

GENERAL NOTES

A-1. THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION LATEST EDITION, THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS LATEST EDITION, PROJECT SPECIFICATIONS, ALL APPLICABLE REQUIREMENTS THE VILLAGE OF GURNEE, THE LAKE COUNTY DIVISION OF TRANSPORTATION, ALL APPLICABLE REQUIREMENTS OF THE ORDINANCES OF JURISDICTION HAVING JURISDICTION AND ALL ADDENDA THERETO SHALL GOVERN THIS WORK.

A-2. THE STANDARD SPECIFICATIONS, PROJECT SPECIFICATIONS, CONSTRUCTION PLANS AND SUBSEQUENT DETAILS ARE ALL TO BE CONSIDERED AS PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE TO BE CONSIDERED A PART OF THE CONTRACT.

A-3. NO CONSTRUCTION PLANS SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION". PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSION OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, 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 TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

A-4. BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED AND APPROVED BY THE OWNER OR HIS REPRESENTATIVES. FINAL PAYMENT WILL BE MADE AFTER ALL OF THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED.

A-5. WHENEVER, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF UTILITY, DRAINAGE STRUCTURES, DITCHES, ETC. SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THE LOOSE MATERIAL WILL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF.

A-6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES, AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION.

A-7. WHENEVER THE PERFORMANCE OF WORK IS INDICATED ON THE PLANS AND NO ITEM IS INCLUDED IN THE CONTRACT FOR PAYMENT, THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

A-8. 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 AND THE VILLAGE.

A-9. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE FROM THE SITE ANY AND ALL MATERIALS AND DEBRIS WHICH RESULT FROM HIS CONSTRUCTION OPERATIONS AT NO ADDITIONAL EXPENSE TO THE OWNER.

A-10. CONTRACTOR IS RESPONSIBLE FOR RETURNING ALL AREAS AFFECTED BY EQUIPMENT OR LABORERS TO EXISTING CONDITIONS. CONTRACTOR IS ALSO RESPONSIBLE FOR PROTECTING ALL NEW WORK UNTIL COMPLETION OF THIS CONTRACT.

A-11. THE CONTRACTOR SHALL INDEMNIFY THE OWNER, THE ARCHITECT, THE ENGINEER, THE VILLAGE OF GURNEE AND THEIR AGENTS, FROM ALL LIABILITY INVOLVED IN THE CONSTRUCTION, INSTALLATION AND TESTING OF THE WORK ON THIS PROJECT.

A-12. THE CONTRACTOR MUST CARRY INSURANCE IN ACCORDANCE WITH STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND MUST PRESENT A JOB-SPECIFIC CERTIFICATE OF INSURANCE NAMING ALL OFFICIALS AND EMPLOYEES OF THE VILLAGE AND THE ENGINEER, AS ADDITIONAL INSURED.

A-13. EXISTING UTILITIES: WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION OF UNDERGROUND UTILITY FACILITIES, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF THE ENGINEER AS TO THE LOCATION OF SUCH UTILITIES AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER AND OWNER ASSUME NO RESPONSIBILITY WHATSOEVER IN RESPECT TO THE SUFFICIENCY OR ACCURACY OF THE INFORMATION SHOWN ON THE PLANS RELATIVE TO THE LOCATION OF UNDERGROUND UTILITY FACILITIES OR THE MANNER IN WHICH THEY ARE TO BE REMOVED OR ADJUSTED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH UTILITIES. THE CONTRACTOR SHALL ALSO OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES, J.U.L.E., DETAILED INFORMATION RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULES OF THE UTILITY COMPANIES FOR REMOVING OR ADJUSTING THEM.

A-14. THE VILLAGE OF GURNEE SHOULD BE CONTACTED 48 HOURS PRIOR TO THE START OF ANY EXCAVATION (847-599-7550).

A-15. AGGREGATE SPECIFIED ON THESE PLANS SHALL BE CONSIDERED CRUSHED STONE MEETING THE GRADATION SPECIFIED. CRUSHED CONCRETE MAY NOT BE SUBSTITUTED FOR CRUSHED STONE, UNLESS APPROVED BY THE ENGINEER.

A-16. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED BY THE CONTRACTOR AND HIS SURETY FOR A PERIOD OF 12 MONTHS FROM THE DATE OF INITIAL ACCEPTANCE OF THE WORK BY THE OWNER AGAINST ALL DEFECTS IN MATERIALS AND WORKMANSHIP OF WHATEVER NATURE.

