

**GENERAL**

ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE JANUARY 1, 2012 EDITION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", AND IN ACCORDANCE WITH IDOT'S "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2012. THE ENGINEER WILL RESOLVE ANY CONFLICTS WHICH MAY EXIST BETWEEN THESE SPECIFICATIONS.

ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED AS THE RESIDENT ENGINEER.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES WHICH HAVE FACILITIES PRESENT IN THE PROJECT AREA BEFORE ANY WORK IS STARTED. ALL UTILITY COMPANIES AND LOCAL POLICE AND FIRE DEPARTMENTS SHOULD BE NOTIFIED BY THE CONTRACTOR AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION. ALL UTILITIES MUST BE STAKED PRIOR TO CONSTRUCTION.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE, COUNTY, OR MUNICIPAL PROPERTY WITHOUT WRITTEN PERMISSION FROM THE JURISDICTIONAL AGENCY OR MUNICIPALITY.

CONTRACTORS SHALL KEEP PUBLIC STREET PAVEMENTS CLEAN OF DIRT OR DEBRIS AND, WHEN NECESSARY, CLEAN PAVEMENTS ON A DAILY BASIS.

THE LOCATION AND ELEVATION OF THE VARIOUS UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE NOT TO BE TAKEN AS EXACT. THE CONTRACTOR SHALL USE SPECIAL CARE WHEN CONDUCTING CONSTRUCTION OPERATIONS NEAR THEM TO PREVENT DAMAGE.

DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF THE GUTTER OR DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, SHALL BE REMOVED AT THE CLOSE OF EACH WORK DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES ARE TO BE FREE FROM ALL DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR STORM SEWER ITEMS.

COST OF REMOVAL OF HEDGES, BRUSH, STUMPS AND MISCELLANEOUS SMALL OBJECTS WITHIN THE RIGHT-OF-WAY WHICH ARE NOT LISTED SEPARATELY AS A PAY ITEM IN THE PLANS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION. PLAN QUANTITIES FOR TREE REMOVAL MAY BE ADJUSTED DURING CONSTRUCTION AT THE DISCRETION OF THE ENGINEER.

THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.

ALL ROADWAY DIMENSIONS ARE FROM EDGE-TO-EDGE UNLESS OTHERWISE INDICATED. ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE INDICATED.

DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

PAVEMENT MARKING DIMENSIONS ARE TO THE CENTER OF A SINGLE LINE OR TO THE CENTER OF THE GAP OF A DOUBLE LINE.

THE ENGINEER SHALL PROVIDE THE WILL COUNTY DEPARTMENT OF HIGHWAYS A LIST OF MATERIALS USED AND IDENTIFY THEIR ASSOCIATED IDOT CERTIFICATION. SHALL PROVIDE WCDH WITH A COPY OF ALL MATERIAL TESTING COMPANY RESULTS, SHALL SIGN AND PROVIDE WCDH ON A WEEKLY BASIS WEEKLY FIELD REPORTS UTILIZING THE APPROPRIATE IDOT FORM, SHALL SUBMIT TO WCDH A CERTIFICATION LETTER THAT CERTIFIES COMPLIANCE WITH THE PLANS AND SPECIFICATIONS.

RECORD DRAWINGS SHALL BE PREPARED IN ACCORDANCE WITH WCDH REQUIREMENTS AND SHALL BE SUBMITTED IN ELECTRONIC FORMAT.

THE CONTRACTOR SHALL CONSTRUCT ALL COMMERCIAL AND PRIVATE DRIVEWAY RETURNS IN ACCORDANCE WITH THE DETAILS INCLUDED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER. BEFORE THE CONTRACTOR CONSTRUCTS ANY DRIVEWAY RETURNS, THE ENGINEER SHALL CHECK WITH THE WILL COUNTY DEPARTMENT OF HIGHWAYS FOR ANY VARIATIONS RESULTING FROM THE ISSUANCE OR CANCELLATION OF ANY PERMITS, OR FROM THE TERMS OF ANY RIGHT-OF-WAY ACQUISITION AGREEMENTS ENTERED INTO SUBSEQUENT TO THE PREPARATION OF THESE PLANS OR THE LETTING OF THE CONTRACT.

