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* 100	TC08 - Freeway Entrance and Exit Ramp Closure Details
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* 99A-99KK Added Existing Traffic Surveillance Plans

INDEX OF HIGHWAY STANDARDS

Standard No.	Description
420001-07	Pavement Joints
442001-04	Class A Patching
701400-06	Approach to Lane Closure, Freeway / Expressway
701401-07	Lane Closure, Freeway / Expressway
701411-08	Lane Closure, Multi Lane, Intermittent or Moving Operations, for Speeds >= 45 mph.
701426-05	Lane Closure, Freeway / Expressway, Two Lane Closure
701501-06	Urban Lane Closure, 2L, 2W Undivided
701606-08	Urban Lane Closure, 2W with Mountable Median
701801-05	Sidewalk, Corner, or Crosswalk Closure
701901-07	Traffic Control Devices

GENERAL NOTES

- Before starting any excavation, the Contractor shall contact "J.U.L.I.E." at (800) 892-0123 or 811 for field locations of buried electric, telephone, and gas facilities. 48 hour notification is required.
- The plans do not represent a complete depiction of all utilities that may be impacted by the proposed work. The Contractor shall conduct his or her own investigation to determine the ownership of impacted utilities. The Contractor shall coordinate with the utility owners and may be required to provide temporary support, adjust, relocate or remove utilities that are impacted by the proposed improvement. This work shall be considered incidental to the project.
- The Contractor will not be allowed to set up a yard or field office on State property without written permission from the Department.
- 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.
- All damage to existing pavement markings or raised reflective pavement markers outside the patch lane shall be replaced at the Contractors expense.
- Before beginning any work, the Contractor shall retain and record for future reference, all existing pavement marking lines, symbols and letters (and raised reflective markers) in order that these locations can be re-established for striping. Exact locations of all pavement markings and raised reflective pavement markers shall be as directed by the Engineer.
- Drainage adjustment or reconstruction locations will be determined in the field by the Engineer.
- These plans have been prepared from notes received from IDOT Field Maintenance Engineers.
- Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work. However, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.
- Pavement patching shall not disturb the existing pavement base. Any restoration of Contractor disturbed base shall be done at the Contractor's expense.
- The Contractor shall obtain approval from the District One Bureau Chief of Maintenance for any proposed revisions in the schedule pavement patching locations.
- Do not scale these plans for construction purposes.
- Use #8 epoxy-coated tie bars, conforming to Art. 1006.10 of the Standard Specifications for all the tie bars. Use the "Longitudinal Construction Joint (Tie Bar Grouted In Place) detail shown on Highway Standard 420001 for all longitudinal joints.
- The Contractor shall maintain the existing lighting for the duration of the contract. Cost included in the pay item "Protection and Maintenance Of Existing Underpass Lighting".
- 10 ft (3 m) 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 item of work specified.
- The Resident Engineer must contact the IDOT Traffic Control Supervisor at (847) 705-4155 at least 72 hours prior to installation of the temporary control devices on 1-90/94.
- The Resident Engineer shall contact the Area Traffic Field Engineer at (847) 705-4412 at least two (2) weeks prior to the placement of permanent pavement markings
- All pavement markings and raised reflectors affected by the pavement patching shall be replaced. Nominal quantities have been included in the contract for this work.

GENERAL NOTES (CONT.)

- The minimum Class A Patch dimensions shall be the length of 4.5 feet and a width that includes half the width of the travel way.
- For work outside the bridge approach pavement, all references in the Highway Standards and Standard Specifications for reinforcement, Dowel Bars and Tie Bars in pavement, shoulders, curb and gutter and median, chair supports for CRC Pavement, shall be Epoxy Coated, unless noted on the plans.

GENERAL NOTES (City of Chicago)

- Before starting any excavation within the City of Chicago, the contractor shall contact "C.U.A.N." (Chicago Utility Alert Network) at (312) 744-7000 for field locations of buried electric, telephone, and gas facilities. 48 hour notification is required.

GENERAL NOTES (CONT.)

- The Contractor shall call for a one-time cable locate of the IDOT District One Electrical Facilities by the IDOT Electrical Maintenance Contractor at (773) 287-7600 prior to start of work.
- There are several surveillance loops potentially in conflict with the proposed patch locations as listed below. As-Built surveillance drawings are included in the contract for Contractor Information Only. The contractor shall perform his/her own investigation and submit to the Engineer for approval prior to ordering materials to determine if the surveillance facilities will be in conflict. The cost of this work shall be incidental to the contract.
- The list of potential surveillance loop conflicts are:
 Monrose Ave (Inbound Direction)
 Addison St. (Inbound Direction)
 Addison St. (Reversible Lanes)
 Kimball St. (Inbound Direction)
 California St. (Outbound Direction)
 Diversey Ave. (Inbound Direction)
 Western Ave. (Reversible Lanes)
 Fullerton Ave. (Inbound Entrance Ramp)
 Armitage Ave. (Inbound Entrance Ramp)
 Division St. (Inbound Direction)
 Division St. (Outbound Direction)
 Division St. (Reversible Lanes)
- All surveillance loops in conflict should be re-cut on the same weekend the patches are poured. Time should be allocated to perform this operation prior to removing the traffic control.
- There is a potential surveillance conflict with the west abutment at Sacramento Blvd. Quantities have been included in the contract to replace the conduit and wire that is in conflict. As-Built drawings of the junction boxes and location of the conduit/wire conflict are included for Contractor Information.

COLLINS ENGINEERS 1327 N. Waukegan Dr. Suite 100 Chicago, IL 60642 Tel: (773) 751-1100 Fax: (773) 751-1100 www.collinseng.com	USER NAME :	DESIGNED - AMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES	F.A.I. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE :	DRAWN - AMS	REVISED -			90/94	2012-0558R	COOK	107	2
	PLOT DATE :	CHECKED - JMH	REVISED -			CONTRACT NO. 60V58				
	DATE - DECEMBER 2012	REVISED -	ILLINOIS FED. AID PROJECT							

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