

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

GENERAL

IN THE FOLLOWING, THE ILLINOIS DEPARTMENT OF TRANSPORTATION WILL BE REFERRED TO AS IDOT.

THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, SURFACE COURSE OR DITCHES, UNLESS OTHERWISE INDICATED. ALL RADII AND DIMENSIONS ARE REFERENCED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING HIS CONSTRUCTION OPERATIONS WITH OTHER CONSTRUCTION AND/OR MAINTENANCE OPERATIONS, INCLUDING UTILITY RELOCATIONS AND ADJUSTMENTS OF OTHER CONTRACTORS WORKING WITHIN THE LIMITS OF THE PROJECT AND ADJACENT TO THE PROJECT.

CULVERT AND BRIDGE FLOWS MUST BE MAINTAINED THROUGHOUT THE PROJECT. NORMAL FLOWS SHALL BE ALLOWED TO PASS AT THE RATE IT ENTERS THE JOBSITE. HIGH FLOWS SHALL BE ALLOWED TO PASS WITHOUT CAUSING DAMAGE TO UPSTREAM PROPERTIES. COST OF MAINTAINING DRAINAGE FLOWS SHALL BE INCLUDED IN THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL SOILS DATA COLLECTED AND PROCESSED FOR THE SOILS REPORT MADE IN CONJUNCTION WITH THE DESIGN OF THIS IMPROVEMENT IS ON FILE AT THE DISTRICT OFFICE WHERE IT IS AVAILABLE FOR THE INSPECTION OF CONTRACTORS OR PROSPECTIVE BIDDERS. SOIL BORING MAPS, BORING LOGS, AND SOIL PROFILES ARE INCLUDED IN THE PLAN SET.

CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE THE REQUESTING PARTY'S RESPONSIBILITY TO MAKE THESE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.

THE DEPARTMENT IS REQUIRING THAT PARTNERING BE IMPLEMENTED ON THIS CONTRACT PER GUIDELINES FOR PARTNERING ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

THE CONSTRUCTION OF THIS PROJECT IS TO ADHERE TO THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. SOME ILLINOIS STATE TOLL HIGHWAY AUTHORITY (ISTHA) STANDARD DETAILS WILL ALSO BE USED FOR THIS PROJECT. THE ISTHA CONCRETE MIX DESIGNATIONS ARE DIFFERENT THAN THE IDOT CONCRETE MIX DESIGNATIONS. THE FOLLOWING LIST SHOWS WHAT THE EQUIVALENT ISTHA AND IDOT MIXES ARE:

ISTHA CONCRETE MIX	EQUIVALENT IDOT CONCRETE MIX
SP	SI
DK, SD	BD
P, PFA	PV

BEFORE THE FALL OF 2005, ISTHA WILL BE MAKING IMPROVEMENTS TO I-90 IN THE VICINITY OF THE PROPOSED INTERCHANGE. THE CROSSOVER NEEDED FOR THE INTERCHANGE PROJECT, PAVING AND WIDENING OF THE INSIDE SHOULDER WILL BE DONE UNDER THE ISTHA CONTRACT. SINCE THE PLANS FOR THE PROPOSED INTERCHANGE HAVE BEEN ISSUED BEFORE THE COMPLETION OF THE INSIDE SHOULDER WIDENING, THAT WIDENING FROM 11 FEET TO 18 FEET IS NOT SHOWN ON THE INTERCHANGE PLAN SHEETS. THIS DOES NOT AFFECT THE INTERCHANGE CONSTRUCTION PLANS AS PRESENTED.

SURVEY

THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF ALL BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL VERIFY PAVEMENT ELEVATIONS WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING SHOWN COORDINATES TO KNOWN PROPERTY LINES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF DISCREPANCIES IN EITHER VERTICAL OR HORIZONTAL CONTROL PRIOR TO PROCEEDING WITH WORK.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED OR DISTURBED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS, MONUMENTS AND RIGHT OF WAY PINS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS. PROPERTY MARKERS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.

