

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
2. THE LOCATIONS OF EXISTING UTILITIES, AS SHOWN ON THE DRAWINGS, REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATIONS INTO THE LOCATION, SIZE, DEPTH AND NATURE OF ANY AND ALL EXISTING UTILITIES WHICH MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY REPAIRED OR REPLACED UNDER THE UTILITY OWNER'S DIRECTION AND AT NO ADDITIONAL COST TO IDOT.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES AND MUNICIPALITIES.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
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 RESIDENTIAL AREAS.
6. ADJACENT CONTRACTS ON I-80 ARE EXPECTED TO RUN SIMULTANEOUSLY. TRAFFIC CONTROL, SIGNING AND OTHER CONSTRUCTION OPERATIONS BETWEEN THESE CONTRACTS SHALL BE COORDINATED THROUGHOUT THE DURATION OF THIS 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)."
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 SHALL BE ORANGE IN COLOR. THE COST OF THE STRIPE IS INCLUDED IN THE COST OF THE CONCRETE BARRIER OF THE TYPE AND SIZE SPECIFIED.
8. ALL FRAMES AND GRATES, PAVEMENT, FENCES, DELINEATORS AND APPURTENANCES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION WILL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
9. ANY GUARDRAIL REMOVED AND DEEMED SALVAGEABLE BY THE RESIDENT ENGINEER SHALL BE DELIVERED BY THE CONTRACTOR TO IDOT'S MAINTENANCE FACILITY IN NEW LENOX. TEMPORARY STORAGE AND DELIVERY SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "GUARDRAIL REMOVAL."

GENERAL NOTES (CONT.)

10. THE ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS PRIOR TO THE START OF WORK.
11. TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS THE RESIDENT ENGINEER SHALL CONTACT REGINA COOPER, AREA TRAFFIC FIELD ENGINEER, AT (847) 705-4153.
12. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS, ELEVATIONS AND EXISTING FIELD CONDITIONS PRIOR TO BIDDING, ORDERING MATERIALS, OR BEGINNING CONSTRUCTION ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS.
13. PAVEMENT PATCHING QUANTITIES HAVE BEEN INCLUDED IN THE CONTRACT TO ACCOMMODATE THE IMPROVEMENT OF PAVEMENT WHICH SHOWS SIGNS OF FAILURE OR EXCESSIVE CRACKING. ANTICIPATED PATCHING LOCATIONS HAVE BEEN SHOWN ON THE REMOVAL SHEETS. FINAL PATCHING LOCATIONS WILL BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION. ALL PAVEMENT PATCHING SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD AS CLASS A PATCH, 12 INCH, OF THE TYPE AS MEASURED IN THE FIELD.
14. ALL PATCHES OPENED ON A PARTICULAR DAY MUST BE FILLED THAT DAY TO THE TOP OF THE PAVEMENT SURFACE.
15. THE FOLLOWING PAY ITEMS HAVE BEEN PROVIDED FOR FOREST MANAGEMENT. THE ACTUAL NEED FOR THESE PAY ITEMS WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE RESIDENT ENGINEER. IF THESE PAY ITEMS ARE NOT USED OR ARE NOT USED IN THEIR ENTIRETY, THE REMAINING QUANTITY SHALL BE DEDUCTED FROM THE TOTAL AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
 - SELECTIVE CLEARING
 - WEED CONTROL, BASAL TREATMENT
 - TREE PRUNING (1 TO 10 INCH DIAMETER)
 - TREE PRUNING (OVER 10 INCH DIAMETER)
16. A QUANTITY OF POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION HAS BEEN PROVIDED FOR USE AT LOCATIONS OF UNSUITABLE OR UNSTABLE SOIL. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY SOFTENED SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND EVALUATED ACCORDING TO SECTION 4.0 OF THE IDOT SUBGRADE STABILITY MANUAL. IF UNSUITABLE OR UNSTABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
17. A SECTION OF TEMPORARY CONCRETE BARRIER WILL BE LEFT IN PLACE AT THE COMPLETION OF THE CONTRACT ON WESTBOUND I-80 AT THE WEST PROJECT LIMIT. THE TEMPORARY CONCRETE BARRIER WILL BE FURNISHED BY THE CONTRACTOR AND MUST MEET THE REQUIREMENTS OF IDOT STANDARD 704001. AT THE COMPLETION OF THE CONTRACT THE BARRIER WILL BECOME THE PROPERTY OF THE STATE. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR RELOCATE TEMPORARY CONCRETE BARRIER, SPECIAL.
18. A QUANTITY OF REPLACEMENT REFLECTORS HAS BEEN PROVIDED FOR USE AT LOCATIONS WHERE THE EXISTING REFLECTORS IN THE RAISED REFLECTIVE PAVEMENT MARKERS ARE MISSING OR DAMAGED. THE NEED FOR REPLACEMENT REFLECTORS WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. IF NO REPLACEMENT REFLECTORS ARE NECESSARY, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
19. 33,330' OF THE PROPOSED SHOULDER RUMBLE STRIPS ARE LOCATED IN THE PROPOSED CONCRETE SHOULDER. 15,095' OF THE SHOULDER RUMBLE STRIPS ARE LOCATED IN THE EXISTING EASTBOUND OUTSIDE CONCRETE SHOULDER. RUMBLE STRIPS IN THE EXISTING AND PROPOSED SHOULDERS WILL BE PAID FOR USING THE SAME PAY ITEM (SHOULDER RUMBLE STRIPS).
20. ALL EXISTING SIGNS NOT SHOWN ON THE PAVEMENT MARKING AND SIGNING PLAN, INCLUDING METRA SIGNS, ARE TO REMAIN IN PLACE.

