

# GENERAL NOTES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2626.2-R-2	COOK/LAKE	1207	3
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 62114		INDOT DES. NO. 0100987		

GENERAL NOTES - MISCELLANEOUS  
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 ALL ELEVATIONS REFER TO 1988 N.A.V.D. DATUM.

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 USED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL ADJUST THE INTENSITY OF ILLUMINATION AND THE ORIENTATION OF THE ARTIFICIAL LIGHTING AS DIRECTED BY THE ENGINEER TO PREVENT AN ADVERSE AFFECT ON THE VISIBILITY OF MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

THE CONTRACTOR SHALL OBTAIN ANY PERMIT REQUIRED FROM ALL LOCAL JURISDICTIONS PRIOR TO START OF OPERATIONS.

GENERAL NOTES - ROADWAY  
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THE CONTRACTOR SHALL VERIFY THE DIMENSIONS OF THE CONCRETE BARRIER WALL AND BRIDGE PARAPETS WITH THE ENGINEER PRIOR TO FABRICATING THE BARRIER WALL AND PARAPET FORMS.

PAYMENT FOR REMOVAL OF TEMPORARY CONCRETE BARRIER SHALL BE COORDINATED WITH THE MAINTENANCE OF TRAFFIC PLAN AND SHALL OCCUR AS THE BARRIER IS NO LONGER NEEDED ON THE PROJECT. THE CONTRACTOR AND RESIDENT ENGINEER SHALL INVENTORY AND AGREE TO THE TOTAL LENGTH OF BARRIER FOR PAYMENT UNDER THIS ITEM BEFORE ANY OF THE BARRIER IS MOVED.

UNLESS NOTED OTHERWISE, SAW CUTTING WILL BE REQUIRED AND WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE PAYMENT FOR THE REMOVAL ITEM.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

ALL CURB AND COMBINATION CURB AND GUTTER REMOVAL IS PAID AS COMBINATION CURB AND GUTTER REMOVAL.

THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.00043 M-TONS PER SQUARE METER (0.0004 TONS PER SQ. YD.)

POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) MAY BE USED AT LOCATIONS WHERE UNSUITABLE OR UNSTABLE MATERIAL IS ENCOUNTERED DURING CONSTRUCTION. SOILS WILL BE TESTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. THE ACTUAL LIMITS AND DEPTHS OF REMOVAL AND REPLACEMENT WILL BE DETERMINED BY THE ENGINEER. THE ENGINEER WILL DETERMINE IF THE REMOVED MATERIAL IS UNSUITABLE OR UNSTABLE BASED ON THE FOLLOWING CRITERIA. UNSTABLE MATERIAL IS THAT WHICH, WITH ADEQUATE PROCESSING, CAN MEET THE REQUIREMENTS OF EMBANKMENT AS OUTLINED IN THIS CONTRACT. UNSUITABLE MATERIAL DOES NOT MEET THE REQUIREMENTS FOR EMBANKMENT MATERIALS. UNSUITABLE SOILS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. UNSTABLE MATERIALS WILL BE MEASURED FOR PAYMENT AS EARTH EXCAVATION AND MAY BE PROCESSED AND USED IN THE EMBANKMENT OR DISPOSED OF, IN ACCORDANCE WITH ARTICLE 202.03.

THE PHASE III CONSULTANT WILL BE RESPONSIBLE FOR THE RE-ESTABLISHMENT OF CONTROL AND TIE POINTS AS SHOWN ON THE ALIGNMENT AND TIES SHEETS. THE CONTRACTOR SHALL COORDINATE THE RE-ESTABLISHMENT OF EXISTING CONTROL AND TIE POINTS DISTURBED BY THE CONSTRUCTION ACTIVITIES WITH THE RESIDENT ENGINEER AND PHASE III CONSULTANT. EXISTING CONTROL AND TIE POINT LOCATIONS THAT ARE CONSIDERED NOT VIABLE UNDER THE FINAL CONDITIONS MAY BE RE-ESTABLISHED AT A MORE FEASIBLE LOCATION, AS APPROVED BY THE RESIDENT ENGINEER. THE PHASE III CONSULTANT SHALL SUBMIT DOCUMENTATION OF ALL RE-ESTABLISHED CONTROL AND TIE POINTS TO THE DEPARTMENT NO LATER THAN ONE (1) MONTH AFTER COMPLETION OF THE CONTRACT.

