ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". ADOPTED JANUARY 1, 2002; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED MARCH 1, 2005; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVISIONS AND HIGHWAYS" (IMUTCO); THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" (SSTCI); THE "DETAILS" IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST IDOT STANDARD.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 700 OF THE STANDARD SPECIFICATIONS.

## UTILITIES

CHECKED

NA

BURKE Suite 600

Road, 60018

CHRI 9575 W Rosem (847) B

NO.

THE CONTRACTOR SHALL COOPERATE WITH THE CITY IN ANY UNDERGROUND UTILITY CONSTRUCTION WHICH THE CITY MAY WANT TO PLACE DURING THE CONTRACTOR'S OPERATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED. IF NECESSARY. PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE CITY DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE CITY. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

COORDINATION OF ALL UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT THE PRECONSTRUCTION CONFERENCE.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC. TELEPHONE, CABLE AND GAS FACILITIES AND THE CITY OF ROLLING WEADOWS PUBLIC WORKS DEPT. AT 847-983-0500 FOR FIELD LOCATIONS OF BURIED WATER. SANITARY AND STORM FACILITIES (48-HOUR ADVANCE NOTIFICATION IS REQUIRED).

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

ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE EDGE OF PAYEMENT UNLESS OTHERWISE NOTED, AND SHALL BE AS INDICATED ON THE PLANS. ELEVATIONS SHOWN AT POINT OF CURVE. ETC. ARE EDGE OF PAYEMENT UNLESS OTHERWISE NOTED.

ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC., ARE FROM THE PROPOSED CENTERLINE.

STORM WATER STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE EDGE OF PAYEMENT FOR ALL STRUCTURES FALLING IN THE CURB LINE AND TO THE CENTER OF THE STRUCTURE FOR ALL OTHER STRUCTURES.

TOP OF CURB ELEVATIONS: BEFORE SETTING THE TOP OF CURB ELEVATIONS, THE ENGINEER SHALL CHECK THE EXISTING ELEVATIONS AT THE ADJACENT PROPERTY LINE AND, IF NECESSARY, REQUIRE THE CONTRACTOR TO VARY THE CURB EXPOSURE AND/OR GUTTER ELEVATIONS IN ORDER TO MORE CLOSELY FOLLOW THE PROPERTY LINE GRADES.

### WATER. STORM SEWER AND SANITARY SEWER

WHENEVER DURING CONSTRUCTION OPERATIONS ANY LODGE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF MATER IS OBSTRUCTED. IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE FOR INLET AND PIPE PROTECTION.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC ORAINS. SEVERS OR CATCH BASINS. 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 FAMINA AN EFFICIENT PUMPINE PLANT. IF NCCESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE FOR INLET AND PIPE PROTECTION.

WHEN THE REQUIRED VERTICAL AND HORIZONTAL CLEARANCES, AS SPECIFIED BY THE IEPA. BETWEEN PROPOSED STORM SEWER AND EXISTING OR PROPOSED WATER MAINS CANNOT BE MET, CIRCULAR PIPE SHALL BE INSTALLED OF WATER MAIN QUALITY PIPE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR STORM SEWER WATER MAIN OUALITY), EXCEPT THAT ONLY DUCTILE IRON PIPE WILL BE ALLOWED BENEATH PAYEMENTS. THIS PIPE WILL BE PAID FOR AS STORM SEWER (WATER MAIN QUALITY).

ALL HYDRANTS AND AUXILIARY VALVES, FRAMES, GRATES, LIDS AND BOXES REMOVED FROM EXISTING WATER SERVICE OR SEWER STRUCTURES WHICH ARE TO BE ABBADDNED OR ADJUSTED WITH A NEW OR DIFFERENT FRAME AND LID SHALL BECOME THE PROPERTY OF THE CONTRACTOR. ALL HYDRANTS TO BE REMOVED SHALL BE REMOVED TO A MINIMUM DEPTH OF 3' BELDW GRADE AND PLUGGED.

FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES OF ALL NEW, ADJUSTED OF RECONSTRUCTED STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE. ADJUSTMENT OR RECONSTRUCTION COST.

