

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. CONTRACT 60B85 AND CONTRACT 60B86 ARE EXPECTED TO RUN SIMULTANEOUSLY. TRAFFIC CONTROL AND OTHER CONSTRUCTION OPERATIONS BETWEEN THESE TWO 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 (EXPRESSWAYS)".
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 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.
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 SHOULDER REMOVAL" IN THE MEDIAN AND "BITUMINOUS 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 FOR "BITUMINOUS 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 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. 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".
16. PRIOR TO START MILLING AND RESURFACING 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 TO THE SATISFACTION OF THE ENGINEER. IF DEEMED NECESSARY, THE CONTRACTOR SHALL REMOVE THE RAIL ELEMENT OF THE RESPECTIVE GUARDRAIL SECTIONS. WHERE REMOVED, THE CONTRACTOR SHALL RE-ERECT THE RAIL ELEMENT PRIOR TO THE COMPLETION OF EACH NIGHTLY SHIFT, AND WITHIN THE TIME SPECIFIED IN THE SPECIAL PROVISION "KEEPING THE EXPRESSWAY OPEN TO TRAFFIC". THE COST FOR THIS WORK WILL BE INCLUDED IN THE PAY ITEM "BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)". ANY GUARDRAIL FEATURES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.

GENERAL NOTES CONT.

17. PAVEMENT PATCHING QUANTITIES HAVE BEEN INCLUDED IN THE CONTRACT TO ACCOMMODATE THE IMPROVEMENT OF PAVEMENT WHICH SHOWS SIGNS OF FAILURE OR EXCESSIVE CRACKING. ONCE THE PAVEMENT HAS BEEN MILLED, THE ENGINEER SHALL DETERMINE THE AREAS TO BE PATCHED. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARDS FOR "CLASS D PATCHES" OF THE TYPE SPECIFIED.

DRAINAGE NOTES

1. INVERT ELEVATIONS FOR EXISTING PIPES HAVE BEEN SHOWN ON THE PLANS WHEN SURVEY INFORMATION WAS AVAILABLE. INVERT ELEVATIONS FOR EXISTING PIPES SHOULD BE VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION.
2. FOR INSTALLATION OF PROPOSED DRAINAGE STRUCTURES IN EXISTING SEWERS, A PORTION OF THE EXISTING PIPE SHALL BE CUT AND REMOVED. THE PROPOSED STRUCTURE SHALL BE PROVIDED WITH ADEQUATELY SIZED OPENINGS SUCH THAT THE EXISTING PIPE MAY BE CONNECTED AT IT'S EXISTING INVERT ELEVATION. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR THE TYPE AND KIND OF DRAINAGE STRUCTURE TO BE INSTALLED.
3. IN ADDITION TO THE REQUIREMENTS OF ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR THE DRAINAGE STRUCTURE SHALL INCLUDE THE SAND CUSHION, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, ADJUSTING RINGS OR CONCRETE BLOCKS WHEN REQUIRED AND FURNISHING AND COMPACTING THE SPECIFIED BACKFILL.
4. FOR PROPOSED STORM SEWER OR PIPE CULVERT CONNECTIONS TO EXISTING PIPES, BOX CULVERTS OR STRUCTURES, THE CONNECTION AND REMOVAL OF CONCRETE TO MAKE NECESSARY HOLES IN THE EXISTING PIPES, BOX CULVERTS OR STRUCTURES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR STORM SEWERS OR PIPE CULVERTS OF THE SIZE, TYPE, CLASS AND MATERIAL (IF REQUIRED) SPECIFIED.
5. TOP OF GRATE ELEVATIONS FOR EXISTING STRUCTURES SHOWN ON THE PLANS WERE DETERMINED BY COMPUTER TERRAIN MODELING. THE RESIDENT ENGINEER MAY REVISE THE TOP OF GRATE ELEVATIONS AT THE TIME OF CONSTRUCTION BASED ON FIELD CONDITIONS.
6. REMOVAL OF EXISTING UNDERDRAINS AND HEADWALLS FOR UNDERDRAINS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "EARTH EXCAVATION".
7. THE STATION AND OFFSET OF THE DRAINAGE STRUCTURES ADJACENT TO THE CONCRETE BARRIER ARE SCHEDULED TO THE EDGE OF THE CONCRETE BARRIER. THE STATION AND OFFSET OF ALL OTHER DRAINAGE STRUCTURES ARE SCHEDULED TO THE CENTER OF THE FRAME.
8. REMOVAL OF MANHOLES, CATCH BASINS AND ANY OTHER EXISTING DRAINAGE STRUCTURES IN THE EXISTING MEDIAN DITCH OF I-55 OR ELSEWHERE ON THE I-55 EXPRESSWAY, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "REMOVING MANHOLES", REGARDLESS OF SHAPE, DEPTH OR SIZE OF THE STRUCTURE, EXCEPT FOR MEDIAN INLETS BOXES AND INLET BOXES IN BRIDGE APPROACH PAVEMENT, WHICH SHALL BE PAID FOR SEPARATELY AS "MEDIAN INLET BOX REMOVAL" AND "REMOVE INLET BOX" RESPECTIVELY.
9. WHEN PIPE CULVERTS ARE TO BE GROUTED, THE COST OF GROUTING END SECTIONS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR "PIPE CULVERTS TO BE GROUTED", UNLESS OTHERWISE SPECIFIED ON THE PLANS.
10. DURING CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN ALL SURFACE DRAINAGE WITHIN THE PROJECT LIMITS. ALL STORM SEWER AND DITCH FLOW MUST BE MAINTAINED AT ALL TIMES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
11. DURING STAGE I CONSTRUCTION, THE FRAMES AND GRATES FOR THE PROPOSED DRAINAGE STRUCTURES ALONG THE CONCRETE BARRIER SHALL BE INSTALLED AT AN ELEVATION THAT WILL SATISFY THE STAGE II DRIVING LANES. THE CONTRACTOR SHALL ADJUST THE FRAMES AND GRATES ONCE THE STAGING LANES ARE NO LONGER NEEDED. ALL WORK NEEDED TO PROPERLY ADJUST THE FRAMES AND GRATES SHALL BE APPROVED BY THE ENGINEER AND PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND GRATES TO BE ADJUSTED". ADDITIONAL DETAILS AND NOTES ARE SHOWN IN THE DRAINAGE DETAILS.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2006-032 BY	WILL	505	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REVISIONS	
NAME	DATE
R. HANKS	07/28/06

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 FAI ROUTE 55  
 US 30 (PLAINFIELD ROAD) TO LILY CACHE SLOUGH

GENERAL NOTES

SCALE: NONE  
 DATE: 07-21-06

DRAWN BY RMH  
 CHECKED BY DVS

