

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS	WILL	334	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES AND MUNICIPALITIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
- 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 COMMERCIAL AND RESIDENTIAL AREAS.
- BARRIER WALL MARKERS, TYPE C SHALL BE INSTALLED ON MEDIAN CONCRETE BARRIER WALL AND PARAPETS AT A HEIGHT OF 28 INCHES FROM THE TOP OF SHOULDER TO THE BOTTOM OF THE REFLECTOR AND SPACED AT 50 FEET CENTER-TO-CENTER ON CURVES AND 100 FEET CENTER-TO-CENTER ON TANGENTS OR AS DIRECTED BY THE TRAFFIC OPERATIONS FIELD ENGINEER. THE BARRIER WALL MARKERS SHALL BE INSTALLED DURING STAGE I, PRIOR TO OPENING THE WIDENED PAVEMENT TO TRAFFIC.

7. CONTRACTS 60B85, 60B86, 62895, 60B46, 62896 AND 60B47 ARE EXPECTED TO RUN SIMULTANEOUSLY. TRAFFIC CONTROL AND OTHER CONSTRUCTION OPERATIONS BETWEEN THESE SIX CONTRACTS SHALL BE COORDINATED THROUGHOUT THE DURATION OF THE 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)".

8. A PAINT STRIPE SHALL BE APPLIED TO THE FACE OF BARRIER WALL ADJACENT TO ALL DRAINAGE STRUCTURES. THE STRIPE SHALL BE 4" WIDE BY 12 INCHES LONG AND EXTEND VERTICALLY AT 90 DEGREES FROM THE TOP EDGE OF THE BARRIER. THE PAINT WILL BE SPECIFIED AS ORANGE PAINT. THE COST OF THE STRIPE IS TO BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF TYPE AND SIZE SPECIFIED.

9. THE LIMIT SHOWN ON THE PLANS BETWEEN THE PAY ITEMS "BITUMINOUS CONCRETE SHOULDER REMOVAL" IN THE MEDIAN AND "HOT-MIX ASPHALT SURFACE REMOVAL 3-1/2" ON THE MAINLINE PAVEMENT IS BASED ON THE THEORETICAL EDGE OF PAVEMENT LINE WHICH IS LOCATED AT 20' FROM THE I-55 CENTERLINE. THE EXISTING MAINLINE PAVEMENT IN BOTH THE NB AND SB DIRECTIONS CONSISTS OF A PCC BASE WITH A BITUMINOUS OVERLAY. THE CONTRACTOR SHALL REMOVE THE EXISTING BITUMINOUS SHOULDER TO THE EDGE OF THE EXISTING PCC BASE COURSE TO THE SATISFACTION OF THE ENGINEER. THE COST FOR THIS WORK INCLUDING ANY ADDITIONAL SET UPS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "BITUMINOUS CONCRETE SHOULDER REMOVAL". IN ADDITION, THE COST TO REPAIR ANY DAMAGE TO THE EXISTING MAINLINE PAVEMENT INCLUDING RAVELING OF THE EXISTING BITUMINOUS OVERLAY AS A RESULT OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "BITUMINOUS CONCRETE SHOULDER REMOVAL".

10. DURING THE 2007 CONSTRUCTION SEASON, THE CONTRACTOR SHALL REMOVE THE REFLECTIVE ELEMENT FROM ALL RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES AS DIRECTED BY THE ENGINEER. PRIOR TO TRANSFERRING TRAFFIC INTO THE TRAFFIC CONFIGURATION SHOWN FOR THE TYPICAL SECTION FOR WINTER SHUTDOWN AT THE END OF THE 2007 CONSTRUCTION SEASON, THE CONTRACTOR SHALL REPLACE THE REFLECTIVE ELEMENT WITH A NEW REFLECTIVE ELEMENT. DURING THE 2008 CONSTRUCTION SEASON IN AREAS BEYOND THE PAVEMENT MILLING AND RESURFACING LIMITS, THE CONTRACTOR SHALL REMOVE THE REFLECTIVE ELEMENT FROM ALL RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REPLACE THE REFLECTIVE ELEMENT WITH A NEW REFLECTIVE ELEMENT AT THE END OF THE PROJECT. THE COST OF REMOVAL AND REPLACEMENT OF THE REFLECTIVE ELEMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "REPLACEMENT REFLECTOR".

11. THE VARIABLE WIDTH CONCRETE GUTTER ADJACENT TO THE DRAINAGE STRUCTURES SHALL NOT BE CONSTRUCTED UNTIL AFTER THE FRAME AND GRATE ARE ADJUSTED TO THE FINAL GRADE IN STAGE II. THE COST TO REMOVE THE H.M.A. SHOULDER PAVEMENT CONSTRUCTED DURING STAGE I IN THE AREA OF THIS VARIABLE WIDTH PORTION OF THE CONCRETE GUTTER AND THE COST OF THE ADDITIONAL WIDTH OF CONCRETE GUTTER GREATER THAN 10" AS SHOWN AT THE DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR CONCRETE GUTTER.

