

GENERAL NOTES

1. PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY FURNISHED BASED UPON THE UNIT BID PRICE FOR THE WORK.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE "JULIE" NUMBER IS 1-800-892-0123. A MINIMUM OF FORTY-EIGHT (48) HOURS ADVANCE NOTICE IS REQUIRED.
3. EXISTING UTILITY LOCATION INFORMATION IS NOT SHOWN ON THE PLAN SHEETS. THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS. THE CONTRACTOR SHALL VERIFY EXISTING FIELD CONDITIONS AND TERRIAN PRIOR TO COMMENCING WORK ON THE PROJECT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.
5. ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
6. ELECTRICAL CABLE WILL BE MEASURED FOR PAYMENT IN ACCORDANCE WITH ARTICLE 873.04.
7. THE COMMUNICATION VAULT SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF THE MEDIAN, SIDEWALK, OR GROUND LINE. COMMUNICATION VAULTS SHALL BE INSTALLED AT 2000 FT INTERVALS, OR AS SPECIFIED BY THE ENGINEER.
8. POTHOLING TO LOCATE EXISTING UNDERGROUND UTILITIES SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR THE UNDERGROUND CONDUIT PAY ITEMS.
9. REMOVAL AND REPLACEMENT OF EXISTING SIDEWALK, PAVEMENT, AND ISLANDS DAMAGED DUE TO CONTRACTOR OPERATIONS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR THE UNDERGROUND CONDUIT PAY ITEMS.
10. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 3 FT. MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES AND DIRECTIONAL DRILLING BELOW THE CSX TRANSPORTATION RAILWAY.
11. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT CASING FOR UNDERGROUND UTILITIES AND DIRECTIONAL DRILLING BELOW THE CSX TRANSPORTATION RAILWAY.
12. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THIS COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES FOR THE CONDUITS.
13. REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706 GR 60. SEE SPECIAL PROVISIONS.
14. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.
15. THE LOCATIONS FOR CAMERA POLES AND CONCRETE FOUNDATIONS ARE PROVIDED FOR REFERENCE ONLY. THE ENGINEER OF TRAFFIC SHALL BE NOTIFIED FOR LOCATION VERIFICATION BEFORE INSTALLATION.
16. SPLICING INTO EXISTING FIBER SHALL BE PAID FOR SEPERATELY IN ACCORDANCE WITH ARTICLE 109.05.

17. THE CONTRACTOR SHALL INSTALL A #12 (XLP-TYPE USE) TRACER WIRE ALONG WITH THE FIBER OPTIC CABLE FOR LOCATING PURPOSES. THE TRACER WIRE SHALL BE CONTINUOUS AND BE ACCESSIBLE FROM THE HANDHOLES. THE COST OF FURNISHING AND INSTALLING THE TRACER WIRE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE FIBER OPTIC CABLE IN CONDUIT PAY ITEM.
18. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL ITEMS REQUIRED TO ATTACH THE CONDUITS AND JUNCTION BOXES TO THE STRUCTURE, INCLUDING, BUT NOT LIMITED TO UNI-STRUT, BRACKETS, SEAL-TITE, LBS, FITTINGS, HARDWARE, AND OTHER MISCELLANEOUS ITEMS. THESE ITEMS WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE BID PRICE FOR THE CONDUIT ATTACHED TO STRUCTURE PAY ITEM.
19. CONDUIT ATTACHMENT BRACKETS SHALL BE INSTALLED AT 8 FT. SPACINGS (MAXIMUM) ON STRUCTURES.
20. ALL CONDUIT ATTACHMENT BRACKETS SHALL BE FULLY GALVANIZED AND ALL HARDWARE SHALL BE EITHER GALVANIZED OR STAINLESS STEEL.
21. THE CONTRACTOR SHALL FURNISH AND INSTALL EXPANSION/DEFLECTION COUPLINGS (OR OTHER EQUIPMENT AND METHODS AS APPROVED BY THE ENGINEER) FOR ALL BRIDGE JOINTS AS REQUIRED AND DIRECTED BY THE ENGINEER.
22. ALL SEAL-TITE CONDUIT SHALL BE NON-METALLIC AND SHALL INCLUDE CONNECTORS WITH INTERGRAL STAINLESS STEEL KELLUM GRIPS AT THE ENDS FOR INCREASED STRENGTH AND DURABILITY.
23. THE CONTRACTOR SHALL GROUND ALL EXPOSED STEEL CONDUITS IN ACCORDANCE WITH NEC REQUIREMENTS. THE CONTRACTOR SHALL MAINTAIN THE CONTINUITY OF THE GROUND SYSTEM WHEN USING NON-METALLIC BY INSTALLING A #6 GROUNDING CONDUCTOR INSIDE THE SEAL-TITE AND BONDING THIS WIRE TO THE GALVANIZED STEEL CONDUITS AT EACH END. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE GALVANIZED STEEL CONDUIT PAY ITEMS.
24. THE CONTRACTOR SHALL INSTALL THREAD LOCKER ON ALL ATTACHED CONDUIT THREADED CONNECTIONS TO PREVENT LOOSENING THROUGH VIBRATION.
25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING FIELD TILE AND UNDERDRAIN LOCATIONS. THE CONTRACTOR SHALL MAKE AN EFFORT TO MINIMIZE DAMAGE TO THESE FACILITIES DURING THE INSTALLATION OF CONDUIT AND COMMUNICATION VAULTS. IN THE EVENT THAT THESE FACILITIES ARE DAMAGED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING REPAIRS TO THESE ITEMS TO RESTORE FUNCTIONALITY TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE BID PRICE FOR UNDERGROUND CONDUIT.
26. THE CONTRACTOR, AT HIS OPTION AND WITH THE APPROVAL OF THE DEPARTMENT, MAY ELECT TO DIRECTIONALLY BORE CONDUIT UNDER A STRUCTURE.
27. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY MOWING, BRUSH AND SHRUB REMOVAL, AND SHALL DISPOSE OF ALL REMOVED ITEMS OFF OF THE JOB SITE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE BID PRICES FOR THE CONDUIT PAY ITEMS.
28. THE CONTRACTOR SHALL PLAN AND CONDUCT CONDUIT AND FIBER INSTALLATION OPERATIONS TO MINIMIZE THE NUMBER OF INTERSTATE AND ROAD LANE CLOSURES AND TO MINIMIZE TRAFFIC DISRUPTIONS AND DELAYS FOR THE MOTORING PUBLIC.
29. IF HANDHOLES ARE PLACED IN SIDEWALK THEY SHALL BE FLUSH, WITHOUT A VERTICAL DISCONTINUITY OF GREATER THEN A 1/4" OR LONGITUDINAL GAP GREATER THEN 1/2" AND SHALL NOT BE INSTALLED MONOLITHICALLY WITH THE SIDEWALK.

