

| F.A.I. RTE.           | SECTION | COUNTY             | TOTAL SHEETS     | SHEET NO. |
|-----------------------|---------|--------------------|------------------|-----------|
| 59                    | *       | WILL               | 102              | 3         |
| STA.                  | TO STA. |                    |                  |           |
| FED. ROAD DIST. NO. 1 |         | ILLINOIS           | FED. AID PROJECT |           |
| * 99(1&2)AC-R-2       |         | CONTRACT NO. 60B97 |                  |           |

## GENERAL NOTES

INDICATES PAYMENT INCLUDED IN COST OF ANOTHER ITEM.

### ROADWAY

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED UTILITIES, INCLUDING ELECTRICAL, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF SHREWOOD.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 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.
- 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.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND BITUMINOUS TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED. BUTT JOINTS AT TRANSITIONS NOT SPECIFIED IN THE PLANS SHALL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF BITUMINOUS OVERLAY.
- 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTERS AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- WHERE SECTIONS OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE THE MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS UNTIL THE OWNER, AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE TROY FIRE PROTECTION DISTRICT AND MINOOKA TRANSPORTATION DISTRICTS 28 WORKING DAYS PRIOR TO START OF CONSTRUCTION IN ORDER FOR THEM TO REVIEW AND COORDINATE WITH THE CONTRACTORS' CONSTRUCTION SCHEDULE.
- ALL DRIVEWAY RADII SHALL BE 15 FEET UNLESS OTHERWISE NOTED.

- RESIDENT ENGINEER SHALL CONTACT MS. CORA MATHIS (AREA TRAFFIC FIELD ENGINEER) (847) 705-4413, PRIOR TO INSTALLING ANY PERMANENT PAVEMENT MARKINGS.
- POROUS GRANULAR EMBANKMENT SUBGRADE (PGES) 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 UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/ OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH PGE OR EMBANKMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. IF UNSTABLE AND/ OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.
- REMOVAL OF ANY EXISTING CURB AND GUTTER EMBEDDED IN BITUMINOUS PAVEMENT OR SHOULDER SHALL NOT BE MEASURED FOR REMOVAL, BUT SHALL BE INCLUDED IN THE COST OF THE PAVEMENT REMOVAL ITEM.
- RADII OF CURB AND GUTTER IS SHOWN AT THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- FOR CLARITY, DELINEATORS ARE NOT SHOWN ON THE PROPOSED ROADWAY PLANS, BUT SHALL BE PLACED ACCORDING TO IDOT HIGHWAY STANDARD 635001. THE COST OF DELINEATORS WILL INCLUDE BOTH SINGLE AND DOUBLE REFLECTORS.
- ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON U.S.G.S. DATUM.
- THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT SOME QUANTITIES ARE GIVEN IN BOTH SUMMARY FORM AND ON THE PLAN SHEETS. CARE SHOULD BE TAKEN TO AVOID DUPLICATION OF QUANTITIES.
- COMED POWER POLES WILL BE RELOCATED BY COMED PRIOR TO CONSTRUCTION.
- FULL DEPTH, PERPENDICULAR, STRAIGHT JOINT SHALL BE SAWN AT THE ENDS AND ALL EDGES OF PORTIONS OF PAVEMENT TO BE REMOVED. THESE SAW CUTS SHALL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE REMOVAL ITEM.
- PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.

### EARTH EXCAVATION

- EXCAVATION REQUIRED TO CLEAN SIDEROAD DITCHES, CONSTRUCT DRIVEWAYS OR CONSTRUCT SIDEROAD APPROACHES SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION.
- ALL SUITABLE EXCESS MATERIALS FROM SEWER TRENCHES, SIDEROADS, ENTRANCES OR OTHER NECESSARY EXCAVATIONS SHALL BE USED IN THE CONSTRUCTION OF THE ROADWAY. PLACEMENT AND COMPACTION OF THIS MATERIAL SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- AGGREGATE SHOULDER AND AGGREGATE DRIVEWAY REMOVAL TO BE PAID FOR AS EARTH EXCAVATION.
- THE TOP 1 FOOT LAYER OF TOPSOIL, AS SHOWN ON THE CONTRACT PLAN CROSS SECTIONS, SHALL BE EXCAVATED AND PLACED IN A STOCKPILE AT A LOCATION APPROVED BY THE ENGINEER. TOPSOIL EXCAVATION AND PLACEMENT SHALL INCLUDE THE EXCAVATING, HAULING, AND STOCKPILING THE TOPSOIL, IN ADDITION TO HAULING AND FINAL PLACEMENT OF THE TOPSOIL TO THE PERMANENT CONDITION. THE STOCKPILE OF TOPSOIL SHALL BE SURROUNDED BY SILT FENCE FOR EROSION CONTROL, AND SHALL NOT BE PLACED ON NATURAL DRAINAGEWAYS.

