EXISTING	P	ROPOSED	EXISTING	PRO	POSED G-2
<b>(4)</b>		BENCHMARK (BM)			WATER MAIN
×	x	BIKE PATH ELEVATION	C		WATER MAIN CAP-PLUG
x	x	BIKE ROUTE ELEVATION			WATER MAIN SERVICE
-cr ·		CABLE LINE	.×	~	WATER MAIN B-BOX
<b>(3)</b>		COMMUNICATIONS TOWER	Ø	ā	WATER MAIN HYDRANT
×	x	DRIVEWAY ELEVATION	<b>⊕</b>		WATER MAIN METER PIT
<b>ESI</b>	E	ELECTRIC CONTROLLER	9	•	WATER MAIN VALVE AUX BOX
— E — ·	- ε <del>-</del> ·	ELECTRIC LINE	*	- Lie	WATER MAIN VALVE-VAULT
⊚ -⊡-	•	ELECTRIC MANHOLE			WATER IRRIGATION
TEN	<b>CB</b>	ELECTRIC POLE	ES		WATER MAIN ABANDONED SANITARY LIFT STATION
X		ELECTRIC TRANSFORMER FENCE	<b>→ →</b> · <b>→</b>		SANITARY SEWER (SANS)
-F0C		FIBER OPTIC CABLE	»— »—		SANITARY MWRD
G ·		GAS LINE	C C		SANITARY CAP-PLUG
· 🔞		GAS VALVE	0		SANITARY MANHOLE (SMH)
<u> </u>		GUARDRAIL	Ō		SANITARY MANHOLE MWRD
P		IRON PIPE			SANITARY SERVICE
· ×		MAIL BOX	0		SANITARY CLEAN OUT (CO)
<b>.</b>		MONUMENT	<del></del>		SANITARY ABANDONED
<b>*</b>		RAILRDAD TRACKS	ES	£700	STORM LIFT STATION
X+X-		RAILROAD CROSSING GATE	)— )—	· · · · ·	STORM SEWER (SS)
×	x	ROAD CENTERLINE	ţ	ι	STORM CAP-PLUG
х .	×	ROAD EDGE OF PAVEMENT		<b>o</b>	STORM MANHOLE (STMH)
×	×	ROAD BACK OF CURB	0	•	STORM CATCH BASIN (CB)
×	x	ROAD FACE OF CURB		-	STORM INLET (INL)
	<b>-^</b> -	FLOW LINE			STORM SERVICE
1 244 1	1 384 1	PAVEMENT MARKING			STORM UNDERDRAIN
,,	**	PAVEMENT MARKING	0 1 11 0		STORM CLEAN OUT (CO)
a	# +	PAVEMENT MARKING	® <b>®</b>		STORM RESTRICTOR
	<b>#</b> -	PAVEMENT MARKING	D D	•	STORM FLARED END SECTION (FES)
		PAVEMENT MARKING			STORM CULVERT
		PAVEMENT MARKING			STORM SWALE
$\Leftarrow$	<del></del>	ROAD SIGN		)	STORM HEADWALL
$\Rightarrow$	<b>-</b>	ROAD SIGN	<del></del>		STORM ABANDONED
⇔	<del></del>	ROAD SIGN		1	STAT10NS
CR. TO	345	ROAD SIGN	ROW	1	RIGHT OF WAY (ROW)
=	=	ROAD SIGN	-100.01	100.0-	CONTOUR
ବ୍ <i>ତ</i>	ବୃତ	RDÁĎ SIGN	ADJ		STRUCTURE TO BE ADJUSTED
<b>F</b>	貿	RDAD SIGN	R		STRUCTURE TO BE REMOVED
×	ı ×	SIDEWALK ELEVATIONS	R&R		STRUCTURE TO BE REM.& REP.
þ.	<sub>ኮ</sub>	SIGN	ASPH		ASPHALT
þ	þ	SIGN TYPE	CONC. PCC		CONCRETE
(5)	SF ·	SILO	FC		FRAME & COVER
— SF — ·	31 1	SILT FENCE	AR		ADJUSTING RINGS
X	X.	SPOT ELEVATION	AR&FC		ADJUSTING RINGS & FRAME & COVER
SEC	SEC	STREET LIGHT CABINET	FV		FIELD VERIFY
S2	<b>19</b>	STREET LIGHT CONTROLER	CGC		CONCRETE DR. GOOD CONDITION
Ø	<b>5</b>	STREET LIGHT HAND HOLE	CFC		CONCRETE DR. FAIR CONDITION CONCRETE DR. POOR CONDITION
α		STREET LIGHT POWER POLE	CPC		
- M		STREET LIGHT	BCC		BITUMINOUS DR. GOOD CONDITION BITUMINOUS DR. FAIR CONDITION
TANK		STREET LIGHT CONDUIT	BFC BPC		BITUMINOUS DR. POOR CONDITION
(LANN)		TANK	BRP		BRICK PAVER
— T — ·		TELEPHONE CONTROLLER	NW NW		ND WORK
•		TELEPHONE LINE TELEPHONE MANHOLE	EOP		EDGE OF PAVEMENT
- <del>-</del>		TELEPHONE POLE	B-B		BACK OF CURB TO BACK OF CURB
, sa	8	TRAFFIC SIGNAL CONTROLLER	E-E		EDGE OF PAVEMENT TO EDGE OF PAV
8	2	TRAFFIC SIGNAL HAND HOLE	10 25	5	SEWER SECTION TO BE REPLACED.
ō	•	TRAFFIC SIGNAL	10 25		DISTANCES ARE MEASURED FROM
ŏ	ě	TRAFFIC SIGNAL POLE			THE UPSTREAM MANHOLE
6≤1	•4	TR SIGNAL VEHICLE DETECTOR	(25) (10)		DISTANCES ARE MEASURED FROM
*		CONIFER TREE			THE DOWNSTREAM MANHOLE
Õ	Õ	DECIDUOUS TREE	_ 🗇		N ARROW
~~	~~~	BUSH OR SHRUB	(4)		BUSH OR SHRUB #2
			_ გ		HAND1CAP
NOTE:		T FRITIONS COM: 25 0050		LEG	SEND & ABBREVIATIONS
STANDARD SYMBOLS	JUUUI (LATES S. & ABBREVI	T EDITION) SHALL BE USED FOR ATIONS NOT INDICATED ON THIS :	SHEET		06-04-2009
L					
GENERAL NOTE	: 5				

