

GENERAL NOTES

SPECIFICATIONS, STANDARDS, AND SPECIAL PROVISIONS

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE 'STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION,' ADOPTED JANUARY 1, 2002 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE 'SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS,' ADOPTED JANUARY 1, 2004; THE LATEST EDITION OF THE 'ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS'; THE 'STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS', FIFTH EDITION; 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 STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLE 107.14 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR TRAFFIC AS CALLED FOR IN THE APPLICATION OF TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS AND THE PLANS.

UTILITIES

THE CONTRACTOR SHALL COOPERATE WITH THE COUNTY AND VILLAGE IF ANY UTILITY IMPROVEMENTS ARE REQUIRED BY THE COUNTY OR VILLAGE WITHIN THE DURATION OF THE CONTRACT.

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 AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.

STAKING

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED THE ENGINEER SHALL BE NOTIFIED BEFORE THE MONUMENTS ARE REMOVED.

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

ALL RADII FOR PROPOSED CURB AND GUTTER ARE TO THE BACK OF CURB, UNLESS OTHERWISE NOTED. CURB AND GUTTER ELEVATIONS SHOWN AT POINTS OF CURVE, ETC., ARE TOP OF CURB, UNLESS OTHERWISE NOTED.

STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE--TO THE BACK OF CURB; B) FOR ALL OTHER STRUCTURES--TO THE CENTER OF THE STRUCTURE.

ALL ELEVATIONS ARE ON U.S.G.S. DATUM.

ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR STRUCTURES, BACKS OF CURB, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.

SEWERS AND WATER MAINS

ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR 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. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES WHICH HAVE THE CAPACITY TO RECEIVE AND DISCHARGE THE STORM WATER FLOW RATES NORMALLY ACCEPTED AND RELEASED BY EXISTING DRAINAGE FACILITIES. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

THE COST OF INTERCONNECTIONS BETWEEN THE PROPOSED AND EXISTING SEWER SYSTEMS AND PROPOSED AND EXISTING WATER MAIN SYSTEMS SHALL BE INCLUDED IN THE VARIOUS UNIT PRICES OF THE PROPOSED SYSTEM.

ALL FRAMES, GRATES, LIDS, AND BOXES SCHEDULED TO BE REMOVED FROM EXISTING STRUCTURES SHALL REMAIN THE PROPERTY OF THE COUNTY OR VILLAGE, AS APPLICABLE. ANY ITEMS DAMAGED DURING REMOVAL SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE. THE COST OF SALVAGING EXISTING FRAMES, GRATES, LIDS, OR BOXES AND/OR STOCKPILING THEM ON THE JOB SITE FOR PICK-UP BY THE COUNTY OR VILLAGE OR DELIVERY TO THE COUNTY OR VILLAGE MAINTENANCE YARD SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

ANY OF THESE MATERIALS CONSIDERED SUITABLE FOR SALVAGE BY THE ENGINEER SHALL BE STORED WITHIN THE RIGHT-OF-WAY FOR LATER REMOVAL BY THE LAKE COUNTY DIVISION OF TRANSPORTATION. UNUSABLE MATERIAL SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH SECTION 202.03 OF THE 'STANDARD SPECIFICATIONS' AND AS DIRECTED BY THE ENGINEER.

ALL FRAMES WITH CLOSED LIDS TO BE FURNISHED AS PART OF THIS CONTRACT SHALL HAVE CAST INTO THE LID ONE OF THE FOLLOWING WORDS: FOR STORM SEWER STRUCTURES--'STORM'. FOR SANITARY SEWER STRUCTURES--'SANITARY'. FOR WATER SYSTEM STRUCTURES--'WATER'. ANY ADDITIONAL COST FOR THIS REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO THE FRAME AND CLOSED LID PROVIDED.

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.