ANY EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE CITY.

DRAINAGE STRUCTURE OFFSETS AS SHOWN ON THE PLANS ARE GIVEN TO THE FOLLOWING POINTS:

(A) FOR STRUCTURES FALLING IN THE CURB LINE - TO THE EDGE OF PAVEMENT.
(B) FOR ALL OTHER STRUCTURES - TO THE CENTER OF THE STRUCTURE.
RIM ELEVATIONS SHOWN ON THE PLANS FOR DRAINAGE STRUCTURES IN THE CURB LINE ARE EDGE OF PAVEMENT ELEVATIONS.

THE COST OF CONNECTING EXISTING STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM AND CONNECTING PROPOSED STORM SEWER TO EXISTING STRUCTURES SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR STORM SEWERS.

THE ENDS OF EXISTING DRAINAGE LINES AND HOLES IN EXISTING MANHOLES WHICH ARE NOT TO BE INCORPORATED INTO THE PROPOSED IMPROVEMENTS DESIGNATED BY THE ENGINEER SHALL BE SCALED WITH A PORTLAND CEMENT MORTAR TO THE SATISFACTION OF THE ENGINEER. COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE OF STORM SEWER REMOVAL.

THE CONTRACTOR SHALL CONFIRM ALL EXISTING STORM SEWER PIPE SIZES AND INVERTS PRIOR TO ORDERING STRUCTURES. ANY MODIFICATION OF STRUCTURES DUE TO THE FAILURE OF THE CONTRACTOR TO PERFORM THIS TASK SHALL BE AT THE CONTRACTOR'S EXPENSE AND MAY LEAD TO THE REJECTION OF THE STRUCTURE IN THE FIELD.

FOR WATER MAIN SHUT OFFS, THE CONTRACTOR SHALL GIVE THE CITY A MINIMUM OF 48 HOURS NOTICE. THE CITY SHALL PROVIDE NOTIFICATION FORMS AND DETERMINE THE LIMIT OF THE AFFECTED AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISTRIBUTION OF THE NOTIFICATION FORMS TO ALL AFFECTED RESIDENTS.

THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS WITHOUT PRIOR AUTHORIZATION FROM THE CITY WATER DEPARTMENT. WANDER TO ARREST AND PROSECUTION.

ANY PORTIONS OF STORM SEWER AND MISSION COUPLINGS NEEDED TO CONNECT (STEED) EXISTING STORM SEWER TO PROPOSED STRUCTURES SHALL BE CONSIDERED INCLUDED TO THE COST OF THE STRUCTURE.

# WATER MAIN

WATER MAIN SHALL BE INSTALLED AT A MINIMUM DEPTH OF 5.5' BELOW FINISHED GRADE AND NO DEPER THAN 8' FROM FINISHED GRADE WITHOUT THE PRIOR WRITTEN APPROVAL OF THE UTILITIES SUPERINTENDENT.

CHANGES IN DIRECTION OF WATER MAIN SHALL BE INSTALLED WITH APPROVED RETAINER FITTINGS AND THRUST BLOCKING.

WATER MAIN SHALL NOT BE SLEEVED OR ENCASED WITHOUT THE PRIOR WRITTEN APPROVAL OF THE UTILITIES SUPERINTENDENT.

PRESSURE TESTING OF WATER MAIN SHALL INCLUDE HYDRANTS BY PRESSURE TESTING AGAINST INTERNAL VALVE OF HYDRANT.

WHEN ABANDONING OLD WATER MAIN. ALL LIVE TEE CONNECTION SHALL BE REMOVED ON LEAD JOINT PIPE AND TEES PLUGGED ON MECHANICAL JOINT PIPE. ALL DEAD CONNECTIONS SHALL BE CAPPED WITH AN APPROVED MECHANICAL JOINT CAP. COST FOR REMOVING EXISTING WATER MAIN. FITTINGS. AND PLUGGING EXISTING WATER MAIN NECESSARY TO INSTALL PROPOSED WATER MAIN SHALL BE INCLUDED IN THE PRICE FOR THE PROPOSED WATER MAIN.