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION (100T) ISSUED "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ("STANDARD SPECIFICATIONS", ADDPTED JANUARY 1, 2007; THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADDPTED JANUARY 1, 2011; THE LATEST EDITION OF THE "ILLINDIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS" (IMUTCD): "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", JULY 2009 / 6TH EDITION (SS W & S): THE "OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION" (OSHA) REQUIREMENTS: THE IDOT AND THE VILLAGE OF GLENVIEW STANDARD DETAILS IN THE PLANS, THE IDOT AND THE VILLAGE OF GLENVIEW SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND VILLAGE OF GLENVIEW ENGINEERING
- REFORE STARTING ANY EXCAVATION. THE CONTRACTOR SHALL CALL" JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC.
  TELEPHONE, FIBEROPTICS, GAS, WATER, SEWER AND CABLE TELEVISION FACILITIES (48 HOUR NOTIFICATION IS REQUIRED).
- 3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING
- 4. NO WORK SHALL COMMENCE UNTIL EROSION CONTROL AND TRAFFIC CONTROL REQUIREMENTS ARE ME AND APPROPRIATE PERMITS HAVE BEEN OBTAINED FROM THE ENGINEER.
- 5. IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD AT THE JOB SITE PRIOR TO ORDERING MATERIALS AND COMMENCEMENT OF CONSTRUCTION. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, THE CONTRACTOR MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DDING ANY WORK; OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIALS PROVISIONS, STANDARD SPECIFICATIONS AND/OR DETAILS. THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF WORK AFFECTED BY OMISSION OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS. THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE MEANING OF THE CONSTRUCTION PLANS AND/OR SPECIFICATIONS. THE DECISION OF THE ENGINEER SHALL BE FINAL AND