THE CONTRACTOR RESPONSIBLE FOR WATER MAIN CONSTRUCTION, SANITARY SEWER CONSTRUCTION AND DRAINAGE IMPROVEMENTS (UNDERGROUND WORK) SHALL DISPOSE OF ALL SURPLUS EXCAVATED MATERIAL FROM TRENCHES OR STRUCTURE EXCAVATIONS. THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR UNDERGROUND ITEMS.

THE CONTRACTORS SHALL PROTECT AND RELOCATE EXISTING MAILBOXES WHICH INTERFERE WITH THE WORK IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE POST OFFICE TO COORDINATE MAILBOX RELOCATION.

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE COUNTY, ITS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

ALL TREES ARE DESIGNATED TO BE SAVED UNLESS OTHERWISE NOTED ON THE PLANS.

THE CONTRACTOR SHALL ADHERE TO THE LIMITS OF RESTORATION SHOWN. AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED AND DISTURBED BY THE CONTRACTOR SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL WASTE MATERIAL SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY AT THE CONTRACTOR'S EXPENSE.

ITEMS NOT SPECIFICALLY SHOWN: ALL ITEMS THAT ARE NOT SPECIFICALLY SHOWN ON THE PLANS OR IN THE SUMMARY OF QUANTITIES BUT CAN REASONABLY BE INTERPRETED TO BE INCLUDED IN THE WORK DESCRIBED SHALL BE INCIDENTAL TO THE COST OF THE CONTRACT.

AT THE DIRECTION OF THE ENGINEER, THE CONTRACTOR SHALL COLLECT PUBLIC INFORMATIONAL SIGNS AND POSTS THAT ARE PRESENT WITHIN THE PROJECT LIMITS, NOTIFY WILL COUNTY THAT THE SIGNS AND POST ARE AVAILABLE FOR RETRIEVAL, AND STORE THOSE ITEMS UNTIL THEY ARE PICKED-UP BY THE COUNTY. THE COST OF ALL WORK IS INCIDENTAL TO THE CONTRACT.

**TRAFFIC CONTROL AND PROTECTION**

NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET AND THE APPROPRIATE PERMITS HAVE BEEN OBTAINED FROM WILL COUNTY.

PORTABLE/CHANGEABLE ELECTRONIC MESSAGE BOARDS SHALL BE USED IN ADVANCE OF THE PROJECT ACCORDING TO IDOT STANDARDS AND SHALL BE IN PLACE A MINIMUM OF 2 WEEKS PRIOR TO COMMENCING THE WORK AND REMAIN THROUGHOUT THE ROADWAY CONSTRUCTION WORK.

IDOT TRAFFIC CONTROL STANDARDS LISTED ON THE INDEX OF SHEETS SHALL BE USED AS GUIDES IN IMPLEMENTING THE TRAFFIC CONTROL FOR THIS PROJECT.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES DURING CONSTRUCTION OPERATIONS. THE CONTRACTORS SHALL NOTIFY ALL PROPERTY OWNERS IN ADVANCE OF TEMPORARY ACCESS CLOSURES, IN THE EVENT THAT SUCH TEMPORARY ACCESS CLOSURES ARE REQUIRED DUE TO CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL PROVIDE TEMPORARY PARKING PROVISIONS FOR RESIDENTIAL PROPERTIES THAT ARE IMPACTED WITH TEMPORARY ACCESS CLOSURES.

SPECIAL ATTENTION IS CALLED TO ARTICLES 107.09 AND 701.04 OF THE STANDARD SPECIFICATIONS, RECURRING SPECIAL PROVISIONS, AND SPECIAL PROVISIONS CONTAINED HEREIN, RELATED TO TRAFFIC CONTROL.