REMOVAL OF PAVEMENT MARKER REFLECTORS AS REQUIRED FOR TRAFFIC STAGING SHALL BE CONSIDERED INCIDENTAL TO THE COST OF MAINTENANCE OF TRAFFIC.

PRIOR TO THE INSTALLATION OF TOPSOIL, REGARDLESS OF SLOPE, THE SUBGRADE SHALL BE SURFACE ROUGHENED BY A TRACKED VEHICLE NO MORE THAN 7 DAYS PRIOR TO PLACEMENT, THIS WORK SHALL BE INCLUDED IN THE COST OF "TOPSOIL, FURNISH AND PLACE".

PLAN DIMENSIONS RELATIVE TO EXISTING STRUCTURES HAVE BEEN TAKEN FROM EXISTING PLANS AND AS SUCH ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL VERIFY SUCH DIMENSIONS IN THE FIELD AND MAKE NECESSARY ADJUSTMENTS UPON APPROVAL OF THE ENGINEER.

THE CONTRACTOR SHALL VERIFY THE ELEVATIONS SHOWN IN THE PLANS WHERE THE PROPOSED PROFILE MEETS THE EXISTING PAVEMENT EDGE AND PRESENT THE RESULTS TO THE RESIDENT ENGINEER PRIOR TO THE FINAL GRADING. THE INFORMATION SHOWN IN THE PLAN IS DERIVED FROM DIGITAL IMAGERY AND MAY NEED TO BE ADJUSTED TO ENSURE A SMOOTH PROFILE AT THE MATCH LOCATION.

THE PHASES USED IN THE DRAWINGS ARE WITH REFERENCE TO THE OVERALL I-80/94 PROJECT AS FOLLOWS: PHASE I - CONSTRUCTION IN 2004; PHASE II - CONSTRUCTION IN 2005 AND PHASE III - CONSTRUCTION IN 2006.

THE CONTRACTOR SHALL SCHEDULE A PERIOD OF TIME (MINIMUM OF 5 WORKING DAYS) BETWEEN THE PLACEMENT OF THE SUB-BASE GRANULAR MATERIAL AND STABILIZED SUB-BASE 150MM TO ALLOW THE HIGHWAY LIGHTING AND SURVEILLANCE CONTRACTOR TIME TO INSTALL THE VEHICLE DETECTION SYSTEM.

GENERAL NOTES - DRAINAGE  
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BEFORE FINAL ACCEPTANCE OF THE PROJECT, ALL PROPOSED STORM SEWER LINES SHALL BE CLEANED AS DIRECTED BY THE ENGINEER. THE COST FOR THIS WORK IS CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE BID FOR STORM SEWERS OF THE TYPE, CLASS AND DIAMETER SPECIFIED.

REMOVAL OF MANHOLES, CATCH BASINS, INLETS, AND DRAINAGE STRUCTURES SHALL BE PAID AT THE CONTRACT UNIT PRICE EACH FOR "REMOVING MANHOLES", "REMOVING CATCH BASINS", "REMOVING INLETS", AND "DRAINAGE STRUCTURE TO BE REMOVED", REGARDLESS OF SHAPE, DEPTH, OR SIZE OF THE STRUCTURE AND SHALL INCLUDE REMOVAL OF ANY ATTACHED SLOTTED DRAIN.

WHERE EXISTING STORM SEWERS THAT ARE TO BE REMOVED AND ARE CONNECTED TO ANOTHER STRUCTURE OR SEWER THAT IS TO REMAIN IN PLACE, THE OPENING SHALL BE PLUGGED WITH SI CONCRETE. THE PLUGS SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE UNIT BID PRICE FOR "STORM SEWER REMOVAL OF THE DIAMETER SPECIFIED".

PROPOSED STRUCTURES WITHIN THE SUB-GRADE AREA MAY TEMPORARILY BE PLATED (WITHOUT THE FRAME AND GRATE OR FRAME AND LID) TO FACILITATE THE CONSTRUCTION OPERATIONS. PLATES SHALL MEET THE APPROVAL OF THE ENGINEER, THE COST FOR MATERIALS, INSTALLATION, REMOVAL OF THE PLATES, AND SUBSEQUENT CONSTRUCTION OF THE STRUCTURE TO ITS FINISHED HEIGHT SHALL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE DRAINAGE STRUCTURE.

REMOVAL OF COMBINED OR SANITARY SEWERS WILL BE PAID AT THE CONTRACT UNIT PRICE PER METER FOR "STORM SEWER REMOVAL", OF THE DIAMETER SPECIFIED.

