

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
266I	00-00095-1-BR	LAKE	28	2
GENERAL NOTES AND SPECIAL SYMBOLS				
C-9-169-00		ILLINOIS	CONTRACT NO.: 83789	

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE FOLLOWING:
 - THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2002 AND THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JANUARY 1, 2004.
 - THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, THE MILLENNIUM EDITION, DATED DECEMBER 28, 2001.
 - THE DETAILS IN THESE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
- THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE ALL ROAD SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS, AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.

ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:

 - SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
 - EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
 - ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DESIGNATED BY THE ENGINEER.
 - ALL UNUSED SIGNS WILL BE RETURNED TO THE COUNTY.
 - LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.
- WHERE SECTION 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.
- PUBLIC AND PRIVATE UTILITIES: THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATIONS OF UTILITIES AND EXERCISE CARE DURING HIS CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM.
- SEE SPECIAL PROVISIONS FOR CONSTRUCTION TRAILER, PAVEMENT MARKING PAINT AND TRAFFIC CONTROL AND PROTECTION.
- DRAINAGE:
 - THE COST OF CONNECTING EXISTING STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM AND CONNECTING PROPOSED STORM SEWER TO EXISTING STRUCTURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT; HOWEVER, THE NECESSARY PIPE USED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR STORM SEWER OR PIPE CULVERT OF THE SIZE REQUIRED.
 - ALL EXISTING DRAINAGE FACILITIES, HEADWALLS AND FENCES NO LONGER REQUIRED, IN THE OPINION OF THE ENGINEER, SHALL BE REMOVED. THE COST OF REMOVAL OF EXISTING PIPE CULVERTS, STORM SEWERS, DRAINAGE STRUCTURES, CONCRETE HEADWALLS, FENCING OR IMPROVEMENTS AND WHICH ARE NOT SHOWN TO BE REMOVED AS A SEPARATE PAY ITEM SHALL BE INCIDENTAL TO THE CONTRACT.

ANY OF THESE MATERIALS CONSIDERED SUITABLE FOR SALVAGE BY THE ENGINEER SHALL BE STORED WITHIN THE RIGHT-OF-WAY FOR LATER REMOVAL BY THE LAKE COUNTY DIVISION OF TRANSPORTATION. UNUSABLE MATERIALS SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH SECTION 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. TRENCH BACKFILL AND/OR PAVEMENT REPLACEMENT AND/OR AGGREGATE BASE COURSE TYPE A (SPECIAL) WILL BE PAID FOR WHEN THE WORK LIES UNDER EXISTING PAVEMENT AREAS.
 - LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS, OR DRAINAGE STRUCTURES DURING THE CONSTRUCTION OPERATION SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED 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 INCIDENTAL TO THE CONTRACT.
 - FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATIONS OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE COST.
 - UNLESS OTHERWISE NOTED, LOCATIONS SHOWN ON THE PLANS ARE EDGE OF PAVEMENT FOR STRUCTURES IN THE CURB, OTHERWISE IT IS TO THE CENTER OF STRUCTURES. FLAT TOPS AND CONES ARE TO BE TURNED SO THAT THE FRAME IS CLOSEST TO THE CENTER LINE OF THE ROAD, UNLESS OTHERWISE NOTED ON THE STRUCTURE IN THE PLANS. ALL FLAT TOPS AND CONES SHALL BE ECCENTRIC.
 - BITUMINOUS OR CONCRETE PAVEMENT CROSSINGS SHALL NOT BE LEFT IN GRAVEL OVERNIGHT. THIS WILL INCLUDE THE MAIN ROAD, SIDE STREETS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES AND PARKING AREAS. TEMPORARY BITUMINOUS PATCHING AT THE CONTRACTOR'S EXPENSE MAY BE USED IN LIEU OF IMMEDIATE PAVEMENT REPLACEMENT.
 - AT LOCATIONS WHERE THE PROPOSED STORM SEWER CROSSES OVER UTILITIES, A 4" STYROFOAM CUSHION SHALL BE PLACED UNDER THE STORM SEWER WHEN DIRECTED TO DO SO BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- DRIVEWAYS OR ENTRANCES
 - EXISTING BITUMINOUS, CONCRETE AND GRAVEL DRIVEWAYS AND ENTRANCES SHALL BE SURFACED TO THE RIGHT-OF-WAY WITH 2-1/2" BITUMINOUS SURFACE COURSE.
 - EXISTING FIELD ENTRANCES SHALL BE BUILT UP IN PLACE TO THE RIGHT-OF-WAY WITH AGGREGATE SHOULDER MATERIAL.
 - THE CONTRACTOR SHALL CONSTRUCT ALL COMMERCIAL AND PRIVATE DRIVEWAYS IN ACCORDANCE WITH THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
- THE THICKNESS OF BITUMINOUS MIXTURES SHOWN IN THE PLANS IS NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- ANY REFERENCE TO STANDARDS IN THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE DEPARTMENT'S LATEST REVISION OF THE STANDARD.
- 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.
- ALL DIMENSIONS SHOWN ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

SPECIAL SYMBOLS

- 1 TRENCH BACKFILL - CUBIC YARDS
- 2 PAVEMENT REPLACEMENT - SQUARE YARDS

IDOT STANDARDS

000001-04	Standard Symbols, Abbreviations and Patterns
280005-02	Temporary Erosion Control Systems
420001-05	Pavement Joints
420401-05	Bridge Approach Pavement
421001-01	Bar Reinforcement for CRC Pavement
442201-01	Class C&D Patches
482001	Bituminous Shoulder Adjacent to Flexible Pavement
515001-02	Name Plate for Bridges
542401-00	Metal End Section for Pipe Culverts
609006-02	Bridge Approach Pavement (Drain Detail)
630001-05	Steel Plate Beam Guardrail
630201-05	PCC/Bituminous Stabilization of Steel Plate Beam Guardrail
639028-02	Traffic Barrier Terminals, Type 5 & 5A
635006-02	Reflector and Terminal Marker Placement
635011-01	Reflector Marker and Mounting Details
701521-08	Lone Closure 2L, 2W Bridge Repair with Barrier
702001-05	Traffic Control Devices
704001-02	Temporary Concrete Barrier
720006	Sign Panel Erection Details

LC DOT STANDARDS

LC 1005	Triangular Sign Dike
LC 1014	Shoulder Break at Traffic Barrier Terminal, Type 1 Special
LC 1019	Shoulder Break at Traffic Barrier Terminal, Type 1 Special
LC 4010	Bituminous Apron for Aggregate Field Entrance (Special)
LC 7002	Modified Standard 701501-02
LC 7004	Modified Standard 701608-02
LC 7008	Direction Indicator Barricades
LC 7008	Modified Standard 701011

REVISIONS	
NAME	DATE
MCCLURE ENGINEERING	02/03/09

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND SPECIAL SYMBOLS

SCALE: VERT. N.T.S. DRAWN BY: AJP
 HORIZ. N.T.S. CHECKED BY: CRF
 DATE: _____