

**GENERAL NOTES**

1. All construction shall be done in accordance with the State of Illinois 'Standard Specifications for Road and Bridge Construction' adopted Jan. 1, 2012, the 'Supplemental Specifications and Recurring Special Provisions, adopted Jan. 1, 2012' the details in these plans, and the Special Provisions included in the contract documents.

2. 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.

3. SIGNS: The Contractor shall be required to relocate and/or remove and replace signs which interfere with his/her construction operations, and to temporarily reset all such signs during construction operations. This work will be considered as included in the pay item TRAFFIC CONTROL AND PROTECTION (SPECIAL). All work involving signs shall be according to the following requirements:

a. Signs shall not be moved until progress of work necessitates it.

b. Every sign removed shall be re-erected at a temporary location in a workmanlike manner and be visible to traffic for which it is intended. All such signs shall be maintained straight and clean for the duration of the temporary setting.

c. 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.

d. All unused signs shall be returned to the County.

e. Longer posts may be required at some temporary or permanent sign locations to maintain proper sign elevations.

**4. EARTH EXCAVATION**

a) The removal of existing bituminous pavement and aggregate base course, unless included in other pay items, shall be considered as EARTH EXCAVATION.

b) Excavation for topsoil placement shall be considered EARTH EXCAVATION.

c) Excavation required to clean side road ditches, construct driveways or construct side road approaches shall be included in the cost of EARTH EXCAVATION.

d) All suitable excess material from sewer trenches, side roads, entrances or other necessary excavations shall be used in the construction of the roadway. Placement and compaction of this material shall be included in the cost of EARTH EXCAVATION and no additional compensation will be allowed.

e) Removal and disposal of unstable, unsuitable and/or excess material will not be paid for separately, but is included in the contract unit price for EARTH EXCAVATION. All unstable, unsuitable and/or excess material shall be disposed of outside the right-of-way according to Article 202.03 of the 'Standard Specifications'.

**5. DRAINAGE**

a) 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 unit price of the proposed drainage structure and/or the cost of the proposed storm sewer. Any additional pipe required for the connection will be paid for at the contract unit price for 'STORM SEWER' of the size required.

b) CONSTRUCTION OPERATIONS: During construction operations the Contractor shall ensure positive site drainage at the conclusion of each day. Site drainage may be achieved by ditching, pumping, or any other method acceptable to the Engineer. During construction operations when any loose material is deposited in the flow line of ditches, gutters or drainage structures so the natural flow of water is obstructed, the material shall be removed at the close of each working day. At the conclusion of construction operations all drainage structures shall be free from silt and debris. This work will not be paid for separately but shall be considered included in the cost of the project.

c) 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 elevation of the area in which they are located as part of the structure cost.

d) Unless otherwise noted, locations shown on the plans are to the edge of pavement for structures in the curb and to the center of the structure for all other 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 are assumed to be eccentric.

e) 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.

g) 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. The cost will not be paid for separately, but shall be considered as included in the unit prices of the proposed storm sewer, and no additional compensation will be allowed.

**6. DRIVEWAYS OR ENTRANCES**

a) Existing bituminous, concrete, and gravel driveways and entrances shall be surfaced to 1 foot inside the right-of-way with bituminous concrete surface course as scheduled in the plans.

b) Existing field entrances shall be built up in place to the right-of-way with aggregate base course.

c) The Contractor shall construct all commercial and private driveways in accordance with the plans and/or as directed by the Engineer.

7. All elevations shown on these plans are on NGVD 1929 Datum.

8. Any reference to standards in the plans or special provisions shall be interpreted to be latest standards of the Department.

9. 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.

10. Tie bars shall be installed between concrete curb and gutters and pcc pavement base course in accordance with IDOT Standard 60600-04 except that tie bars shall be 24" long epoxy coated #5 tie bars, 24" on centers. This work shall be included in the price for COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24.

11. Contractor shall perform a proof roll of the sub-grade in the presence of the Engineer to determine if any undercutting is required. The proof roll shall be performed with a loaded skid steer, truck, or equal with a loaded weight of 15,000 lbs. The Engineer shall inspect all areas in which deflection, rutting, pumping, etc. in excess of 1" occurs to determine if undercutting will be required.