A-17. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

A-19. REMOVED PAVEMENT, SIDEWALK, CURB AND GUTTER, ETC. SHALL BE DISPOSED OF OFFSITE AT LOCATIONS PROVIDED BY THE CONTRACTOR AT HIS EXPENSE.

UTILITY NOTES

B-1. SEWER AND WATER CONTRACTOR SHALL BE LICENSED AND BONDED WITH THE VILLAGE.

B-2. ALL WATERMAIN CONSTRUCTION SHALL CONFORM TO THE VILLAGE OF GURNEE, THE IEPA REQUIREMENTS, THE MWD SEWER PERMIT ORDINANCE, AND THE STANDARD SPECIFICATIONS FOR SEWER AND WATERMAIN CONSTRUCTION IN ILLINOIS, PUBLISHED BY THE ISP.

B-3. THE CONTRACTOR SHALL PROVIDE A FINAL LIST OF SEWER AND WATER SERVICE MEASUREMENTS TO THE VILLAGE AND TO THE PROJECT ENGINEER AT THE CONCLUSION OF THE JOB.

B-4. UNDERGROUND WORK SHALL INCLUDE TRENCHING, DEWATERING, INSTALLATION OF PIPE, CASTINGS, STRUCTURES, BACKFILLING OF TRENCHES AND COMPACTION, AND TESTING AS SHOWN ON THE CONSTRUCTION PLANS. FITTINGS AND ACCESSORIES NECESSARY TO COMPLY WITH THE WORK MAY NOT BE SPECIFIED BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT. ALL SEWER SHALL BE INSTALLED USING A LASER. CONTRACTOR SHALL PROVIDE "AS BUILT" DRAWINGS OF ALL SEWER AND WATERMAIN INSTALLATIONS.

B-5. "BAND-SEAL" OR SIMILAR FLEXIBLE TYPE COUPLINGS SHALL BE USED WHEN CONNECTING SEWER PIPES OF DISSIMILAR MATERIALS.

[] DENOTES A REFERENCE TO A PAY ITEM INCIDENTAL TO THE CONTRACT OR ANOTHER PAY ITEM WITHIN THE CONTRACT

B-6. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING MANHOLE, TEE, OR AN EXISTING MANHOLE ONE OF THE FOLLOWING METHODS SHALL BE USED:

(1) CIRCULAR, SAW-CUT OF SEWER MAIN WITH PROPER TOOLS ("SEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUB - WYE SADDLE OR HUB - TEE SADDLE, IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

(2) USING PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING. USE "BAND-SEAL" COUPLINGS OR SIMILAR COUPLINGS, AND SHEAR RINGS AND CLAMPS TO FASTEN THE INSERTED FITTING AND HOLD IT FIRMLY IN PLACE. MISSION COUPLINGS SHALL HAVE THE LENGTH OF BOOT APPROXIMATELY EQUAL TO THE PIPE DIAMETER. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR THE INSTALLATION.

NO CUT-IN CONNECTION, MADE BY BREAKING OR CUTTING A HOLE IN THE MAIN AND INSERTING THE SPIGOT END OF AN ORDINARY SEWER PIPE SHALL BE PERMITTED.

B-7. STORM SEWER STRUCTURES ARE TO BE PRECAST REINFORCED CONCRETE ECCENTRIC TYPE WITH A MINIMUM 48 INCH INSIDE DIAMETER BARREL SECTION. STEPS SHALL BE MADE OF STEEL REINFORCED PLASTIC, USING AN APPROVED PLASTIC MEETING ASTM D4101, TYPE II, GRADE 48108 OVER A #3 GRADE 60, ASTM A615, REINFORCING BAR. A MAXIMUM OF 8 INCHES OF ADJUSTING RINGS SHALL BE USED, WITH A MAXIMUM OF 2 RINGS. A FLAT SLAB TOP SHALL BE USED WHERE A CONE SHALL NOT BE PLACED DUE TO DEPTH RESTRICTIONS. A MINIMUM OF 4 INCHES OF ADJUSTING RINGS SHALL BE USED ON ALL FLAT SLAB STRUCTURES.

