

GENERAL NOTES

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2012 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2012; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE "STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS", SIXTH EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.

UTILITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN SPECIAL PROVISION LR 105 IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. PRIOR TO THE INSTALLATION OF ANY IMPROVEMENTS, THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER. THIS WORK SHALL BE ARRANGED BY THE UTILITY COMPANY AND SHALL BE AT THE CONTRACTOR'S EXPENSE.

STAKING

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE BACK OF CURB, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OF CURVE, ETC., ARE TOP OF CURB, UNLESS OTHERWISE NOTED.

STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE--TO THE BACK OF CURB; B) FOR ALL OTHER STRUCTURES--TO THE CENTER OF THE STRUCTURE.

ALL ELEVATIONS ARE ON NAVD 88 DATUM.

ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, BACKS OF CURB, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.

SEWERS AND WATER MAINS

ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT, UNLESS OTHERWISE NOTED IN THE PLANS.

THE COST OF INTERCONNECTIONS BETWEEN THE PROPOSED AND EXISTING SEWER SYSTEMS SHALL BE INCLUDED IN THE VARIOUS UNIT PRICES OF THE ITEMS BEING CONNECTED.

ALL FRAMES, GRATES, LIDS, AND BOXES SCHEDULED TO BE REMOVED FROM EXISTING STRUCTURES SHALL REMAIN THE PROPERTY OF THE COUNTY. ANY ITEMS DAMAGED DURING REMOVAL SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE. THE COST OF SALVAGING EXISTING FRAMES, GRATES, LIDS, OR BOXES AND/OR STOCKPILING THEM ON THE JOB SITE FOR PICK-UP BY THE COUNTY OR DELIVERY TO THE COUNTY MAINTENANCE YARD SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: FOR STORM SEWER STRUCTURES--"STORM". FOR SANITARY SEWER STRUCTURES--"SANITARY". FOR WATER SYSTEM STRUCTURES--"WATER". ANY ADDITIONAL COST FOR THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE FRAME AND CLOSED LID PROVIDED.

FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED.

WATER MAIN SHALL HAVE A MINIMUM COVER OF FIVE AND ONE HALF FEET (5 1/2').

BACKFILL

STORM SEWER, WATER MAIN, AND SANITARY SEWER SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07, METHOD 1 ONLY, OR AS DIRECTED BY THE ENGINEER.

ALL TRENCH BACKFILL QUANTITIES FOR STORM AND SANITARY SEWER AND WATER MAIN HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, DIVISION OF HIGHWAYS, BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE.

TRENCH BACKFILL SHALL BE GRADATION CA-6 CRUSHED STONE OR GRAVEL.

SIGNS

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR, ENGINEER, AND COUNTY MAINTENANCE PERSONNEL SHALL INVENTORY THE LOCATION, SIZE, TYPE AND CONDITION OF ALL EXISTING SIGNS. ANY SIGN DAMAGED DURING CONSTRUCTION OR STORAGE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:

- SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
- EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
- ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.
- LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.

MISCELLANEOUS

THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS, AND PEDESTRIAN ACCESS TO ADJUTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT.

SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS, OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

THE THICKNESSES OF ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF ONE AND ONE HALF (1-1/2) INCHES. IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE ASPHALT MIXTURES ARE TO BE PLACED.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, OR CURB AND GUTTER, P.C.C. SIDEWALK AND AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

ANY SHEETING AND/OR SHORING USED ON THIS IMPROVEMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE APPROXIMATE, BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. ANY ADDITIONAL COSTS REQUIRED BY THE CONTRACTOR DUE TO THICKNESSES OTHER THAN THOSE SHOWN ON THE PLANS WILL BE INCLUDED IN THE COST OF CONTRACT.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.

ALL TYPE I AND II BARRICADES SHALL BE WEIGHTED DOWN WITH TWO SANDBAGS EACH. (ONE WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL). ALL TYPE III BARRICADES SHALL REQUIRE FOUR SANDBAGS EACH.

CURB RAMP AND DETECTABLE WARNINGS SHALL BE INSTALLED AT ALL INTERSECTING STREETS AND DRIVEWAYS PER CURRENT IDOT STANDARDS AT LOCATIONS WHERE SIDEWALK IS SHOWN ON PLAN.

THE CONTRACTOR SHALL PREPARE THE SUBGRADE IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS PRIOR TO THE REMOVAL OF ANY UNSTABLE MATERIALS.

ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE RESTORED WITH 4" MINIMUM TOPSOIL AND SEEDED OR SODDED AS SHOWN ON THE PLANS. SEED OR SOD LIMITS SHOWN ON THE PLANS ARE THE MAXIMUM PAY WIDTHS FOR PAYMENT PURPOSES.

THE CONTRACTOR SHALL DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE EACH DAY. NO PAYMENT WILL BE MADE FOR HAULING OR TRUCKING TO DISPOSAL LOCATIONS.