## WATER SERVICE LINE

SERVICE LINE SHALL HAVE A MINIMUM OF 5' BURY AND A MAXIMUM OF 8' BURY. SERVICE LINES SHALL BE A MINIMUM OF 18' ABOVE SANITARY OR STORM SHERS. COUPLINGS SHALL NOT BE INSTALLED UNDER PAVEMENT. WHEN INSTALLING A BACK LOOP OVER OR UNDER WATER MAIN. THE LOOP SHALL HAVE A MINIMUM OF A 4' RADIUS.

# FIRE HYDRANTS

ALL HYDRANTS ARE TO BE WATEROUS (WB-G7). ALL HYDRANTS ARE TO HAVE AN AUXILIARY VALVE ATTACHED VIA A FLAT FLANGE TYPE CONNECTION. HYDRANTS SHALL BE INSTALLED WITH A BURY MARK AT GRADE LEVEL AND NO LOWER THAN 18" FROM THE CENTER OF STEAMER PORT TO FINAL GRADE. HYDRANTS SHALL BE INSTALLED PLUMB AND LEVEL. WHEN EXTENDING A HYDRANT THE "BREAK FLANGE" SHALL BE RELOCATED TO GRADE LEVEL.

### VALVES AND VALVE VAULTS

ALL VALVE VAULT OPENINGS SHALL BE SEALED WITH FLEXIBLE RUBBER GASKETS (NOT CONCRETE). TAR MASTIC SHALL BE USED BETWEEN ALL VALVE VAULT SECTIONS INCLUDING FRAME TO TOP SECTION. VALVES SHALL BE ALIGNED TO THE CENTER OF THE VAULT FRAME SECTION. LIDS ON VALVE VAULT FRAME SHALL BE MARKED "WATER".

## DOMESTIC WATER SERVICE BOXES

ALL SERVICE BOXES SHALL BE KEYABLE AND TO GRADE AFTER SOD HAS BEEN LAID. EXTENSION RODS SHALL NOT BE CUT TO SHORTEN.

ALL SERVICE BOXES SHALL BE LOCATED OUTSIDE OF THE SIDEWALK.

STORM SEWER SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07.

ALL TRENCH BACKFILL QUANTITIES FOR STORM AND SANITARY SEWER HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE. BASED ON INVERT DEPTH FROM EXISTING PAVEMENT. TRENCH BACKFILL QUANTITY FOR WATER MAIN HAS BEEN COMPUTED AND SHALL BE PAID FOR ON THE FOLLOWING BASIS:

6 AND 8 IN. DIA:: 0.698 C.Y./L.F. 12 IN. DIA:: 0.792 C.Y./L.F. 10 IN. DIA:: 0.745 C.Y./L.F. WATER SERVICE LINE - 0.330 C.Y./L.F.

ANY TRENCH BACKFILL REQUIRED IN EXCESS OF THE QUANTITY ESTABLISHED ABOVE, INCLUDING BEDDING MATERIAL, SHALL BE INCLUDED IN THE CONTRACT.

ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT. EXCEPT FOR PERIODS OF SHORT DURATION. THE COST TO PROVIDE ACCESS SHALL BE PAID FOR AND INCLUDED IN THE ITEM AGGREGATE FOR TEMPORARY ACCESS.

ALL EXISTING AGGREGATE DRIVEWAYS SHALL BE REPLACED AS BITUMINOUS DRIVEWAYS.

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.

ALL SAWCUTTING SHALL BE INCLUDED IN THE REMOVAL ITEMS AND SHALL BE PERFORMED PRIOR TO BEGINNING REMOVAL. ANY ITEMS OF WORK REMOVED PRIOR TO SAWCUTTING WILL NOT BE MEASURED FOR PAYMENT.

TYPE "A" SIDEWALK RAMPS FOR THE HANDICAPPED SHALL BE INSTALLED AT ALL INTERSCTING STREETS AND DRIVEWAYS AS DIRECTED BY THE ENGINEER (SEE SPECIFICATIONS FOR CONSTRUCTION DETAILS).