B-8. ALL STRUCTURE SECTIONS AND ADJUSTING RINGS SHALL BE SECURELY SEALED TO EACH OTHER OR TO THE FRAME, CONE SECTION OF THE STRUCTURE USING RESILIENT, FLEXIBLE, NON-HARDENING, PREFORMED, BITUMINOUS MASTIC (RAM-NEK, OR APPROVED EQUAL). THIS MASTIC SHALL BE APPLIED IN SUCH A MANNER THAT NO SURFACE WATER OR GROUND WATER INFLOW CAN ENTER THE STRUCTURE THROUGH GAPS BETWEEN BARREL SECTIONS OR CONE SECTIONS AND ADJUSTING RINGS.

B-9. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING J.U.L.E., LOCAL CABLE TV COMPANIES, THE VILLAGE OF GURNEE, LCOOT, IDOT, AND CLC-JAWA, THE FACILITIES SHALL BE LOCATED PRIOR TO ANY WORK WITHIN ANY EASEMENT, R.O.W. OR SUSPECTED UTILITIES.

B-10. MACHINE CORE ALL CONNECTIONS TO EXISTING STRUCTURES. PIPE PENETRATIONS INTO EXISTING SANITARY MANHOLES SHALL BE PROPERLY SIZED AND CORED AND SEALED WITH FLEXIBLE WATER TIGHT CONNECTIONS.

B-11. ALL EXISTING STRUCTURES SHALL BE ADJUSTED AS NECESSARY TO MATCH PROPOSED GRADES & LANDSCAPING.

B-12. ALL SEWERS AND WATER MAINS SHALL BE INSTALLED ON CRUSHED STONE BEDDING (CA-11) WITH A MINIMUM THICKNESS OF 4 INCHES. THE BEDDING MATERIAL SHALL BE PLACED AND COMPACTED TO THE SPRING LINE OF THE REINFORCED CONCRETE PIPE. BLOCKING OF ANY KIND FOR GRADE IS NOT PERMITTED. ALL PVC PIPE AND DUCTILE IRON PIPE SHALL BE INSTALLED ON CRUSHED STONE BEDDING (CA-11) WITH A MINIMUM THICKNESS OF 4 INCHES, PROPERLY COMPACT AND EXTEND THE BEDDING TO 12 INCHES OVER THE TOP OF THE PIPE.

B-13. SERVICE CONNECTIONS TO NEW SEWERS SHALL BE MADE WITH WYE BRANCHES. WYE BRANCHES SHALL BE FACTORY MANUFACTURED PERMANENTLY AFFIXED TO THE MAIN SEWER. TEE BRANCHES ARE NOT ALLOWED.

B-14. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER. ALL DOWNSPOUTS, SIDEWALK DRAINS, FOOTING DRAINS AND OUTSIDE DRAINS SHALL DISCHARGE TO THE STORM SEWER OR OVER GROUND.

B-15. ALL STORM SEWER PIPE SHALL BE RCP CL IV, CONFORMING TO ASTM C-76, WITH JOINTS CONFORMING TO ASTM C-443. STORM SEWER PIPE REMOVED DURING DEMOLITION WILL NOT BE ALLOWED FOR USE FOR PROPOSED STORM SEWER PIPE.

B-16. HORIZONTAL SEPARATION - WATER MAINS AND SEWERS:

(1) WATER MAINS SHALL BE LOCATED AT LEAST TEN FEET HORIZONTALLY FROM AN EXISTING OR PROPOSED DRAIN, STORM SEWER, SANITARY SEWER, COMBINED SEWER OR SEWER SERVICE CONNECTION.

(2) WATER MAINS MAY BE LOCATED CLOSER THAN TEN FEET TO A SEWER LINE WHEN:

(A) LOCAL CONDITIONS PREVENT A LATERAL SEPARATION OF TEN FEET; AND

(B) THE BOTTOM OF THE WATER MAIN IS AT LEAST 18 INCHES ABOVE THE CROWN OF THE SEWER; AND

(C) THE WATER MAIN IS EITHER IN A SEPARATE TRENCH OR IN THE SAME TRENCH ON AN UNDISTURBED EARTH SHELF LOCATED TO ONE SIDE OF THE SEWER.

(3) WHEN IT IS IMPOSSIBLE TO MEET (1) OR (2) ABOVE, BOTH THE WATER MAIN AND DRAIN OR SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION. THE DRAIN OR SEWER SHALL BE PRESSURE TESTED TO THE MAXIMUM EXPECTED SURCHARGE HEAD BEFORE BACKFILLING.

