- 2. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE SPECIAL PROVISIONS FOR POTENTIAL UTILITY CONFLICTS.
- 3. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE FACT THAT THERE ARE WATER MAINS MAINTAINED BY THE VILLAGE OF SHOREWOOD WITHIN THE R.O.W. THE CONTRACTOR SHALL LOCATE THE WATER MAIN LOCATIONS IN CONJUNCTION WITH THE VILLAGE OF SHOREWOOD PARK PRIOR TO COMMENCEMENT OF CONSTRUCTION IN THESE AREAS OF SEIL ROAD AND IL ROUTE 59.
- 4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 5. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS 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 RESIDENTIAL AREAS.
- 7. BUTT JOINTS WILL BE INSTALLED AT THE ENDS 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. BUTT JOINTS AT TRANSITIONS NOT SPECIFIED IN THE PLANS SHALL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF BITUMINOUS OVERLAY.
- 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL OVERHEAD, SURFACE, AND UNDERGROUND UTILITIES WITHIN THE PROJECT LIMITS WHETHER OR NOT THE UTILITIES ARE SHOWN ON THE PLANS, ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED OR RELOCATED BY THE CONTRACTOR AT HIS/ HER OWN
- 9. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED/REPLACED BY THE CONTRACTOR AT THE
- 10. 3 METER (10 FEET) TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTERS AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN, THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- 11. ALL DRIVEWAY RADII SHALL BE 10' UNLESS OTHERWISE NOTED.
- 11A. ALL TEMPORARY CONCRETE BARRIER SHALL BE CONTRACTOR FURNISHED.
- 12. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE TROY FIRE PROTECTION DISTRICT AND MINOOKA TRANSPORTATION DISTRICTS 28 WORKING DAYS PRIOR TO START OF CONSTRUCTION IN ORDER TO REVIEW AND COORDINATE CONSTRUCTION SCHEDULE.
- 13. ALL PROPOSED CANTILEVER AND TRUSS SIGNS ARE TO BE CONSTRUCTED RADIAL TO THE I-55 CENTERLINE.
- 14. RESIDENTIAL ENGINEER SHALL CONTACT MS. CORA MATHIS (AREA TRAFFIC FIELD ENGINEER) (815) 485-6475, TWO WEEKS PRIOR TO INSTALLING ANY PERMANENT PAVEMENT MARKINGS.
- 15. SHOREWOOD LN., MEYERS ST., TROUT ST., BASS ST., SARAH ST., SCHOOL ST. AND CHANNAHON ST. CAN EACH BE CLOSED TO ALL THRU TRAFFIC FOR A TIME PERIOD OF 14 CONSECUTIVE DAYS. SHOREWOOD LN. AND MYERS ST. CAN NOT BE CLOSED DURING THE SAME TIME PERIOD. TROUT ST. AND BASS ST. CAN NOT BE CLOSED DURING THE SAME TIME PERIOD. SARAH ST. AND SCHOOL ST. CANNOT BE CLOSED DURING THE SAME TIME PERIOD. AMENDODGE DR. AND OAKWOOD DR. MUST REMAIN OPEN TO THRU TRAFFIC AT ALL TIMES RIFFLES ST. AND CLARK DR. SHALL BE CLOSED IN PRE-STAGE A. THE RESIDENT ENGINEER SHALL COORDINATE CLOSURES WITH THE VILLAGE OF SHOREWOOD.

## EARTH EXCAVATION

- EXCAVATION REQUIRED TO CLEAN SIDEROAD DITCHES, CONSTRUCT DRIVEWAYS OR CONSTRUCT SIDEROAD APPROACHES SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION.
- 2. ALL SUITABLE EXCESS MATERIALS FROM SEWER TRENCHES, SIDEROADS, ENTRANCES OR OTHER NECESSARY EXCAVATIONS SHALL BE USED IN THE CONSTRUCTION OF THE ROADWAY. PLACEMENT AND COMPACTION OF THIS MATERIAL SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 3. AGGREGATE SHOULDER AND AGGREGATE DRIVEWAY REMOVAL TO BE PAID FOR AS EARTH EXCAVATION. 4. THE TOP 1 LAYER OF TOPSOIL, AS SHOWN ON THE CONTRACT PLAN CROSS SECTIONS, SHALL BE EXCAVATED AND PLACED IN A STOCKPILE AT A LOCATION APPROVED BY THE ENGINEER. TOPSOIL EXCAVATION AND PLACEMENT SHALL INCLUDE THE EXCAVATING, HAULING, AND STOCKPILING THE TOPSOIL, IN ADDITION TO HAULING AND FINAL PLACEMENT OF THE TOPSOIL TO THE PERMANENT CONDITION. THE STOCKPILE OF TOPSOIL SHALL BE SURROUNDED BY SILT FENCE FOR EROSION CONTROL, AND SHALL NOT BE PLACED ON NATURAL DRAINAGEWAYS.

