GENERAL NOTES

- 1. THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE PLANS, SPECIAL PROVISIONS, STATE STANDARDS AND AS DIRECTED BY THE ENGINEER.
- 2. THE CONTRACTOR SHALL MAINTAIN 12 FOOT DRIVING LANES ON U.S ROUTE 30 AND HARLEM AVENUE UNLESS DIRECTED BY THE ENGINEER OR OTHERWISE SHOWN ON THE PLANS.
- 3. TYPE I OR II BARRICADES AND VERTICAL PANELS SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURN LIGHTS AND SHALL BE PLACED AT 50 FOOT INTERVALS ALONG THE PROPOSED WORK ZONE, 25 FOOT INTERVALS IN TAPER SECTIONS, AND 10 FOOT INTERVALS AROUND RADII AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES WITH LEG EXTENSIONS SHALL BE USED WHERE NEEDED TO PROVIDE A MINIMUM DISTANCE OF 36" BETWEEN THE PAVEMENT AND TOP OF BARRICADE. BARRICADES IN TAPER SECTIONS SHALL HAVE DIRECTION INDICATOR PANELS.
- 4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES AND SIDEROADS DURING CONSTRUCTION OPERATIONS. A QUANTITY OF "TEMPORARY ACCESS (PRIVATE ENTRANCE)", "TEMPORARY ACCESS (COMMERCIAL ENTRANCE)", AND "TEMPORARY ACCESS (ROAD)" HAS BEEN INCLUDED IN THE CONTRACT FOR THIS PURPOSE.
- 5. ADVANCE WARNING SIGNS SHALL BE MAINTAINED THROUGH ALL STAGES OF CONSTRUCTION.
- 6. THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY CHANGE IN STAGING AT LEAST TWO (2) WORKING DAYS IN ADVANCE.
- 7. TEMPORARY SIGNING AS SHOWN SHALL CONFORM TO THE APPLICABLE STANDARDS INCLUDED IN THE PLANS OR AS DIRECTED BY THE ENGINEER. COST SHALL BE INCLUDED IN THE ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
- 8. THE TEMPORARY TRAFFIC SIGNALS AT THE INTERSECTION OF U.S. ROUTE 30 AND IL ROUTE 45, PFEIFFER ROAD, AND IL ROUTE 43 SHALL BE OPERATIONAL PRIOR TO STAGE 1 CONSTRUCTION COMMENCING.
- 9. THE CONTRACTOR SHALL NOTIFY ALL MUNICIPALITIES, EMERGENCY SERVICES, AND SCHOOL DISTRICTS THAT WILL BE AFFECTED BY ANY ROAD CLOSURES OR DETOURS 72 HOURS PRIOR TO THEIR IMPLEMENTATION.
- 10. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLAN. THIS WORK SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL" PER SQUARE FOOT.
- 11. REMOVAL OF TEMPORARY PAVEMENT MARKINGS WHERE REQUIRED SHALL BE PAID FOR AS "WORK ZONE PAVEMENT MARKING REMOVAL".
- 12. THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST FOR "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)". ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO THE COST OF "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
- 13. WHEN SIDE ROAD CLOSURES ARE CALLED FOR IN THE PLANS THE CONTRACTOR SHALL PROVIDE TYPE III BARRICADES AND ALL REQUIRED SIGNING, INCLUDING "NO-LEFT TURN", "NO-RIGHT TURN", "DO NOT ENTER", AND "ROAD CLOSED" SIGNS. THE PLACEMENT OF THESE SIGNS SHALL BE APPROVED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR."
- 14. CLOSURE OF SIDE ROADS, WHEN CALLED FOR IN THE PLANS AND APPROVED BY THE ENGINEER, SHALL BE LIMITED TO 28 CALENDAR DAYS. CLOSURE OF HILLSIDE DURING ADVANCE STAGE A SHALL BE LIMITED TO 28 CALENDAR DAYS. CLOSURE OF 84TH AVENUE SHALL BE ALLOWED FOR THE DURATION OF STAGE 2A AND 2B. IF THE CONTRACTOR FAILS TO RE-OPEN THE SIDEROADS WITHIN THE TIME ALLOWED, OR TIME EXTENSION ALLOWED BY THE ENGINEER, A DAILY MONETARY DEDUCTION SHALL BE IMPOSED IN ACCORDANCE WITH ARTICLE 105.03(B) OF THE STANDARD SPECIFICATIONS.
- 15. ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES, AND SHALL BE CONSIDERED AS PART OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
- 16. THE CLOSURE OF ONE THRU TRAFFIC LANE ON US ROUTE 30 OR HARLEM AVENUE FOR ANY REASON SHALL BE RESTRICTED TO THE WEEKDAY HOURS OF 9:00 AM TO 3:00 PM UNLESS OTHERWISE ALLOWED BY THE ENGINEER.
- 17. 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.
- 18. ALL EXISTING PUBLIC UTILITY STRUCTURES TO REMAIN LOCATED WITHIN THE AREA OF TEMPORARY PAVEMENT SHALL HAVE THE FRAME AND LID REMOVED AND A STEEL PLATE SHALL BE PLACED OVER THE EXISTING UTILITY STRUCTURE. DURING THE CONSTRUCTION OF THE PERMANENT PAVEMENT, THE STEEL PLATE WILL BE REMOVED AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR. ANY DEBRIS IN THE STRUCTURE SHALL BE REMOVED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE PAID FOR AS ONE EACH ADJUSTMENT OF THE UTILITY STRUCTURE. THE ADJUSTMENT TO THE FINAL ELEVATION SHALL BE PAID FOR AS SHOWN ON THE DRAINAGE AND UTILITIES PLANS.
- 19. THE CONTRACTOR SHALL MAINTAIN DRAINAGE OF THE ROADWAY
 DURING ALL STAGES OF CONSTRUCTION. IN ADDITION TO THE PIPES AND STRUCTURES
 LISTED ON THIS SHEET, 15 INLETS, TYPE A WITH TYPE 1 FRAME, OPEN LID AND 600 FEET
 OF 12" STORM SEWER, CLASS A, TYPE 1 HAVE BEEN INCLUDED FOR TEMPORARY USE. THE
 REMOVAL OF ALL TEMPORARY DRAINAGE ITEMS SHALL BE PAID FOR SEARTHLY. IF
 ADDITIONAL TEMPORARY DRAINAGE ITEMS ARE REQUIRED, THESE SHALL BE PAID FOR
 ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