B-17. VERTICAL SEPARATION - WATER MAINS AND SEWERS:

(1) A WATER MAIN SHALL BE SEPARATED FROM A SEWER SO THE BOTTOM OF THE WATER MAIN IS A MINIMUM OF 18 INCHES ABOVE THE CROWN OF THE DRAIN OR SEWER WHENEVER WATER MAINS CROSS STORM SEWERS, SANITARY SEWERS OR SEWER SERVICE CONNECTIONS. THE VERTICAL SEPARATION SHALL BE MAINTAINED FOR THAT PORTION OF THE WATER MAIN LOCATED WITHIN TEN FEET HORIZONTALLY OF ANY SEWER OR DRAIN CROSSED. A LENGTH OF WATER MAIN PIPE SHALL BE CENTERED OVER THE SEWER TO BE CROSSED WITH JOINTS EQUIDISTANT FROM THE SEWER OR DRAIN.

(2) BOTH THE WATER MAIN AND SEWER SHALL BE CONSTRUCTED OF SLIP-ON OR MECHANICAL JOINT CAST OR DUCTILE IRON PIPE, PRESTRESSED CONCRETE PIPE, OR PVC PIPE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION WHEN:

(A) IT IS IMPOSSIBLE TO OBTAIN THE PROPER VERTICAL SEPARATION AS DESCRIBED IN (1) ABOVE; OR

(B) THE WATER MAIN PASSES UNDER A SEWER OR DRAIN.

(3) A VERTICAL SEPARATION OF 18 INCHES BETWEEN THE INVERT OF THE SEWER OR DRAIN AND THE CROWN OF THE WATER MAIN SHALL BE MAINTAINED WHERE:

(A) WATER MAIN CROSSES UNDER A SEWER, SUPPORT THE SEWER OR DRAIN LINES TO PREVENT SETTLING AND BREAKING THE WATER MAIN, AS SHOWN ON THE PLANS OR AS APPROVED BY THE ENGINEER. THIS MAY BE AS FOLLOWS:

(A) THE SEWER SHALL BE DESIGNED AND CONSTRUCTED EQUAL TO WATER PIPE, AND SHALL BE PRESSURE TESTED TO ASSURE WATER TIGHTNESS PRIOR TO BACKFILLING.

(B) EITHER THE WATER MAIN OR THE SEWER LINE MAY BE ENCASED IN A WATER-TIGHT CARTRIDGE PIPE WHICH EXTENDS TEN FEET ON BOTH SIDES OF THE CROSSING, MEASURED PERPENDICULAR TO THE WATERMAIN. THE CARTRIDGE PIPE SHALL BE OF MATERIALS APPROVED FOR USE IN WATER MAIN CONSTRUCTION.

(4) CONSTRUCTION SHALL EXTEND ON EACH SIDE OF THE CROSSING UNTIL THE PERPENDICULAR DISTANCE FROM THE WATER MAIN TO THE SEWER OR DRAIN LINE IS AT LEAST TEN FEET.

B-18. RECONNECT ALL EXISTING TILE LINES FOUND IN THE EXCAVATION TO THE NEW STORM LINES USING WYE OR TEE IN ACCORDANCE WITH UTILITY NOTES. NOTE THE LOCATION ON THE "AS-CO-STRUCTED" DRAWINGS. THIS IS CONSIDERED INCIDENTAL TO THE CONTRACT.

B-19. CEMENT BRICKS AND NON-SHRINK MORTAR SHALL BE USED IN ALL STORM STRUCTURES.

PAVING AND GRADING NOTES

C-1. ALL PAVEMENT DIMENSIONS ARE TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE INDICATED. SPOT GRADES REFERENCE FINISHED PAVEMENT OR GROUND, CURB GRADES ARE SHOWN AS TOP OF CURB OVER FLOWLINE.

C-2. PAVING WORK SHALL INCLUDE FINAL SUB-GRADE SHAPING AND PREPARATION, FORMING, LAYOUT OF BASE COURSE MATERIALS, AND SUBSEQUENT BINDER AND/OR SURFACE COURSES, FINISHING AND CURING OF CONCRETE, FINAL CLEAN-UP AND ALL RELATED WORK.

C-3. THE PROPOSED PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2007 ILLINOIS DEPARTMENT OF TRANSPORTATION (DOT) EDITION.