DRAINAGE NOTES

1. THE STATION AND OFFSET OF THE DRAINAGE STRUCTURES ADJACENT TO CONCRETE BARRIER ARE TO THE EDGE OF THE FRAME ADJACENT TO THE CONCRETE BARRIER. THE STATION AND OFFSET OF ALL OTHER DRAINAGE STRUCTURES ARE TO THE CENTER OF THE STRUCTURE.
2. STATION OFFSETS AND RIM/GRATE ELEVATIONS FOR DRAINAGE STRUCTURES ADJACENT TO THE BARRIER BASE ARE BASED ON A VARIABLE WIDTH BARRIER BASE THAT IS CONSTRUCTED SYMMETRICAL ABOUT THE CENTERLINE. THE CONTRACTOR SHALL ADJUST THE ELEVATIONS AND OFFSET LOCATIONS SHOWN ON THE PLANS FOR ALL DRAINAGE STRUCTURES INSTALLED ALONG THE CONCRETE BARRIER AS NECESSARY TO ACCOMMODATE THE VARIABLE BARRIER BASE WIDTHS THAT ARE NEEDED TO ACCOMMODATE EASTBOUND AND WESTBOUND ELEVATION DIFFERENTIALS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST FOR THE APPLICABLE DRAINAGE STRUCTURES. FOR ADDITIONAL BARRIER BASE INFORMATION, SEE TYPICAL SECTIONS AND STANDARDS.
3. INVERT ELEVATIONS FOR EXISTING PIPES HAVE BEEN SHOWN ON THE PLANS WHEN SURVEY INFORMATION WAS AVAILABLE. THE CONTRACTOR SHALL VERIFY THE INVERT ELEVATIONS FOR EXISTING PIPES IN THE FIELD AT THE TIME OF CONSTRUCTION AND SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
4. TOP OF GRATE ELEVATIONS FOR EXISTING STRUCTURES SHOWN ON THE PLANS WERE SURVEYED. THE RESIDENT ENGINEER MAY REVISE THE PROPOSED TOP OF FRAME ELEVATIONS AT THE TIME OF CONSTRUCTION BASED ON FIELD CONDITIONS.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. THE COST OF MAINTAINING DRAINAGE FLOWS SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
6. WHERE REQUIRED BY RESTRICTIVE DEPTHS, PRECAST REINFORCED CONCRETE FLAT SLAB TOPS SHALL BE USED FOR MANHOLES AND CATCH BASINS.
7. THERE ARE SEVERAL LOCATIONS WHERE PROPOSED STORM SEWER/PIPE CULVERTS WILL BE PLACED ADJACENT TO THE PIERS AND ABUTMENT WALLS OF EXISTING OVERHEAD BRIDGES. THE ORIGINAL BRIDGE PLANS HAVE BEEN REVIEWED TO REDUCE THE LIKELIHOOD OF ANY CONFLICT BETWEEN THE PROPOSED STORM SEWER/PIPE CULVERTS AND THE OVERHEAD BRIDGE SUBSTRUCTURE(S), HOWEVER SUCH CONFLICTS MAY EXIST. THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN EXCAVATING OR JACKING PIPE CULVERTS ADJACENT TO THE OVERHEAD BRIDGE PIERS AND ABUTMENT WALLS.

COMMITMENTS

1. NONE

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USER NAME = jk,jellman	DESIGNED - CRC	REVISED -
PLOT SCALE = 1.0000 / IN.	DRAWN - JMK	REVISED -
PLOT DATE = 12/6/2010	CHECKED - MRJ	REVISED -
	DATE - 10/27/2010	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**F.A.I. 80 FROM US 30 TO NS RAILROAD
GENERAL NOTES AND DRAINAGE NOTES**

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-5-Y	WILL	276	3
				CONTRACT NO. 60147
ILLINOIS FED. AID PROJECT				