STANDARDS: APPLICABLE HIGHWAY STANDARDS ARE INCLUDED IN THE PLANS.

AT THE PRECONSTRUCTION MEETING THE CONTRACTOR SHALL FURNISH THE NAME OF THE INDIVIDUAL IN HIS DIRECT EMPLOY WHO IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF THE TRAFFIC CONTROL FOR THIS PROJECT. IF THE ACTUAL INSTALLATION AND MAINTENANCE ARE TO BE ACCOMPLISHED BY A SUBCONTRACTOR, CONSENT SHALL BE REQUESTED OF THE ENGINEER AT THE TIME OF THE PRECONSTRUCTION MEETING IN ACCORDANCE WITH ARTICLE 108.01 OF THE STANDARD SPECIFICATIONS. THIS SHALL NOT RELIEVE THE CONTRACTOR OF THE FOREGOING REQUIREMENT FOR A RESPONSIBLE INDIVIDUAL IN HIS DIRECT EMPLOY TO SUPERVISE THIS WORK. THE CONTRACTOR WILL PROVIDE THE NAME OF HIS REPRESENTATIVE WHO WILL BE RESPONSIBLE FOR THE ADMINISTRATION OF THE TRAFFIC CONTROL PLAN.

THE GOVERNING FACTOR IN THE EXECUTION AND STAGING OF THE WORK FOR THIS PROJECT IS TO PROVIDE THE MOTORING PUBLIC WITH THE SAFEST POSSIBLE TRAVEL CONDITIONS ALONG THE ROADWAY THROUGH THIS CONSTRUCTION ZONE. THE CONTRACTOR SHALL SO ARRANGE HIS OPERATION AS TO KEEP THE CLOSING OF ANY LANE OF THE ROADWAY TO A MINIMUM.

ALL TRAFFIC CONTROL DEVICES USED ON THIS PROJECT SHALL CONFORM TO THE PLANS, SPECIAL PROVISIONS, TRAFFIC CONTROL STANDARDS, "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL DEVICES" AND THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS". NO MODIFICATION OF THESE REQUIREMENTS WILL BE ALLOWED WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER LOCATION, INSTALLATION AND ARRANGEMENT OF ALL TRAFFIC CONTROL DEVICES. SPECIAL ATTENTION SHALL BE GIVEN TO ADVANCE WARNING SIGNS DURING CONSTRUCTION OPERATIONS IN ORDER TO KEEP LANE ASSIGNMENT CONSISTENT WITH BARRICADE PLACEMENT AT ALL TIMES. THE CONTRACTOR SHALL COVER ALL TRAFFIC CONTROL DEVICES WHICH ARE INCONSISTENT WITH DETOUR OR LANE ASSIGNMENT PATTERNS DURING THE TRANSITION FROM ONE CONSTRUCTION STAGE TO ANOTHER.

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 AND A MINIMUM OF FOUR (4) SAND BAGS FOR EACH TYPE III BARRICADE.

THE CONTRACTOR SHALL ENSURE THAT ALL TRAFFIC CONTROL DEVICES INSTALLED BY HIM ARE OPERATIONAL 24 HOURS A DAY, INCLUDING SUNDAYS AND HOLIDAYS.

THE CONTRACTOR SHALL PROVIDE A MANNED TELEPHONE ON A CONTINUOUS 24-HOUR-A-DAY BASIS TO RECEIVE NOTIFICATION OF ANY DEFICIENCIES REGARDING TRAFFIC CONTROL AND PROTECTION AND SHALL DISPATCH MEN, MATERIALS AND EQUIPMENT TO CORRECT ANY SUCH DEFICIENCIES. THE CONTRACTOR SHALL RESPOND TO ANY CALL FROM THE DEPARTMENT CONCERNING ANY REQUESTS FOR IMPROVING OR CORRECTING TRAFFIC CONTROL DEVICES AND BEGIN MAKING THE REQUESTED REPAIRS WITHIN TWO HOURS FROM THE TIME OF NOTIFICATION.