12. ANY GUARDRAIL REMOVED AND DEEMED SALVAGEABLE BY THE RESIDENT ENGINEER SHALL BE DELIVERED BY THE CONTRACTOR TO THE NEAREST IDOT MAINTENANCE FACILITY. TEMPORARY STORAGE AND DELIVERY SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "GUARDRAIL REMOVAL".

13. BUTT JOINTS WILL BE INSTALLED AT THE END 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.

14. THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.10 GAL/SQ. YD.

GENERAL NOTES (CONT.)

15. PRIOR TO STARTING MILLING AND RESURFACING OF THE OUTSIDE SHOULDER IN AREAS ADJACENT TO GUARDRAIL, THE CONTRACTOR SHALL DETERMINE IF THE RAIL ELEMENT OF THE GUARDRAIL WILL NEED TO BE REMOVED TO COMPLETE THIS WORK TO THE SATISFACTION OF THE ENGINEER. IF DEEMED NECESSARY, THE CONTRACTOR SHALL REMOVE THE RAIL ELEMENT OF THE RESPECTIVE GUARDRAIL SECTIONS AND RE-ERECT THE RAIL ELEMENT ON THE SAME DAY IT WAS REMOVED. THE COST FOR THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)". ANY GUARDRAIL FEATURES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.

16. PAVEMENT PATCHING QUANTITIES HAVE BEEN INCLUDED IN THE CONTRACT TO ACCOMMODATE THE IMPROVEMENT OF PAVEMENT WHICH SHOWS SIGNS OF FAILURE OR EXCESSIVE CRACKING. THE ENGINEER WILL DETERMINE THE AREAS TO BE PATCHED IN ACCORDANCE WITH THE DISTRICT ONE DETAIL BD-22 FOR "PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT." QUANTITIES FOR "HOT-MIX ASPHALT REMOVAL OVER PATCHES" AND "HOT-MIX ASPHALT REPLACEMENT OVER PATCHES" ARE BASED ON THIS WORK BEING DONE AFTER THE MILLING OF THE MAINLINE PAVEMENT HAS BEEN COMPLETED. IF THE CONTRACTOR ELECTS TO PATCH THE PAVEMENT PRIOR TO COMPLETING THE MILLING OF THE MAINLINE PAVEMENT, THE ADDITIONAL DEPTH OF "HOT-MIX ASPHALT REMOVAL OVER PATCHES" AND THE ADDITIONAL TONNAGE REQUIRED FOR "HOT-MIX ASPHALT REPLACEMENT OVER PATCHES" WILL NOT BE MEASURED FOR PAYMENT.

17. IF THE OUTSIDE THROUGH LANE NEXT TO EXISTING EXIT/ENTRANCE RAMP IS MILLED, THE CONTRACTOR SHALL NOT LEAVE A GRADE DIFFERENTIAL BETWEEN MILLED LANES AND EXISTING RAMP SURFACE GREATER THAN 1" FOR SPEEDS > 45 MPH AND 1-1/2" FOR SPEEDS 45 MPH OR LESS. A 12" WIDE TEMPORARY RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING BITUMINOUS SURFACE AS DIRECTED BY THE ENGINEER. THE LENGTH OF THE TEMPORARY RAMP WILL BE MEASURED AND THE AREA CALCULATED BY MULTIPLYING THE LENGTH BY ONE FOOT. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT."

18. BASED ON RESULTS OF 98 PAVEMENT CORES TAKEN DURING 2005, THE AVERAGE THICKNESS OF BITUMINOUS OVERLAY IS APPROXIMATELY 7 INCHES IN BOTH DESIGN SECTIONS. FORTY NINE (49) CORES WERE TAKEN IN EACH DIRECTION OF TRAVEL STARTING AT THE I-80 INTERCHANGE TO THE WEBER ROAD INTERCHANGE. THE THICKNESS OF OVERLAY RANGES FROM 3-1/4" TO 13-1/2".

19. THE CONTRACTOR SHALL INSTALL NEW DELINEATOR POSTS AND REFLECTORS AT THE LOCATIONS SHOWN IN THE PLANS FOR "DELINEATORS" AND AS SPECIFIED BY THE ENGINEER. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE EXISTING DELINEATOR POSTS AND REFLECTORS IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. THE COST FOR REMOVAL AND DISPOSAL OF THE EXISTING DELINEATOR POSTS AND REFLECTORS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "DELINEATORS."

20. 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 THE 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. 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.

21. TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT MS. CORA MATHIS, AREA FIELD ENGINEER, AT (847) 485-6475.

22. THE PROPOSED BRIDGE PIER FOR THE FUTURE ILLINOIS ROUTE 59 EXIT RAMP BRIDGE OVER I-55 (S.N. 099-4642) SHALL BE CONSTRUCTED USING THE HORIZONTAL AND VERTICAL CONTROL INFORMATION SHOWN ON SHEET 258.

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 FRAME.

2. STATION OFFSETS AND RIM/GRATE ELEVATIONS FOR DRAINAGE STRUCTURES ADJACENT TO THE BARRIER BASE ARE BASED ON A 3 FOOT WIDE 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 NORTHBOUND AND SOUTHBOUND ELEVATION DIFFERENTIALS. THIS 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. FOR INSTALLATION OF PROPOSED DRAINAGE STRUCTURES IN EXISTING SEWERS A PORTION OF THE EXISTING PIPE SHALL BE CUT AND REMOVED. THE PROPOSED STRUCTURE SHALL BE PROVIDED WITH ADEQUATELY SIZED OPENINGS SUCH THAT THE EXISTING PIPE MAY BE CONNECTED AT ITS EXISTING INVERT ELEVATION. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR THE TYPE AND KIND OF DRAINAGE STRUCTURE TO BE INSTALLED.

5. FOR PROPOSED STORM SEWER OR PIPE CULVERT CONNECTIONS TO EXISTING PIPES, BOX CULVERTS, OR STRUCTURES, THE CONNECTION AND REMOVAL OF CONCRETE TO MAKE NECESSARY HOLES IN THE EXISTING PIPES, EXISTING BOX CULVERTS, OR EXISTING STRUCTURES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR STORM SEWERS OR PIPE CULVERTS OF THE DIAMETER, TYPE, AND CLASS SPECIFIED, AND OF THE PARTICULAR KIND OF MATERIAL WHEN SPECIFIED.

6. REMOVAL OF MANHOLES, CATCH BASINS AND ANY OTHER EXISTING DRAINAGE STRUCTURES IN THE EXISTING MEDIAN DITCH OF I-55 OR ELSEWHERE ON THE I-55 EXPRESSWAY, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "REMOVING MANHOLES", REGARDLESS OF SHAPE, DEPTH OR SIZE OF THE STRUCTURE, EXCEPT FOR MEDIAN INLET BOXES WHICH SHALL BE PAID SEPARATELY AS "MEDIAN INLET BOX REMOVAL."

7. TOP OF GRATE ELEVATIONS FOR EXISTING STRUCTURES SHOWN ON THE PLANS WERE DETERMINED BY COMPUTER TERRAIN MODELING. THE RESIDENT ENGINEER MAY REVISE THE TOP OF GRATE ELEVATIONS AT THE TIME OF CONSTRUCTION BASED ON FIELD CONDITIONS.

8. REMOVAL OF EXISTING UNDERDRAINS AND HEADWALLS FOR UNDERDRAINS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CU. YD. FOR EARTH EXCAVATION.

9. DURING STAGE I, THE FRAMES AND GRATES CONSTRUCTED ADJACENT TO THE CONCRETE BARRIER SHALL BE SET FLUSH WITH THE LEVEL OF THE BINDER COURSE AND THE GRATES SHALL BE BOLTED DOWN. IMMEDIATELY PRIOR TO PLACING THE SURFACE COURSE DURING STAGE III OR AS DIRECTED BY THE ENGINEER, THE BOLTS AND ASSOCIATED HARDWARE SHALL BE REMOVED AND THE FRAMES AND GRATES SHALL BE ADJUSTED TO THE FINAL SURFACE ELEVATION IN ACCORDANCE WITH SECTION 603 "ADJUSTING FRAMES AND GRATES OF DRAINAGE AND UTILITY STRUCTURES." THE BOLTS AND ASSOCIATED HARDWARE SHALL BE DELIVERED TO THE I-55 BOLINGBROOK MAINTENANCE YARD AT 151 EAST SOUTH FRONTAGE ROAD, BOLINGBROOK, IL 60440 (PHONE #630.739.5641). THE COST OF BOLTING THE GRATES DURING STAGE I AND THEN REMOVING THE BOLTS AND ASSOCIATED HARDWARE AND DELIVERING THEM TO THE IDOT MAINTENANCE FACILITY SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR FRAMES AND GRATES OF THE TYPE SPECIFIED.

PLOT DATE = 02/23/07
 FILE NAME = 022307.DWG
 USER = JG
 SCALE = 1"=40'
 SHEET NO. = 334
 TOTAL SHEETS = 334

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55 (I-80 TO BLACK ROAD)
 WIDENING AND RESURFACING

**GENERAL NOTES
 AND DRAINAGE NOTES**

SCALE: N.T.S. DRAWN BY AG
 DATE 02/23/07 CHECKED BY DDH

TENG
 ENGINEERS/ARCHITECTS/PLANNERS
 CHICAGO, ILLINOIS