

**GENERAL NOTES**

- STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JAN. 1, 2012, SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIFICATIONS AND PROVISIONS ADOPTED JAN. 1, 2012, AND REVISIONS THERETO, THESE IMPROVEMENT PLANS, DETAILS, SPECIAL PROVISIONS, CODES AND ORDINANCES OF THE CITY OF ELGIN, ILLINOIS SHALL GOVERN APPLICABLE PORTIONS OF THIS PROJECT.
- LOCATIONS OF UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE ONLY AND ARE NOT NECESSARILY COMPLETE. EXISTING AND PUBLIC UTILITIES ARE SHOWN ON THE PLANS, ACCORDING TO INFORMATION OBTAINED FROM UTILITY COMPANIES, MUNICIPALITIES AND SURVEYS.
- THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL SECTION OR SUBSECTION SURVEY MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNER, HIS/HER AGENT OR AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.
- THE CONTRACT UNIT PRICE FOR ALL REMOVAL PAY ITEMS SHALL INCLUDE ANY REQUIRED SAW CUTS.
- CONTRACTOR SHALL PROVIDE AND INSTALL A MINIMUM OF TWO WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED (ONE WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL). THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE TRAFFIC CONTROL AND PROTECTION ITEMS.
- BEFORE STARTING ALL EXCAVATIONS, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 811 FOR FIELD LOCATIONS OF BURIED UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN IN THE PLANS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- UNLESS OTHERWISE SPECIFIED, BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE THE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS.
- IN ACCORDANCE WITH ARTICLE 107.15, WHENEVER CONSTRUCTION DEBRIS OR LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS.
- IF, DURING CONSTRUCTION, THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWER, UNDER DRAINS OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY, OTHER THAN THOSE SHOWN ON THE PLANS, HE/SHE SHALL INFORM THE ENGINEER, WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR TO REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTORS OWN EXPENSE.
- THE RESIDENT ENGINEER SHALL CONTACT THE IDOT DISTRICT 1 TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TRAFFIC CONTROL DEVICES.
- IT IS THE CONTRACTORS SOLE RESPONSIBILITY TO COORDINATE WITH METRA WHENEVER CONSTRUCTION ACTIVITIES ARE WITHIN 50 FEET OF RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY METRA TO MONITOR ON-COMING TRAIN TRAFFIC AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD ROW MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.
- ALL WORK PERFORMED RELATIVE TO THIS IMPROVEMENT SHALL COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF O.S.H.A.

- KIMBALL STREET SHALL BE OPEN TO TRAFFIC AT ALL TIMES. WHEN IT IS NECESSARY TO CLOSE ONE LANE OF TRAFFIC DUE TO CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION HOURS WITH THE USE OF TRAFFIC CONTROL DEVICES, SIGNS AND FLAGGERS AS APPLICABLE IN THE TRAFFIC CONTROL STANDARDS.
- THE KIMBALL STREET BRIDGE SHOULD REMAIN OPEN AT ALL TIMES THROUGHOUT THE PROJECT. THE SUGGESTED STAGING OF THE WORK ON THE BRIDGE IS TO CLOSE THE OUTSIDE TWO LANES FIRST AND THEN MOVE TO THE INSIDE LANES. FINAL STAGING AS PROPOSED BY THE CONTRACTOR SHALL BE SUBJECT TO THE APPROVAL OF THE CITY.
- ANY INLET TO BE ADJUSTED SHALL HAVE ALL RINGS REMOVED AND DETERIORATED RINGS SHALL BE REPLACED. BUTYL ROPE SHALL BE USED WHEN RESETTING THE RINGS AND PRIOR TO ANY MORTAR REPAIR. ALL ADJUSTING RINGS, STRUCTURES AND PIPE ENTRANCES SHALL BE MORTARED (FROM BOTH THE INSIDE AND THE OUTSIDE AS NECESSARY) TO CORRECT ANY EXISTING INFILTRATION. THE INLET SHALL BE ADJUSTED TO GRADE AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ANY RESIDENT OR BUSINESS OF ANY CONCRETE CURB AND GUTTER OR SIDEWALK REMOVAL AND REPLACEMENT THAT WILL INHIBIT OR PROHIBIT ACCESS TO THEIR DRIVEWAY, IN WRITING, A MINIMUM OF 48 HOURS BUT NOT MORE THAN 72 HOURS, PRIOR TO THE COMMENCEMENT OF THESE ACTIVITIES. THE MORNING OF THE WORK, THE CONTRACTOR SHALL AGAIN NOTIFY THE OWNER VERBALLY, TO ALLOW THE OWNER TIME TO MOVE THEIR VEHICLE SO AS NOT TO PROHIBIT THE VEHICLE FROM LEAVING THE DRIVEWAY UPON REMOVAL OF ANY MATERIAL. THE NOTICE GIVEN OUT BY THE CONTRACTOR SHOULD PROVIDE INFORMATION REGARDING THE ANTICIPATED DATE THAT FULL ACCESS WILL BE RESTORED. COORDINATION BETWEEN ACTIVITIES SHOULD ALLOW ALL WORK TO BE DONE IN A TIMELY MATTER SO AS TO PERMIT ACCESS TO THE ROADWAY. ANY ADDITIONAL COST OF STAGING REQUIRED TO MAINTAIN TO ACCESS IS CONSIDERED INCLUDED IN THE COST OF THE SPECIFIED PAY ITEMS.
- SOME LOCATIONS OF CURB AND GUTTER AND SIDEWALK MAY HAVE BEEN POURED MONOLITHICALLY WHEN CONSTRUCTED. AT EACH LOCATION WHERE THESE ITEMS ARE REMOVED, A FULL DEPTH SAWCUT SHALL BE CONSTRUCTED AT THE LIMITS OF REMOVAL. IF ADDITIONAL CONCRETE IS DAMAGED, IT SHALL BE REPLACED AT THE CONTRACTOR'S COST.
- DETECTABLE WARNINGS SHALL BE CHARCOAL COLORED ARMOR - TILE OR APPROVED EQUAL DETECTABLE WARNING PANELS. REPLACEMENT CONCRETE AROUND DETECTABLE WARNING PANELS SHALL BE RED COLORED CONCRETE AS DIRECTED BY THE ENGINEER. COLORING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE ITEMS OF WORK SPECIFIED.

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**HIGHWAY STANDARDS**

STD. NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
442201-03	CLASS C AND D PATCHES
424011	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021	DEPRESSED CORNER FOR SIDEWALKS
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701427	LANE CLOSURE, MULTI-LANE, INTERMITTENT, OR MOVING OPERATIONS FOR SPEEDS < 40 MPH
701601-07	URBAN LANE CLOSURE, MULTI-LANE, 1W OR 2W WITH NON TRAVERSABLE MEDIAN
701606-08	URBAN LANE CLOSURE, MULTI-LANE, 2W WITH MOUNTABLE MEDIAN
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	LANE CLOSURE MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-02	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS

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USER NAME = DRAWN = PLOT SCALE = PLOT DATE =	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES, HIGHWAY STANDARDS AND INDEX OF SHEETS</b>	F.A.J. RTE. 1314	SECTION 11-00182-00-RS	COUNTY KANE	TOTAL SHEETS 25	SHEET NO. 2
SCALE: NONE    SHEET NO. 1 OF 1 SHEETS    STA. N/A TO STA. N/A					FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT NO. M-9003847				