TEMPORARY STORM SEWER PLUGS INSTALLED AND REMOVED IN THIS CONTRACT FOR STAGING PURPOSES WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCIDENTAL TO THE COST OF THE PROPOSED STORM SEWER.

BEFORE ORDERING: STORM SEWERS, CATCH BASINS, PIPE CULVERTS, PIPE DRAINS, MANHOLES, AND CULVERTS; THE CONTRACTOR SHALL CONFIRM THE EXACT LENGTH AND QUANTITY REQUIRED FROM FIELD MEASUREMENTS.

DRAINAGE NOTES FOR MWRD COMBINED SEWER NETWORKS  
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THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055).

ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.

ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO:

PIPE MATERIAL SPEC.	JOINT SPEC.
VITRIFIED CLAY PIPE	
VCP C-700	C-425
VCP (NO-BEL) C-700	
JOINT	C-425
COLLAR	D-1784
CONCRETE PIPE C-14	C-443
RCP C-76	C-443
ACP C-428	D-1869
ABS SEWER PIPE	
SOLID WALL 6" DIA. SDR 23.5	
ABS D-2751	D-2751
ABS COMPOSITE/TRUSS PIPE	
8"-15" DIA.	
ABS D-2680	D-2680
PVC GRAVITY SEWER PIPE	
6"-15" DIA. SDR 26	
D-3034	D-3212 OR D-2855
18"-27" DIA. F/DY=46	
F-679	D-3212 OR D-2855
CISP A-74	C-564
DIP A-21.51	A-21.11

ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE 6 MM TO 25 MM IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ONE FOURTH THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN 100 MM NOR MORE THAN 200 MM. MATERIAL SHALL BE CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 300 MM ABOVE THE TOP OF THE PIPE WHEN USING PVC.

"BAND SEAL" OR SIMILAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR MATERIALS.

WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:

1. CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.
2. REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.
3. WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.

WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 460 MM. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 3.1 METERS BETWEEN SANITARY/COMBINED SEWERS AND WATERMANS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 460 MM VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 460 MM VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATERMAIN, THE SEWER SHALL BE CONSTRUCTED TO WATERMAIN STANDARDS.

ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.

ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 1.2 METERS, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.

GENERAL NOTES - EROSION CONTROL  
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THE CONTRACTOR SHALL COORDINATE THE WORK TO ALLOW THE EXIST GROUND COVER TO REMAIN IN AREAS WITHIN THE CONTRACT LIMITS NOT PROPOSED FOR CONSTRUCTION.

GENERAL NOTES - UTILITIES  
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BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES IN ILLINOIS AND CALL "I.U.P.P.S." AT (800) 382-5544 IN INDIANA (48-HOUR NOTIFICATION IS REQUIRED).

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL TROY BOYD AT THE BORMAN TRAFFIC MANAGEMENT CENTER AT (219)939-3650.

THE CONTRACTOR SHALL INVITE ALL INDIANA UTILITIES TO THE PRE-CONSTRUCTION MEETING. CONTACT INFORMATION IS PROVIDED ON INDEX OF SHEETS AND HIGHWAY STANDARDS SHEET.

COMMITMENTS  
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THE EMERGENCY ACCESS TO INTERSTATE 80/94 WILL BE MAINTAINED AT ALL TIMES. ACCESS GATES OR OTHER INGRESS CONTROL WILL ALSO BE MAINTAINED DURING CONSTRUCTION. THERE ARE TWO EXISTING EMERGENCY ACCESS GATES TO INTERSTATE 80/94.

THE CONSTRUCTION OF ROADSIDE DRAINAGE SWALES MUST NOT INTERCEPT GROUNDWATER LEVEL. ROADSIDE SWALES ARE CONSTRUCTED WITHIN THE INTERCHANGE AREAS ARE TO ACCEPT ROADWAY DRAINAGE ONLY. THE TOPSOIL IN THE PERMANENT CONSTRUCTION ZONES WILL BE SEGREGATED FOR POTENTIAL RE-USE WITHIN THE TEMPORARY WORK AREAS AFTER CONSTRUCTION IS COMPLETE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 I-80/94/US 6  
 KINGERY-BORMAN EXPRESSWAY  
 BURNHAM ROAD TO US 41

GENERAL NOTES  
 SCALE \_\_\_\_\_ DRAWN BY ACE/CAD  
 DATE 07/05 CHECKED BY TAE