Areas determined by the Engineer to require undercutting shall be undercut as follows:  
 a) Removal of unsuitable material to a depth of 6" below the bike path sub-grade elevation. This will be paid for as EARTH EXCAVATION.  
 b) Placement of GEOTECHNICAL FABRIC FOR GROUND STABILIZATION on the bottom and up all four sides of the undercut area.  
 c) The undercut area shall be backfilled with AGGREGATE BASE COURSE TYPE B, 6'.

12. Sanitary manholes to be adjusted/reconstructed shall be in accordance with the Village of Mundelein "SANITARY SEWER INTERNAL CHIMNEY SEAL DETAIL" located in these plans and the special provision for MANHOLES TO BE ADJUSTED WITH NEW TYPE I FRAME AND CLOSED LID and MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE I FRAME AND CLOSED LID.

13. Fire hydrants to be moved shall be done so in accordance with the Village of Mundelein "TYPICAL FIRE HYDRANT" detail included in these plans. The existing fire hydrant lead to be abandoned shall be capped at the main. This work shall be included in the price for FIRE HYDRANTS TO BE MOVED.

14. Phosphorus Fertilizer Nutrient will not be used on this Project.

15. Cut trees and limbs shall be disposed of within 5 working days. The cut trees and limbs shall be disposed of according to Article 202.03 of the 'Standard Specifications'. The price for this work shall be included in the price for TREE REMOVAL (6 TO 15 UNITS DIAMETER).

16. PERIMETER EROSION BARRIER shall be limited to rolled excelsior. Rolled excelsior shall consist of a Polypropylene Multi-filament woven netting sealed with metal clips or knotted at the ends. The filler material shall be 70% bark-free hardwood mulch ground of 1.5" and 30% bark-free hardwood mulch ground fine. The density shall be a minimum of 3.3 lbs per cubic ft. based on a moisture content of 18% at manufacturing. The netting material shall retain 89.5% of its strength after 500 hours of exposure to sunlight. The maximum opening in the netting shall not exceed 1/16" in a tubular knit design.

17. AGGREGATE BASE COURSE TYPE B, of the thickness specified and AGGREGATE FOR TEMPORARY ACCESS shall be limited to crushed gravel, crushed stone, or crushed concrete and will be measured for payment in square yards in accordance with Article 311.08(b) of the 'Standard Specifications'.

18. Suitable aggregate from AGGREGATE FOR TEMPORARY ACCESS may be utilized for another purpose with the approval of the Engineer. Aggregate not reused, shall be removed and disposed of outside the right-of-way according to Article 202.03 of the 'Standard Specifications'. Measurement will be made for the initial use of the aggregate only, regardless of the number of times the aggregate is moved and/or reused.

19. For COMBINATION CURB AND GUTTER REMOVAL, the material removed shall be disposed of, outside the right-of-way, according to Article 202.03 of the 'Standard Specifications'.

20. The last three sections of pipe for unsupported concrete culvert pipe and storm sewer upstream of the fixed end section/end of the pipe shall include the installation of joint ties. The joint ties shall be installed according to the LCDOT standard LC5402 JOINT TIES FOR CONCRETE PIPE, included in the plans. The ties shall be installed at the locations as shown on the standard and/or as directed by the Engineer. The work will not be paid for separately, but shall be included in the unit price of the concrete PIPE CULVERTS and/or concrete STORM SEWERS of the size and type specified.

21. PIPE CULVERTS shall be limited to corrugated steel pipe.

22. STORM SEWERS shall be limited to reinforced concrete pipe.

23. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 shall be constructed with one inch expansion joints at maximum intervals of 150 feet.

24. For TRENCH BACKFILL, the maximum pay width for backfilling storm sewer and culvert trenches shall be the outside diameter of the pipe plus 18" for trench depths up to five feet (no shoring required), or the outside diameter of the pipe plus 36" for trench depths over five feet (shoring required). Maximum trench widths for round pipes up to 48" in diameter are included in the Lake County Standard LC0020 shown on the Plans.