AT LOCATIONS WHERE THE PROPOSED STORM SEWER CROSS OVER UTILITIES, A 4 INCH STYROFOAM CUSHION SHALL BE PLACED UNDER THE STORM SEWER WHERE DIRECTED TO DO SO BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION AND CROSS SLOPE OF THE AREA IN WHICH THEY ARE LOCATED. THIS ADJUSTMENT SHALL BE INCLUDED IN THE COST OF THE STRUCTURE.

ALL STORM SEWERS SHALL BE RCCP, CLASS IV, UNLESS NOTED OTHERWISE ON THE PLAN.

WATER MAIN SHALL HAVE A MINIMUM COVER OF FIVE AND ONE-HALF (5 1/2) FEET.

BACKFILL

ALL TRENCH BACKFILL QUANTITIES FOR STORM AND SANITARY SEWER AND WATER MAIN 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.

MISCELLANEOUS

THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS, AND PEDESTRIAN ACCESS TO ADJUTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT. THIS ITEM SHALL BE INCLUDED IN THE ITEM 'AGGREGATE FOR TEMPORARY ACCESS'.

SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS, OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF ONE AND ONE-HALF (1-1/2) INCHES.

THE THICKNESSES OF BITUMINOUS MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE BITUMINOUS MIXTURES ARE TO BE PLACED.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, OR CURB AND GUTTER, P.C.C. SIDEWALK, P.C.C. DRIVEWAY PAVEMENT, AND AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.

ALL DISTURBED AREAS WITHIN THE PROJECT THAT ARE NOT OTHERWISE SURFACED SHALL BE SODED. SOD LIMITS SHOWN ON THE PLANS ARE THE MAXIMUM PAY WIDTHS FOR PAYMENT PURPOSES.

ALL TYPE I AND II BARRICADES SHALL BE WEIGHTED DOWN WITH TWO SANDBAGS EACH.

THE CONTRACTOR SHALL PREPARE THE SUBGRADE IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS PRIOR TO THE REMOVAL OF ANY UNSTABLE MATERIALS.

EARTH EXCAVATION

EXCAVATION REQUIRED TO CLEAN SIDEROAD DITCHES, CONSTRUCT DRIVEWAYS OR CONSTRUCT SIDEROAD APPROACHES SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION.

ALL SUITABLE EXCESS MATERIAL FROM SEWER TRENCHES, SIDEROADS, ENTRANCES OR OTHER NECESSARY EXCAVATIONS SHALL BE USED IN THE CONSTRUCTION OF THE ROADWAY. PLACEMENT AND COMPACTION OF THIS MATERIAL SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION AND NO ADDITION COMPENSATION WILL BE ALLOWED.

SIGNS

THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.

ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:

1. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
2. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS INTENDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
3. 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.
4. ALL UNUSED SIGNS WILL BE RETURNED TO THE COUNTY.
5. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.

THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL EXISTING MAILBOXES WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS, AND AFTER COMPLETION OF ROADWAY CONSTRUCTION, TO SET THEM IN THEIR PERMANENT LOCATIONS AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE IN CONFORMANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS, AND THE COST WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

DRIVEWAYS OR ENTRANCES

- A) EXISTING BITUMINOUS, CONCRETE, AND GRAVEL DRIVEWAYS AND ENTRANCES SHALL BE RECONSTRUCTED TO THE RIGHT-OF-WAY LINE WITH BITUMINOUS CONCRETE SURFACE COURSE AND AGGREGATE BASE 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.

SEDIMENTATION AND EROSION CONTROL NOTES

SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL-STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY OR PERMANENT MEASURES.

SOIL-EROSION AND SEDIMENT-CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.

DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF THE ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.

AREAS OR EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 3H:1V SHALL BE STABILIZED WITH SOD, MAT, OR BLANKET IN COMBINATION WITH SEEDING.

EROSION-CONTROL BLANKET SHALL BE REQUIRED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN NORMAL WATER LEVEL AND HIGH-WATER LEVEL.

ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT-CONTROL MEASURE.

ALL TEMPORARY EROSION- AND SEDIMENT-CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.

ALL TEMPORARY AND PERMANENT EROSION-CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED BY THE CONTRACTOR AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.

