION AND SEPARATE PAYMENT WILL NOT BE MADE FOR THIS WORK UNLESS SHOWN MEASURED FOR PAYMENT ON THE PLANS. CABLE QUANTITIES ARE MEASURED IN PLAN VIEW.

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

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

ALL PROPOSED MAST ARMS SHALL BE LOCATED NO CLOSER THAN 1.83 m (6 FT.) FROM FACE OF CURB TO CENTER OF POLE; ALL PROPOSED TRAFFIC SIGNAL POSTS WILL BE LOCATED NO CLOSER THAN 1.37 m (4 FT.) FROM FACE OF CURB TO CENTER OF POST (UNLESS APPROVED BY TRAFFIC OPERATIONS).

CONDUIT PUSHED UNDER A DRIVEWAY MAY BE TRENCHED IF APPROVED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY SURFACE TREATMENT REPLACEMENT TO THE LIMITS DIRECTED BY THE ENGINEER.

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

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

THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS.

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

\* COMMITMENTS:

Parcel No. 9011208 (John W. Bowman Trust) The existing sign pole located at Station 56+33.9 (IL 37) and offset -45.63' (IL 37) shall remain in place and undisturbed during construction.

Parcel No. 9010808 (Sam Mitchell)

- The contractor shall take all necessary precautions for the protection of the building, roof and foundation of the structure in the southeast quadrant of the intersection. The contractor shall be responsible for the damage or destruction of property of any character resulting from neglect, misconduct, or omission in his/her manner or method of execution or nonexecution of the work. If the subject private property is so damaged or destroyed, the contractor shall restore such property to a condition equal to that existing before such damage or injury was done by repairing, rebuilding, or replacing it as may be directed, or the Contractor shall otherwise make restitution for such damage or destruction in a manner acceptable to said property owner. If the contractor fails to do so, the Engineer may, after the expiration of a period of 48 hours after giving the Contractor notice in writing, proceed to repair, rebuild, or otherwise restore such property as may be deemed necessary, and the cost thereof will be deducted from any compensation due, or which may become due, the Contractor under this or any other contract between the Department and the Contractor (as per Standard Specifications for Road and Bridge Construction Adopted January 1, 2012). The construction of this project does not require any changes/modifications to the building on the southeast quadrant of the intersection of Rt. 149 and Rt. 37. This includes the roof and foundation. The entrance to the building on the southeast quadrant of the intersection of Rt. 149 and Rt. 37 at station 55+72.6 LT shall remain open to allow access into the building at all times. To accommodate access, the contractor will stage construct entrance one half at a time.

THE CONTRACTOR SHALL PROVIDE AND INSTALL A CONCRETE WORK PAD IN FRONT OF THE LIGHTING CONTROLLER PER SECTION 825 OF THE STANDARD SPECIFICATIONS.

Table with 2 columns: Role and Signature. Rows include: Prepared By: Joe Zamboni (DISTRICT STUDIES & PLANS ENGINEER), Examined By: [Signature] (DISTRICT LAND ACQUISITION ENGINEER), Examined By: [Signature] (DISTRICT PROGRAM DEVELOPMENT ENGINEER), Examined By: [Signature] (DISTRICT OPERATIONS ENGINEER), Examined By: [Signature] (DISTRICT PROJECT IMPLEMENTATION ENGINEER), Examined By: Douglas M. [Signature] (DISTRICT CONSTRUCTION ENGINEER), Examined By: Bruce [Signature] (DISTRICT MATERIALS ENGINEER)

Bottom header table with columns: FILE NAME, USER NAME, DESIGNED, REVISED, STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION, GENERAL NOTES /INDEX OF SHEETS, SCALE, SHEET NO. OF SHEETS, STA. TO STA., P.A.U. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., ILLINOIS FED. AID PROJECT.