

CONTRACT NO. 98631				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	31-1-2, 31B	SALINE	199	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

1) THE THICKNESS OF BITUMINOUS 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 BITUMINOUS MIXTURE IS PLACED.

2) IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR MUST 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 MUST BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

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

4) THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES WILL NOT EXCEED 0.08 FT./FT. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES MUST BE FLATTENED ACCORDINGLY.

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

ALL BITUMINOUS CONCRETE 2.016 TONS/CU.YD.

ALL AGGREGATE 2.05 TONS/CU.YD.

BITUMINOUS MATERIALS:

ON PAVEMENT 0.09 GAL./SQ.YD.

INTERMEDIATE LIFTS(FOG COAT) 0.04 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.

PROCESSING LIME MODIFIED SOILS:

LIME 6% WEIGHT OF EARTH (TON)

EARTH 110 LB/CU. FT.

WATER 500 GAL/TON OF LIME (1,000 GAL/UNIT)

6) TREES MUST 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, MUST NOT BE DISTURBED.

7) QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED WILL BE DETERMINED BY THE ENGINEER.

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

9) PROTECTIVE COAT WILL BE APPLIED TO ALL GUTTER FLAGS, FACE OF CURB, AND MEDIAN SURFACE AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS OF ARTICLE 420.21.

10) ANY MIXING OR PLACEMENT OF BITUMINOUS MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.

11) TRENCH BACKFILL REQUIRED FOR STORM SEWER, SANITARY SEWER, OR WATER MAINS MUST ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.

12) WHEN WIDENING FLEXIBLE BASE PAVEMENT, THE CONTRACTOR WILL TRIM EXISTING 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.

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

14) AT ALL LOCATIONS WHERE THE PROPOSED BITUMINOUS OR CONCRETE PAVEMENT JOINS AN EXISTING BITUMINOUS OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT WILL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

15) ALL BUILDINGS AND BUILDING DEBRIS, WHETHER SHOWN ON THE PLANS OR NOT, WITHIN THE LIMITS OF THE RIGHT OF WAY WILL BE REMOVED AND DISPOSED OF ACCORDING TO SECTION 201.

16) SUBBASE GRANULAR MATERIAL TYPE C IS INCLUDED IN THE COST OF THE IMPROVED SUBGRADE.

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

18) THE CONTRACTOR WILL STAMP STATIONING IN THE BITUMINOUS SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED WILL BE FURNISHED BY THE CONTRACTOR. THEY WILL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND WILL REMAIN THE PROPERTY OF THE CONTRACTOR.

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

20) 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 THE DRIVEWAY PAVEMENT REMOVAL.

21) UNLESS OTHERWISE DIRECTED BY THE ENGINEER, BITUMINOUS RESURFACING WILL 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 WILL 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.

22) CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS OR MANHOLES WILL 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 WILL 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 WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE STORM SEWERS OR STRUCTURES INVOLVED.

23) THE PROPOSED CURB AND GUTTER WILL BE THE SAME THICKNESS AS THE PROPOSED PAVEMENT.

24) ANYTIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS MUST BE IN PLACE TO CONTROL TRAFFIC.

25) THE FURNISHING AND INSTALLATION OF THE 31.8 mm (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.

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

27) SHIELDED CABLE TO LOOP LEADS WILL BE GROUNDED AT THE CONTROLLER TERMINAL ONLY.

28) WHILE SIGNAL HEADS ARE MOUNTED IN PLACE, BUT NOT YET IN OPERATION, THEY MUST BE SECURELY COVERED IN WHITE PLASTIC.

29) EXISTING SURFACE DISTURBED DURING EXCAVATION FOR FOUNDATIONS AND PUSH PITS WILL BE RESTORED TO THE LIMITS AND CONDITIONS SPECIFIED BY THE ENGINEER OR AS SHOWN ON THE PLANS. UNLESS NOTED OTHERWISE ON THE PLANS THE REMOVAL AND RESTORATION WILL BE INCIDENTAL TO THE CONTRACT.

30) THE LIGHT POLES WILL BE SIGNED WITH THE POLE NUMBER AS SHOWN ON THE WIRING DIAGRAM.

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

32) SAWED SLOTS FOR TWISTED PAIR ELECTRIC CABLES MUST BE LARGER THAN SINGLE CONDUCTOR LOOP SLOTS.

33) 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.

34) ALL DETECTOR LOOPS WILL BE INSTALLED PRIOR TO RESURFACING.

35) ALL PROPOSED MAST ARMS WILL BE LOCATED NO CLOSER THAN 1.83 m (6 FT.) FROM FACE OF CURB TO THE CENTER OF POLE; ALL PROPOSED TRAFFIC SIGNAL POSTS WILL BE LOCATED NO CLOSER THAN 1.37 m (4 1/2 FT.) FROM THE FACE OF CURB TO CENTER OF THE POST, UNLESS SHOWN OTHERWISE ON THE PLANS.

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

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

38) THE QUANTITY FOR EXPLORATION TRENCH HAS BEEN ESTIMATED TO BE USED AS NEEDED BY THE ENGINEER TO FIND AND AVOID UNDERGROUND UTILITIES, TILES, ETC..

39) AGGREGATE SHOULDERS, TYPE B SHALL BE USED AS DIRECTED BY THE ENGINEER FOR MAINTENANCE PURPOSES. THE GRADATION SHALL BE CA-6 OR CA-10 AS DIRECTED BY THE ENGINEER. A QUANTITY OF 2000 TONS HAS BEEN ESTIMATED FOR THIS WORK.

EXISTING STRUCTURES RATINGS

STRUCTURE	INVENTORY RATING	OPERATING	POSTED
083-0003	HS 24.4	HS 40.0	NONE

CONTRACT 4

Active File:	gcn04-3526.dgn
Reference File:	