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND 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 UTILITY OWNER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL NOTIFY AND COORDINATE WITH IMPACTED UTILITY OWNERS OF HIS CONSTRUCTION SCHEDULE.
- 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH STANDARD SPECIFICATIONS. IF UTILITY RELOCATION. ADJUSTMENT, OR PROTECTION IS NECESSARY.
- 8. THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS ADMINISTRATOR AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
- THE LOCATION OF EXISTING DRAINAGE STRUCTURES AND ANY OTHER PUBLIC UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED
- 10. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED FOR MAINTAINING EXISTING UTILITIES. SEWERS. AND APPURTENANCES THAT MUST BE KEPT IN OPERATION. AND SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE VILLAGE FOR EMERGENCY OPERATIONS. THE LOCATION OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES AND SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- 12. PRIOR TO CONSTRUCTION OF ANY PROPOSED UTILITIES. THE CONTRACTOR SHALL EXCAVATE AND LOCATE THE EXISTING UTILITIES TO VERIFY THEIR LOCATION, SIZE, AND DEPTH TO INSURE THAT GRADE ICTS WILL NOT OCCUR. THE COST OF THIS EXPLORATION SHALL BE PAID FOR AS AS EXPLORATION TRENCH. SPECIAL.
- ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES. WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY, PRIOR TO ACCEPTANCE OF THE IMPROVEMENT. ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. IS WORK WILL NOT BE PAID FOR SEPARATELY. BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID
- 14. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER.
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY PROPERTY OWNERS AND THE VILLAGE WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARY CLOSED DUE TO DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES TO THE PROPERTY OWNERS. EFFORTS SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES.
- 16. THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SUCH SIGNS THAT INTERFERE WITH CONSTRUCTION OPERATIONS. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING AND MUST BE ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO THE TRAFFIC FOR WHICH IS INTENDED. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT
- 17. ANY SIGNS OR MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH VILLAGE STANDARDS AND INCLUDED IN THE PAY ITEM FOR SIDEWALK REMOVAL. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES.
- 18. THE CONTRACTOR SHALL NOT RECEIVE ANY ADDITIONAL COMPENSATION FOR CONSTRUCTION STAGING NECESSARY TO ACCOMMODATE UTILITY RELOCATION OR ADJUSTMENT AND/OR FOR DELAYS CAUSED BY UTILITY RELOCATION OR ADJUSTMENT.
- 19. SEE TRAFFIC CONTROL HIGHWAY STANDARDS CONCERNING TRAFFIC CONTROL AND PROTECTION
- 20. PER THE VILLAGE'S ORDINANCE, THE CONTRACTOR SHALL BE REQUIRED TO CONFINE THE WORK ACTIVITY BETWEEN 7:00 AM-7:00 PM MONDAY THROUGH FRIDAY, 9:00 AM-5:00 PM SATURDAYS. WORK ON SATURDAYS SHALL BE COORDINATED AND APPROVED IN WRITING BY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE, NO WORK WILL BE PERMITTED ON HOLIDAYS WITHOUT THE ENGINEER'S APPROVAL. WORK ACTIVITY, AS INTENDED HEREIN, INCLUDES WARMING OR STARTING UP OF ANY MACHINERY OR ENGINES.

### CONSTRUCTION LAYOUT

- 1. ALL REQUIRED CONSTRUCTION STAKING (BENCHMARK ESTABLISHMENT, ROW, BIKE TRAIL AND STORM SEWER LOCATION AND ELEVATIONS) SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR DIMENSIONS AND ELEVATIONS MEASURED FROM CONTRACTOR'S STAKES. THE CONTRACTOR SHALL EXERCISE PROPER CARE IN THEIR PRESERVATION OF STAKES SET UNTIL THE ENGINEER'S APPROVAL FOR STAKE REMOVAL IS OBTAINED.
- 2. THE ELEVATIONS INDICATED ON THE PLANS ARE FINISHED GRADES OF PROPOSED BIKE TRAIL AND
- 3. SOUTH RIGHT-OF-WAY (ROW) OF WEST LAKE AVENUE SHALL BE USED FOR THE HORIZONTAL LAYOUT OF THE
- 4. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER "AS BUILT" RECORD DRAWINGS INDICATING THE EXACT LOCATION OF STRUCTURES (RIM. INVERT ELEVATION). PIPES (DIAMETER, SLOPE, ETC), SERVICE CONNECTION EVERY FITTING, VALVE, BEND, ETC. RECORD DRAWING MUST INCLUDE INFORMATION ABOUT THE EXISTING UTILITIES DISCOVERED DURING THE CONSTRUCTION. THIS SHALL BE INCLUDED IN THE COST OF CONSTRUCTION LAYOUT.
- INITIAL HORIZONTAL LAYOUT MAY BE REQUESTED BY THE ENGINEER TO VERIFY FIELD LOCATIONS HORIZONTAL LAYOUT MAY BE ADJUSTED BY THE ENGINEER DURING CONSTRUCTION AND SHALL BE INCLUDED

