

INDEX OF SHEETS

SHEET NO.

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GENERAL NOTES

1. 3 METER (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 FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
2. WHERE 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.
3. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
4. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
5. **THE REMOVAL OF EXISTING ENTRANCE CULVERTS SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.**
6. STORM SEWER WATER MAIN IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND THE WATER MAIN IS LESS THAN 10 FT (3.0m) AND THE WATER MAIN INVERT IS LESS THAN 1.5 FT (0.45m) ABOVE THE STORM SEWER CROWN.
7. 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 1.5 FT (0.45m) ABOVE THE TOP OF SEWER.
8. 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.
9. THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.44 GAL/YD<sup>2</sup>.
10. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE VILLAGE OF WHEELING AND USGS.
11. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
12. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES WHERE SPEED LIMIT IS 45mph OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45mph. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF MILLING IS SLOPED A MINIMUM 1:3 (V:H).
13. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
14. THE RESIDENT ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER, WALTER CZARNY, AT 847-715-8419 AT LEAST TWO (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
15. ELEVATIONS SHOWN ON THE PLANS ARE BASED ON I.D.O.T. DATUM. (USGS MEAN SEA LEVEL DATUM).
16. **ALL SAWCUTS SHALL BE INCLUDED IN THE COST OF APPROACH SLAB REMOVAL.**
17. THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.
18. THE CONTRACTOR SHALL PREPARE IN-STREAM WORK PLANS (ALL COFFERDAMS, WORK PADS, AND EROSION AND SEDIMENT CONTROL, ETC.) AND SUBMIT TO THE ENGINEER AND THE U.S. ARMY CORPS OF ENGINEERS FOR REVIEW AND APPROVAL. THE CONTRACTOR SHOULD EXPECT TO HAVE TO ATTEND MEETINGS AT THE USACOE OFFICE TO DISCUSS THEIR WORK PLAN IN ORDER TO SECURE THEIR PERMIT. THE COST OF ALL IN-STREAM WORK ITEMS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
19. ANY INSTREAM WORK MUST BE APPROVED BY THE ARMY CORPS OF ENGINEERS IN WRITING BEFORE THAT WORK CAN BE STARTED.



Rev.

FILE NAME =	USER NAME = RDS	DESIGNED - JDD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES IL ROUTE 68 (DUNDEE ROAD) OVER WHEELING DRAINAGE DITCH</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN - RDS	REVISED -			343	98-B	COOK	65	2
	PLOT SCALE = 1"=50'	CHECKED -	REVISED -			CONTRACT NO. 60H20				
	PLOT DATE = 11-12-10	DATE - 11-12-10	REVISED -			SCALE: N.T.S. SHEET NO. OF SHEETS STA. 113+57.00 TO STA. 123+00.00			FED. ROAD DIST. NO.	ILLINOIS