WHEN TRAVELING IN LANES OPEN TO PUBLIC TRAFFIC, THE CONTRACTOR'S VEHICLES SHALL ALWAYS MOVE WITH AND NOT AGAINST OR ACROSS THE FLOW OF TRAFFIC. THESE VEHICLES SHALL ENTER OR LEAVE WORK AREAS IN A MANNER WHICH WILL NOT BE HAZARDOUS TO OR INTERFERE WITH TRAFFIC AND SHALL NOT PARK OR STOP EXCEPT WITHIN DESIGNATED WORK AREAS. PERSONAL VEHICLES SHALL NOT PARK WITHIN THE RIGHT-OF-WAY EXCEPT IN SPECIFIC AREAS DESIGNATED BY THE ENGINEER.

ANY DROP-OFF GREATER THAN THREE INCHES BUT LESS THAN SIX INCHES WITHIN EIGHT FEET OF THE PAVEMENT EDGE SHALL BE PROTECTED BY TYPE I OR II BARRICADE EQUIPPED WITH MONODIRECTIONAL STEADY BURN LIGHTS AT 100 FOOT CENTER TO CENTER SPACING. IF THE DROP-OFF WITHIN EIGHT FEET OF THE PAVEMENT EDGE EXCEEDS SIX INCHES, THE BARRICADES MENTIONED ABOVE SHALL BE PLACED AT 50 FOOT CENTER TO CENTER SPACING. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TIP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 702001-04. VERTICAL PANELS OR OTHER DELINEATING DEVICES MAY BE SUBSTITUTED FOR TYPE I OR II BARRICADE WITH THE APPROVAL OF THE ENGINEER.

CHECK BARRICADES SHALL BE PLACED IN WORK AREAS PERPENDICULAR TO TRAFFIC EVERY 100 FEET, ONE (1) PER LANE AND SHOULDER TO PREVENT MOTORISTS FROM USING WORK AREAS AS A TRAVEL WAY. ADDITIONAL CHECK BARRICADES SHALL BE PLACED IN ADVANCE OF ANY HAZARD IN THE WORK AREAS WHICH WOULD ENDANGER A MOTORIST. CHECK BARRICADES SHALL BE TYPE I OR II AND EQUIPPED WITH A FLASHING LIGHT.

PLACEMENT OF ALL SIGNS AND BARRICADES SHALL PROCEED IN THE DIRECTION OF FLOW OF TRAFFIC. REMOVAL OF ALL SIGNS AND BARRICADES SHALL START AT THE END OF THE CONSTRUCTION ZONE AND PROCEED TOWARD ONCOMING TRAFFIC UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

DELAYS TO THE CONTRACTOR CAUSED BY COMPLYING WITH THESE REQUIREMENTS WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION PAY ITEM.

THE CONTRACTOR, AT HIS OWN EXPENSE, 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.

THE LOCATION OF CHANGEABLE MESSAGE SIGNS, AND ANY RELOCATIONS SHALL BE DETERMINED BY THE ENGINEER. ALL RELOCATIONS SHALL BE INCLUDED IN THE COST OF "CHANGEABLE MESSAGE SIGNS".

**STORM SEWER AND UTILITIES**

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATION OF SUCH UTILITIES AND EXERCISE CARE DURING HIS CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND APPLICABLE ARTICLES INCLUDED IN THE STANDARD SPECIFICATIONS INCLUDING, BUT NOT LIMITED TO, 105.07 AND 107.31. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING UTILITIES SO THAT THEIR FACILITIES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF THE CONSTRUCTION OPERATIONS. SEE SPECIAL PROVISIONS FOR LIST OF CONTACTS AND SCHEDULE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING SANITARY SEWERS AND WATER MAINS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT OR RELOCATION OF THEIR FACILITIES, IF NECESSARY.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, OR STRUCTURES. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET. HE SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK SHALL BE IN ACCORDANCE WITH WILL COUNTY AND LOCAL MUNICIPALITY GUIDELINES, AND WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED TO THE CONTRACT.