- 20. PERMANENT DRAINAGE STRUCTURES CONSTRUCTED DURING STAGE 1 THAT ARE OUTSIDE OF THE WORK ZONE THAT HAVE FINAL RIM ELEVATIONS THAT WILL CONFLICT WITH STAGE 1 OR STAGE 2 TRAFFIC SHALL BE PLACED WITH A FLAT SLAB TOP AND A STEEL PLATE COVERING THE TOP OPENING, DURING STAGE 2 AND STAGE 3 THE FLAT SLAB TOP AND STEEL PLATES SHALL BE REMOVED AND THE STRUCTURE SHALL BE CONSTRUCTED TO THE FINAL GRADE. THIS WORK SHALL BE PAID FOR AS "RECONSTRUCTED (SPECIAL)" OF THE STRUCTURE TYPE.
- 21. THE CONTRACTOR SHALL INSTALL TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS ALONG ALL 4" YELLOW EDGE STRIPING. SPACING SHALL BE 50' C-C, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL REPLACE ANY TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER THAT IS DAMAGED OR DISPLACED. THIS WORK SHALL BE INCLUDED IN THE COST OF THE ORIGINAL TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER. REMOVAL OF THE TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INCLUDED IN THE COST OF "TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER".
- 22. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THE MESSAGES SHOWN SHALL BE AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PAID FOR AS "CHANGEABLE MESSAGE SIGN" PER CALENDAR MONTH.
- 23. THE CONTRACTOR SHALL ERECT TEMPORARY STREET NAME SIGNS ON METAL POSTS THROUGHOUT CONSTRUCTION TO THE SATISFACTION OF THE ENGINEER. THE COST OF THESE SIGNS SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
- 24. A QUANTITY OF HMA SURFACE COURSE, MIX D, N50 HAS BEEN INCLUDED FOR USE IN PAVING A 2" SURFACE ON THE ITEM "TEMPORARY ACCESS (ROAD)" WHEN DIRECTED BY THE ENGINEER.
- 25. ALL PAVEMENT MARKING TAPE, TYPE III SHOWN ON THE PLANS SHALL BE PAID FOR AS "WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III" OF THE SIZE SPECIFIED.
- 26. THE ELMINATION OF THE 40' AND 50' RADII AT THE HARLEM AVENUE INTERSECTION SHALL BE ALLOWED FOR A MAXIMUM OF 10 CALENDAR DAYS.

