

**GENERAL NOTES – ROADWAY**

- SAW CUTTING OF PAVEMENTS, SHOULDERS, ETC. SHALL BE FULL DEPTH AND SHALL RESULT IN A CLEAN, STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
- USE NO. 8 EPOXY-COATED TIE BARS (OR DOWEL BARS) CONFORMING TO ARTICLE 1003.10(B)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINT GROUTED-IN-PLACE TIE BAR AS SHOWN ON STATE STANDARD 420001 AND FOR TYING PORTLAND CEMENT CONCRETE PAVEMENT 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.
- THE THICKNESS OF BITUMINOUS MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
- THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS PAVEMENT LIFTS.

**GENERAL NOTES – TRAFFIC CONTROL & PROTECTION**

- STAGING PROCEDURES PRESENTED ARE THE SUGGESTED SEQUENCE OF OPERATIONS. AT HIS OPTION, THE CONTRACTOR MAY SUBMIT AN ALTERNATIVE STAGING PROPOSAL TO THE ENGINEER FOR HIS APPROVAL.
- TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OF CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION WITHIN TWO HOURS FROM THE TIME OF NOTIFICATION.
- ALL TEMPORARY PAVEMENT MARKINGS PROPOSED WITHIN THE WORK AREA SHALL BE COMPLETED PRIOR TO THE CONSTRUCTION PHASE CHANGE.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE III BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
- THE RESIDENT ENGINEER SHALL CONTACT MS. CORA MATHIS, AREA TRAFFIC ENGINEER AT (815) 485-6475, A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE MEDIAN CROSSOVERS SHALL BE CONSTRUCTED WITH DAILY LANE CLOSURES PER DISTRICT 1 STANDARDS.
- WHEN WORKERS ARE PRESENT, CONSTRUCTION SPEED LIMIT AND FLAGGER SIGNS SHALL BE PLACED PER DISTRICT 1 STANDARDS.
- VARIABLE MESSAGE SIGNS SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER.
- TEMPORARY MOVEABLE CONCRETE BARRIER WALL SHALL BE LEASED BY IDOT FROM BARRIER SYSTEMS INC.
- THE CONTRACTOR SHALL REPLACE PRISMATIC BARRIER REFLECTORS ON THE NORTHBOUND I-55 BRIDGE STRUCTURE AS INDICATED ON THE TRAFFIC CONTROL PLAN. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR.
- REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL. REMOVAL OF TEMPORARY PAVEMENT MARKING TAPE SHALL BE PAID FOR AS WORK ZONE PAVEMENT MARKING REMOVAL.

**GENERAL NOTES – DRAINAGE & UTILITIES**

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED UTILITIES. (48 HOUR NOTIFICATION REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES – LIGHTING**

- CONTRACTOR SHALL RELAMP, CLEAN, AND SERVICE THE EXISTING LUMINAIRES ON THE LIGHT TOWERS NORTH OF WILMINGTON ROAD. NEW SPLICES, FUSES, FUSE HOLDERS, AND SURGE PROTECTORS SHALL ALSO BE PROVIDED FOR THESE LIGHT TOWERS. THIS WORK SHALL BE PAID FOR UNDER \*CLEAN AND RELAMP EXISTING LUMINAIRE\* AND COMPLETED TO THE SATISFACTION OF THE ENGINEER.

**GENERAL NOTES – MISCELLANEOUS**

- ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON THE U.S.G.S DATUM
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION FROM THE DEPARTMENT
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL \*J.U.L.I.E.\* AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
- RESERVED.
- RESERVED.
- RESERVED.
- THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR \*GUARDRAIL REMOVAL\*.
- 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.
- RESERVED.
- USE #8 EPOXY-COATED TIE BARS, CONFORMING TO ART. 1006.10 OF THE STANDARD SPECIFICATIONS, FOR ALL TIE BARS. USE THE \*LONGITUDINAL CONSTRUCTION JOINT (TIE BAR GROUTED IN PLACE)\* DETAIL SHOWN ON HIGHWAY STANDARD 420001 FOR ALL LONGITUDINAL JOINTS AND FOR TYING PCC PAVEMENT WIDENING TO EXISTING CONCRETE PAVEMENT AS SHOWN ON THE PLANS.
- USE #8 EPOXY-COATED TIE BARS, CONFORMING TO ART. 1006.10 OF THE STANDARD SPECIFICATIONS, FOR ALL TIE BARS. USE THE \*LONGITUDINAL CONSTRUCTION JOINT (TIE BAR GROUTED IN PLACE)\* DETAIL SHOWN ON HIGHWAY STANDARD 420001 FOR ALL LONGITUDINAL JOINTS.
- ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- RESERVED.
- DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- RESERVED.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847)705-4151 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE ENGINEER SHALL CONTACT MS. CORA MATHIS, TRAFFIC FIELD ENGINEER, AT (815) 485-6475 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- WHERE SECTION OR SUB-SECTION 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 THEIR LOCATION.
- THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF MAINTENANCE (OR CONSTRUCTION OR BRIDGE INSPECTORS).