PERMANENT SURVEY MARKERS, TYPE I AND TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON HIGHWAY STANDARD 667101. THE CONTRACTOR SHALL PLACE A PERMANENT SURVEY MARKER, TYPE I, IN EACH BRIDGE, AT A LOCATION DIRECTED BY THE ENGINEER. PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT EACH END OF THE IL 173 PROJECT LIMITS, AS DIRECTED BY THE ENGINEER. ESTIMATED 2 EACH OF PERMANENT SURVEY MARKERS, TYPE I AND TYPE II.

THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE SURVEY CREW.

TRAFFIC CONTROL

TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN CONDITIONS MAY REQUIRE THE ENGINEER TO MODIFY THE LOCATION OF THE TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES FROM THE TIME OF NOTIFICATION BY THE ENGINEER TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION, IMPROVEMENT OR MODIFICATION OF THE MAINTENANCE OF TRAFFIC CONTROL DEVICES.

THE CONTRACTOR SHALL SUBMIT MAINTENANCE OF TRAFFIC/STAGING OF CONSTRUCTION PLANS IF DIFFERENT THAN THE MAINTENANCE OF TRAFFIC PLANS ALREADY IN THE CONSTRUCTION PLANS, FOR APPROVAL BY THE ENGINEER PRIOR TO COMMENCING WORK. THE MAINTENANCE OF TRAFFIC/STAGING OF CONSTRUCTION PLANS SHALL NOT BE ALTERED WITHOUT APPROVAL FROM THE ENGINEER AND IDOT.

ANY DROP-OFF GREATER THAN 3 INCHES ADJACENT TO THE EDGE OF PAVEMENT SHALL BE PROTECTED WITH BARRICADES, AND SHALL BE INCLUDED IN THE PAY ITEM, TRAFFIC CONTROL.

ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNER WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

WHEN ARTIFICIAL LIGHTING IS UTILIZED DURING NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC, AS WELL AS ADJOINING RESIDENTIAL AREAS.

THE TRAFFIC PROTECTION FOR IL 173 IS TO BE PAID FOR UNDER THE FOLLOWING PAY ITEMS:		
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701325	1 LUMP SUM
70100200	TRAFFIC CONTROL AND PROTECTION, STANDARD 701351	1 EACH
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	1 LUMP SUM
X7013015	TRAFFIC CONTROL FOR ROAD CLOSURE	1 LUMP SUM

THESE ITEMS SHALL BE INCLUDED IN TRAFFIC CONTROL AND PROTECTION, STANDARD 701326		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	1,260.7 SQ. FT.
70300500	PAVEMENT MARKING TAPE, TYPE III, 4"	3,782 FOOT

(SEE THE MAINTENANCE OF TRAFFIC PLANS FOR ALL THE ITEMS NEEDED.)

THE PAY ITEM TRAFFIC CONTROL (SPECIAL) IS TO BE USED FOR I-90. IT IS TO BE PAID AS A LUMP SUM AND INCLUDES THE FOLLOWING ITEMS:

70400100	TEMPORARY CONCRETE BARRIER	15,980	FOOT
X004545	BARRIER DELINEATOR	292	EACH
63801205	TEMPORARY MODULAR CLARE SCREEN	15,980	FOOT
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	42,070.8	SG. FT.
70300500	PAVEMENT MARKING TAPE, TYPE III, 4"	102,062.4	FOOT
70300540	PAVEMENT MARKING TAPE, TYPE III, 6"	16,100	FOOT
78300105	PAVEMENT MARKING REMOVAL	69,893.2	FOOT
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	26,333	FOOT
	RELOCATE BARRIER DELINEATOR	403	EACH
X6380200	RELOCATE MODULAR CLARE SCREEN SYSTEM	26,333	FOOT
X003988	TEMPORARY CONCRETE BARRIER REMOVAL	15,980	FOOT
X7015000	CHANGEABLE MESSAGE SIGN	32	CAL. MO.
Z0029999	IMPACT ATTENUATOR REMOVAL	4	EACH
X003988	TEMPORARY CONCRETE BARRIER REMOVAL	1,296	FOOT
X032288	MEDIAN CLOSURE	2	EACH

