

GENERAL NOTES

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 FOR 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 OR 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.

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

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 FILED CONDITIONS IF NECESSARY.

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.

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

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.

THE FURNISHING AND INSTALLATION OF THE 1 1/4" CONDUIT WITH ITS TRENCHING AND BACKFILL FROM THE LOOP SAWCUT TO THE SPLICE POINT SHALL BE INCLUDED IN THE LOOP INSTALLATION UNLESS SHOWN OTHERWISE ON THE PLANS.

CABLE QUANTITIES ARE MEASURED IN PLAN VIEW.

THE LOCATION OF THE DETECTOR LOOPS AND TRAFFIC SIGNAL FOUNDATIONS, AS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER OF TRAFFIC OPERATIONS.

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 APPROVED BY TRAFFIC OPERATIONS).

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

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.

STONE RIPRAP USED IN DITCHES SHOULD BE PLACED IMMEDIATELY UPON COMPLETION OF EARTHWORK AND GRADING IN ORDER TO PREVENT EROSION.

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.

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

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.

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 DRIVEWAY PAVEMENT REMOVAL.

GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA OF TEMPORARY EASEMENTS AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE REMOVAL OF EXISTING ENTRANCE PIPE CULVERTS ENCASED IN CONCRETE WILL BE CONSIDERED INCLUDED IN THE 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.

ON IL 13 ADD LANES, 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 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

(FOR USE ON TWO-LANE PAVEMENTS)
THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED HOT MIX ASPHALT SURFACE AT 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 5 1/2 IN. TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR. AT DIVISION STREET NORTH AND SOUTH THE STAMP SHALL BE PLACED ON BOTH OUTSIDE LANES.

WHERE SECTION OR SUB-SECTION MARKERS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE DEPARTMENT, AN AUTHORIZED AGENT, OR LAND SURVEYOR HAS WITNESSES OR OTHERWISE REFERENCED THEIR LOCATION.

ALL DETECTOR LOOP CORNERS SHALL BE CORED DRILLED 2 IN. MINIMUM DIAMETER EXCEPT THOSE PLACED UNDER RESURFACING. THE DETECTOR LOOP CORNERS PLACED UNDER RESURFACING SHALL BE DIAGONALLY SAWCUT.

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

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
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.09 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
WEIGHT OF EARTH	
LIME	110 LBS / CU FT 5% WEIGHT OF EARTH

ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEAR ZONE SHOWN ON THE TYPICAL SECTION, 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.

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.

ON ALL SUPERELEVATED CURVES, THE PROPOSED BASE COURSE WIDENING SHALL BE CONSTRUCTED WITH A SLOPE CONFORMING TO THE RATE OF SUPERELEVATION OF THE EXISTING PAVEMENT.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE HMA SURFACE REMOVAL, SURFACE COURSE, AND BINDER COURSE. AT ADD LANE LOCATIONS, THE SURFACE COURSE ONLY.

WHEN WIDENING FLEXIBLE BASE PAVEMENT, THE CONTRACTOR SHALL TRIM ALL SURFACE AND BASE TO A FIRM, NEAR VERTICAL PLANE BEFORE CONSTRUCTING THE WIDENING. THE COST OF THIS REQUIREMENT IS INCLUDED IN THE UNIT PRICE BID FOR THE BASE COURSE WIDENING.

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.

ALL PEDESTRIAN PUSH-BUTTON POSTS SHALL BE EQUIPPED WITH TWO DIRECTIONAL SIGNS (R104A).

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 AT NO ADDITIONAL COST.

THE LIGHT POLES SHALL BE SIGNED WITH THE POLE NUMBER AS SHOWN ON THE WIRING DIAGRAM.

ALL DETECTOR LOOPS SHALL BE INSTALLED PRIOR TO RESURFACING.

PROPOSED LIGHT POLE FOUNDATION SHALL BE FLUSH WITH EXISTING SURFACE.

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.

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

PROJECT SIGNING PLAN ROADWAY NAMES DETAIL DIFFERENT STREET NAMES THAN THE REMAINDER OF THE PLAN SET, AS DIRECTED BY THE DISTRICT. SIGNING PLAN NAMES ARE TO BE USED FOR SIGNS AND PLAN ROADWAY NAME LABELS DO NOT AFFECT THIS NAMING CONVENTION.