### COMMITMENTS

- THE EXISTING AGRICULTURAL ENTRANCES WILL BE MAINTAINED.

### DRAINAGE NOTES

- UNLESS OTHERWISE NOTED, ALL OFFSETS TO MANHOLES ARE TO THE CENTER OF FRAMES AND GRATES OR FRAMES AND LIDS, AND ALL OFFSETS TO CATCH BASINS AND INLETS ARE TO THE CURB FACE OR BARRIER WALL.
- REINFORCED CONCRETE CULVERT PIPE SHALL BE USED FOR ALL PROPOSED STORM SEWERS, EXCEPT AS NOTED ON THE PLANS OR THESE NOTES.
- THE COST OF MAKING SEWER AND UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES AND BREAKING NEW HOLES INTO EXISTING OR PROPOSED DRAINAGE STRUCTURES SHALL BE CONSIDERED INCLUDED IN THE COST FOR DRAINAGE WORK.
- BEFORE FINAL ACCEPTANCE OF THE PROJECT, ALL PROPOSED STORM SEWER LINES AND STRUCTURES SHALL BE CLEANED AS DIRECTED BY THE ENGINEER, THE COST FOR THIS WORK IS TO BE CONSIDERED INCLUDED IN THE UNIT PRICES FOR THE VARIOUS STORM SEWERS.
- ALL DIRECT LATERAL CONNECTIONS TO THE MAINLINE SEWERS WITH PIPES 27 INCHES DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST 'TEE' OR 'WYE' FITTINGS CONFORMING TO THE APPLICABLE PORTIONS OF ARTICLES 550 AND 542.08 OF THE STANDARD SPECIFICATIONS. FOR PROPOSED DIRECT CONNECTIONS TO MAINLINE SEWERS LARGER THAN 27 INCHES DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED, AND THE LATERAL SHALL BE FIELD CONNECTED ACCORDING TO THE DETAILS ON THE PLANS AND THE APPLICABLE PORTIONS OF ARTICLES 550 AND 542.08. PRECAST 'TEE' AND 'WYE' PIPE CONNECTIONS TO MAINLINE SEWERS, AS WELL AS FIELD CONNECTIONS WHEN THE MAINLINE SEWER IS LARGER THAN 27 INCHES DIAMETER, WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR STORM SEWERS, OF THE CLASS, TYPE AND DIAMETER SPECIFIED FOR THE LATERAL PIPE.
- FOR MANHOLE AND CATCH BASIN STRUCTURES IN WHICH THE DIFFERENCE IN ELEVATION FROM THE RIM TO THE TOP OF PIPE IS LESS THAN 4', A FLAT SLAB TOP SHALL BE USED. FOR INLET TYPE B STRUCTURES IN WHICH THE DIFFERENCE IN ELEVATION FROM THE RIM TO THE PIPE SOFFIT IS LESS THAN 2', A FLAT SLAB TOP SHALL BE USED. FOR ALL DRAINAGE STRUCTURES, THE COST OF THE FLAT SLAB TOP WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE DRAINAGE STRUCTURE, OF THE TYPE AND SIZE SPECIFIED.
- COST OF STEEL END SECTION REMOVAL WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE BID PER FOOT FOR 'PIPE CULVERTS (TEMPORARY) OF THE CLASS AND TYPE SPECIFIED. PRECAST CONCRETE FLARED END SECTION REMOVAL WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR 'CONCRETE HEADWALL REMOVAL'.
- DURING THE CONSTRUCTION OPERATION WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR DRAINAGE STRUCTURES SO THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS ALL DRAINAGE STRUCTURES SHALL BE FREE FROM ALL DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL ADJUST THE ROADWAY SUB-GRADE THICKNESS TO CONFORM TO THE TOP OF PIPE AS REQUIRED IN THE FIELD.

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
|           |      |
|           |      |
|           |      |
|           |      |
|           |      |
|           |      |
|           |      |
|           |      |
|           |      |
|           |      |

ILLINOIS DEPARTMENT OF TRANSPORTATION  
FAI 55 WEST FRONTAGE ROAD AT IL 59  
SECTION: 99(1&2)AC-R-2

## GENERAL NOTES

SCALE: \_\_\_\_\_ DRAWN BY: JB  
DATE: 03/22/2007 CHECKED BY: ACL

**TENG**  
TENG & ASSOCIATES, INC.  
ENGINEERS/ARCHITECTS/PLANNERS  
200 N. MICHIGAN AVE. CHICAGO, IL 60601  
TEL: (312) 281-2000

ATT:00076Z.DGN  
 3-22-2007 8:59:03  
 T:\DOCUMENT\031700\CHIL\ADON\GEN\020706.DGN  
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63