26. STRIP REFLECTIVE CRACK CONTROL TREATMENT WILL BE INSTALLED IMMEDIATELY IN FRONT OF THE HMA SURFACING OPERATION SO TRAFFIC WILL NOT DISTURB IT BEFORE BEING COVERED BY HMA. ANY CRACK CONTROL TREATMENT DISTURBED BY TRAFFIC WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

27. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD (FOR FUTURE REFERENCES, ALL EXISTING PAVEMENT MARKING LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL STRIPING SHALL BE AS DIRECTED BY THE ENGINEER.

28. THE PROPOSED HOT-MIX ASPHALT RESURFACING SHALL BE TAPERED OUT AT A RATE OF TWENTY (20) FEET PER INCH OF THICKNESS AT MAINLINE AND MAJOR SIDE STREET LOCATIONS, EXCEPT WHERE BUTT JOINTS ARE INDICATED. AT MINOR STREETS AND ENTRANCES, TAPER OUT IN TEN (10) FEET EXCEPT WHERE BUTT JOINTS ARE INDICATED. AT SEAL COATED STREETS AND ENTRANCES, TAPER OUT IN THREE (3) FEET UNLESS OTHERWISE SHOWN ON THE PLANS.

29. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MATCHING 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 OF 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).

- RESERVED.
- THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
- THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.
- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.
- ALL CLASS B PAVEMENT PATCHING WHICH REQUIRES FRAMES AND GRATES TO BE ADJUSTED SHALL BE CONSTRUCTED UTILIZING \*CAST IN PLACE\* ALTERNATE ACCORDING TO STATE HIGHWAY STANDARD 420111 FOR \*PCC PAVEMENT ROUNDOUTS\*.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, I.D.O.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.

- THE ENGINEER SHALL OBTAIN APPROVAL FROM THE DISTRICT ONE BUREAU CHIEF OF MAINTENANCE FOR ANY PROPOSED REVISIONS IN THE SCHEDULED PAVEMENT PATCHING LOCATIONS.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- RESERVED.
- PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.
- THE \*ADVANCED WARNING SIGN DETAIL FOR ARTERIAL TRAFFIC\* LOCATED IN THE SPECIAL PROVISION FOR \*TEMPORARY INFORMATION SIGNING FOR LANE CLOSURES\* (AND THE SPECIAL PROVISION FOR \*PUBLIC CONVENIENCE AND SAFETY\*) IS/ARE APPLICABLE ONLY TO ARTERIAL ROADS AND SHALL NOT BE APPLIED TO EXPRESSWAYS/TOLLWAYS.

39. DISPOSAL OF SHOULDER CUTTING AND CLEAN SWEEPING OF THE SHOULDERS SHALL BE COMPLETED PRIOR TO THE OPENING OF THE SHOULDERS AND TRAFFIC. DISPOSAL AND SWEEPING SHALL BE INCLUDED IN THE COST OF "SHOULDER RUMBLE STRIPS".

**GENERAL NOTES – EROSION CONTROL & LANDSCAPING**

- ALL EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND OF THE APPLICABLE STATE STANDARDS FOR THE ENTIRE DURATION OF THE CONTRACT, OR UNTIL SUCH TIME AS DIRECTED BY THE ENGINEER.
- ALL AREAS DISTURBED AND RESTORED WITH SEEDING SHALL BE COVERED WITH AN EROSION CONTROL BLANKET IN ACCORDANCE WITH SECTION 251 OF THE STANDARD SPECIFICATIONS.
- SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDER ARE AS OUTLINED IN THESE PLANS. ANY ADDITIONAL AREAS SHALL BE DETERMINED BY THE ENGINEER.
- BEFORE STARTING CONSTRUCTION ON STAGE 2 OF THE PROJECT, EROSION CONTROL BLANKET AND SEEDING, CLASS 3 SHALL BE PLACED AFTER FINAL GRADING HAS BEEN COMPLETED ON THE FIRST PHASE OF CONSTRUCTION.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- LANDSCAPE CONTRACTOR SHALL STAKE THE LOCATION OF ALL SEEDING AND HAVE ALL PLANTING LAYOUTS APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- APPROVED WATERING EQUIPMENT SHALL BE AT THE SITE OF THE WORK AND IN OPERATING CONDITION PRIOR TO STARTING THE SEEDING OPERATION AND DURING ALL SEEDING OPERATIONS OR SEEDING WILL NOT BE ALLOWED.
- THE CONTRACTOR SHALL REPAIR IN KIND ANY AREAS DAMAGED AS A RESULT OF LANDSCAPING OPERATIONS
- THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR (4) INCHES IN AREAS TO BE SEEDER OR SODDED.

PLOT DATE = 12/23/2009  
 FILE NAME = K:\11162518\Addendum\182518.dgn  
 PLOT SCALE = PLOT SCALE  
 PLOT NAME =  
 MODEL =



200 West Front Street  
 Wheaton, IL 60187

DESIGNED - KSD	REVISED -  ADD. NO. 1
DRAWN - KSD	REVISED -
CHECKED - CMJ	REVISED -
DATE - 03-04-09	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

<b>I-55 OVER THE KANKAKEE RIVER</b>	
<b>GENERAL NOTES</b>	
SCALE: NTS	SHEET NO. 1 OF 1 SHEETS STA. --- TO STA. ---

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	88 (B&B-1) BR	WILL	51	3
<b>CONTRACT NO. 62930</b>				
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				