(SEE THE MAINTENANCE OF TRAFFIC PLANS FOR ALL THE ITEMS THAT ARE INCLUDED UNDER TRAFFIC CONTROL (SPECIAL))

UTILITIES

THE EXISTING FIBER OPTIC CABLE SHOWN ON THE PLANS WILL BE TEMPORARILY PLACED ON POLES ALONG THE EXISTING WEST I-90 RIGHT OF WAY LINE PRIOR TO CONSTRUCTION AND WILL BE RELOCATED TO ITS PERMANENT BURIED LOCATION UPON COMPLETION OF EARTHWORK. TEMPORARY AND FINAL RELOCATION OF THE FIBER OPTIC CABLE WILL BE ACCOMPLISHED BY ISTHA FORCES (CONSULTANT). FIBER OPTIC CONDUIT SHOWN ON THE PLANS UNDER THE BRIDGE APPROACH SLAB AND TRANSITION APPROACH SLAB SHALL BE 4" CONDUIT INSTALLED AS SHOWN. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE BRIDGE APPROACH SLAB OR TRANSITION APPROACH SLAB, AS APPLICABLE. FIBER OPTIC CONDUIT SHALL BE REQUIRED UNDER THE RAMPS. COORDINATE WITH ISTHA FOR EXACT LOCATION. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE PAY ITEMS REQUIRED FOR RAMP EARTHWORK AND WILL NOT BE PAID FOR SEPARATELY.

THE APPLICABLE PORTIONS OF ARTICLE 105.07 OF THE STANDARD SPECIFICATIONS SHALL APPLY EXCEPT FOR THE FOLLOWING: THE CONTRACTOR SHALL BE RESPONSIBLE TO LOCATE THE VERTICAL DEPTHS OF THE UNDERGROUND UTILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS. THIS WORK WILL NOT BE MEASURED OR PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR THE ITEM OF CONSTRUCTION INVOLVED.

UTILITIES SHOWN ON THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND NO GUARANTEE OF THEIR ACCURACY IS MADE OR IMPLIED. THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE DRAWINGS REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL-INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATION INTO THE LOCATION, SIZE, DEPTH AND NATURE OF ANY AND ALL EXISTING UTILITIES WHICH MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE OWNER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

PER SB 699 (90 DAY UTILITY RELOCATION LAW), ONCE RIGHT-OF-WAY IS CLEAR TO AWARD THE PROJECT, A NOTICE WILL BE SENT TO THE UTILITY COMPANIES INSTRUCTING THEM TO HAVE THEIR FACILITIES RELOCATED WITHIN 90 DAYS. ESTIMATED DATE RELOCATION COMPLETE = LETTING DATE + 135 DAYS.

ALL UTILITY ADJUSTMENTS, EXCEPT WATER AND SEWER, SHALL BE MADE BY THEIR RESPECTIVE OWNERS.

TREE REMOVAL MAY BE NECESSARY PRIOR TO UTILITY COMPANIES BEING ABLE TO RELOCATE THEIR FACILITIES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR SHOULD COORDINATE ANY CONTRACT TREE REMOVAL ACTIVITIES WITH THE UTILITY COMPANIES TO ELIMINATE CONFLICTS AND POTENTIAL DELAYS CAUSED BY UTILITY TREE REMOVAL ACTIVITIES OR INCOMPLETE UTILITY RELOCATIONS.

ALL TRENCHING SHALL BE IN ACCORDANCE WITH OSHA STANDARDS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO EXCAVATE FAR ENOUGH IN ADVANCE OF THE PIPE LAYING OPERATION TO AVOID ANY UNNECESSARY DEFLECTION. IF THE CONTRACTOR HAS TO RELAY ANY PIPE BECAUSE HE LAID TOO CLOSE TO AN OBSTRUCTION, IT WILL BE AT HIS OWN EXPENSE.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION OR HAVE THE POTENTIAL FOR CREATING FUTURE PROBLEMS SHALL BE REMOVED AND DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY AT AN APPROVED LOCATION OBTAINED BY THE CONTRACTOR, ACCORDING TO ARTICLE 202.03 OF THE IDOT STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT COST OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS, EVEN THOUGH THEY MAY OR MAY NOT BE SHOWN ON THE PLANS. ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR OWNER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE. THE J.U.L.I.E. TELEPHONE NUMBER IS (800) 892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR ALL NON-EMERGENCY WORK. KNOWN UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE LISTED BELOW. UTILITIES WHICH ARE NOT MEMBERS OF J.U.L.I.E. SHOULD BE NOTIFIED INDIVIDUALLY BY THE CONTRACTOR.

