

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
99-00030-00-PV			83803	

IDOT STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420111-01	PCC PAVEMENT ROUNDOUTS
424001-04	CURB RAMPS FOR SIDEWALKS
542301	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311	GRATING FOR CONCRETE FLARED END SECTION (FOR 600 MM (24") THRU 1350 MM (54") PIPE)
542601	REINFORCED CONCRETE PIPE ELBOW
542606	REINFORCED CONCRETE PIPE TEE
601001	SUB-SURFACE DRAINS
602001	CATCH BASIN, TYPE A
602301	INLET, TYPE A
602401	MANHOLE, TYPE A
602601	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-02	FRAME AND LIDS, TYPE 1
604036-01	GRATE, TYPE B
604086-01	FRAME AND GRATE, TYPE 23
606001-02	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
667101	PERMANENT SURVEY MARKERS
701001-01	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 4.5M (15') AWAY
701006-02	OFF-ROAD OPERATIONS, 2L, 2W, 4.5M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701011-01	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-01	OFF-ROAD OPERATIONS, MULTILANE, 4.5M (15') TO 600MM (24") FROM PAVEMENT EDGE
701106-01	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5M (15') AWAY
701201-02	LANE CLOSURE, 2L, SW, DAY ONLY, FOR SPEEDS > 45 MPH
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-01	LANE CLOSURE, 2L, 2W, SLOW MOVING DAY OPERATIONS ONLY, FOR SPEEDS > 45 MPH
701311-02	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701326-02	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
701501-03	URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
701502-01	URBAN LANE CLOSURE, 2L, 2W WITH BIODIRECTIONAL LEFT TURN LANE
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
702001-05	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
805001	ELECTRICAL SERVICE INSTALLATION DETAILS
814001	CONCRETE HANDHOLES
814006	DOUBLE HANDHOLES
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
877001-02	STEEL MAST ARM ASSEMBLY AND POLE
878001-03	CONCRETE FOUNDATION DETAILS
880001	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006	TRAFFIC SIGNAL MOUNTING DETAILS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

ALL ELEVATIONS SHOWN REFER TO U.S.G.S. DATUM UNLESS OTHERWISE NOTED.

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.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

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.

PROTECTIVE COAT SHALL BE APPLIED IN ACCORDANCE WITH ARTICLE 420.21 OF THE STANDARD SPECIFICATIONS TO CONCRETE SURFACES, AND ALL EXPOSED SURFACES OF CURBS AND GUTTERS. ANY PART OF THIS ITEM CAN BE DELETED OR ANOTHER ADDED AT THE DISCRETION OF THE ENGINEER.

10 FEET TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD. UNLESS OTHERWISE SHOWN, THE TRANSITIONS SHALL BE PAID AT THE CONTRACTOR UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.

SAW CUTTING: A SAW CUT SHALL BE REQUIRED TO THE FULL DEPTH AT THE JOINT BETWEEN THE 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.

THE CONTRACTOR'S SPECIAL ATTENTION IS REQUIRED TO PRESERVE AS MANY TREES, SHRUBS, AND BUSHES AS POSSIBLE DURING THE CONSTRUCTION OF THE IMPROVEMENT. PLAN QUANTITIES FOR TREE REMOVAL HAVE BEEN BASED ON REMOVAL OF TREES WITHIN THE CONSTRUCTION LIMITS. THIS QUANTITY MAY BE REDUCED OR INCREASED DURING CONSTRUCTION AT THE DISCRETION OF THE ENGINEER.

THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL BE REQUIRED TO RELOCATE OR TO REMOVE AND REPLACE ALL ROAD SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION.

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

- SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK DEMANDS.
- EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO HIGHWAY TRAFFIC. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND NEAT FOR THE DURATION OF THE TEMPORARY SETTING.
- ALL PAVEMENT MARKINGS PROPOSED WITHIN A GIVEN WORK AREA SHALL BE COMPLETED PRIOR TO CONSTRUCTION PHASE CHANGE.