C-4. PAVEMENT CONSTRUCTION SHALL BE AS DETAILED. PRIOR TO THE PLACEMENT OF ANY STONE BASE ALL SUBGRADE SHALL BE COMPACTED WITH A SELF-PROPELLED SHEEPSFOOT COMPACTOR (CAT 815 OR LARGER) TO A MINIMUM DENSITY OF 95% MOISTURE PROCTOR. TESTING SHALL BE BY NUCLEAR DENSITY TEST AND PROOF ROLLING. THE CONTRACTOR SHALL PROOF ROLL THE SUBGRADE BEFORE PAVEMENT CONSTRUCTION PROCEEDS. THE PROOF ROLL SHALL BE WITNESSED BY THE ENGINEER AND A REPRESENTATIVE OF THE VILLAGE. THE SUBGRADE WILL NOT BE APPROVED UNLESS ACCEPTED WITHOUT PROOF ROLLING. THE PROOF ROLLING SHALL BE DONE BY A FULLY LOADED THREE-AXLE DUMP TRUCK TOGETHER WITH LOAD WEIGHING AT LEAST TWENTY-FIVE (25) TONS. IF THE SUBGRADE OR BASE HAS FAILURE OR PUMPING AS INDICATED BY PROOF ROLLING, THE AREA OF FAILURE OR PUMPING SHALL BE SCARIFIED AND RECOMPACTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, SUBSEQUENT PROOF ROLL WILL BE CONDUCTED UNTIL THE SUBGRADE IS FOUND TO BE ACCEPTABLE TO THE ENGINEER.

C-5. A MODIFIED PROCTOR DENSITY OF 95% IS REQUIRED FOR STONE BASE. A DENSITY OF 93% IS REQUIRED FOR ASPHALT. ALL OFF-ROAD ZONES SHALL BE COMPACTED TO A MINIMUM OF 90% STANDARD PROCTOR. FILL CANNOT INCLUDE DEBRIS. (REMOVE ALL DEBRIS, TREES, ETC. FROM SITE). THIS REMOVAL AND CLEANUP IS CONSIDERED INCIDENTAL TO THE CONTRACT.

C-6. ALL DISTURBED NON-PAVEMENT AREAS SHALL BE ROUGH GRADED. THE CONTRACTOR IS RESPONSIBLE FOR ALL EROSION PREVENTION AND RESTORATION OF ANY DISTURBED AREA WITHIN THE PROJECT.

C-7. CURB AND GUTTER SHALL BE B-612, B618, B624, VERTICAL CURB OR MATCH EXISTING FOR SHORT SECTIONS. THE CURB SHALL CONSIST OF PORTLAND CEMENT CONCRETE, 4" SLUMP, 6.1 BAG MIX, AND AIR ENTRAINMENT OF NOT LESS FIVE (5%) OR MORE THAN EIGHT (8%). CONCRETE SHALL BE A MINIMUM COMPRESSIVE STRENGTH (3500 PSI) AT FOURTEEN (14) DAYS. ALL CURB AND GUTTER SHALL BE BUILT TO A FINISHED SAW CUT JOINTS. ALTERNATE ENDS OF THE DOWEL BARS SHALL BE GREASED AND FITTED WITH METAL EXPANSION TUBES. ALL EXPANSION JOINTS MUST BE FREE OF CONCRETE FOR FULL DEPTH. CONTRACTION JOINTS SHALL BE TOoled AT 5' INTERVALS IN THE SIDEWALK. THE COST OF THESE JOINTS SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT. CONTRACTION JOINTS SHALL ALSO BE TOoled DOWN THE CENTER OF ALL SIDEWALKS GREATER THAN 6' WIDE. (FIVE FOOT SPACING MAXIMUM).

C-8. 3/4" THICK PRE-MOLDED FIBER EXPANSION JOINTS WITH 3/4" x 18" PLAIN ROUND, STEEL DOWEL BARS SHALL BE INSTALLED IN ALL CURBS, 1/2" x 12" PLAIN ROUND STEEL DOWEL BARS IN SIDEWALK AT 60' SIXTY FOOT INTERVALS AND AT ALL P.C.'S, P.T.'S, CURB RETURNS, ALTERNATE ENDS OF THE DOWEL BARS SHALL BE GREASED AND FITTED WITH METAL EXPANSION TUBES. ALL EXPANSION JOINTS MUST BE FREE OF CONCRETE FOR FULL DEPTH. CONTRACTION JOINTS SHALL BE TOoled AT 5' INTERVALS IN THE SIDEWALK. THE COST OF THESE JOINTS SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT. CONTRACTION JOINTS SHALL ALSO BE TOoled DOWN THE CENTER OF ALL SIDEWALKS GREATER THAN 6' WIDE. (FIVE FOOT SPACING MAXIMUM).

