

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1503	08-00260-01-PV	KANE	176	3
STA. N/A		TO STA. N/A		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

- ALL REFERENCES TO REFER TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION DATED 2007 AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS DATED 2009.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF AURORA.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE, PRIVATE OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DISTRICT ENGINEER.
- WHEN 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 ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM. (NGVD 1988)
- THE SCALE OF THE DRAWINGS APPLIES ONLY TO FULL SIZE PLANS (24" X 36") AND NOT TO THE REDUCED SIZE PLANS. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- ALL UNDERGROUND UTILITY FACILITIES SHOWN ON THE PLANS ARE LOCATED AT THEIR APPROXIMATE LOCATION. IT IS BELIEVED THAT THIS DATA IS ESSENTIALLY CORRECT, BUT THE DEPARTMENT AND OTHER AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. IN ACCORDANCE WITH SECTION 105.07 OF THE STANDARD SPECIFICATIONS, THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EACH FACILITY WITH THE UTILITY COMPANY WHEN THE POTENTIAL EXISTS FOR INVOLVEMENT AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. FOR REGULATED UTILITY LOCATIONS, THE CONTRACTOR SHALL CONTACT THE JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS, "J.U.L.I.E." AT 1-800-892-0123. LOCAL GOVERNMENT AGENCIES SHOULD BE CONTACTED BY THE CONTRACTOR FOR THE LOCATION OF ALL NON-REGULATED UTILITY LOCATIONS. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONARY AND PROTECTIVE MEASURES REQUIRED TO MAINTAIN & PROTECT EXISTING UTILITIES, SEWER, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION IN PARTICULAR, THE CONTRACTOR WILL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES AND SEWERS WHICH ARE STILL IN SERVICE. THE CONTRACTOR SHALL PROTECT EXISTING OR NEW UTILITIES WHEN CONSIDERED NECESSARY BY METHODS APPROVED BY THE ENGINEER, AND HE SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY TO PREVENT SETTLEMENT, DISPLACEMENT OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY BUT THE COST THEREOF SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- PRIOR TO INITIATION OF CONSTRUCTION, THE CONTRACTOR WILL COORDINATE WITH THE LOCAL AGENCIES TO ENSURE CONTINUOUS EMERGENCY SERVICE DURING THE CONSTRUCTION PHASE OF THE PROJECT.
- CITY OF AURORA NEW POLICE STATION:
THE CITY OF AURORA IS CURRENTLY UNDER CONSTRUCTION ON THEIR NEW POLICE HEADQUARTERS AND BRANCH COURT FACILITY LOCATED WITHIN THE PROJECT LIMITS. IT IS EXPECTED THAT THE SITE WILL BE UNDER CONSTRUCTION THROUGH 2009. THE CONSTRUCTION SITE OF THE POLICE HEADQUARTERS AND BRANCH COURT FACILITY IS EXPECTED TO HAVE A SIGNIFICANT AMOUNT OF CONSTRUCTION TRAFFIC IN AND OUT OF THE SITE. THE INDIAN TRAIL ROAD CONTRACTOR IS EXPECTED TO MAINTAIN ACCESS TO THE POLICE STATION SITE AT ALL TIME

CURB AND GUTTER PROTECTION

- CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT THE NEWLY CONSTRUCTED CURBS. CONTRACTOR SHALL NOT CROSS CURB AND GUTTER WITH VEHICLES OR CONSTRUCTION EQUIPMENT WITHOUT PROVIDING ADEQUATE PROTECTION TO THE CURB AND GUTTER. CURB PROTECTION SHALL BE IN SUCH A MANNER TO ASSURE THAT THERE IS NO DIRECT CONTACT WITH THE WHEELS/TRACKS AND THE CURB AND GUTTER. CONTRACTOR SHALL LIMIT TO ONE CROSSING PER 1000' OF ROADWAY OR AS APPROVED BY THE ENGINEER. ANY DAMAGE TO THE NEW CURB AND GUTTER AS A RESULT OF THE CONTRACTORS OPERATIONS WILL BE REPLACED AT NO EXPENSE TO THE CONTRACT. DAMAGED AREAS WILL INCLUDE GOUGES, CRACKS, CHIPS, AND BROKEN AREAS AND BE REMOVED AND REPLACED JOINT TO JOINT. THERE WILL NO ADDITIONAL COMPENSATION FOR THESE PREVENTATIVE MEASURES.

