GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE ACCORDING TO THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JAN. 1, 2007, THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2011, THE DETAILS IN THESE PLANS, AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

2. THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO FULL SIZE PLANS AND NOT TO THE REDUCED SIZE PLANS. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

3. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

5. THE LOCATION AND ELEVATION OF THE VARIOUS UNDERGROUND UTILITIES AS SHOWN ON THE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL USE SPECIAL CARE WHEN CONDUCTING CONSTRUCTION OPERATIONS NEAR THEM AND IS RESPONSIBLE FOR ANY DAMAGE CAUSED.

6. THE CONTRACTOR SHALL NOTIFY THE AGENCIES AND UTILITIES AT LEAST 10 DAYS PRIOR TO ANY CONSTRUCTION IN THE AREA AND SHALL COMPLY WITH ALL RESTRICTIONS FOR EQUIPMENT MOVEMENTS AND CLEARANCES IN REGARDS TO THEIR FACILITIES.

7. 48 HOURS PRIOR TO THE START OF ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND THE VILLAGE OF MONTGOMERY AND THE VILLAGE OF OSWEGO FOR VERIFICATION OF ALL UTILITY LOCATIONS IN THE FIELD.

8. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT 847-705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

9. THE CONTRACTOR SHALL COORDINATE WITH ALL ABOVE AND UNDERGROUND UTILITY COMPANIES IF UTILITIES NEED TO BE RELOCATED.

10. THE CONTRACTOR SHALL ENSURE ALL PERMITS HAVE BEEN OBTAINED PRIOR TO COMMENCEMENT OF WORK

11. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKER MONUMENTS UNTIL THE OWNER, AN AUTHORIZED AGENT, OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DISRUPTED BY THEIR OPERATIONS.

12. THE CONTRACTOR SHALL ENSURE THAT POSITIVE DRAINAGE IS MAINTAINED AT ALL TIMES DURING AND AFTER THE CONSTRUCTION OF THE PROPOSED COMBINATION CONCRETE CURB AND GUTTER. THIS WORK SHALL BE INCLUDED FOR THE CONTRACT UNIT PRICE FOR THE APPLICABLE TYPE OF COMBINATION CONCRETE CURB AND GUTTER.

13. TEN FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPLICABLE TYPE OF COMBINATION CONCRETE CURB AND GUTTER.

14. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.

15. SIDEWALK RAMPS ACCESSIBLE TO THE DISABLED SHALL BE PROVIDED AT ALL CROSSWALK AND DRIVEWAY LOCATIONS OR AS DIRECTED BY THE ENGINEER, ACCORDING TO STANDARD 424001.

16. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS TO ALL PRIVATE AND COMMERCIAL PROPERTIES AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

17. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

18. THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER LINEAL FOOT FOR "STEEL PLATE BEAM GUARDRAIL REMOVAL."

19. USE #8 EPOXY-COATED TIE BARS, CONFORMING TO ART. 1006.10 OF THE STANDARD SPECIFICATION, FOR ALL TIE BARS. USE THE "LONGITUDINAL CONSTRUCTION JOINT (TIE BAR GROUTED IN PLACE)" DETAIL SHOWN ON HIGHWAY STANDARD 420001 FOR ALL LONGITUDINAL JOINTS AS SHOWN IN THE PLANS.

20. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

21. WHENEVER A SEWER CROSSES UNDER A WATER MAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATER MAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SEWERS AND WATER MAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATER MAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED ABOVE CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS.

22. THE VILLAGE OF MONTGOMERY AND VILLAGE OF OSWEGO WATER DEPARTMENT SHALL BE RESPONSIBLE FOR TURNING WATER MAIN VALVES ON AND OFF. THE CONTRACTOR IS NOT ALLOWED TO TURN THE WATER MAIN VALVES ON AND OFF.

23. THE FRAMES AND LIDS OF EXISTING UTILITY OR DRAINAGE STRUCTURES WITHIN THE LIMITS OF THIS IMPROVEMENT PROJECT THAT ARE NOT NOTED ON THE PLANS FOR REPLACEMENT OR RECONSTRUCTION SHALL BE ADJUSTED TO MATCH THE PROPOSED ROADWAY GRADES. THE FRAMES AND LIDS OF PRIVATE UTILITY STRUCTURES SHALL BE ADJUSTED BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT. HOWEVER, THE CONTRACTOR SHALL COORDINATE WITH PRIVATE UTILITY OWNERS TO HAVE ADJUSTMENTS PERFORMED.

24. ALL STORM SEWER SHALL BE O-RING GASKETED OR EQUAL CONFORMING TO ASTM C443. THIS WORK SHALL BE INCLUDED IN THE COST FOR STORM SEWERS OF THE CLASS, TYPE AND SIZE SPECIFIED.