CITY OF LOVES PARK (WATER)
100 HEART BOULEVARD
LOVES PARK, IL 61111
815-654-5034

VILLAGE OF MACHESNEY PARK (WATER / SEWER)
300 MACHESNEY ROAD
MACHESNEY PARK, 61115
815-877-5432

NORTH PARK PUBLIC WATER DISTRICT
1350 TURRET DRIVE
MACHESNEY PARK, IL 61115
815-633-5461

ROCK RIVER WATER RECLAMATION DISTRICT
P.O. BOX 7480
3333 KISHWAUKEE
ROCKFORD, IL 61126-7480
815-387-7400

FIBER-OPTIC, TOLLWAY COMMUNICATION LINES
ILLINOIS STATE TOLL HIGHWAY ADMINISTRATION
2700 OGDEN AVENUE
DOWNERS GROVE, IL 60515
630-241-6800

VERIZON
112 WEST ELM STREET
SYCAMORE, IL 60178
815-895-1515

NICOR GAS CO.
1844 FERRY ROAD
NAPERVILLE, IL 60563-9600
630-983-8676

INSIGHT COMMUNICATIONS OF ROCKFORD
811 21ST STREET
ROCKFORD, IL 61108
815-962-4400

COMMONWEALTH EDISON
123 ENERGY AVENUE
ROCKFORD, IL 61109
815-966-2757

FOR TOLLWAY FACILITIES WHICH NEED TO BE LOCATED, THE CONTRACTOR MUST SUBMIT A COMPLETED ILLINOIS STATE TOLL HIGHWAY AUTHORITY "REQUEST TO LOCATE TOLLWAY FACILITIES" (FORM A36). FOUR (4) BUSINESS DAYS ARE REQUIRED TO MARK THE LOCATION OF THE FIBER OPTIC SYSTEM, ROADWAY LIGHTING SYSTEM, AND TOLLWAY COMMUNICATION LINES.

ALL FRAMES AND GRATES OF DRAINAGE STRUCTURES TO BE REMOVED OR FILLED SHALL BE CAREFULLY SALVAGED AND DELIVERED TO A LOCATION DESIGNATED BY IDOT. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE VARIOUS BID ITEMS INVOLVED.

THE CONTRACTOR SHALL REMOVE ALL ENTRANCE CULVERTS IN CONDITION FOR REUSE WHICH ARE NOT TO BE LEFT IN PLACE. THEY SHALL BE CLEANED AND STORED ALONG THE RIGHT OF WAY AS DIRECTED. IN NO CASE SHALL THEY BE ROUGHLY HANDLED OR SHOVED BY HEAVY MACHINERY. UNSUABLE MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE. COST OF THE WORK TO BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR PIPE CULVERT REMOVAL.

ANY STORM SEWER LINES THAT ARE ABANDONED SHALL BE FILLED WITH MATERIAL APPROVED BY THE ENGINEER AND SECURELY SEALED WITH CONCRETE OR CONCRETE BRICK MASONRY AT EACH END OF THE LINE. COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF STORM SEWER WORK.

THE COST OF MAKING SEWER CONNECTIONS TO EXISTING OR PROPOSED STORM SEWERS, DRAINAGE STRUCTURES, AND APPURTENANCES SHALL BE INCLUDED IN THE VARIOUS BID ITEMS INVOLVED.

ALL GUTTER OUTLETS SHALL BE EXTENDED TO DITCH FLOW AS DIRECTED BY THE ENGINEER.