- I. ALL TREE PROTECTION (TEMPORARY FENCE INSTALLATION). TREE REMOVAL, TREE PRUNING AND ROOT
  PRINING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA, AT NO
  TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
- 2. TREE REMOVAL NOTICES WILL BE POSTED BY THE VILLAGE ON THE TREES TO BE REMOVED. TREE REMOVAL WORK WILL BE ALLOWED TEN (10) DAYS AFTER POSTING OF THE TREE REMOVAL NOTICE
- 3. ALL CLEARING, TRIMMING AND REMOVAL OF TREES UNDER SIX (6) INCH IN DIAMETER SHALL BE INCLUDED IN THE COST OF "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL".
- 4. ALL TREES, STUMPS, LIMBS, BRANCHES, SHRUBS AND OTHER DEBRIES RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY

- PAVING, SHOULDERS, CURB AND GUTTER, DRIVEWAY AND BIKE TRAIL NOTES

  1. QUANTITIES FOR TYPE D PATCHING AND CURB AND GUTTER REMOVAL AND REPLACEMENT AS WELL AS SIDEWALK REMOVAL AND REPLACEMENT SHALL NOT EXCEED THOSE PROVIDED IN THE SUMMARY OF OUANTITIES UNLESS APPROVED BY THE ENGINEER. LOCATIONS OF CLASS D PATCHING. COMBINATION OF CURB AND GUTTER REMOVAL AND REPLACEMENT. AND SIDEWALK REMOVAL AND REPLACEMENT WITH CONCRETE BIKE TRAIL TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 2. THE CONTRACTOR SHALL BE REQUIRED TO SAW VERTICAL CUTS SO AS TO FORM CLEAN VERTICAL JOINTS. SHOULD THE CONTRACTOR DAMAGE AND/OR DEFACE ANY PAVEMENT EDGE, A NEW SAWED JOINT SHALL BE PROVIDED BY THE CONTRACTOR, ANY ADDITIONAL WORK, INCLUDING SAW-CUTTING, REMOVAL AND REPLACEMENT OF DAMAGED PAVEMENT SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.
- . ACCESS TO DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO.
  TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED AND TO THE SATISFACTION OF THE ENGINEER TO PROVIDE SUCH ACCESS. UTILIZING CRUSHED STONE OR CRUSHED GRAVEL. THIS SHALL BE INCLUDED IN THE COST OF DRIVEWAY PAVEMENT REMOVAL.
- 4. CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE 1DOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE 1DOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
- 5. THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
- 5. DETECTABLE WARNINGS SHALL CONSIST OF DYED CONCRETE STAMPED WITH APPROPRIATE STAMPING TOOLS. THE PIGMENT SHALL MEET THE REQUIREMENTS OF ASTM C 979, MATCH COLOR 30166 OF FEDERAL STANDARD 595. THE COST OF DYING CONCRETE IN ADDITION TO THE DETECTABLE WARNING AREA SHOWN ON THE DETAIL SHALL BE INCLUDED IN THE COST OF DETECTABLE WARNINGS BUT THE LIMITS OF THE DYED CONCRETE SHALL NOT EXTEND BEYOND THE BACK OF THE DETECTABLE WARNING AREA.
- CONCRETE BIKE TRAIL SHALL BE A MINIMUM FIVE (5) INCHES THICK, EXCEPT WHERE BIKE TRAIL PASSES THROUGH A RESIDENTIAL DRIVEWAY, THE TRAIL SHALL BE A MINIMUM SIX (6) INCHES THICK AND EIGHT (8) INCHES THICK THROUGH A COMMERCIAL DRIVEWAY. TRANSVERSE EXPANSION JOINTS '%" SHALL BE PLACED EVERY 100 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 10 FEET.SIDEWALKS, SPANNING UTILITY TRENCHES, SHALL BE CONSTRUCTED WITH TWO (2) NO.4 REINFORCEMENT BARS, WHICH EXTEND FIVE (5) FEET BEYOND THE UTILITY TRENCH WALLS. SIDEWALK RAMPS SHALL BE DOWELLED INTO THE CURB WITH THE USE OF NO. 4 BARS, 18" LONG AT 12" CENTER TO CENTER. THIS WORK SHALL BE INCLUDED IN THE COST OF PCC SIDEWALK, 5 INCH.