- POROUS GRANULAR EMBANKMENT (PGES) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR 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 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/ OR UNSUITABLE MATERIAL IS ENCOUNTERED. THE SOIL SHALL BE REMOVED AND REPLACED WITH PGES OR EMBANKMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. IF UNSTABLE AND/ OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.
- 17. REMOVAL OF ANY EXISTING CURB AND GUTTER EMBEDDED IN BITUMINOUS PAVEMENT OR SHOULDER SHALL NOT BE MEASURED FOR REMOVAL, BUT SHALL BE INCLUDED IN THE COST OF THE PAVEMENT
- RADII OF CURB AND GUTTER IS SHOWN AT THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- THE FINAL ELEVATIONS OF THE OUTSIDE E.O.P. OF THE PROPOSED I-55 AUXILIARY LANES SHALL BE LAID OUT BY THE CONTRACTOR PER THE ROADWAY DETAILS
- FOR CLARITY DELINEATORS ARE NOT SHOWN ON THE PROPOSED PLANS, BUT SHALL BE PROVIDED PER 100T HWY 510. 635001. THE COST OF DELINEATORS SHALL INCLUDE BOTH SINGLE AND DOUBLE REFLECTORS.
- 21. ALL DRIVEWAYS ON IL ROUTE 59 SHALL BE PCC DRIVEWAY PAVEMENT WITHIN THE STATE R.O.W. BEYOND THE R.O.W., THE DRIVEWAYS SHALL BE HMA EXCEPT AS NOTED.
- LAYERS OF COHESIVE EMBANKMENT (18" OR LESS) SHALL NOT BE PLACED BETWEEN THE STABILITY PLATFORM AND THE IMPROVED SUBGRADE. IF SUCH CONDITIONS ARE ENCOUNTERED, THE ENTIRE EMBAKMENT SHALL BE CONSTRUCTED USING PGES.
- SAW CUTS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEM.
- THE AGGREGATE SUBGRADE TO BE USED IN THE WEDGE ABOVE THE AGGREGATE SUBGRADE 12" AND BELOW THE SHOULDER SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE AGGREGATE SUBGRADE 12".
- ALL TEMPORARY CONCRETE BARRIER SHALL BE CONTRACTOR FURNISHED.
- THE CONTRACTOR SHALL COORDINATE REMOVALS OF EXISTING HEARTLAND SIGNS AND TEMP PAVEMENT AND ANY OTHER ITEMS CONSTRUCTED UNDER THE HEARTLAND PERMIT PROJECT WITH MIKE LEBAR (HENCEFORTH KNOWN AS 'HEARTLAND DEVELOPER') OF FIRST INDUSTRIAL REALTY
- THE BITUMINOUS STABILIZATION AT STEEL PLATE BEAM GUARDRAIL SHALL BE PAID FOR AS HOT-MIX ASPHALT SHOULDERS, 8".
- THE PROPOSED SIDEWALK ALONG IL59 AT LOCATIONS WITH PROPOSED MAILBOX LOCATIONS SHALL BE FORMED WITH A 12"X12" SQUARE GAP FOR FUTURE MAILBOX POST PLACEMENT. THIS GAP SHALL BE FILLED WITH AGGREGATE BASE COURSE, TYPE A, 4" AFTER PLACEMENT OF THE MAILBOX
- THE CONTRACTOR SHALL RELOCATE ALL EXISTING NON-HAZARDOUS MAILBOXES TO THE PROPOSED LOCATION UPON COMPLETION OF THE SIDEWALK AT THOSE LOCATIONS. HAZARDOUS MAILBOX POSTS (METAL, BRICK OR OTHER HAZARDOUS TYPE POSTS) SHALL NOT BE REPLACED. THE CONTRACTOR SHALL DOCUMENT CONTACT WITH OWNERS OF HAZARDOUS MAILBOXES TO GIVE THEM THE OPPORTUNITY TO SUPPLY NON-HAZARDOUS MAILBOX POSTS FOR THE CONTRACTOR PLACE. THE COST OF NON-HAZARDOUS MAILBOX POSTS WILL BE THE RESPONSIBILITY OF THE INDIVIDUAL OWNERS. MAILBOX REMOVAL, TEMORARY RELOCATION AND REPLACEMENT WILL NOT BE PAID SEPARATELY, BUT WILL BE THE LINIT BID DOTES OF THE CONTRACT DEPLACEMENT FOR ADDITION TO THE CONTRACT DEPLACEMENT FOR THE CONTRACT PROPACEMENT FOR THE CONTRA INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT PER ARTICLE 107.20.
- DISTRICT ONE STANDARD BD-34 SHALL BE MODIFIED. THE GUARDRAIL PLACED BEHIND CURB SHALL BE 24%" FROM THE GUTTER TO THE CENTER OF GUARDRAIL, NOT 21%.
- THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK (LUST) CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.
- THE CONTRACTOR WILL NOT BE ALLOWED TO STOCKPILE ANY MATERIAL WITHIN 50' OF ANY EXISTING KINDER MORGAN GAS PIPELINES. STOCKPILE LOCATIONS SHALL MEET THE APPROVAL OF THE RESIDENT
- CONTRACTS 62895 AND 62416 ARE EXPECTED TO RUN SIMULTANEOUSLY. TRAFFIC CONTROL AND OTHER CONSTRUCTION OPERATIONS BETWEEN THESE THREE 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 (EXPRESSWAY)" AND "TRAFFIC CONTROL AND PROTECTION (SPECIAL)".
- DURING THE CONSTRUCTION SEASONS 1, 2 & 3, 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 TRAFFICONFIGURATION SHOWN FOR WINTER STAGING OR FINAL CONFIGURATION, THE CONTRACTOR SHALL REPLACE THE REFLECTIVE ELEMENT WITH A NEW REFLECTIVE ELEMENT. THE COST OF REMOVAL AND REPLACEMENT OF THE REFLECTIVE ELEMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "REPLACEMENT REFLECTIOR". THE TRAFFIC "REPLACEMENT REFLECTOR".

