

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	*	WILL	303	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
*990121 R-369-1HB-1-BR-2		CONTRACT: 62253		

**GENERAL NOTES**

- 10 FEET TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND 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 SPECIFIED.
- THE LOCATION AND ELEVATION OF EXISTING UTILITIES ARE APPROXIMATE AND ARE PROVIDED BY THE OWNERS. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR THROUGH THE OWNER OF THE UTILITY OR JULIE. NO RESPONSIBILITY IS ACCEPTED FOR THE LOCATIONS AS SHOWN OR THAT ALL LINES ARE SHOWN.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, WILL COUNTY, AND THE VILLAGE OF MONEE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES WHO MAINTAIN SANITARY SEWERS, WATER MAINS, AND STREET LIGHTS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT, RELOCATION, OR EXTENSION OF THE UTILITY INVOLVED.
- ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT PRIOR WRITTEN PERMISSION FROM THE DEPARTMENT.
- 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 RESIDENTIAL AREAS.
- ON STATE STANDARDS 482001 AND 483001 AGGREGATE SUBGRADE SHALL BE USED AS THE IMPROVED SUBGRADE. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE UNDER THE SHOULDER SHALL BE INCLUDED IN THE COST PER CUBIC YARD OF "AGGREGATE SUBGRADE".
- ALL STORM SEWER CONNECTIONS WITH PIPES 27 INCHES DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. FOR PROPOSED STORM SEWER PIPES LARGER THAN 27 INCHES DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "WYE" PIPE CONNECTIONS FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR THE STORM SEWERS.
- USE #8 EPOXY-COATED TIE BARS CONFORMING TO ART. 1006.10(A)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINT GROUTED-IN-PLACE TIE BAR AS SHOWN ON STATE STANDARDS 420001 AND FOR TIEING PC CONCRETE WIDENING TO EXISTING CONCRETE PAVEMENT AS SHOWN ON THE PLANS. THE TIE BARS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PAVEMENT ITEMS BEING CONSTRUCTED.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.
- STORM SEWER WATER MAIN IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 FEET AND THE WATER MAIN INVERT IS LESS THAN 18 INCHES ABOVE THE STORM SEWER CROWN.
- STORM SEWER, RUBBER GASKET IS TO BE USED AT LOCATIONS WHERE THE WATER MAIN CROSSES BELOW THE SEWER, REGARDLESS OF VERTICAL SEPARATION OR WHERE THE BOTTOM OF THE WATER MAIN IS LESS THAN 18 INCHES ABOVE THE TOP OF THE SEWER.
- BEFORE ORDERING STORM SEWERS, CATCH BASINS, PIPE CULVERTS, PIPE DRAINS, AND MANHOLES, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.
- THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES ON PAVED BASES HAVE BEEN DETERMINED USING A RATE OF 0.10 GAL/SY.
- ALL SOILS DATA COLLECTED AND PROCESSED FOR THE SOILS REPORT IN CONJUNCTION WITH THE DESIGN OF THIS IMPROVEMENT ARE ON FILE AT IDOT, WHERE THEY ARE AVAILABLE FOR THE INSPECTION OF CONTRACTORS OR PROSPECTIVE BIDDERS.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT.
- ALL STREET RETURNS HAVE RADII DESIGNATED AT THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON THE PLANS.
- ACCESS TO ALL COMMERCIAL AND RESIDENTIAL PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. INDIVIDUAL ACCESS POINTS MAY BE CLOSED, BUT NO PROPERTY SHALL BE DENIED ACCESS DURING CONSTRUCTION.
- EXISTING STREET SIGNS SHALL BE REMOVED AND RESET AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. EXISTING TRAFFIC CONTROL SIGNS THAT ARE REMOVED AND SALVAGED SHALL BECOME THE PROPERTY OF THE IDOT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHEN ITEMS HAVE BEEN REMOVED FOR SALVAGE WHO IN TURN SHALL NOTIFY IDOT TO PICK UP SALVAGEABLE ITEMS.
- TRANSVERSE JOINTS WITHIN AREAS OF PAVEMENT WIDENING, SHALL BE CONSTRUCTED IN PROLONGATION WITH EXISTING JOINTS.
- ANY ROADWAYS OR DRIVEWAYS NOT CALLED OUT ON PLANS OR DIRECTED BY THE ENGINEER FOR RECONSTRUCTION SHALL NOT BE DAMAGED BY THE CONTRACTOR. IF DAMAGE OCCURS AS A RESULT OF CONTRACTOR OPERATION, THE CONTRACTOR SHALL RESTORE THESE FACILITIES TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFERS TO THE EDGE OF PAVEMENT AT THE FRAME AND GRATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR THE STRUCTURES TO SET THE FRAME AND GRATES IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE; ELEVATION INDICATES RIM GRADES.
- RESTRICTED DEPTH MANHOLES AND RESTRICTED DEPTH CATCH BASINS, TYPE A WHERE THE DIFFERENCE BETWEEN THE RIM ELEVATION AND AN INVERT ELEVATION IS LESS THAN SIX (6) FEET, SHALL BE CONSTRUCTED WITH FLAT TOPS.
- THE COST OF ALL DRAINAGE STRUCTURE ADJUSTMENTS OR RECONSTRUCTIONS SHALL INCLUDE THE REMOVAL AND REPLACEMENT OF ALL UNSUITABLE ADJUSTING RINGS.
- EXISTING FIELD TILES ENCOUNTERED NOT SHOWN ON PLANS SHALL BE CAREFULLY PRESERVED AND CONNECTED TO PROPOSED DRAINAGE STRUCTURES, SEWERS, OR DITCHES, AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE APPLICABLE CONTRACT UNIT PRICE OR IN ACCORDANCE WITH ARTICLE 109.04.
- WHERE PROPOSED STORM SEWERS ARE TO BE CONNECTED INTO EXISTING MANHOLES OR EXISTING STORM SEWERS, THE CONNECTIONS SHALL BE MADE IN WORKABLE MANNER WITH MASONRY CONSTRUCTED AROUND THEM AS TO PREVENT LEAKAGE. THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING OR PROPOSED SEWER OR DRAINAGE STRUCTURES SHALL BE CONSIDERED INCLUDED IN THE COST OF STORM SEWER BEING CONNECTED.
- WATER SERVICE TO ADJACENT PROPERTIES SHALL BE MAINTAINED THROUGHOUT THE PROJECT. CONNECTIONS TO EXISTING WATER MAIN FOR FIRE HYDRANTS SHALL BE PRESSURE CONNECTIONS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER & SEWER CONSTRUCTION IN ILLINOIS, ALL WORK RELATED TO THIS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION.
- ADJUSTMENT OF STRUCTURES MAINTAINED BY OTHER AGENCIES SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY MAINTAINING THE SYSTEM OF THE STRUCTURE INVOLVED.
- ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ALL SALVAGEABLE FRAMES AND GRATES WHICH ARE NOT INCORPORATED IN THE WORK SHALL BECOME THE PROPERTY OF WILL COUNTY. CONTRACTOR SHALL CONTACT WILL COUNTY HIGHWAY DEPARTMENT TO ARRANGE DELIVERY. COST TO BE INCLUDED IN THE COST OF THE APPROPRIATE PAY ITEMS.
- 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 REMOVAL OF EXISTING ENTRANCE CULVERTS SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. DISPOSAL SHALL BE IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
- EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE ESTIMATES OBTAINED FROM EXISTING PLANS AND PAVEMENT CORES AND MAY VARY FROM THE DIMENSIONS SHOWN. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ADDITIONAL MATERIAL AND/OR LABOR AND EQUIPMENT USED AS A RESULT OF MATCHING THE EXISTING PAVEMENT THICKNESSES.
- THE EXISTING CABLE GUARDRAIL ON I-57 IS TO REMAIN IN PLACE DURING CONSTRUCTION. IF THE CONTRACTOR DEEMS IT NECESSARY TO REMOVE THE CABLE GUARDRAIL FOR CONVENIENCE, THE CONTRACTOR WILL REPLACE THE CABLE GUARDRAIL IN KIND AT THE CONTRACTOR'S EXPENSE.