TEMPORARY DRAINAGE NOTES

- 22' PIPE CULVERT, CLASS D, TYPE 1 EQUIVALENT ROUND - SIZE 48" @ 0.50% STA. 516+82, 50' LT INV = 692.98 STA, 516+80, 28' LT INV = 692.98
- T2 99' 48" PIPE CULVERT (TEMPORARY), CLASS D, TYPE 1 @ 0.75%.
 STA. 749+29, 30.5' RT INV = 692.84
 STA. 748+65, 42.6' LT INV = 692.10
- (T3) 60'-18" PIPE CULVERT (TEMPORARY), CLASS D, TYPE 1 @ 1.50% STA. 520+15, 45' RT INV = 696.26 STA. 520+72, 20' RT INV = 697.16
- T4 STA. 428+53, 36' RT SANITARY MH TO BE ADJUSTED
- T5 STA. 428+78, 58' RT PLACE CB #16 WITH RIM = 718.40
- (T6) NOT USED
- (T7) NOT USED
- (T8) 45'-12" PIPE CULVERT (TEMPORARY), CLASS D, TYPE 1 @ 0.14% STA. 434+20, 41' RT INV = 716.78 STA. 434+65, 41' RT INV = 716.84
- T9) STA. 434+75, 36' RT SANITARY MH TO BE ADJUSTED
- T10 STA. 442+25, 34' RT SANITARY MH TO BE ADJUSTED
- T10A) 54'-36" PIPE CULVERT (TEMPORARY), CLASS A, TYPE 2 & 1.00% STA. 441+39, 67.5" RT INV = 719.55 STA. 441+39, 13.5" RT INV = 719.00
- T10B) 54'-36" PIPE CULVERT (TEMPORARY), CLASS A, TYPE 2 & 1.00% STA. 441+39, 67.5' RT INV = 719.55 STA. 441+39, 13.5' RT INV = 719.00
- (T10C) 54'-36" PIPE CULVERT (TEMPORARY), CLASS A, TYPE 2 @ 1.00% STA. 441+39, 67.5" RT INV = 719.55 STA. 441+39, 13.5" RT INV = 719.00

(T11)	30'-12" PIPE	CULVERT	(TEMPOR	ARY),
	CLASS D, TYP			
	STA. 443+75.	53' RT	INV = 72	25.21
	STA 444+05	53' RT	TMV = 73	6 11

T12) STA. 444+01, 36' RT SANITARY MH TO BE ADJUSTED

T13) 30'-18" PIPE CULVERT (TEMPORARY), CLASS D, TYPE 1 @ 3.40% STA. 451+00, 55' RT INV = 732.00 STA. 451+32, 50' RT INV = 730.98 (MATCH EXISTING INVERT AT EXISTING INLET)

T14) 30'-15" PIPE CULVERT (TEMPORARY), CLASS D, TYPE 1 @ 0.50% STA. 454+65, 46' RT INV = 730.70 STA. 454+95, 46' RT INV = 730.55

T14A) STA. 472+20, 70.3' RT INSTALL PERMANENT CB #110 WITH RIM = 724,00

(T15) 25'-12" PIPE CULVERT (TEMPORARY), CLASS D, TYPE 1 @ 1.50% STA. 513+45, 38' RT INV = 706.38 STA. 513+70, 38' RT INV = 706.00

(T16) 30'-15" PIPE CULVERT (TEMPORARY), CLASS D, TYPE 1 @ 1.50% STA. 514+30, 38' RT INV = 704.00 STA. 514+60, 38' RT INV = 703.55

(T17) 30'-PIPE CULVERT, CLASS D, TYPE 1, EQUIVALENT ROUND - SIZE 48" @ 0.50% STA, 516+72, 24" RT INV = 692.61 STA, 516+67, 53" RT INV = 692.46

(T18) 30'-12" PIPE CULVERT (TEMPORARY), CLASS D, TYPE 1 @ 1.50% STA, 518+65, 39' RT INV = 697.38 STA, 518+95, 39' RT INV = 697.83

(T19) STA. 518+98, 20' RT CB TO BE ADJUSTED

(T20) 30'-15" PIPE CULVERT (TEMPORARY), CLASS D. TYPE 1 @ 1.50% STA. 522+10, 42' RT INV = 703.10 STA. 522+40, 42' RT INV = 703.55