THE UNDERDRAIN SYSTEM SCHEDULED FOR CONSTRUCTION ALONG IL 173 IS TO BE CONSTRUCTED IN ACCORDANCE WITH DISTRICT 2 STANDARD DRAWING 88.4; DRAIN FOR AGGREGATE BASES IN URBAN AREAS AND OR 96.4; DRAIN FOR AGGREGATE BASE COURSE. THE UNDERDRAIN SYSTEM SCHEDULED FOR CONSTRUCTION ALONG I-90 AND THE RAMPS IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS STATE TOLLWAY HIGHWAY SYSTEM STANDARD SD 04-25; SUBSURFACE PAVEMENT DRAIN (FILTER FABRIC) AND SLOTTED PAVEMENT

SUBBASE DRAINS AND SHALL BE FULLY INSTALLED, OPERATIONAL, AND OUTLETED PRIOR TO PLACEMENT OF ANY RELATED PAVEMENT STRUCTURE.

THE CONTRACTOR SHALL CLEAN OUT ALL AIR CULVERTS AND STREAM FLOWS TO THE RIGHT-OF-WAY LINES ON THE ENTIRE SECTION. THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES FOR ALL THE DRAINAGE ITEMS.

THE PROPOSED PIPES FOR ENTRANCES AND SIDE ROADS SHALL BE PLACED IN LINE WITH EXISTING OR PROPOSED DITCH LINE.

ALL STATIONING, LATERAL DISTANCES, AND RIM ELEVATIONS FOR INLETS, INLET SPECIALS, MANHOLES, MEDIAN INLETS AND ALL OTHER DRAINAGE STRUCTURES LOCATED WITHIN THE ROADWAY, ARE CALLED OUT TO THE EDGE OF PAVEMENT. ALL STATIONING, LATERAL DISTANCES, AND RIM ELEVATIONS FOR MANHOLES, MEDIAN INLETS, AND OTHER DRAINAGE STRUCTURES NOT LOCATED WITHIN THE ROADWAY ARE CALLED OUT TO THE CENTER OF THE STRUCTURE. THE LOCATION OF THE CASTING AND LID FOR EACH STRUCTURE SHALL BE POSITIONED AS DIRECTED BY THE ENGINEER IN THE FIELD.

ALL PROPOSED MANHOLES ON THIS PROJECT SHALL BE CAST IN PLACE OR PRECAST. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MANHOLES OF THE TYPE AND SIZE SPECIFIED.

ALL NEW FRAMES AND LIDS, THAT ARE LOCATED WITHIN THE ROADWAY, SHALL BE HEAVY DUTY.

THE NEW MANHOLE LIDS ON THIS PROJECT SHALL HAVE THE WORD "STORM," OR "SANITARY" ON THE LID. THE WORD TO BE USED IS NOTED ON THE PLANS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE WORD TO BE USED ON OTHER LIDS NOT NOTED ON THE PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.

RIM AND FLOW LINE ELEVATIONS ON DRAINAGE STRUCTURES (STORM AND SANITARY) ARE GIVEN ONLY TO ASSIST IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. THE CONTRACTOR SHALL FIELD VERIFY FLOW LINES OF EXISTING SEWER LINES PRIOR TO ORDERING INLETS AND MANHOLES. FRAMES ON ALL STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS A PART OF THE STRUCTURE COST.

ALL TESTING, FITTINGS, BEDDING AND GRANULAR CRADLE WHERE NECESSARY SHALL BE INCLUDED IN THE INSTALLATION OF UNDERGROUND FACILITIES. TRENCH BACKFILL SHALL BE USED WHEREVER UNDERGROUND PIPING AND UTILITIES PASS BENEATH PAVEMENT, SIDEWALK, OR CURB AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE.

UTILITIES (CONT.)

TRENCH BACKFILL MATERIAL WAS CALCULATED USING THE ILLINOIS DEPARTMENT OF TRANSPORTATION TRENCH BACKFILL TABLES, CURRENT EDITION.

POWER POLES TO BE RELOCATED SHALL BE MOVED BY COMMONWEALTH EDISON (EXELON), UNLESS OTHERWISE NOTED ON THE PLANS.

ALL TRAFFIC SIGNAL MAST ARM ASSEMBLIES (STANDARD, COMBINATION OR DUAL) MUST BE DESIGNED FOR THE LOADING SHOWN ON THE HIGHWAY STANDARDS OR THESE SIGNAL PLANS, WHICHEVER IS GREATER.