COMMITMENTS

1. ALL EXCAVATED MATERIAL SHALL REMAIN ON SITE OR BE DISPOSED AS OF DIRECTED BY THE ENGINEER ACCORDING TO ARTICAL 202.03.
2. ALL WORK REQUIRED FOR HORIZONTAL DIRECTIONAL DRILLING (HDD) UNDER CSX TRANSPORTATION RAILWAY SHALL BE ACCORDING TO SECTION 107.12 OF THE STANDARD SPECIFICATIONS FOR PROTECTION OF RAILROAD TRAFFIC AND PROPERTY.
3. THE CONTRACTOR SHALL PROVIDE TO THE CSX TRANSPORTATION THE DRILLER'S QUALIFICATIONS, A HDD PLAN INCLUDING CONDUIT SPECIFICATIONS FOR CARRIER AND CASING, A DETAILED FRACTURE MITIGATION PLAN, A SURVEY GRID LINE FOR TRACKING AND FINAL DOCUMENTATION OF THE ACTUAL LOCATION OF THE CONDUIT PLACED DURING THE DRILLING OPERATION, AND ALL OTHER INFORMATION REQUIRED FOR APPROVAL BY THE RAILROAD.
4. THE CONTRACTOR SHALL CONFINE HIS OPERATIONS TO THE AREA LOCATED INSIDE THE PERMANENT EASEMENT AND RIGHT OF WAY LIMITS SHOWN IN THE PLANS. EXCEPT FOR THE PROPOSED CONSTRUCTION OF THE REQUIRED GRID SURVEY LINE, THE MONITORING, TRACKING AND DOCUMENTATION OF THE HDD, THE CONTRACTOR'S OPERATIONS SHALL NOT INVOLVE ENCROACHMENT OF EQUIPMENT, BORE PITS, OR HANDHOLES ONTO THE CSX RAILROAD RIGHT OF WAY.
5. SOME EXISTING STRUCTURE INFORMATION USED IN THESE PLANS WERE DEVELOPED FROM OFFICE RECORDS OR OTHERWISE HISTORICAL DATA. FINAL PLACEMENT OF BORE PITS AND HANDHOLES SHALL BE DETERMINED BY THE ENGINEER AS TO NOT ENCROACH ON CSX TRANSPORTATION RAILROAD RIGHT OF WAY OR INTO THE RAILROAD'S ZONE OF INFLUENCE.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE:
 APPLICATION: STABILIZED SUBBASE-HOT MIX ASPHALT (VARIABLE DEPTH)
 PG GRADE: PG 64-22
 DESIGN AIR VOIDS: 4.0% @ Ndesign = 30
 MIXTURE COMPOSITION: IL-19.0L
 FRICTION AGGREGATE: N/A

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