

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
353	(I2&I3)WRS-3	WILL	1235	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62479

GENERAL NOTES

- ALL ELEVATIONS SHOWN REFER TO U.S.G.S. DATUM UNLESS OTHERWISE NOTED.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- 10 FEET TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN, THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE LOCAL AGENCIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 75 MM (3 INCHES) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 3:1 (H:V).
- 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.
- WHERE SECTION, SUBSECTION, SUBDIVISION OR PROPERTY MONUMENTS 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 OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- DURING CONSTRUCTION OPERATIONS WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF THE GUTTERS OR DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
- THE THICKNESS OF HOT-MIX ASPHALT 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 HOT-MIX ASPHALT MIXTURE IS PLACED.
- PROTECTIVE COAT SHALL BE APPLIED IN ACCORDANCE WITH ARTICLE 420.21 OF THE STANDARD SPECIFICATIONS TO CONCRETE MEDIAN SURFACES AND BARRIER, APPROACH AND SHOULDER SLABS, ALL EXPOSED SURFACES OF CURBS AND GUTTERS. ANY PART OF THIS ITEM CAN BE DELETED OR ANOTHER ADDED AT THE DISCRETION OF THE ENGINEER.
- SAW CUTTING: A SAW CUT SHALL BE REQUIRED TO THE FULL DEPTH AT THE JOINT BETWEEN PAVEMENT, SIDEWALK, CURB AND GUTTER, MEDIAN, DRIVEWAY PAVEMENT, BITUMINOUS SURFACES TO BE REMOVED AND THAT LEFT IN PLACE OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS.
- A MINIMUM THICKNESS OF 4 INCHES OF TOPSOIL SHALL BE PLACED OVER THE ENTIRE AREA TO BE SODDED OR SEEDED.
- WHEREVER CONCRETE MASONRY WALLS, HEADWALLS, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED, THEY SHALL BE REMOVED TO AN ELEVATION OF 1 FOOT BELOW THE ESTABLISHED GRADE OR SUBGRADE AS SHOWN ON THE PLANS. SUCH WORK SHALL BE CONSIDERED INCLUDED IN EARTH EXCAVATION.
- THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.
- DRAINAGE STRUCTURE GRADES AND LOCATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS.
- THE NEWLY PLACE AGGREGATE BASE COURSE IS NOT INTENDED TO BE UTILIZED BY THE CONTRACTOR AS A HAUL ROUTE.
- ANY AGGREGATE SUBGRADE, 12" DAMAGED BY THE CONTRACTOR'S VEHICLES, TRUCKS OR EQUIPMENT IS TO BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE MADE FOR THIS WORK.
- NO ADDITIONAL COMPENSATION WILL BE MADE FOR REMOVAL OF STUMPS OR TREE ROOTS THAT ARE IN CONFLICT WITH PROPOSED IMPROVEMENTS.
- ADDED EXPENSE INVOLVED IN CONNECTING EXISTING DRAIN TILES, PIPE CULVERTS, OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM SHALL BE CONSIDERED INCLUDED IN OTHER DRAINAGE ITEMS.
- UNDERDRAIN SLOPEWALL AND PIPE REMOVAL SHALL BE INCIDENTAL TO EARTHWORK.

- WETLANDS: THE CONTRACTOR MUST BE IN COMPLIANCE WITH THE 404 PERMIT AT ALL TIMES. ACTIVITY IN DESIGNATED WETLAND AREAS IS RESTRICTED TO THOSE AREAS SPECIFICALLY IDENTIFIED AS "IMPACTED" ON THE PLAN SHEETS AND IN THE 404 PERMIT DOCUMENT. SIGNS SHALL BE POSTED AT EACH WETLAND SITE ALONG THE RIGHT OF WAY OR LIMIT OF ALLOWABLE IMPACT AS SHOWN ON THE EROSION CONTROL PLANS.
- POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES), AND FABRIC FOR GROUND STABILIZATION HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE.
THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES AND FABRIC SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER OR SOILS INSPECTOR.
ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL (SSM).
AFTER EXCAVATION TO ROUGH SUBGRADE ELEVATION, THE ENGINEER OR SOILS INSPECTOR SHOULD OBSERVE THE BEHAVIOR OF THE ENTIRE EXPOSED SUBGRADE UNDER THE TRAFFIC OF HEAVY, RUBBER Tired CONSTRUCTION EQUIPMENT SUCH AS MOTOR GRADERS OR FULLY-LOADED DUMP TRUCKS IN ACCORDANCE WITH THE GUIDELINES IN THE SSM. ANY PGES AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION NOT NEEDED AT THE TIME OF CONSTRUCTION SHOULD BE DELETED FROM THE CONTRACT.
THE GEOTECHNICAL REPORT HAS MADE THE FOLLOWING RECOMMENDATIONS:

LOCATION (US 30)	UNDERCUT DEPTH	REM & DISP UNS MATL	POROUS GRAN EMB SUBGR	GEOTECH FAB F/GR STAB
		CU YD	CU YD	SO YD
ENTIRE SEGMENT - DISKING OR TILLING, DRYING AND RE-COMPACTING OF HIGHLY MOIST (>24%) SOILS WITHIN THE TOP 24" OF THE PROPOSED SUBGRADE				
STA 137+00 TO STA 144+50 - FULL WIDTH	12"	1890.7	1953.0	-
STA 186+50 TO STA 189+50 - FULL WIDTH	12"	812.2	812.6	-
STA 198+50 TO STA 200+75 - 16' LT TO 40' LT	24"	295.6	325.9	600.0
STA 198+50 TO STA 200+75 - 18' RT TO 40' RT	24"	298.2	325.9	550.0
STA 216+50 TO STA 219+50 - FULL WIDTH	12"	1061.5	1119.6	-
STA 269+75 TO STA 272+00 - 17' LT TO 38' LT	24"	169.6	615.9	525.0
STA 269+25 TO STA 273+25 - 17' RT TO 38' RT	24"	298.9	614.8	933.3
STA 385+50 TO STA 391+60 - FULL WIDTH	12"	1729.6	1797.8	-
STA 394+50 TO STA 397+50	12"	781.5	834.4	-

- THE CONSTRUCTION LIMITS WILL BE STAKED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGED CONSTRUCTION LIMITS. THE CONTRACTOR SHALL ERECT A TEMPORARY CONSTRUCTION FENCE AT THE R.O.W./EASEMENT LINE THROUGHOUT THE LIMITS OF THE IMPROVEMENT.
- AFTER STAKING OF THE CONSTRUCTION LIMITS, A REPRESENTATIVE FROM IDOT'S ROADSIDE DEVELOPMENT UNIT WILL MEET WITH THE ENGINEER AND CONTRACTOR AT THE SITE TO IDENTIFY TREES TO BE PROTECTED AND SAVED DURING CONSTRUCTION. LIMITS WILL ALSO BE DEFINED FOR SELECTIVE CLEARING OF INVASIVE SCRUB GROWTH AND FOR WEED CONTROL. QUANTITIES AND PAY ITEMS HAVE BEEN INCLUDED FOR TREE PROTECTION, TREE PRUNING, SELECTIVE CLEARING AND WEED CONTROL.
- THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847)705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
- THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK (LUST) CLEANUPS OR THAT IS PREQUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.
- THE REPORT NOTES THAT TOPSOIL THICKNESS VARIES FROM 1 TO 36 INCHES. AN AVERAGE THICKNESS OF 12 INCHES IS RECOMMENDED FOR DETERMINATION OF TOPSOIL STRIPPING QUANTITIES. THE ENGINEER AND SOIL INSPECTOR SHOULD REMOVE ALL TOPSOIL DURING CONSTRUCTION. THE BORINGS SHOW THAT ALL THE TOPSOIL IS VERY MOIST AND WILL BE UNSTABLE. EMBANKMENT MATERIAL CAN BE USED FOR REPLACEMENT MATERIAL WHERE THE UNDERLYING SOIL IS STABLE, BUT POROUS GRANULAR EMBANKMENT, SUBGRADE WILL BE NEEDED IN THE AREAS LIKELY TO BE UNSTABLE.
- PRIOR TO ANY EMBANKMENT PLACEMENT ALL VEGETATION, LOOSE MATERIAL AND UNSTABLE MATERIAL MUST BE REMOVED TO THE DEPTH ENCOUNTERED AND REPLACED WITH SUITABLE EMBANKMENT MATERIAL. THERE MAY ALSO BE SOME AREAS INVOLVING DRAINAGE DITCHES AND CULVERT ENTRANCE AND EXIT PONDS IN WHICH OBJECTIONABLE ORGANIC AND SEDIMENTARY DEPOSITS HAVE COLLECTED. THESE AREAS MUST BE PUMPED DRY OF ANY WATER COLLECTED IN THEM AND ALL UNSUITABLE MATERIAL REMOVED BEFORE ANY FILL MATERIAL IS PLACED OVER THEM.