DEPRESSED CURB: RAMPS OR DEPRESSED CURBS ACCESIBLE TO THE HANDICAPPED SHALL BE PROVIDED FOR ALL SIDEWALKS AND BICYCLE PATHS AT ALL CROSSWALKS. ALLEYS, AND CURBED DRIVEWAYS. STANDARD (NON-ADA) DEPRESSED CURB SHALL BE PROVIDED FOR ALL ALLEYS OR DRIVEWAYS AT THE EDGE OF PAVEMENT.

BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE IOR TYPE II BARRICADE USED. (ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAEL.)

RELOCATING EXISTING SIGNS: EXISTING SIGNS WHICH ARE IN CONFLICT WITH PROPOSED IMPROVEMENTS SHALL BE REMOVED AND REINSTALLED UPON COMPLETION OF CONFLICTING IMPROVEMENTS IN ACCORDANCE WITH THE ILLINDIS DEPARTMENT OF TRANSPORTATION "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS". THIS WORK SHALL BE INCLUDED IN THE CONTRACT.

PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF, IN THE ENGINER'S OPINION, THE WORK IS NOT REQUIRED. THE ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

BUTT JOINTS WILL BE INSTALLED AT THE END 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.

CONTRACTOR SHALL NOT PLACE SOD UNTIL THE TEMPERATURE IS 80° OR LESS AND THE FORECAST FOR THE NEXT 7 DAYS SHOWS TEMPERATURES OF 80° OR LESS, IF ALL OTHER PAY ITEMS ARE COMPLETED. THE CONTRACTOR WILL NOT BE CHARGED WORKING DAYS FOR DELAYS IN PARKWAY RESTORATION DUE TO TEMPERATURE.

PAVEMENT REMOVAL IS ASSUMED TO BE 12 INCHES BASED ON REPORT PREPARED BY D'BRIEN & ASSOCIATES, DATED MAY 1, 2002.

DOWELS AND TIES FOR CLASS B PATCHES ARE INCIDENTAL.

# SHEET NO. DESCRIPTION

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Maintenance of Traffic (1"=50") Phase I - Construct Sorthbound Lanes 31-34 Maintenance of Traffic (1"=50") Phase II - Construct Nouthbound Lanes Maintenance of Traffic (1"=50") Phase III ~ Construct Median 41-51 Utility Pian and Profiles (1"=20') 52-53 Intersection Detail Sheets (1"=10')
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Temporary Cable Plan and Phase Designation Diagram Kirchoff Rd. (Stage 1) Temporary Traffic Signal Installation Kirchoff Rd. (Stage 2 & 3)
Temporary Cable Plan and Phase Designation Diagram Kirchoff Rd. (Stage 2 & 3)
Temporary Traffic Signal Installation Kirchoff Rd.

Temporary Cable Plan and Phase Designation Diagram Kirchoff Rd. Traffic Signal Installation Plan Kirchoff Rd. Schedule of Quantities, Cable Plan and Phase Designation Kirchoff Rd. Temporary Traffic Signal Installation Plum Grove Rd. Euclid Ave. (Stage 1-3)

Temporary Cable Plan and Phase Designation Diagram Euclid Ave. (Stage 1) Temporary Traffic Signal Installation Euclid Ave (Stage 1-3)
Temporary Cable Plan and Phase Designation Diagram Euclid Ave.

Traffic Signal Installation Plan Euclid Ave. 78 Schedule of Quantities, Cable Plan and Phase Designation Euclid Ave.

Interconnect Plan Interconnect Schematic

District One Mast Arm Mounted Street Name Signs District One Standard Traffic Signal Design Details

General Details Cook County Details (For Euclis Ave.)

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> ILLINOIS DEPARTMENT OF TRANSPORTATION PLUM GROVE ROAD **GENERAL NOTES AND INDEX**

> > SCALE: NTS

DRAWN BY: PMM CHECKED BY: MCW

 $\mathbf{m}$ S SURVEYED PLOTTED GRADES CHEC B.M. NOTED STRUCTURE N

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