### EXCAVATION NOTES

- . ALL EXCESS MATERIAL (UNSUITABLE / TOPSOIL BETWEEN ROW AND EDGE OF EXISTING PAVEMENT, MATERIAL FROM STORM SEWER TRENCHES, BROKEN CONCRETE SIDEWALK OR HMA PAVEMENT, GRAVEL SHOULDER) SHALL BE LEGALY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO SELECT DUMP SITES AND OBTAIN PERMISSION AND ALL NECESSARY PERMITS TO USE SUCH PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE COST OF "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL".
- 2. POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) FOR GROUND STABILIZATION HAVE BEEN INCLUDED IN THE CONTRACT TO REPLACE SOILS WHICH TEND TO BE UNSTABLE WHEN WET OR CONSTRUCTING AGGREGATE BASE FILL FOR THE PROPOSED BIKE TRAIL. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. THE COMPACTED POES FILL AREA SHALL EXTEND TO FOUR (4) INCHES BEYOND THE PROPOSED CONCRETE BIKE TRAIL AND COME UP AT 1:1 SLOPE TO EXISTING OR PROPOSED GROUND SURFACE. THESE LIMITS MAY BE ALTERED BY THE ENGINEER IF FIELD CONDITIONS SO WARRANT.
- 3. SLOPING OF TRENCH SIDES IS NOT ALLOWED: THEREFORE TRENCHES SHALL BE SHEETED AND BRACED OR OTHERWISE PROTECTED
  AS REQUIRED BY OSHA. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED AND DISPOSED OF OFF-SITE THE SAME DAY. IF ANY MATERIAL STOCKPILE/S REMAINS OVERNIGHT, IT IS THE CONTRACTOR'S RESPONSIBILITY TO ERECT A STABLE AND SECURE SIX (6) FEET HIGH CHAIN LINK FENCE AROUND THE PERIMETER OF THE STOCKPILED MATERIAL.
- . EXISTING WOOD PEDESTRIAN FOOT BRIDGE AT STA 277+40. RT SHALL BE REMOVED AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS.

- CONNECTION OF STORM SEWER TO EXISTING OR PROPOSED STORM SEWER PIPES OR STRUCTURES SHALL BE INCLUDED IN THE COST OF STORM SEWER INSTALLATION.
- PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS. THE CONTRACTOR SHALL PROVIDE TEMPORARY FACILITIES/ARRENOMENTS TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINAGE FACILITIES AND DISCHARGE THE SAME. THIS WORK WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT
- 3. THE CONTRACTOR SHALL DETERMINE WHEN FLAT SLAB TOPS ARE REQUIRED ON MANHOLES. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE USE OF FLAT SLAB TOPS.
- 4. TOP OF FRAME (RIM) FLEVATIONS INDICATED ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF EACH STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATIONS OF THE AREAS IN WHICH THEY ARE LOCATED, AS PART OF THE STRUCTURE WORK.
- 5. THE REMOVAL OF END SECTIONS SHALL BE PAID FOR PER FOOT AS "STORM SEWER REMOVAL" OF THE DIAMETER INDICATED.
- 6. ANY NECESSARY VALVE SHUT DOWN, FOR THE PURPOSE OF WORK ON EXISTING WATER SYSTEM SHALL BE DONE BY THE VILLAGE OF GLENVIEW PUBLIC WORKS DEPARTMENT ONLY. (CONTACT VILLAGE OF GLENVIEW PUBLIC WORKS AT 817-657-3030)

