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* SHEETS 133, 136, 139, 142 NOT USED

STATE STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
420001-07	PAVEMENT JOINTS
442201-03	CLASS C AND D PATCHES
642001-01	SHOULDER RUMBLE STRIPS
482011-03	HMA SHOULDER STRIPS/ SHOULDER WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
701400-05	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-06	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-07	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701426-04	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS > 45 MPH
701446-02	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701901-01	TRAFFIC CONTROL DEVICES
886001-01	DETECTOR LOOP INSTALLATION

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO AND THE VILLAGES OF INDIAN HEAD PARK, HODGKINS, BEDFORD PARK, SUMMIT, FOREST VIEW AND STICKNET.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (60 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (v:h).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC AND PREFORMED (OF THE EXTRUDED TYPE) AND SHOULD BE PLACED IN ACCORDANCE WITH THE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE PLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

THE RESIDENT ENGINEER SHALL VERIFY THE LOCATIONS OFF ALL EXISTING PAVEMENT MARKINGS, PAVEMENT PATCHING, OR DRAINAGE ADJUSTMENT PRIOR TO MILLING OR RESURFACING.

THE RESIDENT ENGINEER SHALL CONTACT MS. REGINA COOPER, EXPRESSWAY FIELD ENGINEER AT (847) 705-4153 A MINIMUM OF 72 HOURS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THE RESIDENT ENGINEER SHALL CONTACT THE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR, STEVE BRINK, AT (847) 705-4155 A MINIMUM OF 72 HOURS PRIOR TO THE INSTALLATION OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

THERE WILL BE SURVEILLANCE WORK AT CENTRAL AVE. THAT MAY CONFLICT WITH THIS JOB. SOME INDUCTION LOOPS WILL BE ABAANDONED AND NEW LOOPS WILL BE INSTALLED AT A DIFFERENT LOCATION. LOOPS AT CABINET 17 & 28 WILL NOT BE RE-INSTALLED WITH THIS CONTRACT. THE CONTRACTOR SHALL COORDINATE WORK WITH CONTRACT 60999.

SURVEILLANCE WIRING DIAGRAMS FOR INDUCTION LOOPS IN THE "FOR INFORMATION ONLY" SECTION SHOULD NOT BE USED. THEY DO NOT FOLLOW THE CURRENT GUIDELINES IN THE INDUCTION LOOP SPECIAL PROVISION REGARDING WHETHER THE LEAD-IN SHOULD BE LOOP WIRE OR 4C*18 TWISTED SHIELED WIRE.

SHOULDER RUMBLE STRIPS FOR INSIDE SHOULDER IS TO USE DETAILS ON SHEET 197 AND STATE STANDARD FOR RUMBLR STRIPS ON THE OUTSIDE SHOULDER.

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED INTHE FIELD BY THE ENGINEER.

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		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								