EARTHWORK AND ROADWAY

- ALL EXCAVATED AND EMBANKMENT LOCATIONS REQUIRING SEEDING OR SODDING SHALL BE CONSTRUCTED TO 6" INCHES BELOW FINISHED GRADE LINE TO ALLOW TOP SOIL PLACEMENT.
- ALL RADII ARE MEASURED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL ENSURE THAT TEMPORARY EROSION CONTROL MEASURES ARE IN PLACE IN THE CURRENT WORK AREA BEFORE MOVING TO A DIFFERENT WORK LOCATION AS SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER.
- PRIOR TO INITIATION OF CONSTRUCTION, THE CONTRACTOR WILL COORDINATE WITH THE LOCAL AGENCIES TO ENSURE CONTINUOUS EMERGENCY SERVICE DURING THE CONSTRUCTION PHASE OF THE PROJECT.
- IN ADDITION TO THE AREAS SHOWN IN THE PLANS, 3769 CY OF POROUS GRANULAR EMBANKMENT, SUBGRADE HAS BEEN PROVIDED FOR LOCATIONS WHERE SOILS TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGE WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL, AND PROOF ROLLED USING A FULL LOAD SEMI). IF UNSTABLE AND/OR UNSUITABLE MATERIALS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
- ANTICIPATED AREAS OF PGE PLACEMENT ARE SHOWN ON THE CROSS SECTIONS. THE THICKNESS OF PGE WILL VARY.
- EARTH SHALL BE PAID FOR ONLY ONCE, REGARDLESS OF STAGING. STOCK PILING OF MATERIALS FOR LATER USE AND REDISTRIBUTION SHALL BE DONE AT THE CONTRACTOR'S EXPENSE. STOCK PILING NECESSARY FOR RESPREADING IN SHOULDERS, CONSTRUCTING EMBANKMENTS, CUT OR BORROW AREAS SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE FOR EARTH EXCAVATION.
- ALL AGGREGATE AND BITUMINOUS BASE COURSES SHALL BE PRIMED. THIS WORK SHALL CONFORM TO THE APPROPRIATE ARTICLES OF SECTION 406 OF THE STANDARD SPECIFICATIONS. THE PRIME COAT FOR AGGREGATE SURFACES SHALL BE MC-30 APPLIED AT A RATE OF 0.30 GALLONS PER SQUARE YARD AND SS-1 APPLIED AT THE RATE OF 0.10 GALLONS PER SQUARE YARD FOR HMA BASES. WHEN THE PRIMED AREA IS TO BE OPEN TO TRAFFIC, A FINE AGGREGATE SHALL BE PLACED IMMEDIATELY AFTER THE PRIME COAT HAS BEEN APPLIED. THE FINE AGGREGATE SHALL CONFORM TO ARTICLES 406.06 OF THE STANDARD SPECIFICATIONS. THESE ITEMS WILL BE PAID FOR SEPARATELY AS BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT).
- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION:
ITEM NO. 2100100 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION WILL ONLY BE UTILIZED IN AREAS THAT HAVE BEEN IDENTIFIED AS SUBGRADE UNDERCUTS AREAS OR WHERE DETERMINED IN THE FIELD BY A GEOTECHNICAL ENGINEER. THE FABRIC WILL BE USED IN COMBINATION WITH PGE. THE QUANTITY INCLUDED IN THE PLANS IS BASED ON THE GEOTECHNICAL REPORT RECOMMENDATIONS FOR UNDERCUT AREAS.

SURVEY LAYOUT

- CONTRACTOR WILL PROVIDE SURVEY LAYOUT IN ACCORDANCE WITH CHECK SHEET #10, CONSTRUCTION LAYOUT STAKES, OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS. IN ADDITION TO THE LAYOUT REQUIREMENTS TO BE PERFORMED BY THE CONTRACTOR AS PART OF CHECK SHEET #10, HIS RESPONSIBILITIES WILL INCLUDE HORIZONTAL AND VERTICAL LAYOUT OF ALL POINTS ASSOCIATED WITH THE ROADWAY, DRIVEWAYS AND BIKE PATH IMPROVEMENTS WHICH INCLUDES, BUT SHALL NOT LIMITED TO, EARTHWORK, SUBBASE, CURB AND GUTTERS, STORM SEWER, DRAINAGE STRUCTURES, PAVEMENTS SURFACES, TRAFFIC SIGNAL, STREET LIGHTING, AND LANDSCAPING. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT IS CONSIDERED INCLUDED IN THE UNIT COST BID FOR CONSTRUCTION LAYOUT.