A MINIMUM THICKNESS OF 4 INCHES OF TOP SOIL SHALL BE PLACED OVER THE ENTIRE AREA TO BE SODDED OR SEEDDED. 4 INCHES OF COMPOST SHALL BE PLACED IN LIEU OF TOPSOIL FOR SEED CLASSES 4A, 5A, 4B, & 5B.

WHEREVER CONCRETE MASONRY WALLS, HEADWALLS, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED, THEY SHALL BE REMOVED TO AN ELEVATION OF 12 INCHES BELOW THE ESTABLISHED GRADE OR SUBGRADE AS SHOWN ON THE PLANS. SUCH WORK SHALL BE CONSIDERED INCLUDED IN EARTH EXCAVATION.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.

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 CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

THE CONTRACTOR SHALL PROVIDE FOR TEMPORARY DRAINAGE UNTIL THE FINAL SURFACE IS PLACED. COST SHALL BE INCLUDED IN EARTHWORK.

DRAINAGE STRUCTURE GRADES AND LOCATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS.

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.

THE CONTRACTOR SHALL TEMPORARILY RELOCATE AND PERMANENTLY RESET MAILBOXES AS DIRECTED BY LOCAL POSTMASTER. THIS WORK SHALL BE INCIDENTAL TO CONTRACT.

THE REMOVAL OF EXISTING FLARED END SECTIONS SHALL BE INCLUDED IN THE COST OF STORM SEWER REMOVAL, OF THE SIZE SPECIFIED OR PIPE CULVERT REMOVAL.

DRAINAGE PLANS: ALL STATIONS, OFFSETS, AND ELEVATIONS FOR DRAINAGE STRUCTURES LOCATED WITHIN THE PROPOSED CURB AND GUTTER ARE TAKEN AT THE EDGE OF PAVEMENT. CARE SHOULD BE TAKEN WHEN LAYING OUT THESE STRUCTURES.

TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER AT (847) 741-5302.

POROUS GRANULAR EMBANKMENT, SUBGRADE (PGE,S) 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 PGE,S 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 301.03 AND THE UNDERCUT GUIDELINE IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH PGE,S OR EMBANKMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. 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.

THE ADDITIONAL THICKNESS OF THE SUB-BASE GRANULAR MATERIAL UNDER THE SHOULDER SHALL BE INCLUDED IN THE COST PER SQ YD OF THE SUB-BASE GRANULAR MATERIAL, TY B 8".

UNDERDRAIN REMOVAL SHALL BE INCIDENTAL TO EARTHWORK.

LOCATION	UNDERCUT	RECOMMENDED REMEDIAL TREATMENT
(PFEIFFER ROAD)		
38+50 TO 41+50	1.0	REPLACE WITH PGE,S
47+50 TO 49+50	1.0	REPLACE WITH FABRIC AND PGE,S
49+50 TO 52+50	1.0	REPLACE WITH FABRIC AND PGE,S
55+50 TO 61+00	1.0	REPLACE WITH PGE,S
(US ROUTE 30)		
295+50 TO 300+00	1.0	REPLACE WITH FABRIC AND PGE,S
300+00 TO 304+00	1.0	REPLACE WITH PGE,S

UNDERDRAIN REMOVAL SHALL BE INCIDENTAL TO EARTHWORK.

EARTHWORK SCHEDULE

LOCATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE(+) OR SHORTAGE(-)	POROUS GRANULAR EMBANKMENT, SUBGRADE
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
PFEIFFER ROAD	4,678	3,790	3,221	3,071	+150	1,855
ROUTE 30	1,106	740	629	749	-120	664
TOTAL	5,784	4,530	3,850	3,820	+30	2,519

* THE SHRINKAGE FACTOR USED TO CALCULATE EARTHWORK QUANTITIES IS 15%.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION PFEIFFER ROAD IMPROVEMENT GENERAL NOTES AND LIST OF STANDARDS SCALE: NTS DATE: JUNE 06, 2005 DRAWN BY: DESIGNED BY: RMG CHECKED BY: RMG
NAME	DATE	