(T21) STA. 525+76, 33' RT VALVE VAULT TO BE ADJUSTED

T22) 60'-12" PIPE CULVERT (TEMPORARY), CLASS D, TYPE 1 @ 0.50% STA. 536+60, 31' RT INV = 732.35 STA. 537+20, 31' RT INV = 732.65

STA. 543+31.40, 47.5' RT
INSTALL TYPE 8 GRATE ON
PERMANENT MH #351
RIM = 727.70

T24) STA. 544+86, 52' RT VALVE VAULT TO BE ADJUSTED

T25) STA. 894+40.30, 43.2' RT INSTALL TYPE 8 GRATE ON PERMANENT CB #360 RIM = 730.80

(T26) STA. 547+02, 52' RT VALVE VAULT TO BE ADJUSTED

T27 STA. 595+55, 0' 0/S CB TO BE ADJUSTED

T28 NOT USED

T29 NOT USED

(T30) NOT USED

T31) 23'-24" PIPE CULVERT (TEMPORARY), CLASS A, TYPE 1 @ 0.50% STA. 991+09, 64' LT INV = 710.03 STA. 991+07, 41' LT INV = 709.91

T32) 23'-24" PIPE CULVERT (TEMPORARY), CLASS A, TYPE 1 @ 0.50% STA. 991+13, 64' LT INV = 710.03 STA. 991+07, 41' LT INV = 709.91

(T33) 21'-30" PIPE CULVERT (TEMPORARY), CLASS A, TYPE 1 @ 0.50% STA. 991+04, 33' RT INV = 709.59 STA. 990+97, 50' RT INV = 709.48

STA.

SECTION

353 (12&13)WRS-4

CONTRACT NO.

COUNTY

WILL

TO STA.

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

TOTAL SHEET NO.

608 90

(T34) 21'-30" PIPE CULVERT (TEMPORARY), CLASS A, TYPE 1 @ 0.50% STA. 991+08, 33' RT INV = 709.50 STA. 991+01, 50' RT INV = 709.39

T35) STA. 1015+00, 0' 0/S CB TO BE ADJUSTED

T35A) STA. 427+50, 2' RT CB RECONSTRUCT, SPECIAL

T35B STA. 427+50, 11' RT CB RECONSTRUCT, SPECIAL

STA. 427+50, 35' RT CB RECONSTRUCT, SPECIAL

T35D STA. 428+78, 11' RT CB RECONSTRUCT, SPECIAL

T36) STA. 428+78, 35' RT CB RECONSTRUCT, SPECIAL

STA, 428+78, 58' RT

CB RECONSTRUCT, SPECIAL
(T38) STA. 430+03, 35' RT

CB RECONSTRUCT, SPECIAL

(139) STA. 432+69, 37' RT
CB RECONSTRUCT, SPECIAL

T39A STA. 472+20, 70' RT CB RECONSTRUCT, SPECIAL

T39B) STA. 472+97, 55' RT MH RECONSTRUCT, SPECIAL

T39C STA. 490+85, 35' LT CB RECONSTRUCT, SPECIAL

T39D STA. 491+68, 35' LT CB RECONSTRUCT, SPECIAL

STA. 507+30, 35' RT CB RECONSTRUCT, SPECIAL

T41) STA. 507+30, 45' RT MH RECONSTRUCT, SPECIAL

T42 STA. 508+95, 45' RT MH RECONSTRUCT, SPECIAL

T43) STA. 515+54, 45' RT MH RECONSTRUCT, SPECIAL

(T43A) STA. 515+54, 11' RT CB RECONSTRUCT, SPECIAL (T44) STA. 515+84, 55' RT

T44) STA. 515+84, 55' RT
MH RECONSTRUCT, SPECIAL

(T45) STA. 521+49, 45' RT

(T45) STA. 521+49, 45' RT CB RECONSTRUCT, SPECIAL

T46 STA. 523+73, 35' RT CB RECONSTRUCT, SPECIAL

T47) STA. 523+73, 45.5' RT MH RECONSTRUCT, SPECIAL

REVISIONS
NAME DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC GENERAL NOTES AND DRAINAGE CALL-OFFS

SCALE: VERT, NOT TO SCALE

DATE 6/11/2010

DRAWN BY DJK
CHECKED BY JRV