

GENERAL NOTES

1. THE THICKNESS OF HOT-MIX ASPHALT 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 IS PLACED.
2. 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.	BITUMINOUS MATERIALS:
ALL AGGREGATE 2.05 TONS/CU. YD.	ON PAVEMENT 0.09 GAL./SQ. YD.
RIPRAP 1.50 TONS/CU. YD.	INTERMEDIATE LIFTS(FOG COAT) 0.04 GAL./SQ. YD.
AGGREGATE (PRIME COAT) 0.0015 TONS/SQ. YD.	ON AGGREGATE SURFACE 0.32 GAL./SQ. YD.
3. FORMS FOR CONCRETE CURB AND GUTTER SHALL BE OF METAL ONLY, EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.
4. PROTECTIVE COAT SHALL BE APPLIED TO PCC PAVEMENT, CONCRETE CURB AND GUTTER, CONCRETE MEDIAN, CONCRETE MEDIAN SURFACE, AND OTHER ITEMS AS DIRECTED BY THE ENGINEER AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS FOR ARTICLE 420.18 OF THE STANDARD SPECIFICATIONS.
5. ADDITIONAL WIDTH OF GUTTER FLAGS, AT LOCATIONS INDICATED ON PLANS, SHALL BE POURED MONOLITHICALLY WITH THE NORMAL GUTTER FLAG AND WILL NOT BE MEASURED NOR PAID FOR SEPERATELY.
6. AT ALL LOCATION WHERE THE PROPOSED BITUMINOUS 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.
7. 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 DEPENDING ON THE CONTRACTOR'S SEQUENCE OF OPERATIONS.
8. PAYMENT FOR TIEBARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF THE PROPOSED PAVEMENT AND/OR COMBINATION CONCRETE CURB AND GUTTER.
9. AFTER A LIFT OF BITUMINOUS CONCRETE HAS BEEN PLACED ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150 F.
10. THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX ASPHALT 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" TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
11. ALL AGGREGATE SHOWN ON STANDARD 606301 SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE FOR CONCRETE MEDIAN SURFACE, 4 INCH.
12. 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.
13. THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR HMA SURFACE REMOVAL, INDIVIDUAL LIFTS OF HMA BINDER AND SURFACE, AT THE RATE OF 4 FEET IN 40 FEET.
14. UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE INFORMATION AND THEIR TRUE LOCATIONS ARE NOT GUARANTEED TO BE AS SHOWN IN THE PLANS.
15. ALL PIPE CULVERT OR STORM SEWER EXTENSIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS. PRIOR TO EXTENDING ANY PIPE CULVERT OR STORM SEWER, THE ENTIRE LENGTH OF THE EXISTING PIPE CULVERT OR STORM SEWER 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 FOR ACCORDING TO ARTICLE 109.04.
16. CONNECTING OF NEW OR EXISTING STORM SEWERS 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.
17. TRENCH BACKFILL REQUIRED FOR STORM SEWER SHALL ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.
18. THE QUANTITY OF EROSION CONTROL BLANKET SHOWN IN THE PLANS IS ONLY AN ESTIMATE. THE ACTUAL AMOUNT USED, AND LOCATION, SHALL BE DETERMINED BY THE ENGINEER.
19. STONE RIPRAP USED IN DITCHES SHOULD BE PLACED IMMEDIATELY UPON COMPLETION OF EARTHWORK AND GRADING IN ORDER TO PREVENT EROSION.
20. THE REMOVAL OF BROKEN CONCRETE IN EXISTING DITCHES SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
21. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY DEBRIS OR DIRT CAUSED BY CONSTRUCTION ACTIVITY THAT COVERS THE NEW RIPRAP AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
22. SEEDING SHALL BE PERFORMED ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER, SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED RIGHT-OF-WAY OR EASEMENT LIMITS, ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.
23. PLACEMENT AND LOCATION OF PERMANENT SURVEY MARKERS SHALL BE DETERMINED BY THE ENGINEER IN COORDINATION WITH THE DISTRICT 9 SURVEYS UNIT. IN ADDITION TO THE REQUIREMENTS OF STANDARD 667101, BACKFILL USED IN CONJUNCTION WITH PRECAST MARKERS SHALL BE QUICK-MIX CONCRETE OR SIMILAR MATERIAL APPROVED BY THE ENGINEER.
24. 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.
25. THE TRAFFIC OPERATIONS ENGINEER SHALL BE NOTIFIED PRIOR TO CONSTRUCTION OF MAST ARM AND CONTROLLER FOUNDATIONS, HANDHOLES, AND GULFBOX JUNCTIONS AND SHALL APPROVE THE LOCATIONS OF EACH AND MAY ADJUST TO FIT FIELD CONDITIONS IF NECESSARY.
26. THE INDUCTION LOOP WIRE AND LEAD-IN WIRE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
27. SHIELDED CABLE TO LOOP LEADS SHALL BE GROUNDED AT THE CONTROLLER TERMINAL ONLY.
28. WHILE SIGNAL HEADS ARE MOUNTED IN PLACE, BUT NOT YET IN OPERATION, THEY SHALL BE SECURELY COVERED IN WHITE PLASTIC.
29. SAWED SLOTS FOR TWISTED PAIR ELECTRIC CABLES SHALL BE LARGER THAN SINGLE CONDUCTOR LOOP SLOTS.
30. ALL NON-ESSENTIAL ELECTRIC CABLE SHALL BE REMOVED FROM EXISTING CONDUIT THAT IS TO BE USED FOR INSTALLATION OF PROPOSED ELECTRIC CABLE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE PROPOSED ELECTRIC CABLE PAY ITEM.
31. 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 INCIDENTAL TO THE LOOP INSTALLATION AND SEPARATE PAYMENT WILL NOT BE MADE FOR THIS WORK.
32. 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" MIN DIAMETER.
33. CABLE QUANTITIES ARE MEASURED IN PLAN VIEW.
34. THE FINAL LOCATION OF THE DETECTOR LOOPS SHALL BE APPROVED BY THE BUREAU OF OPERATIONS PRIOR TO INSTALLATION.
35. ALL PROPOSED MAST ARMS SHALL BE LOCATED NO CLOSER THAN 6 FT FROM THE FACE OF CURB TO THE CENTER OF POLE; ALL PROPOSED TRAFFIC SIGNAL POSTS WILL BE LOCATED NO CLOSER THAN 4 1/2" FROM FACE OF CURB TO CENTER OF POST, UNLESS SHOWN OTHERWISE ON THE PLANS.
36. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF TRAFFIC OPERATIONS 72 HOURS PRIOR TO THE SHUT-DOWN OR CUTTING OF EXISTING DETECTOR LOOPS.

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