

**GENERAL NOTES**

1. 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 FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
2. ALL ELEVATIONS SHOWN ON PLANS REFER TO U.S.G.S. DATUM, UNLESS NOTED OTHERWISE.
3. 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND ALL LOCAL AGENCIES.
5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
6. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED, ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
7. 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.
8. THE RESIDENT ENGINEER SHALL NOTIFY IDOT TWO WEEKS PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS. CONTACT CORA MATHIS (815) 485-6475.
9. ALL STORM SEWER CONNECTIONS WITH PIPES 27 INCHES IN DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. FOR PROPOSED STORM SEWER PIPES LARGER THAN 27 INCHES IN DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "WYE" PIPE CONNECTIONS FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR THE STORM SEWERS.
10. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.
11. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE 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 BY THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).
12. 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.
13. THE STAGE LINE SHOWN IN THE CROSS SECTIONS REFLECTS THE EARTHWORK VALUES IN THE TABLE. SEE MOT SHEETS FOR SPECIFIC ITEMS CONSTRUCTED PER STAGE. SEE PRE-STAGE CROSS SECTIONS FOR ADDITIONAL PRE-STAGE INFORMATION.
14. THE ALIGNMENT SHOWN ON THE RIGHT OF WAY PLATS INCLUDED IN THESE PLANS IS DIFFERENT FROM THE ALIGNMENT SHOWN ON THE ALIGNMENT, BENCHMARK AND TIES SHEET.

15. EXISTING MAIL BOXES THAT ARE IN CONFLICT WITH THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE TEMPORARY RELOCATED DURING CONSTRUCTION AND PERMANENTLY RELOCATED WHEN THE PROPOSED IMPROVEMENTS ARE COMPLETED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY. THE COST OF THIS WORK SHALL BE INCLUDED IN THE LUMP SUM UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

16. PROTECTIVE COAT SHALL BE APPLIED IN ACCORDANCE WITH ARTICLE 420.21 OF THE STANDARD SPECIFICATIONS TO CONCRETE MEDIAN SURFACES. ALL EXPOSED SURFACES OF CURBS AND GUTTERS, SIDEWALK AND PCC DRIVEWAY.

17. SAW CUTTING: A SAW CUT SHALL BE REQUIRED TO THE FULL DEPTH AT THE JOINT BETWEEN PAVEMENT, SIDEWALK, CURB AND GUTTER, MEDIAN, DRIVEWAY PAVEMENT, HOT-MIX ASPHALT SURFACES TO BE REMOVED AND THAT LEFT IN PLACE OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS.

18. WHERE SECTION, SUBSECTION, SUBDIVISION OR PROPERTY 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 OR OTHERWISE REFERENCED THEIR LOCATION.

19. WHEREVER CONCRETE MASONRY WALLS, HEADWALLS, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED, THEY SHALL BE REMOVED TO AN ELEVATION OF 1 FOOT BELOW THE ESTABLISHED GRADE OR SUBGRADE AS SHOWN ON THE PLANS. SUCH WORK SHALL BE CONSIDERED INCLUDED IN EARTH EXCAVATION.

20. THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTORS' RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

21. THE CONTRACTOR SHALL PROVIDE POSITIVE TEMPORARY DRAINAGE UNTIL THE FINAL SURFACE IS PLACED. THE COST OF EARTHWORK REQUIRED TO PROVIDE POSITIVE TEMPORARY DRAINAGE SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED EARTHWORK, UNLESS OTHERWISE SPECIFIED. TEMPORARY DRAINAGE STRUCTURES AND PIPE SHALL BE PAID FOR SEPARATELY.

22. DRAINAGE STRUCTURE GRADES AND LOCATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS.

23. ADDED EXPENSE INVOLVED IN CONNECTING EXISTING DRAIN TILES, PIPE CULVERTS, OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.