ALL ABANDON INVERTS SHALL BE PLUGGED WITH BRICK AND CLASS SI CONCRETE TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE STORM SEWER BEING REMOVED.

FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE AND ADJUSTMENT OF FRAMES ON ALL NEW STRUCTURE TO THE FINAL ELEVATIONS SHALL BE INCLUDED IN THE COST OF THE NEW STRUCTURE.

DRAINAGE STRUCTURES: THE TOP OF ALL PROPOSED MANHOLES, CATCH BASINS, AND INLETS SHALL BE FLUSH WITH THE ADJACENT SURFACE OR AT THE INDICATED ELEVATIONS SHOWN ON THE PLANS. DRAINAGE STRUCTURE RIM ELEVATIONS ADJACENT TO THE CURB LINE ARE THE FLOW-LINE OF THE GUTTER ELEVATION AND OFFSETS TO CURB DRAINAGE STRUCTURES ARE AT THE EDGE OF PAVEMENT, EXCEPT WHERE OTHERWISE INDICATED.

ALL STORM MANHOLE OR CATCH BASIN ADJUSTMENT OF CASTINGS WILL BE MADE WITH PRECAST CONCRETE ADJUSTING RINGS SET IN A FULL BED OF BUTYL ROPE JOINT SEALANT. NO MORE THAN TWO ADJUSTMENT RINGS FOR A MAXIMUM OF 12 INCHES OF ADJUSTING RINGS WILL BE PERMITTED. MANHOLE RISER SECTIONS SHALL BE USED FOR ADJUSTMENTS THAT CANNOT BE COMPLETED WITH ADJUSTMENT RINGS.

ALL DRAINAGE STRUCTURES WILL HAVE POURED INVERTS CONFORMING TO THE SHAPE OF THE PIPE.

"BAND-SEAL" OR SIMILAR COUPLINGS SHALL BE USED WHEN JOINING SEWER PIPES OF DISSIMILAR MATERIALS.

ALL EXISTING FIELD DRAINAGE TILE ENCOUNTERED OR DAMAGED DURING CONSTRUCTION ARE TO BE RESTORED TO THEIR ORIGINAL CONDITION, PROPERLY REROUTED AND/OR CONNECTED TO THE STORM SEWER SYSTEM.

GRANULAR TRENCH BACKFILL SHALL BE USED IN ALL LOCATIONS WHERE THE PROPOSED UNDERGROUND UTILITY IS TO BE CONSTRUCTED UNDER PERMANENT TYPE PAVEMENTS, DRIVEWAYS, OR SIDEWALKS; IN ANY UTILITY TRENCH OVER WHICH ANOTHER UTILITY WILL PASS; OR AS DIRECTED BY THE ENGINEER.

DRAINAGE STRUCTURES AND SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS EXPENSE. NO PAYMENT WILL BE MADE FOR CLEANING STRUCTURE OR SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT.

TRENCH BACKFILL WILL BE PAID FOR IN ACCORDANCE WITH IDOT'S 2012 EDITION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

THE UNDERGROUND CONTRACTOR SHALL BE RESPONSIBLE TO PLACE ON GRADE AND COORDINATE WITH OTHER CONTRACTORS ALL UNDERGROUND STRUCTURE FRAMES SUCH AS CATCH BASINS, INLETS, MANHOLES, HYDRANTS, BUFFALO BOXES, VALVES, ETC. NO ADDITIONAL COMPENSATION WILL BE PAID AND SAID ADJUSTMENTS SHALL BE CONSIDERED INCLUDED IN THE OTHER ITEMS OF CONSTRUCTION.