REMOVAL NOTES

- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 3/4 INCHES WHERE THE SPEED IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- FRAME AND LID ADJUSTMENTS FOR PUBLIC UTILITIES WITHIN THE PROJECT LIMITS WILL BE DONE BY THEIR RESPECTIVE OWNERS, UNLESS OTHERWISE NOTED.
- ALL PRIVATE SIGNS WILL BE RELOCATED BY PROPERTY OWNER.
- SAW CUTS:
FULL DEPTH SAW CUT IS REQUIRED FOR THE REMOVAL OF PAVEMENT, BUTT JOINTS, PATCHES, REMOVAL OF CURB, GUTTER, MEDIANS, DRIVEWAYS, SIDEWALK, OR ANY OTHER STRUCTURES THAT ARE ALL ONE PIECE WITH NO CONSTRUCTION JOINTS. THIS SAW CUT SHALL BE MADE AT THE LIMITS OF CONSTRUCTION OR OTHER AREAS AS REQUIRED TO PERFORM THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE SAW CUT SHALL BE ACCOMPLISHED WITH A "PAVEMENT SAW". VERMEER TYPE TRENCHERS WILL NOT BE ALLOWED FOR FINAL SAW CUT AT THE LIMITS OF CONSTRUCTION. THESE SAW CUTS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE APPLICABLE ITEM BEING REMOVED.
- MAILBOXES:
THE WORK REQUIRED FOR THE REMOVAL AND REPLACEMENT OF PERMANENT MAILBOXES SHALL BE SPECIFIED IN THE SPECIAL PROVISIONS AND DETAILED IN THE PLANS. IN ACCORDANCE WITH SECTION 107.20 OF THE STANDARD SPECIFICATIONS, THE WORK WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
- MAILBOXES WILL NEED TO BE TEMPORARILY MOVED BECAUSE OF CONSTRUCTION OPERATIONS. MAILBOXES MAY HAVE TO BE MOVED MORE THAN ONCE. THE CONTRACTOR SHALL TEMPORARILY PLACE AND SUPPORT THE MAILBOX SO THAT IT IS SUITABLE FOR MAIL DELIVERY. MAINTAINING THE MAILBOX DURING CONSTRUCTION AND PLACING IT IN ITS PERMANENT LOCATION WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT. IF THE MAILBOX OR SUPPORT IS DAMAGED BY THE CONSTRUCTION OPERATIONS IT WILL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE PROJECT.
- QUANTITIES FOR THE FOLLOWING PAY ITEMS ARE BASED ON FIELD SURVEYS CONDUCTED IN THE SPRING OF 2005. THE QUANTITIES SHOWN INCLUDE SOME ALLOWANCES FOR ADDITIONAL GROWTH BEFORE ACTUAL CONSTRUCTION TAKES PLACE.
- TREE REMOVAL (6 TO 15 INCH DIAMETER), PAY ITEM NO. 20100110.
TREE REMOVAL (OVER 15 INCH DIAMETER), PAY ITEM NO. 20100210.
- THE ENGINEER WILL MEASURE THE DIAMETER OF EACH TREE TO BE REMOVED. THE CONTRACTOR SHALL NOTIFY THE ENGINEER 24 HOURS PRIOR TO REMOVAL. FAILURE TO DO SO WILL RESULT IN PAYMENT OF TREE REMOVAL BASED IN PLAN MEASUREMENT.