## 7. ANY COST ASSOCIATED WITH TRENCH DEWATERING IS INCLUDED IN STORM SEWER PIPE AND/OR STRUCTURE CONSTRUCTION COST.

- . TRENCH BACKFILL MATERIAL SHALL BE CRUSHED GRAVEL (CA 7). PIPE BEDDING AND TRENCH BACKFILL MATERIAL (CA CRUSHED) SUPPLY, PLACEMENT OF 12 INCH TOP OF PIPE AND COMPACTION WORK SHALL BE CONSIDERED AS INCLUDED IN STORM SEWER INSTALLATION COST.
- ALL STORM SEWER TRENCHES SHALL BE BACKFILLED IN ACCORDANCE WITH THE VILLAGE DETAILS INCLUDED IN THE PLANS. AGGREGATE TRENCH BACKFILL SHALL EXTEND UP TO PAVEMENT. BIKE TRAIL, OR GROUND SURFACE ELEVATION. THIS SHALL BE INCLUDED IN THE COST OF STORM SEWER CONSTRUCTION.
- 10. LANE CLOSURES ON W. LAKE AVE WILL ONLY BE PERMITTED BETWEEN THE HOURS OF 9:00 AM AND 3:00 PM PRIOR TO THE END

## WORK WITHIN RAILROAD RIGHT-OF-WAY

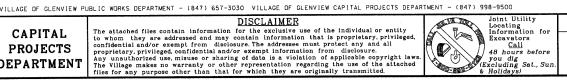
THE CONTRACTOR SHALL OBTAIN AND PROVIDE THE VILLAGE WITH A COPY OF RAILROAD PROTECTIVE LIABILITY INSURANCE.
ALL WORK TO BE DONE BY THE CONTRACTOR ON THE RAILROADS RIGHT-OF-WAY SHALL BE PERFORMED IN A MANNER SATISFACTOR TO THE RAILROAD ENGINEER.

- 1. ALL VEGETATIVE AND STRUCTURAL EROSION CONTROL PRACTICES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE "ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL" AND THE "STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL" OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA).
- 2. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASSURES PERIODICALLY AND AFTER EACH SOIL RUNOFF PRODUCING RAINFALL EVENT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THEEFFECTIVNESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY (THE SAME DAY).
- ALL SLOPES SHALL BE COVERED WITH SOD AS SOON AS GRADING AND PLACEMENT OF TOPSOIL HAS BEEN COMPLETED. THE LIMITS OF THE SODDING SHALL BE THE LIMITS OF GRADING AND/OR AS DIRECTED BY THE ENGINEER.
- 4. INLET FILTERS SHALL BE PLACED ON ALL CATCH BASINS, INLETS AND MANHOLES WITH OPEN GRATES.

# CAPITAL PROJECTS DEPARTMENT

2011, INORS

DISCLAIMER The attached files contain information for the exclusive use of the individual or entity to whom they are addressed and may contain information that is proprietary, privileged, confidential and/or exempt from disclosure. The addressee must protect any and all proprietary, privileged, confidential and/or exempt information from disclosure. Any unauthorized use, misuse or sharing of data is a violation of applicable copyright laws. The Village makes no warranty or other representation regarding the use of the attached files for any purpose other than that for which they are originally transmitted.



GENERAL NOTES, LEGENDS, AND ABBREVIATIONS

WEST LAKE AVENUE

-	REVISIONS		DESIGNED BY: E.L.	F.A.U	SECTION	COUNTY	TOTAL	SHEET
	510 T 510		DATE: 11-12-2010	RTE.	DECTION	0001111	SHEETS	NO.
	NO. DAT 1 4-18		DRAWN BY: Z.S.	1284	07-00164-01-RS	соок	34	2
	2 6-28		DATE: 11-12-2010	IOD NO: C-01-225-11				
			CHECKED BY: E.L.			FED. AID PROJECT: TE-00D1 (841)		
			DATE: 2-24-2011	FED. I	ROAD DIST. NO. 1	ILLINOIS CONTRACT NO. 63612		