POROUS GRANULAR EMBANKMENT SUBGRADE (PGES) HAS BEEN PROVIDED FOR SOILS WHICH TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL). IF UNSTABLE SOILS ARE ENCOUNTERED THE SOILS SHALL BE REMOVED AND REPLACED WITH PGES. IF UNSTABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY WILL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL THE REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIES BARS IN THE PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS OTHERWISE NOTED ON THE PLANS.

TRAFFIC SIGNALS

THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE CONSTRUCTION OF ANY COMPONENT OF THE TRAFFIC SIGNAL SYSTEM. THE CONTRACTOR SHALL CALL THE J.U.L.I.E. TOLL FREE NUMBER 1-800-892-0123 FOR THE LOCATION OF ALL UTILITIES.

THE LOCATIONS OF ALL TRAFFIC SIGNAL SYSTEM COMPONENTS ARE PROVIDED AS A REFERENCE. THE CONTRACTOR MAY BE REQUIRED TO ADJUST THE FINAL LOCATION OF THE TRAFFIC SIGNAL COMPONENT TO AVOID UTILITIES. PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL REQUEST THE ENGINEER TO VERIFY THE LOCATION OF ALL COMPONENTS.

ALL ELECTRICAL CONDUIT SHALL BE CONSTRUCTED WITH A MINIMUM 30" IN DEPTH.

ALL PROPOSED HANDHOLES SHALL BE CAST IN PLACE CONCRETE. HANDHOLES SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF THE ADJACENT SIDEWALK AND/OR GROUND LINE.

THE DOUBLE HANDHOLE SHALL NOT BE USED IN LIEU OF THE CONTROLLER FOUNDATION PAD.

THE TRAFFIC SIGNAL CONTROLLER CABINET SHALL BE ORIENTATED ALLOWING THE DOOR TO OPEN AWAY FROM TRAFFIC.

ALL TRAFFIC SIGNAL SECTIONS SHALL BE BLACK POLYCARBONATE 12" LED MEETING THE LATEST ITE STANDARD.

ALL PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" LED AND EQUIPPED WITH COUNTDOWN TIMERS MEETING THE LATEST ITE STANDARD. VISOR STYLE HOODS SHALL BE PROVIDED, "EGG CRATE" STYLE VISORS WILL NOT BE ALLOWED.

THE RED SECTIONS OF THE TRAFFIC SIGNAL HEADS SHARING THE SAME MAST ARM SHALL BE LEVEL WITH ONE ANOTHER. THE TRAFFIC SIGNAL HEADS SHALL BE MOUNTED TO PROVIDE A MINIMUM CLEARANCE OF 18 FEET FROM THE HIGHEST PAVEMENT ELEVATION.

MAST ARM FOUNDATIONS SHALL HAVE SEPARATE RACEWAYS FOR ROADWAY LIGHTING.

ALL TRAFFIC SIGNAL POSTS AND BASES SHALL BE GALVANIZED STEEL.

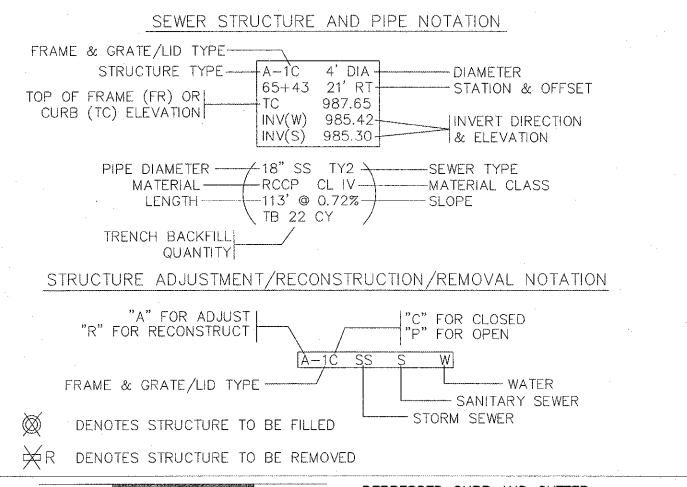
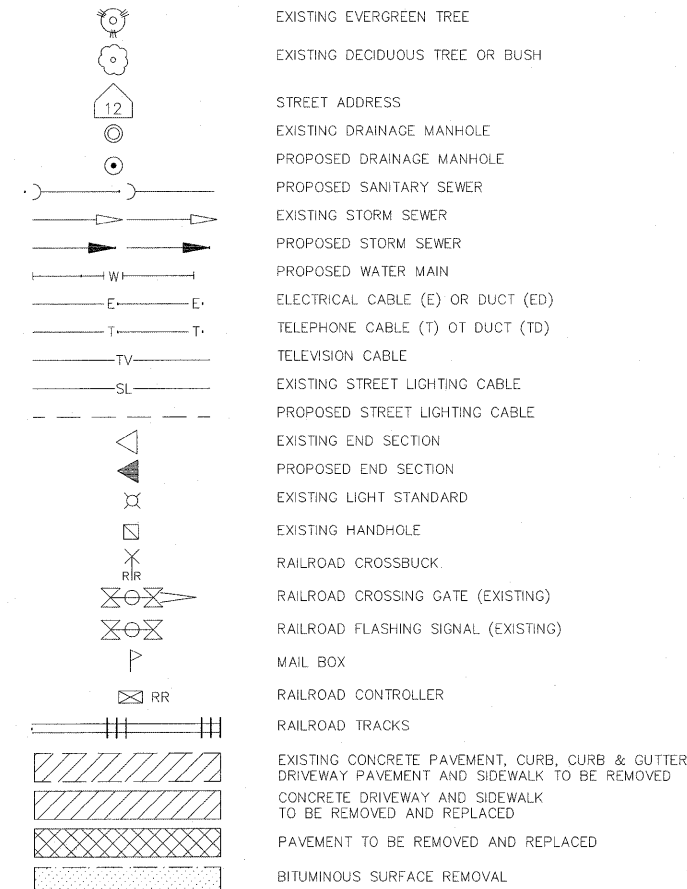
AN ELECTRIC UTILITY METER SHALL BE INSTALLED ON THE BACK SIDE OF THE ELECTRICAL SERVICE CABINET. THE CONTRACTOR SHALL SUPPLY THE BASE FOR THE METER.