HOT - MIX ASPHALT MIXTURE REQUIREMENTS			
LOCATION	MIXTURE TYPE	AC TYPE	AIR VOIDS
PAVEMENT WIDENING AND RESURFACING MANHATTAN-MONEE EAST OF I-57	POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1.5"	SBS/SBR PG 76-22	4% @ 90 GYR.
	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% @ 50 GYR.
FULL DEPTH PAVEMENT: HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12 3/4"			
PAVEMENT WIDENING I-57 AUXILIARY LANE/RAMP B I-57 AUXILIARY LANE/RAMP B SHOULDER	POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"	SBS/SBR PG 70-22	4% @ 90 GYR.
	POLYMERIZED HOT - MIX ASPHALT BINDER COURSE, IL-19.0, N90, 10.75"	SBS/SBR PG 70-22	4% @ 90 GYR.
RAMP B RESURFACING	POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1.5"	SBS/SBR PG 70-22	4% @ 90 GYR.
	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% @ 50 GYR.
MANHATTAN-MONEE SHOULDERS AND PATH	HOT - MIX ASPHALT SHOULDERS, 8"	PG 64-22*	2% @ 30 GYR.
	HOT - MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5 mm), 2"	PG 64-22	4% @ 50 GYR.
DRIVEWAY PAVEMENT REPLACEMENT	HOT - MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), C.E. - 8"	PG 64-22*	4% @ 50 GYR.
	STABILIZED SUB-BASE - HOT - MIX ASPHALT, 4 1/2"	PG 64-22*	2% @ 30 GYR.
RAMP PAVEMENT RECONSTRUCTION AND APPROACH PAVEMENT TRANSITION (SUB-BASE)	HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1.5"	PG 64-22	4% @ 70 GYR.
	HOT - MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 4.5"	PG 64-22*	4% @ 50 GYR.


NOTES: THE UNIT WEIGHT USED TO CALCULATE ALL HOT - MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SO YD/IN  
 \* WHEN RAP EXCEEDS 20% THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 I-57 AT MANHATTAN - MONEE ROAD  
 INDEX OF SHEETS, LIST OF APPLICABLE  
 HIGHWAY STANDARDS, GENERAL NOTES,  
 COMMITMENTS

SCALE: VERT. NTS  
 HORIZ.  
 DATE 9/19/2008

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 8/1/2008