TREES THAT MUST BE REMOVED WILL BE REPLACED AT A RATIO OF 1:1 USING BALL/ BURLAP TREES OR WILL BE REPLACED AT A RATIO OF 3:1 USING SEEDLING. THE CONTRACTOR SHALL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT (847) 705-4171 AT LEAST 48 HOURS PRIOR TO PLANTING TO ASSIST WITH THE LOCATIONS.

TOTAL SHEE SHEETS NO. SECTION COUNTY 55 WILL 608 3 STA. TO STA. FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

\* (26, 26HB-1&114) R-2 CONTRACT NO. 60363

## DRAINAGE NOTES

- UNLESS OTHERWISE NOTED, ALL OFFSETS TO MANHOLES ARE TO THE CENTER OF FRAMES AND GRATES OR FRAMES AND LIDS, AND ALL OFFSETS TO CATCH BASINS AND INLETS ARE TO THE CURB FACE OR BARRIER WALL.
- REINFORCED CONCRETE CULVERT PIPE SHALL BE USED FOR ALL PROPOSED STORM SEWERS, EXCEPT AS NOTED ON THE PLANS OR THESE NOTES.
- THE COST OF MAKING SEWER AND UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES AND BREAKING NEW HOLES INTO EXISTING OR PROPOSED DRAINAGE STRUCTURES SHALL BE CONSIDERED INCLUDED IN THE COST FOR DRAINAGE WORK.
- BEFORE FINAL ACCEPTANCE OF THE PROJECT, ALL PROPOSED STORM SEWER LINES AND STRUCTURES SHALL BE CLEANED AS DIRECTED BY THE ENGINEER, THE COST FOR THIS WORK IS TO BE CONSIDERED INCLUDED IN THE UNIT PRICES FOR THE VARIOUS STORM SEWERS.
- ALL DIRECT LATERAL CONNECTIONS TO THE MAINLINE SEWERS WITH PIPES 27 INCHES DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST 'TEE' OR 'WYE' FITTINGS CONFORMING TO THE APPLICABLE PORTIONS OF ARTICLES 550 AND 542.08 OF THE STANDARD SPECIFICATIONS. FOR PROPOSED DIRECT CONNECTIONS TO MAINLINE SEWERS LARGER THAN 27 INCHES DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED, AND THE ATERAL SHALL BE FIELD CONNECTED ACCORDING TO THE DETAILS ON THE PLANS AND THE APPLICABLE PORTIONS OF ARTICLES 550 AND 542.08. PRECAST 'TEE' AND 'WYE' PIPE CONNECTIONS TO MAINLINE SEWERS, AS WELL AS FIELD CONNECTIONS WHEN THE MAINLINE SEWER IS LARGER THAN 27 INCHES DIAMETER, WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR STORM SEWERS, OF THE CLASS, TYPE AND DIAMETER SPECIFIED FOR THE LATERAL PIPE.