30" FOLDING STOP SIGNS SHALL BE INSTALLED ON EACH LEG OF THE SIGNALIZED INTERSECTION BEFORE THE SCHEDULED TRAFFIC SIGNAL TURN ON. THE RESIDENT ENGINEER SHALL DETERMINE THE EXACT LOCATION.

WCDH GENERAL NOTES

- ALL COUNTY ROW MONUMENTATION (BOUNDARY CORNERS) SHALL BE ACCORDING TO ARTICLE 1.7.13 OF THE PERMIT REGULATIONS UTILIZING THE "WCDH MONUMENTATION STANDARD".
- PORTABLE/CHANGEABLE ELECTRONIC MESSAGE BOARDS SHALL BE USED IN ADVANCE OF THE PROJECT ACCORDING TO IDOT STANDARDS AND SHALL BE IN PLACE A MINIMUM OF 14 DAYS BEFORE ROAD CLOSURES, 7 DAYS PRIOR TO COMMENCING THE WORK, AND REMAIN THROUGHOUT THE ROADWAY CONSTRUCTION WORK.
- ALL RELOCATED AND NEW SIGNS SHALL USE TELSAR STEEL POSTS WITH 36" SLEEVES AND 3" X 10" REFLECTIVE STRIP MATCHING THE PRIMARY FACE.
- FLOWABLE FILL (CLSM) SHALL BE USED FOR ROAD CROSSINGS.

SUPPLEMENTAL LEGEND



WCDH GENERAL NOTES (CONT.)

- THE RESIDENT ENGINEER SHALL PROVIDE WCDH A LIST OF MATERIALS USED AND IDENTIFY THEIR ASSOCIATED IDOT CERTIFICATION, SHALL PROVIDE WCDH WITH A COPY OF ALL MATERIAL TESTING COMPANY RESULTS, SHALL SIGN AND PROVIDE WCDH ON A WEEKLY BASIS WEEKLY FIELD REPORTS UTILIZING THE APPROPRIATE IDOT FORM, SHALL SUBMIT TO WCDH A CERTIFICATION LETTER THAT CERTIFIES COMPLIANCE WITH THE PLANS AND SPECIFICATIONS.
- WHERE FIELD TILE IS ENCOUNTERED, STORM SEWER OR PIPE DRAIN WILL BE USED IN ACCORDANCE WITH SECTION 611. THE MINIMUM SIZE FOR REPLACEMENT WILL BE 6" FOR PIPE DRAINS AND 8" FOR STORM SEWER, BUT THE SIZE MUST BE AT LEAST 2" LARGER THAN THE ADJOINING TILE. A FIELD TILE JUNCTION VAULT WILL BE CONSTRUCTED AT THE ROW TO CONNECT THE TILE AND STORM SEWER. SEE THE SUMMARY OF QUANTITIES FOR THE ESTIMATED QUANTITIES. THE CONTRACTOR SHALL KEEP A RECORD OF THE LOCATION OF ALL FIELD TILES OR ON SITE DRAIN PIPE ENCOUNTERED DURING CONSTRUCTION AND TURN IT OVER TO THE COUNTY ENGINEER UPON COMPLETION OF THE PROJECT. THIS RECORD KEEPING SHALL BE INCLUDED IN THE PAY ITEM FOR EARTH EXCAVATION.
- THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE.
- FLEXIBLE PIPE CULVERTS FOR UNDER DRIVEWAY SHALL BE CORRUGATED STEEL PIPE (CMP) UNLESS OTHERWISE DIRECTED BY THE COUNTY. THESE PIPE CULVERTS SHALL BE PAID FOR AS PIPE CULVERTS, CLASS D, TYPE 1 OF THE DIAMETER SPECIFIED ON THE PLANS

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