24. REMOVAL OF EXISTING REGULATORY, WARNING, AND/OR TRAFFIC SIGNS WHICH INTERFERE WITH CONSTRUCTION AND/OR CONFLICT WITH CONSTRUCTION TRAFFIC PATTERNS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS OR AS DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE LUMP SUM CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

25. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE REQUIRED TO GRADE SUBGRADE AS SHOWN ON THE TYPICAL SECTIONS SHALL BE INCLUDED IN THE COST PER SQUARE YARD OF AGGREGATE SUBGRADE 12".

26. THE NEWLY PLACED AGGREGATE SUBGRADE IS NOT INTENDED TO BE UTILIZED BY THE CONTRACTOR AS A HAUL ROUTE.

27. ANY AGGREGATE SUBGRADE DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.

28. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ENTRANCES SERVICING ADJACENT PROPERTIES AT ALL TIMES DURING CONSTRUCTION. WHEN A PROPERTY IS SERVICED BY A SINGLE ENTRANCE, THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED ENTRANCE ONE HALF AT A TIME IN ORDER TO MAINTAIN ACCESS. WHEN A PROPERTY IS SERVICED BY MULTIPLE ENTRANCES, ONE OF THE ENTRANCES SHALL REMAIN OPEN AT ALL TIMES.

29. A QUANTITY OF 200 FEET OF EXPLORATION TRENCH 52" DEPTH IS INCLUDED IN THE PLANS FOR THE PURPOSE OF IDENTIFYING ANY BURIED OBSTACLE. THE ENGINEER SHALL APPROVE THE LOCATIONS OF THIS PAY ITEM BEFORE ANY EXCAVATION MAY BEGIN.

30. A QUANTITY OF HIGH-EARLY-STRENGTH CONCRETE IS INCLUDED IN THE PLANS WHICH AMOUNTS TO 3.0% OF THE TOTAL AREA OF THE 9 3/4" PCC JOINTED PAVEMENT. THE ENGINEER SHALL APPROVE THE USE OF THIS MATERIAL PRIOR TO PLACEMENT.

31. NO GRINDING OF TEMPORARY PAVEMENT MARKINGS WILL BE ALLOWED ON PERMANENT PAVEMENT. WATERBLASTING AND SANDBLASTING ARE THE ONLY ACCEPTABLE METHODS OF REMOVING PAVEMENT MARKINGS FROM PERMANENT PAVEMENT.

32. POROUS GRANULAR EMBANKMENT, SUBGRADE HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. 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 UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 AND THE IDOT SUBGRADE STABILITY MANUAL (Rev. 2005). IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

33. WHEN CONCRETE COLLARS ARE REQUIRED TO CONNECT PROPOSED WATER QUALITY STORM SEWER TO PROPOSED RCP STORM SEWERS OR EXISTING STORM SEWERS, THE CONCRETE COLLARS SHALL BE CONSTRUCTED IN ACCORDANCE WITH IDOT DISTRICT 1 DETAIL BD-07. THE COST FOR THE CONCRETE COLLARS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR STORM SEWER (WATER MAIN REQUIREMENTS) OF THE SPECIFIED DIAMETER.

34. THE EXISTING TELEPHONE DUCT BANKS ARE TO REMAIN WITHIN THE PROJECT LIMITS. THE INSTALLATION OF STORM SEWER AND DRAINAGE STRUCTURES WILL REQUIRE THE TEMPORARY SUPPORT OR RELOCATION OF THE EXISTING TELEPHONE DUCT BANKS. THE TELEPHONE COMPANY WILL BE RESPONSIBLE TO PERFORM THIS WORK. THE CONTRACTOR SHALL COORDINATE WITH THE TELEPHONE COMPANY DURING INSTALLATION OF THE VARIOUS DRAINAGE ITEMS. NO ADDITIONAL COMPENSATION OR TIME EXTENSION WILL BE MADE FOR THIS COORDINATION.

35. THE CONTRACTOR SHALL ABANDONED THE EXISTING SPRINKLER SYSTEM LOCATED WITHIN THE EAST PARKWAY ALONG IL ROUTE 59 AND THE SOUTH PARKWAY ALONG LOCKPORT STREET. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

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