COMMITMENTS

- IN ORDER TO AVOID ADVERSE EFFECT TO HICKORY CREEK BARRENS NATURE PRESERVE, NO COSTRUCTION, VEHICLE PARKING, STORAGE OF CONSTRUCTION MATERIALS OR LAND ACQUISITION SHALL OCCUR BEYOND 50 FEET (15.2 M) EAST OF THE EXISTING CENTERLINE OF SCHOOLHOUSE ROAD AND 70 FEET (21.3 M) NORTH OF THE EXISTING CENTERLINE OF U.S. ROUTE 30, IN THE NORTHEAST QUADRANT OF THE INTERSECTION OF U.S. ROUTE 30 AND SCHOOLHOUSE ROAD.
- A NO-INTRUSION FENCE SHALL BE PLACED AT THE SITE ABOVE AND THE SITE MARKED AS "SENSITIVE AREA" OR "NATURE PRESERVE" OR OTHER SUCH DESIGNATION IN THE PLANS.
- THE DRAFT PROGRAMMATIC SECTION 4(F) EVALUATION INCLUDES THE FOLLOWING COMMITMENTS TO THE FOREST PRESERVE DISTRICT OF WILL COUNTY
 - RESTORATION OF ALL AREAS DISTURBED BY CONSTRUCTION
 - MARKING AND INSTALLATION OF NO-INTRUSION FENCING TO PREVENT INADVERTENT OR UNINTENTIONAL INTRUSION OF EQUIPMENT, PERSONNEL, AND STORAGE OF MATERIALS DURING CONSTRUCTION
 - INCLUSION OF SPECIAL PROVISIONS FOR EROSION AND SEDIMENT CONTROL
 - MINIMIZATION OF CONSTRUCTION IMPACTS ON TREES TO REMAIN
 THE IDOT PROVISIONS FOR PROTECTION AND CARE OF TREES AND SHRUBS HAS BEEN INCLUDED IN THE CONTRACT DOCUMENTS. ANY TREES REMOVED WILL BE REPLACED IN ACCORDANCE WITH DEPARTMENTAL POLICY LEN-14. TREE REPLACEMENT AND LANDSCAPING RESTORATION CONCERNS WILL BE COORDINATED WITH THE FPDWC PRIOR TO CONSTRUCTION.
- IN ADDITION TO EROSION AND SEDIMENT CONTROL FENCING AROUND THE CONSTRUCTION LIMITS, IDOT WILL PROVIDE CHAIN LINK FENCING AROUND WETLANDS AND WATER BODIES TO PREVENT ACCIDENTAL INTRUSIONS OF THE CONSTRUCTION PERSONNEL AND EQUIPMENT. NON-INTRUSION ZONE SINGING WILL ALSO BE INSTALLED WITH THE FENCING.
- IDOT HAS SECURED WETLAND MITIGATION CREDITS FROM AN APPROVED WETLAND BANK PRIOR TO CONSTRUCTION IN ACCORDANCE WITH THE REQUIREMENTS IN THE ECAD RECORD UNDER WETLANDS.
- THE CONTRACTOR SHALL CONTACT STEVE LIPKIE IN THE BUREAU OF MAINTENANCE AT (847) 705-4171 AT LEAST 48 HOURS IN ADVANCE OF TRANSPLANTING WORK TO ASSIST WITH LAYOUT IN NEW LOCATIONS.

NOTE: WHEREVER IN THESE PLANS THE PAY ITEM FOR HOT-MIX ASPHALT BASE COURSE WIDENING @ 1% IS REFERENCED IT SHALL MEAN HOT-MIX ASPHALT BASE COURSE WIDENING 7".

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		GENERAL NOTES

U.S. RTE. 30 (LINCOLN HIGHWAY)

SCALE : 1" = 50'
DATE : 10/12/10

DRAWN BY : BAE
CHECKED BY : GB