- FOR MANHOLE AND CATCH BASIN STRUCTURES IN WHICH THE DIFFERENCE IN ELEVATION FROM THE RIM TO THE PIPE SOFFIT IS LESS THAN 4', A FLAT SLAB TOP SHALL BE USED. FOR INLET TYPE B STRUCTURES IN WHICH THE DIFFERENCE IN ELEVATION FROM THE RIM TO THE PIPE SOFFIT IS LESS THAN 2', A FLAT SLAB TOP SHALL BE USED. FOR ALL DRAINAGE STRUCTURES, THE COST OF THE FLAT SLAB TOP WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE DRAINAGE STRUCTURE, OF THE TYPE AND SIZE SPECIFIED
- COST OF STEEL END SECTION REMOVAL WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE BID PER FOOT FOR 'PIPE CULVERTS (TEMPORARY)' OF THE CLASS AND TYPE SPECIFIED. PRECAST CONCRETE FLARED END SECTION REMOVAL WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR 'CONCRETE HEADWALL
- ANY FIELD TILE DRAINS ENCOUNTERED SHOULD BE REDIRECTED TO A PERMANENT DRAINAGE STRUCTURE. THE COST REQUIRED TO REDIRECT THE FIELD TILE DRAIN WILL NOT BE PAID FOR SEPARTELY, BUT WILL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE DRAINAGE STRUCTURE, OF THE TYPE AND SIZE SPECIFIED.
- REMOVAL AND OFFSITE DISPOSAL 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.
- THE UPSTREAM ENDS OF ALL PIPE UNDERDRAINS SHALL BE CLOSED WITH SUITABLE PLUGS. THE COST OF THESE PLUGS IS INCLUDED IN THE CONTRACT UNIT PRICE OF PIPE UNDERDRAINS OF SIZE SPECIFIED.

## BUILDING REMOVAL

- EXISTING BUILDING STRUCTURES, INCLUDING OUTBUILDINGS, GARAGES, CONCRETE FLOOR ARE TO BE REMOVED TO A MINIMUM OF ONE FOOT BELOW SUBGRADE FROM THE SITE AND PAID AS LUMP SUM UNDER THE BID ITEM "BUILDING REMOVAL".
- MAILBOXES, UTILITY STRUCTURES, LANDSCAPING WALLS, TV/RADIO ANTENNAES, CONCRETE DECK, UNDERGROUND UTILITIES, SIGNS AND ANY SUPPORTS AND FOUNDATIONS AND ANY FARM EQUIPMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF BUILDING REMOVAL.
- BUILDING BASEMENT TO BE REMOVED TO A MINIMUM OF ONE FOOT BELOW SUBGRADE AND PAID AS POROUS GRANULAR EMBANKMENT, SUBGRADE.
- UTILITIES TO BE REMOVED AND/ OR CAPPED AS COORDINATED WITH THE APPROPRIATE UTILITY COMPANY.

REVISIONS NAME DATE		FAI 55 AT FAP 338 ILLINOIS ROUTE 59 SECTION: (26, 26HB-1&114) R-2	
		GENERAL NOTES	
		SCALE: DATE: 03/14/08	DRAWN BY: JB CHECKED BY: ACL

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ILLINO'S DEPARTMENT OF TRANSPORTATION