C-9. ALL PORTLAND CEMENT CONCRETE SHALL BE CURED AND PROTECTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. TWO COATS OF WHITE CURING COMPOUND SHALL BE APPLIED TO ALL CONCRETE WORK AS SOON AS THE FINISH IS COMPLETE, WITHIN ONE (1) HOUR OF FINAL STRIKING.

C-10. CONCRETE SIDEWALKS SHALL BE 5" THICK (8" THICK THROUGH DRIVEWAYS), SET ON THE 4" CA-6 CRUSHED STONE COMPACTED SUBBASE AND SHALL BE 1/4" FOOT ABOVE THE ADJACENT CURB. SPECIFICATIONS FOR CONCRETE AND CURB AND GUTTER SHALL HAVE A 14 DAY COMPRESSIVE STRENGTH OF 3500 PSI WITH A 5-8% ENTRAINMENT AIR, WITH 6.1 BAG MIX AND 2-4 INCHES "C" SLUMP, FINISH WITH A LIGHT BROOM SURFACE. MEET PAVEMENT OF GRADE WITH A DERESSED CURB. CURING COMPOUND APPLIED WHEN FINISHED. MINIMUM CROSS SLOPE SHALL BE 1/4" PER FOOT TOWARD STREET.

C-11. WHENEVER NEW CONCRETE ABUTS EXISTING CONCRETE, SET A 3/4" THICK PRE-MOLDED FIBER EXPANSION JOINT AND 3/4" DOT STANDARD EXPANSION ANCHOR TIES IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THIS INCLUDES CONCRETE POURED ADJACENT TO EXISTING SIDEWALKS, CURBS, AND BUILDING, EXCEPT AT EXPANSION JOINTS. THE DOWEL BARS SHOULD BE 4" INTO EXISTING CONCRETE WITH 8" EXTENDING INTO NEW CONCRETE. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CURB AND GUTTER PAY ITEM.

C-12. PRIME COAT FOR THE SURFACE COURSE SHALL BE APPLIED TO THE BINDER AT A RATE OF 0.07 GAL/SY (SS-1) PRIME COAT FOR THE BINDER COURSE SHALL BE APPLIED TO THE SUBBASE AT A RATE OF 0.25 GAL/SY (P.E.P.).

C-13. ALL CURB AND SIDEWALK SHALL BE REINFORCED WITH TWO #4 REBARS (THREE EQUALLY SPACED REBAR FOR SIDEWALK) WHENEVER THE CURB OR SIDEWALK CROSSES A UTILITY TRENCH. EXTEND THE REBAR TEN FEET BEYOND THE TRENCH ON BOTH SIDES.

C-14. ALL SIGN POSTS SHALL CONFORM TO VILLAGE STANDARDS.

C-15. ALL MAILBOXES AND OTHER PRIVATE PROPERTY DISTURBED AS PART OF THIS PROJECT SHALL BE RELOCATED OR REPLACED. THIS WORK IS CONSIDERED INCIDENTAL TO THE CONTRACT AS NOTED WITHIN ARTICLE 107.21, OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2007.

C-16. THE COST OF SAWCUTTING SHALL BE INCLUDED IN THE ITEM BEING REMOVED

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2903	00-0047-00-FF	LAKE	180	2

GENERAL NOTES

CONTRACT NO. 83845 ILLINOIS

UTILITY CONTACTS

COMMONWEALTH EDISON LUICY ANDERBERG 1600 FRANKLIN BLVD LIBERTYVILLE, IL 60048 847-816-5254	SBG MATT FILINGTON 1200 N. ARLINGTON HEIGHTS RD FLOOR 2 ARLINGTON HEIGHTS, IL 60005 847-506-8705
COMCAST THOMAS MUNAR 688 INDUSTRIAL DRIVE ELMHURST, IL 60126 630-600-6316	NORTH SHORE GAS, PEOPLES ENERGY TAI MIN KIM 3001 GRAND AVENUE WAUKEGAN, IL 60085 847-263-4680
ADESTA COMMUNICATIONS ROBERT LUJIF 1428 SHERMAN ROAD ROMEDEVILLE, IL 60446 630-739-0546	VILLAGE OF GURNEE, PUBLIC WORKS DEPARTMENT DAVE ZIEGLER, P.E. 325 N. O'PLAIN ROAD GURNEE, IL 60031 847-599-7550
CLC J.A.W.A. MARIA LESCHINSKAYA 200 ROCKLAND ROAD LAKE BLUFF, IL 60044 847-295-7788	NICOR GAS, ENGINEERING SCOTT STOGSDILL 1844 FERRY ROAD NAPERVILLE, IL 60563 630-983-8676, XT. 2362
T.D.S. METROCOM MIKE JOHNSON 20875 CROSSROADS CIRCLE SUITE 800 WAUKESHA, WI 53186 262-754-3052	