ALL EXISTING PAVEMENT MARKINGS ARE TO BE REMOVED WITHIN THE PROJECT AND IMPROVEMENT LIMITS AS SHOWN ON THE PLANS. SEE REMOVAL SCHEDULE FOR DETAILS AND TOTAL QUANTITIES OF PAVEMENT MARKING REMOVAL (SQ FT).

COMMITMENTS

- THE STATE AGREES TO INVITE REPRESENTATIVES OF THE VILLAGE OF CRAINVILLE TO ACCOMPANY STATE PERSONNEL DURING THE FIELD INSPECTION OF THE COMPLETED PROJECT.
- AS PART OF THE NEGOTIATED AGREEMENT WITH THE PROPERTY OWNERS, RENEE L. ISAACS-COOK AND BRIN COOK, THE FOLLOWING COMMITMENTS HAS BEEN MADE BY THE DEPARTMENT:

THE EXISTING PVC PIPE OUTLET AT APPROXIMATE STATION 13+40, 20' RIGHT, WILL BE CONNECTED INTO THE PROPOSED GUTTER ALONG SOUTH DIVISION STREET SO THE PIPE WILL CONTINUE TO DRAIN PROPERLY.

THE AREA BETWEEN VENABLE DRIVE AND THE OWNER'S PRIVATE ENTRANCE AT STA. 13+22.48 RT WILL BE FILLED AND GRADED SO THAT THE AREA DRAINS AND WATER DOES NOT POND.
- TREE CLEARING WILL NOT BE ALLOWED FROM APRIL 1ST TO SEPTEMBER 30TH.
- AS PART OF THE NEGOTIATED AGREEMENT WITH THE PROPERTY OWNERS, DAVID J. MELBY AND ELAINE H. MELBY, THE FOLLOWING COMMITMENT HAS BEEN MADE BY THE DEPARTMENT: THE EXISTING TWO ENTRANCES SERVING THE SUBJECT PROPERTY ALONG PLAZA DRIVE WEST WILL NOT BE CLOSED DURING CONSTRUCTION ACTIVITIES.
- AS PART OF THE NEGOTIATED AGREEMENT WITH THE PROPERTY OWNERS, BERNADINE MAKELY, JAMIE MAKELY AND KENNETH MILLER, THE FOLLOWING COMMITMENTS HAVE BEEN MADE BY THE DEPARTMENT:

THE EXISTING PVC PIPE OUTLET AT APPROXIMATE STATION 13+40, 20' RIGHT, WILL BE CONNECTED IN TO THE PROPOSED JUNCTION DRAINAGE CHAMBER ALONG SOUTH DIVISION STREET SO THE PIPE WILL CONTINUE TO DRAIN PROPERLY.

THE TREE AT STATION 17+05, 35' RIGHT, THE CONCRETE BLOCK WALL ALONG THE FRONT OF THE PROPERTY AND THE GRASS YARD IN THE PROPOSED TEMPORARY EASEMENT AREA WILL NOT BE DISTURBED DURING CONSTRUCTION OF THIS PROJECT.
- AS PART OF THE NEGOTIATED AGREEMENT WITH THE PROPERTY OWNERS, JOHN AND KIMBRA FROST, THE FOLLOWING COMMITMENTS HAVE BEEN MADE BY THE DEPARTMENT:

A NEW PRIVATE ENTRANCE WITH A CULVERT WILL BE CONSTRUCTED APPROXIMATELY AT STA 6+15 RT (KIRK LANE).

THE CONTRACTOR WILL BE DIRECTED TO CONTACT MR. JOHN FROST AT 618-922-2699 OR 103 KIRK LANE TO DETERMINE THE EXACT LOCATION OF THE NEW ENTRANCE.

FILE NAME : 0970250-sh1-gennote-03.dgn CH2MHILL	USER NAME : rfox	DESIGNED - KN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND COMMITMENTS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE : 2.0000 "/ in.	DRAWN - AS	REVISED -			331	(1-4R-2, N-4, IS-4)	WILLIAMSON	381	5
	PLOT DATE : 3/11/2013	CHECKED -	REVISED -			DRAWING NO. GE-05 CONTRACT NO. 78258				
	DATE -	REVISED -	SCALE: SHEET NO. 5 OF 5 SHEETS STA. TO STA. [ILLINOIS] FED. AID PROJECT							