A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR OTHER APPROPRIATE MEASURE) SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY, OR PARKING AREA. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY, OR PARKING AREA SHALL BE REMOVED BY SCRAPPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT-DISPOSAL AREA.

SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD-PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES.

IF DE-WATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE Routed THROUGH AN EFFECTIVE SEDIMENT-CONTROL MEASURE (E.G., SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).

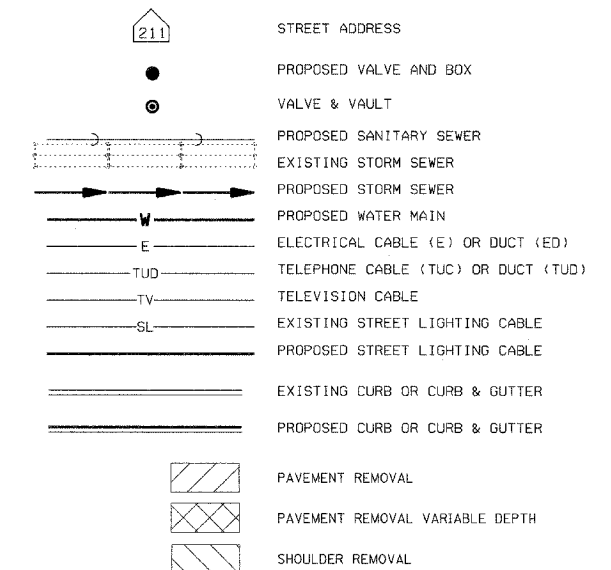
THE EROSION-CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
F.A.U. 3706	99-00076 -11-BR	LAKE	50	2
FED. ROAD DIST. NO.	ALL PAGES	FED. AID PROJECT	BRM-7003(876)	

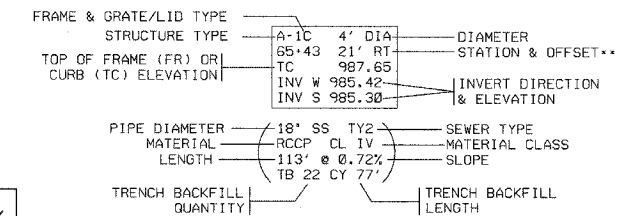
CONTRACT NO. 83806

SUPPLEMENTAL LEGEND

SEE STANDARDS FOR ADDITIONAL INFORMATION



SEWER STRUCTURE AND PIPE NOTATION



- NOTE:
- OFFSET FOR STRUCTURES FALLING IN THE CURB LINE IS TO BACK OF CURB
- OFFSET FOR ALL OTHER STRUCTURES IS TO CENTER OF STRUCTURE.

STRUCTURE DIAMETER	CENTER OF BASE STRUCTURE LOCATION FROM BACK OF CURB			
	B-6.24 C&G TY 24 F&G	B-6.12 C&G TY 11V F&G		
2 FT	CONE 1.52 FT	SLAB -	CONE 0.79 FT	SLAB -
3 FT	1.02 FT	1.18 FT	0.29 FT	0.46 FT
4 FT	0.52 FT	0.68 FT	-0.21 FT	-0.04 FT
5 FT	0.02 FT	0.18 FT	-0.71 FT	-0.54 FT
6 FT	-0.48 FT	-0.32 FT	-1.21 FT	-1.04 FT

1) POSITIVE VALUE INDICATES TOWARD CENTERLINE; NEGATIVE VALUE INDICATES AWAY FROM CENTERLINE.
 2) ALL FLAT TOPS AND CONES ARE ASSUMED TO BE ECCENTRIC
 3) FLAT TOPS AND CONES ARE TO BE TURNED SO THAT THE FRAME IS CLOSEST TO THE EDGE OF PAVEMENT WHERE SPACE PERMITS. IN THE CASE OF CONFLICT ADJUSTMENTS TO THESE VALUES WILL BE REQUIRED.

STRUCTURE ADJUSTMENT/RECONSTRUCTION/REMOVAL NOTATION