STRUCTURAL DESIGN DATA - WASHINGTON STREET

TRAFFIC DATA - WASHINGTON STREET (LCOOT)

ADT - 22,823 IN 2001	TRAFFIC FACTOR DESIGN PARAMETERS
ADT - 26,216 FOR 2006	80 KIP LOAD, CLASS I
DESIGN LIFE - 20 YEAR	FULL DEPTH HMA PAVEMENT
DESIGN YEAR - 2026	TRAFFIC FACTOR: 3.76
GROWTH RATE - 2% / YEAR	SUBGRADE RATING: POOR
DESIGN ADT CALCULATION:	MIN AC TEMP: 76°F
26,216 x 1/2 x 20 (YR) = 262,165	HMA DESIGN STRAIN: 70µ
262,165 x 0.02 = 5,243	HMA MODULUS (E _{oc}) = 650
26,216 + 5,243 = 31,459	HMA THICKNESS: 10.70"
DESIGN ADT: 31,459	USE LCOOT PAVEMENT SECTION: 12"

PROPOSED PAVEMENT SECTION

RECONSTRUCTION - STA. 100+64 TO 136+45
 2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F" N90
 2" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
 8" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50
 12" AGGREGATE SUBGRADE

LAKE COUNTY D.O.T. HIGHWAY STANDARDS LIST

LC0000	MATERIALS LETTING DRAINAGE STRUCTURE DETAIL
LC0012	5 LANE TO 2 LANE DROPOFF OR ADD
LC2000	UNDERCUT DETAIL
LC2051	PERIMETER EROSION BARRIER INSTALLATION
LC3000	CURB AND GUTTER SUBGRADE OPTIONS
LC4054	TYPICAL SECTION 10' HOT-MIX ASPHALT BIKEPATH - VICINITY OF CURB & GUTTER
LC4100	TYPICAL MINOR ACCESS (PRIVATE ENTRANCE)
LC4121	MALBUX TURNOUT ALONG CURBED ROADS
LC4201	CURBED RAMPS WITH DETECTABLE WARNINGS, TRAFFIC SIGNAL POSTS, AND MAST ARMS
LC4810	TRANSITION FROM AGGREGATE SHOULDER TO B-6-12
LC5400	TREE PRESERVATION WITH STORM SEWER IN UNCURBED AREAS
LC6020	SUB-SURFACE DRAINS
LC7000	MODIFIED STANDARD 701011-01
LC7001	MODIFIED STANDARD 701501-03
LC7002	MODIFIED STANDARD 701606-04
LC7003	MODIFIED STANDARD 701701-04
LC7004	MODIFIED DISTRICT ONE SIDE ROAD DETAIL
LC7200	DIRECTIONAL INDICATOR BARRICADES
LC7201	TEMPORARY CONSTRUCTION INFORMATION SIGNS
LC7800	TYPICAL PAVEMENT MARKINGS FOR COUNTY HIGHWAYS
LC7802	SHORT TERM PAVEMENT MARKINGS
LC8501	TRAFFIC SIGNAL CONTROLLER CABINET WITH ATTACHED BATTERY BACK-UP CABINET
LC8900	VIDEO DETECTION DETAILS
LC8901	TEMPORARY AUTOSCOPE INSTALLATION

STRUCTURAL DESIGN DATA - WASHINGTON STREET

TRAFFIC DATA - WASHINGTON STREET (LCOOT)