UNDERGROUND TANKS OR SEPTIC TANKS WITHIN THE RIGHT OF WAY WHICH HAVE NOT BEEN REMOVED AND WILL NOT INTERFERE WITH CONSTRUCTION SHALL BE FILLED WITH FREE-FLOWING SAND AT THE DIRECTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 109 WITH THE STANDARD SPECIFICATIONS.

WHERE FIELD TILE IS ENCOUNTERED, STORM SEWER OR PIPE DRAIN WILL BE USED IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS. THE MINIMUM SIZE FOR REPLACEMENT WILL BE 6" FOR PIPE DRAIN AND 8" FOR STORM SEWER, BUT THE SIZE MUST BE AT LEAST 2" LARGER THAN THE ADJOINING TILE. A FIELD TILE JUNCTION VAULT WILL BE CONSTRUCTED AT THE RIGHT OF WAY TO CONNECT THE TILE AND STORM SEWER. THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN CASE FIELD TILE IS ENCOUNTERED.

EXPLORATION TRENCH 52" DEPTH - 200 FOOT	STORM SEWER SPECIAL, 8" - 200 FOOT
FIELD TILE JUNCTION VAULTS, 2' DIA. - 2 EACH	STORM SEWER SPECIAL, 10" - 200 FOOT
	STORM SEWER SPECIAL, 12" - 200 FOOT

A QUANTITY OF 20 CUBIC YARDS OF CHANNEL EXCAVATION HAS BEEN INCLUDED FOR CHANNEL GRADING DUE TO PROPOSED CULVERTS AS SHOWN IN THE PLANS, IF THE ENGINEER DETERMINES ADDITIONAL GRADING WILL BE REQUIRED FOR THE PROPOSED CULVERT PLACEMENTS.

REMOVAL

ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR INDICATED ON THE PLANS SHALL BE REMOVED. THE CONTRACTOR WILL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.

I-90 RIGHT-OF-WAY FENCE REMOVAL SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE PERFORMED IN ACCORDANCE WITH ARTICLE 201.01A OF THE STANDARD SPECIFICATIONS. THE EXISTING RIGHT-OF-WAY FENCE TO BE REMOVED ALONG THE NORTH SIDE OF ROCK CUT STATE PARK WILL BE PAID FOR AS WOVEN WIRE FENCE REMOVAL AND REPLACEMENT. TEMPORARY FENCE IS TO BE INSTALLED ALONG ROCKCUT STATE PARK. THIS WORK WILL INCLUDE THE INSTALLATION AND REMOVAL OF TEMPORARY FENCE, AND WILL BE PAID FOR AS TEMPORARY FENCE, 6'.

ALL ROADWAY REMOVAL ITEMS SHALL CONFORM TO SECTION 440 OF THE IDOT STANDARD SPECIFICATIONS. ALL JOINTS BETWEEN THE PORTION REMOVED AND THAT LEFT IN PLACE SHALL BE SAWCUT TO SUCH A DEPTH THAT A CLEAN, NEAT EDGE WILL RESULT WITH NO SPALLING TO THE REMAINING PORTION. ANY RE-SAWCUTTING WHICH MAY BE REQUIRED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED WITH NO ADDITIONAL COMPENSATION ALLOWED.

THE REMOVAL OF BITUMINOUS SURFACING NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL.

EXCAVATION / EMBANKMENT

WHENEVER THE CONTRACTOR WORKS NEAR EXISTING FACILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS DURING TRENCHING OPERATIONS, HE WILL BE REQUIRED TO HAND TRENCH IN THAT AREA IN ORDER NOT TO DAMAGE THESE FACILITIES. PUSH HOLES AND SEARCH HOLES THAT ARE DUG BY THE CONTRACTOR SHALL BE BACKFILLED BY TAMPING THE REMOVED MATERIAL BACK IN PLACE TO KEEP SETTLEMENT TO A MINIMUM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

CUT AND FILL QUANTITIES, AS SHOWN ON THE CROSS SECTIONS, ARE BASED ON FINISHED GRADE FOR ALL CROSS SECTIONS. SEE CROSS SECTIONS FOR SPECIAL SLOPES AND SPECIAL DITCHES.