DRAINAGE NOTES

- BACKFILLING OF STORM SEWERS SHALL BE PERFORMED IN ACCORDANCE WITH ARTICLE 550.07. IF METHOD 1 IS USED BY THE CONTRACTOR AND THE CONTRACTOR EXCEEDS THE ALLOWED MAXIMUM LIFT THICKNESS OF 12", AT THE ENGINEERS REQUEST, THE CONTRACTOR WILL BE REQUIRED TO ADDITIONALLY COMPACT THE TRENCH BACKFILL BY METHOD 2 OR 3. THERE WILL BE NO COMPENSATION FOR MEETING THIS ADDITIONAL COMPACTION REQUIREMENT.
- ALL FRAMES AND GRATES SHALL BE BICYCLE SAFE.
- BEFORE FINAL ACCEPTANCE OF THE PROJECT, ALL PROPOSED STORM SEWER LINES AND STRUCTURES SHALL BE CLEANED AS DIRECTED BY THE ENGINEER. CLEANING OF PROPOSED STORM SEWER LINES AND STRUCTURES IS CONSIDERED TO BE INCLUDED IN THE COST OF THE DRAINAGE ITEM. IF CLEANING OF EXISTING STORM SEWER IS REQUIRED THE WORK SHALL BE PAID FOR AS UNDER THE APPROPRIATE PAY ITEM.
- CONTRACTOR SHALL TAKE ALL APPROPRIATE MEASURES NECESSARY TO ASSURE THAT FRAMES AND LIDS FOR STRUCTURES INSTALLED IN THE PROPOSED PAVEMENT ARE ROTATED SO AS NOT TO BE IN THE VEHICLES "WHEEL LANE". ANY FRAMES AND LIDS, WHERE AVOIDABLE, CONSTRUCTED WITHIN THE VEHICLES "WHEEL LANE", WILL BE READJUSTED AT THE CONTRACTOR'S EXPENSE.
- ANY FARM DRAIN, FIELD TILE SYSTEM OR OTHER UNDERGROUND TILE FACILITY ENCOUNTERED IN THE WORK SHALL BE LOCATED AND STAKED AND REPORTED TO THE RESIDENT ENGINEER. ANY DRAINAGE LINES WHICH ARE CUT OR DAMAGED BY GRADING, TRENCHING, EXCAVATION OR OTHER CONSTRUCTION ACTIVITIES SHALL BE REPAIRED SO AS TO MAINTAIN ITS ORIGINAL ALIGNMENT. IF THIS CANNOT BE ACCOMPLISHED, THE TILE SHALL BE REPAIRED AND CONNECTED TO THE PROPOSED STORM SEWER SYSTEM IN SUCH A MANNER AS TO RENDER THE LINES USABLE FOR THE PURPOSES INTENDED. THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS.
- FRAME AND GRATES OF ALL OTHER CASTINGS REMOVED FROM EXISTING CITY R.O.W. SHALL REMAIN THE PROPERTY OF THE CITY OF AURORA AND SHALL BE STOCKPILED BY THE CONTRACTOR WITHIN THE EXISTING R.O.W. LIMITS.
- WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, OR CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINAGE AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET, AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK SHALL NOT BE PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE COST OF STORM SEWER ITEMS BEING INSTALLED.
- DRAINAGE STRUCTURE GRADES SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS. GRADES OF EXISTING SEWER LINES WERE DETERMINED FROM AVAILABLE PLANS AND SURVEY. THE INVERTS OF THE PROPOSED DRAINAGE MAY REQUIRE REVISION TO MEET EXISTING FIELD CONDITIONS. ANY ADJUSTMENTS SHALL BE AS DIRECTED BY THE ENGINEER.
- ADDITIONAL DEPTH REQUIRED IN DRAINAGE STRUCTURES DUE TO CONFLICTS WITH OTHER UTILITY FACILITIES SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR THE DRAINAGE STRUCTURE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONNECTION OF ALL EXISTING STORM SEWERS INTO THE PROPOSED STORM SEWER SYSTEM SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER SYSTEM.
- THE COST OF RESHAPING PROPOSED AND EXISTING DITCHES (IF REQUIRED) SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION PER ARTICLE 202.06.
- STORM SEWER STRUCTURES 1-85 LOCATED ALONG INDIAN TRAIL ROAD AND WEST OF CHURCH ROAD, ARE LOCATED OUTSIDE THE LIMITS OF THIS PROJECT.

THE OFFSETS TO DRAINAGE STRUCTURES LOCATED IN THE CURB LINE ARE MEASURED TO THE EDGE OF PAVEMENT AND NOT TO THE CENTER OF THE STRUCTURE.

THE OFFSETS TO DRAINAGE STRUCTURES LOCATED WITHIN THE PAVMENT ARE MEASURED TO THE CENTER OF THE STRUCTURE.

THE OFFSETS TO DRAINAGE STRUCTURES LOCATED OUTSIDE THE CURB LINE ARE MEASURED TO THE CENTER OF THE STRUCTURE.
- MORTAR:
ALL CONNECTION POINTS WHERE THE STORM SEWER ENTERS THE DRAINAGE STRUCTURE SHALL BE MORTARED ON THE INSIDE AND OUTSIDE OF THE DRAINAGE STRUCTURE. THE MORTAR MATERIAL SHALL BE PLACED AROUND THE ENTIRE CIRCUMFERENCE OF THE PIPE. THE MORTAR MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 602.04. MORTARING THE PIPE CONNECTION SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE STORM SEWER PIPE AND INSTALLATION.
- ALL MANHOLE COVERS SHALL BE STAMPED WITH "CITY OF AURORA".

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SHEET 1 OF 1

SCALE: VERT. DRAWN BY AWH
 HORIZ. N/A
 DATE 1/7/09 CHECKED BY TC/SBP



PLOT DATE = 1/5/2009
 FILE NAME = H:\Aurora\120095\TPH1\G:\1\Sh\A\genote.dgn
 USER = USER