ADT - 22,823 IN 2001	TRAFFIC FACTOR DESIGN PARAMETERS
ADT - 26,216 FOR 2006	80 KIP LOAD, CLASS I
DESIGN LIFE - 20 YEAR	FULL DEPTH HMA PAVEMENT
DESIGN YEAR - 2026	TRAFFIC FACTOR: 3.76
GROWTH RATE - 2% / YEAR	SUBGRADE RATING: POOR
DESIGN ADT CALCULATION:	MIN AC TEMP: 76°F
26,216 x 1/2 x 20 (YR) = 262,165	HMA DESIGN STRAIN: 70µ
262,165 x 0.02 = 5,243	HMA MODULUS (E _{oc}) = 650
26,216 + 5,243 = 31,459	HMA THICKNESS: 10.70"
DESIGN ADT: 31,459	USE LCOOT PAVEMENT SECTION: 12"

PROPOSED PAVEMENT SECTION

RECONSTRUCTION - STA. 100+64 TO 136+45
 2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F" N90
 2" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
 8" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50
 12" AGGREGATE SUBGRADE

STRUCTURAL DESIGN DATA - CEMETERY ROAD

TRAFFIC DATA - CEMETERY ROAD (GURNEE)

ADT - 2,721 IN 1999	TRAFFIC FACTOR DESIGN PARAMETERS
ADT - 3,126 FOR 2006	80 KIP LOAD, CLASS II FLEXIBLE
DESIGN LIFE - 20 YEAR	FULL DEPTH HMA PAVEMENT
DESIGN YEAR - 2026	TRAFFIC FACTOR: 0.033, MIN: 0.05
GROWTH RATE - 2% / YEAR	SUBGRADE RATING: POOR
DESIGN ADT: 4,644	MIN AC TEMP: 76°F
USE 5,000 FOR SUPERPAVE MIX	HMA DESIGN STRAIN: 130µ
	HMA MODULUS (E _{oc}) = 560
	HMA THICKNESS: 7.50" USE: 8"

PROPOSED PAVEMENT SECTION

RECONSTRUCTION - STA. 184+50 TO 194+25, 201+00 TO 202+27
 2" HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50
 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50
 4" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50
 12" AGGREGATE SUBGRADE

RESURFACING SECTION - STA. 309+49 TO 336+00
 2" HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70
 1" & VARIES POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL NOTES

PROPOSED ROADWAY WIDENING AND INTERSECTION IMPROVEMENTS

SCALE: N.T.S.
 DATE: 10-05-04

DRAWN BY: CGP
 DESIGNED BY: TPG
 CHECKED BY: BLS

SUMMARY OF SPECIAL EARTHWORK REMEDIAL TREATMENT AREAS

TABLE PROVIDED BY STS CONSULTANTS, INC - 6/7/05

LOCATION	REPLACEMENT INDICATED BY	DEPTH INCHES	TREATMENT WIDTH (AREA)	TREATMENT MATERIAL	VOLUME
CEMETERY ROAD STA 243+50 TO 251+00	ORGANIC CLAY	12	FULL (35' WIDE) (& VARRIES)	GEOSYNTHETIC FABRIC AND PGES	975 CY
WASHINGTON STREET STA 118+00 TO 123+50	ORGANIC CLAY	12	FULL (69' WIDE)	GEOSYNTHETIC FABRIC AND PGES	1,405 CY

1. PROPOSED 12 INCHES AGGREGATE SUBGRADE SUFFICIENT AT ALL STATIONS EXCEPT AS SHOWN

2. DEPTH REFERS TO MAXIMUM DEPTH OF REMEDIAL TREATMENT BELOW AGGREGATE SUBGRADE

3. REPLACEMENT MATERIAL OR TREATMENT:

EMBANKMENT MATERIAL AND PLACEMENT IN ACCORDANCE WITH SECTIONS 205, 206, 207 & 210 (IDOT SSRBC)

PGES - POROUS GRANULAR EMBANKMENT, SUBGRADE

FABRIC - GROUND STABILIZATION FABRIC BELOW PGES

TOPOGRAPHIC INFORMATION PROVIDED BY
 BAXTER AND WOODMAN CONSULTING, INC
 WITHIN PHASE 1 REPORT (MARCH, 2004)

PLANS PREPARED BY:

GEWALT HAMILTON ASSOCIATES, INC.

Consulting Engineers & Surveyors
 850 Forest Edge Drive
 Vernon Hills, IL 60081
 (847) 476-9700
 (847) 476-9700 Fax

REVISIONS

NAME	DATE
REV.-1 IDOT COMMENTS	02-03-06
REV.-2 IDOT COMMENTS	11-20-06
REV.-5 PRE-FINAL SUB	02-20-09
PS&F SUBMITTAL	04-10-09