**25. TRANSITION FROM AGGREGATE SHOULDER TO B-6.24 FOR 16' OFFSET TO FACE (LC4800)**

a) The 6' curb transition from 6' height to 0' height shall be included in the unit price for CONCRETE CURB AND GUTTER TYPE B-6.24.

b) The hot-mix asphalt binder course shall be replaced with hot-mix asphalt surface course. All hot-mix asphalt paving will be paid for as HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N50.

**26. TOPSOIL FURNISH AND PLACE, 4"**

a) The topsoil shall be furnished from outside the right-of-way and shall meet the requirements of Article 1081.05(a) of the 'Standard Specifications'.

b) The Contractor shall collect one representative soil sample from the proposed growing surface which shall be analyzed by an agricultural laboratory approved by the Engineer. The Contractor shall submit the proposed laboratory name and address to the Engineer at the pre-construction conference. The soils analysis shall include (but is not limited to) the recommended application rates of nitrogen and potassium fertilizer nutrients.

**27. TRAFFIC CONTROL AND PROTECTION (SPECIAL)**

a) Article 105.03 Conformity with Contract (b) shall have the first paragraph replaced with the following:

Traffic Control Deficiency Deduction. When the Engineer is notified or determines a traffic control deficiency exists, the Engineer will notify and direct the Contractor to correct the deficiency within a specified time. The specified time, which begins upon notification to the Contractor, will be from one (1) hour to 8 (eight) hours based upon the urgency of the situation and the nature of the deficiency. The Engineer shall be the sole judge.

b) Article 701.04 General shall be further modified by adding the following sections:

Public Safety and Convenience:

The Contractor shall provide a telephone number for a responsible individual who can be contacted 24 hours a day, 7 days a week, to receive notification of any deficiencies in traffic control and protection. The Contractor shall dispatch men, materials, and equipment to correct any such deficiencies. The Contractor shall respond to any call from LCDOT concerning any request for improving or correcting traffic control devices and begin making the requested repairs within two (2) hours from the time of notification.

Personal vehicles shall not park within the right-of-way except in specific areas designated by the Engineer. All roads shall remain open to traffic. The Contractor may close one lane on two lane roads, because of construction, between the hours of 9:00 AM and 3:00 PM only. The Contractor shall maintain one-way traffic during these restricted hours with the use of signs and flagmen as shown on the Traffic Control Standards. Two lanes of traffic will be maintained between the hours of 3:00 PM and 9:00 AM and when no construction activities are being carried out.

The restricted lane closure time may be adjusted by the Engineer. The Contractor shall provide a start and end time and a procedure plan 48 hours prior to the lane(s) to be closed. The Engineer shall notify the Contractor of his decision 24 hours in advance of the proposed lane closure. If the Contractor fails to provide notification or disregards the decision of the Engineer, the Traffic Control Deficiency Charge will be applied as stated in this special provision.

c) Article 701.10 Surveillance shall be modified by adding the following section.

The Contractor shall ensure that all the traffic control devices he/she installs are operational, functional and effective 24 hours a day, 7 days a week, including holidays.

d) Article 701.18 Highway Standards Application (j) Urban Traffic Control, Standards 70150, 701502, 701601, 701602, 701606, 701701, and 701801 (i) General, shall be modified by adding the following paragraphs:

Whenever any vehicle, equipment, workers or their activities infringe on the shoulder or within 15 feet of the traveled way, and the traveled way remains unobstructed, then the applicable Traffic Control Standard shall be 701006, 701011, 701011, or 701701. The 'SHOULDER WORK AHEAD' sign (W21-S10-48) shall be used in lieu of the 'WORKERS' sign (W21-1 or W-21-1a).

All diamond shaped warning signs shall have a minimum dimension of 48 inches x 48 inches.

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N50	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 142 LBS/SQ YD/IN  
 THE 'AC TYPE' FOR POLYMERIZED HMA MIXES SHALL BE 'SBS/SBR PG-70-22' AND FOR NON-POLYMERIZED HMA THE 'AC TYPE' SHALL BE 'PG 64-22' UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS  
 FOR 'PERCENT OF RAP' SEE DISTRICT ONE SPECIAL PROVISIONS

**CONTACT INFORMATION**

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