CLEARING SHALL BE DONE IN ACCORDANCE WITH SECTION 201 OF IDOT STANDARD SPECIFICATIONS AND SHALL BE INCIDENTAL TO EARTH EXCAVATION. AT LOCATIONS WHERE CLEARING IS INDICATED ON THE PLANS BEYOND THE LIMITS OF THE PROPOSED EXCAVATION OR EMBANKMENT, THE CONTRACTOR SHALL RESTORE THE DISTURBED EARTH BY BLADING AND SHAPING TO BLEND WITH THE ADJACENT GROUND. THE CLEARING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

THE EXCAVATION REQUIRED TO REMOVE EXISTING BITUMINOUS AND GRAVEL DRIVEWAY ENTRANCES AS SHOWN ON THE PLANS SHALL BE INCLUDED IN THE PAY ITEM "EARTH EXCAVATION".

EXISTING TOPSOIL AND VEGETATION SHALL BE STRIPPED IN EMBANKMENT AREAS FOR THE PROPOSED RAMPS AND AUXILIARY LANES PRIOR TO THE PLACEMENT OF FILL MATERIAL. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR TOPSOIL EXCAVATION AND PLACEMENT.

ALL EMBANKMENT CONSTRUCTED OF COHESIVE SOIL SHALL BE CONSTRUCTED WITH NOT MORE THAN 110% OF OPTIMUM MOISTURE CONTENT, DETERMINED BY THE STANDARD PROCTOR TEST. COHESIVE SOIL SHALL BE DEFINED AS ANY SOIL WHICH CONTAINS GREATER THAN 10% PARTICLES BY WEIGHT PASSING THE #200 (0.075) SIEVE. THE 110% OF OPTIMUM MOISTURE LIMIT MAY BE WAIVED IN FREE-DRAINING GRANULAR MATERIAL WHEN APPROVED BY THE ENGINEER.

EMBANKMENT QUANTITIES OF THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINAL AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR FURNISHED EXCAVATION.

EXISTING UNCONTAMINATED BASE COURSE MATERIAL MAY ALSO BE USED FOR THE PURPOSE OF BUILDING UP ENTRANCES FOR TEMPORARY ACCESS DURING CONSTRUCTION. HOWEVER, NO ADDITIONAL COMPENSATION WILL BE MADE BEYOND THE INITIAL EARTH EXCAVATION CONTRACT UNIT BID PRICE PER CUBIC YARD FOR THE MATERIAL USED.

TOPSOIL / SEEDING

TOPSOIL EXCAVATION SHOWN ON THE CROSS SECTIONS IS NOT INCLUDED IN THE EARTH EXCAVATION QUANTITY. TOPSOIL EXCAVATION IS NOT PAID FOR AS EARTH EXCAVATION BUT IS INCLUDED IN THE COST OF TOPSOIL EXCAVATION AND PLACEMENT.

THE TOPSOIL EXCAVATION QUANTITIES HAVE BEEN ADJUSTED TO ALLOW FOR 25% SHRINKAGE OF TOPSOIL BETWEEN REMOVAL AND REPLACEMENT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR TEMPORARY EROSION CONTROL SEEDING PURPOSES:
25000350 SEEDING, CLASS 7 - 85 ACRES
25000400 NITROGEN FERTILIZER NUTRIENT - 7650 LBS
25000500 PHOSPHOROUS FERTILIZER NUTRIENT - 7650 LBS
25000600 POTASSIUM FERTILIZER NUTRIENT - 7650 LBS
25100115 MULCH METHOD 2 - 85 ACRES

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED FOR THE CONTRACTOR TO USE AT HIS BORROW/ WASTE/ USE SITES:
28000400 PERIMETER EROSION BARRIER - 3000 FT

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		GENERAL NOTES SCALE: VERT. N/A HORIZ. N/A DATE: SEPTEMBER 14, 2005 DRAWN BY: KRL CHECKED BY: PDS