CONNECTIONS TO EXISTING STORM SEWER STRUCTURES SHALL BE DONE BY CORING THE CONCRETE BARREL SECTION.

STORM SEWER PLACED PRIOR TO SYSTEM COMPLETION MUST BE FUNCTIONAL.

ALL MANHOLES, CATCH BASINS AND INLETS THAT ARE TO BE REMOVED SHALL HAVE THEIR CASTINGS SALVAGED AND STORED UNTIL PICKED UP BY THE WCDH MAINTENANCE DEPARTMENT. THE COSTS FOR SALVAGING AND STORING ARE TO BE INCLUDED UNDER THE REMOVAL PAY ITEMS.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
B56	01-00170-26-TL	WILL	171	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO: 63570				

**EARTHWORK AND PAVING**

THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE PLANS AND SHALL NOTIFY THE ENGINEER AT ONCE OF ANY DISCREPANCIES. THE CONTRACTORS SHALL EXAMINE THE DRAINAGE PATTERNS SHOWN ON THE PLANS AND MAKE CERTAIN THAT ALL GUTTER FLAGS AND PAVEMENTS ARE PITCHED PROPERLY TO ACHIEVE THIS DRAINAGE PATTERN.

10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER 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.

CURB AND GUTTER JOINTS SHALL BE PLACE ACCORDING TO IDOT STANDARD DRAWING 606001. IN ADDITION, ONE INCH EXPANSION JOINTS SHALL BE PLACED EVERY 150 FEET.

JOINTS FOR THE PROPOSED PCC PAVEMENT SHALL BE ESTABLISHED SUCH THAT NO JOINTED SECTION OF PAVEMENT WILL HAVE ANY WIDTH LESS THAN 2 FEET.

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.

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 LIMIT 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 3:1 (H:V).

THE COST OF SAW CUTS FOR REMOVAL ITEMS (SUCH AS PAVEMENT, DRIVEWAY, AND CURB AND GUTTER, ETC.) SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

THE CONTRACTOR SHALL RESTORE DRIVEWAYS AT THE END OF EACH DAY TO ALLOW ACCESS TO ALL ADJACENT PROPERTY OWNERS. TEMPORARY DRIVEWAY AND ROAD ACCESS SHALL BE PAID FOR USING THE PAY ITEM OF "TEMPORARY ACCESS" OF THE TYPE SPECIFIED PER EACH.

WHENEVER CONCRETE MASONRY WALLS, HEADWALLS, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED, THEY SHALL BE REMOVED TO AN ELEVATION 12 INCHES BELOW THE ESTABLISHED GRADE OR SUB-GRADE AS SHOWN ON THE PLANS. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EXCAVATION.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE OF CURBS, CONCRETE MEDIAN SURFACES, AND CONCRETE ISLAND SURFACES IN ACCORDANCE WITH ARTICLE 420.18 OF THE STANDARD SPECIFICATIONS AND AT THE DIRECTION OF THE ENGINEER.

THE CONTRACTOR WILL BE REQUIRED TO SAWCUT ALL PAVEMENT, SIDEWALK, AND DRIVEWAYS WHICH WILL BE REMOVED WHERE PORTIONS INTERFERE WITH THE CONSTRUCTION WORK, OR FORMING WORK IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS.

WHERE THE PROPOSED HMA SURFACE MEETS AN EXISTING SURFACE, THE CONTRACTOR, AS DIRECTED BY THE ENGINEER, WILL CONSTRUCT A BUTT JOINT BY SAWING AND GRINDING THE EXISTING BITUMINOUS SURFACE. THE COST OF THESE BUTT JOINTS SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HOT MIX ASPHALT SURFACE REMOVAL - BUTT JOINT.

10/19/2011 P:\179766\cadd\dr-w\ings\0030enNotes.dgn

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		WEBER ROAD AND RENWICK ROAD GENERAL NOTES
SCALE:		DRAWN BY CJO
DATE	APRIL, 2011	CHECKED BY MFB