

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES (48 HOUR NOTIFICATION IS REQUIRED).
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES AND MUNICIPALITIES.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

4. CONTRACTS 60B85, 60B86, 62895, 60B46, 62896 AND 60B47 ARE EXPECTED TO RUN SIMULTANEOUSLY. TRAFFIC CONTROL AND OTHER CONSTRUCTION OPERATIONS BETWEEN THESE SIX CONTRACTS SHALL BE COORDINATED THROUGHOUT THE DURATION OF THE PROJECT IN ORDER TO PROVIDE A SAFE AND EFFICIENT WORK ENVIRONMENT. THIS WORK SHALL BE INCLUDED IN THE COST FOR "TRAFFIC CONTROL AND PROTECTION

5. WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING COMMERCIAL AND RESIDENTIAL AREAS.
6. BARRIER WALL MARKERS, TYPE C, SHALL BE INSTALLED ON MEDIAN CONCRETE BARRIER WALL AND PARAPETS AT A HEIGHT OF 28-INCHES FROM THE TOP OF SHOULDER TO THE BOTTOM OF THE REFLECTOR AND SPACED AT 50-FEET CENTER-TO-CENTER ON CURVES AND 100-FEET CENTER-TO-CENTER ON TANGENTS OR AS DIRECTED BY THE TRAFFIC OPERATIONS FIELD ENGINEER. THE BARRIER WALL MARKERS SHALL BE INSTALLED DURING STAGE I CONSTRUCTION, PRIOR TO OPENING THE WIDENED PAVEMENT TO TRAFFIC.

7. A PAINT STRIPE SHALL BE APPLIED TO THE FACE OF BARRIER WALL ADJACENT TO ALL DRAINAGE STRUCTURES. THE STRIPE SHALL BE 4-INCHES WIDE BY 12-INCHES LONG, AND EXTEND VERTICALLY AT 90 DEGREES FROM THE TOP EDGE OF THE BARRIER. THE PAINT WILL BE SPECIFIED AS ORANGE PAINT. COST OF THE STRIPE IS TO BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF TYPE AND SIZE SPECIFIED.

8. THE LIMIT SHOWN ON THE PLANS BETWEEN PAY ITEMS "BITUMINOUS CONCRETE SHOULDER REMOVAL" IN THE MEDIAN AND "HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/2" " ON THE MAINLINE PAVEMENT IS BASED ON THE THEORETICAL EDGE OF PAVEMENT LINE WHICH IS LOCATED 20' FROM THE I-55 CENTERLINE. THE EXISTING MAINLINE PAVEMENT IN BOTH THE NORTHBOUND AND SOUTHBOUND DIRECTIONS CONSISTS OF A PCC BASE COURSE WITH A BITUMINOUS OVERLAY. THE CONTRACTOR SHALL REMOVE THE EXISTING BITUMINOUS SHOULDER TO THE EDGE OF THE EXISTING PCC BASE COURSE TO THE SATISFACTION OF THE ENGINEER. THE COST FOR THIS WORK, INCLUDING ANY ADDITIONAL SET UPS, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOR "BITUMINOUS CONCRETE SHOULDER REMOVAL". IN ADDITION, THE COST TO REPAIR ANY DAMAGE TO THE EXISTING MAINLINE PAVEMENT, INCLUDING RAVELING OF THE EXISTING BITUMINOUS OVERLAY AS A RESULT OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "BITUMINOUS CONCRETE SHOULDER REMOVAL".

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

10. EXISTING PAVEMENT OR OTHER HIGHWAY FEATURES DAMAGED DURING CONSTRUCTION, BUT NOT SHOWN TO BE REMOVED ON THE PLANS, SHALL BE REPLACED OR REPAIRED AT THE CONTRACTOR'S EXPENSE. THIS WORK SHALL MEET WITH THE APPLICABLE PORTIONS OF THE STANDARD SPECIFICATIONS AND THE APPROVAL OF THE ENGINEER.

11. THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.10 GAL/SQ. YD.

12. SAW CUTTING SHOWN ON THE PLANS SHALL BE CONSIDERED INCIDENTAL AND INCLUDED IN THE COST OF THE ADJACENT REMOVAL ITEM.

13. ANY GUARDRAIL REMOVED AND DEEMED SALVAGEABLE BY THE RESIDENT ENGINEER SHALL BE DELIVERED BY THE CONTRACTOR TO THE NEAREST IDOT MAINTENANCE FACILITY. TEMPORARY STORAGE AND DELIVERY SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "GUARDRAIL REMOVAL".

14. EARTHWORK AND GRADING NEEDED TO ADJUST ELEVATIONS ALONG THE EXISTING GRASS AREAS ADJACENT TO THE PROPOSED PAVEMENT SECTIONS SHALL BE INCLUDED IN THE COST FOR "EARTH EXCAVATION".

15. DURING 2007 CONSTRUCTION SEASON, THE CONTRACTOR SHALL REMOVE THE REFLECTIVE ELEMENT FROM ALL RAISED REFLECTIVE PAVEMENT MARKERS, THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES IN EACH DIRECTION AS DIRECTED BY THE ENGINEER. PRIOR TO TRANSFERRING TRAFFIC INTO EXISTING LANES, AS SHOWN ON A TYPICAL SECTION FOR WINTER SHUTDOWN AT THE END OF 2007 CONSTRUCTION SEASON, THE CONTRACTOR SHALL REPLACE THE REFLECTIVE ELEMENT WITH A NEW REFLECTIVE ELEMENT. DURING 2008 CONSTRUCTION SEASON, THE CONTRACTOR SHALL REMOVE THE REFLECTIVE ELEMENT FROM ALL RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES IN EACH DIRECTION BEYOND WORK AREAS AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REPLACE THE REFLECTIVE ELEMENT WITH A NEW REFLECTIVE ELEMENT AT THE END OF THE PROJECT. THE COST OF REMOVAL AND REPLACEMENT OF THE REFLECTIVE ELEMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "REPLACEMENT REFLECTOR".

GENERAL NOTES (CONT.)

16. PRIOR TO STARTING THE MILLING AND RESURFACING OF THE OUTSIDE SHOULDER IN AREAS ADJACENT TO EXISTING GUARDRAIL, THE CONTRACTOR SHALL DETERMINE IF THE RAIL ELEMENT OF THE EXISTING GUARDRAIL WILL NEED TO BE REMOVED TO COMPLETE THIS WORK. IF DEEMED NECESSARY, AND APPROVED BY THE ENGINEER,, THE CONTRACTOR SHALL REMOVE THE RAIL ELEMENT OF THE RESPECTIVE GUARDRAIL SECTIONS AND RE-ERECT THE RAIL ELEMENT ON THE SAME DAY IT WAS REMOVED. THE COST FOR THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH". ANY GUARDRAIL FEATURES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.

17. PAVEMENT PATCHING QUANTITIES HAVE BEEN INCLUDED IN THE CONTRACT TO ACCOMMODATE THE IMPROVEMENT OF PAVEMENT WHICH SHOWS SIGNS OF FAILURE OR EXCESSIVE CRACKING. THE ENGINEER WILL DETERMINE THE AREAS TO BE PATCHED IN ACCORDANCE WITH DISTRICT ONE STANDARD BD-22. QUANTITIES FOR "HOT-MIX ASPHALT REMOVAL OVER PATCHES" AND "HOT-MIX ASPHALT REPLACEMENT OVER PATCHES" ARE BASED ON THIS WORK BEING DONE AFTER MILLING OF THE MAINLINE PAVEMENT HAS BEEN COMPLETED. IF THE CONTRACTOR ELECTS TO PATCH THE PAVEMENT PRIOR TO COMPLETING THE MILLING OF THE MAINLINE PAVEMENT, THE ADDITIONAL DEPTH OF "HOT-MIX ASPHALT REMOVAL OVER PATCHES" AND THE ADDITIONAL MATERIAL FOR "HOT-MIX ASPHALT REPLACEMENT OVER PATCHES" WILL NOT BE MEASURED FOR PAYMENT.

18. IF THE OUTSIDE THROUGH LANE NEXT TO EXISTING EXIT/ENTRANCE RAMP IS MILLED, THE CONTRACTOR SHALL NOT LEAVE A GRADE DIFFERENTIAL BETWEEN MILLED LANES AND EXISTING RAMP SURFACE GREATER THAN 1" FOR SPEEDS > 45MPH AND 1-1/2" FOR SPEEDS 45MPH OR LESS. A 12" WIDE TEMPORARY RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING BITUMINOUS SURFACE AS DIRECTED BY THE ENGINEER. THE LENGTH OF TEMPORARY RAMP WILL BE MEASURED AND THE AREA CALCULATED BY MULTIPLYING THE LENGTH BY ONE FOOT. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR " HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT".

19. BASED ON RESULTS OF 98 PAVEMENT CORES TAKEN DURING 2005, THE AVERAGE THICKNESS OF BITUMINOUS OVERLAY IS APPROXIMATELY 7 INCHES IN BOTH DESIGN SECTIONS. FORTY NINE (49) CORES WERE TAKEN IN EACH DIRECTION OF TRAVEL STARTING AT THE I-80

20. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED AND ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.

21. THE VARIABLE WIDTH CONCRETE GUTTER ADJACENT TO THE DRAINAGE STRUCTURES SHALL NOT BE CONSTRUCTED UNTIL AFTER THE FRAME AND GRATES ARE ADJUSTED TO THE FINAL GRADE IN STAGE II. THE COST TO REMOVE THE H.M.A. SHOULDER PAVEMENT CONSTRUCTED DURING STAGE I IN THE AREA OF THIS VARIABLE WIDTH PORTION OF THE CONCRETE GUTTER AND THE COST OF THE ADDITIONAL WIDTH OF CONCRETE GUTTER GREATER THAN 10", AS SHOWN AT THE DRAINAGE STRUCTURES, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR "CONCRETE GUTTER".

22. THE CONTRACTOR SHALL INSTALL NEW DELINEATOR POSTS AND REFLECTORS AT THE LOCATIONS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR DELINEATORS. THE CONTRACTOR SHALL REMOVE AND DISPOSE EXISTING DELINEATOR POSTS AND REFLECTORS IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. THE COST FOR REMOVAL AND DISPOSAL OF THE EXISTING DELINEATOR POSTS AND REFLECTORS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR "DELINEATORS".

23. POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR THE REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 AND THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

24. TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT MS. CORA MATHIS, AREA TRAFFIC FIELD ENGINEER, AT (815) 485-6475.

INCIDENTAL ITEMS



Rev. 4-4-07

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD

GENERAL NOTES

SCALE: NONE
DATE: 02-23-07

DRAWN BY RMH
CHECKED BY DVS

FINAL

CONTRACT NO. 60B47					
F.A.I. RYE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
55	99 (1&2) WRS-3	WILL	305	3	
STA.		TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		NOTES-01 OF 02	