25. THE CONTRACTOR SHALL TAKE CARE TO PROTECT EXISTING LANDSCAPING AT LOCATIONS NOT SHOWN IN THE PLANS TO BE REMOVED AND AS DIRECTED BY THE ENGINEER. LANDSCAPING TO BE PROTECTED THAT IS DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED IN KIND AND AT THEIR EXPENSE.

26. LAYOUT AND STAKING FOR ALL CONSTRUCTION OPERATIONS SHALL BE PROVIDED BY THE CONTRACTOR.

27. TOP SOIL SHALL BE FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH WEEDS AND OTHER LITTER AND FREE OF ROOT STUMPS, STONES AND OTHER MATERIAL HARMFUL TO PLANT GROWTH. TOP SOIL MUST MEET REQUIREMENTS OF ARTICLE 1081.05.

28. CLEARING OF BRUSH, BUSHES AND TREES WITH A DIAMETER LESS THAN 6" WILL NOT BE PAID FOR SEPARATELY PER SECTION 202 OF THE STANDARD SPECIFICATIONS.

29. WHERE SPECIFIED ON THE PLANS, OR DIRECTED BY THE ENGINEER, TRIMMING OF VEGETATION WILL BE CONSIDERED TO BE CLEARING AND NOT MEASURED FOR PAYMENT.

30. THE COST OF CONNECTING EXISTING STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM AND/OR CONNECTING PROPOSED STORM SEWER TO EXISTING STRUCTURES SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED DRAINAGE STRUCTURE AND/OR THE COST OF THE PROPOSED STORM SEWER. ALL NECESSARY ADDITIONAL PIPE USED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR STORM SEWER OF THE SIZE REQUIRED.

31. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, OR CATCH BASINS. THEY SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE SAME. THEY SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT ROADSIDE DRAINAGE SYSTEM IS BUILT AND IN SERVICE. THIS WORK WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

32. PROPOSED END SECTIONS SHALL BE SLOPED TO MATCH THE PROPOSED CULVERTS AND STORM SEWER PIPE SLOPES. STORM SEWER PIPE LENGTHS IN SCHEDULES INCLUDE THE LENGTH OF END SECTION WHERE APPLICABLE. DRAINAGE STRUCTURE GRADES SHALL BE VERIFIED IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS. DRAINAGE STRUCTURES MAY REQUIRE REVISIONS TO MEET EXISTING FIELD CONDITIONS. ANY ADJUSTMENT SHALL BE AS DIRECTED BY THE ENGINEER. PROPOSED RIM ELEVATIONS SHOWN FOR DRAINAGE STRUCTURES IN THE GUTTER REFERENCE THE PROPOSED EDGE OF PAVEMENT ELEVATION.

33. UNLESS OTHERWISE NOTED, LOCATIONS SHOWN ON THE PLANS ARE TO THE CENTER OF GUTTER FOR GRATES IN THE CURB AND GUTTER AND TO THE CENTER OF THE GRATE/LID 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.

34. ALL SUBSURFACE DRAINS AND/OR FIELD TILES ENCOUNTERED IN THE ROADWAY EXCAVATION SHALL BE REMOVED AND CONSIDERED TO BE INCLUDED IN THE COST OF EARTH EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CAPPING THE EXISTING SUBSURFACE DRAINS OR CONNECTING TO THE PROPOSED DITCHES AT THE LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE OWNER. THIS WORK SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

35. UNDERDRAIN MINIMUM SLOPES SHALL BE 0.20% AND HAVE BEEN IDENTIFIED ON THE DRAINAGE PLAN AND PROFILE SHEETS. TRANSVERSE UNDERDRAINS SHALL MATCH THE CROSS SLOPE OF THE ROADWAY SURFACE.

36. UNLESS OTHERWISE IDENTIFIED ON THE PLANS, PIPE DRAINS SHALL BE INSTALLED AT A SLOPE OF 0.20%.

37. REMOVAL OF EXISTING PIPE DRAINS WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

38. REMOVAL OF PIPE CULVERT END SECTIONS SHALL BE PAID PER FOOT UNDER PIPE CULVERT REMOVAL.

39. THE PROPOSED DRAINAGE STRUCTURES AND PIPES SHALL BE PROTECTED IMMEDIATELY AFTER THEY ARE CONSTRUCTED UNTIL THE SURFACES THAT DRAIN TO THEM ARE FULLY PAVED OR VEGETATED.

40. ALL SIGN RELOCATIONS AND PROPOSED SIGNS SHALL BE PLACED IN THE LOCATION INDICATED IN THE SIGN SCHEDULE IN THE SCHEDULE OF QUANTITIES. ALL SIGNS SHALL BE INSTALLED ACCORDING TO THE MUTCD AND THE ILLINOIS STANDARD SPECIFICATIONS.

41. IT IS ASSUMED THAT THE TOP 10" OF THE EXISTING GROUND OUTSIDE THE PAVEMENT SHALL BE EXCAVATED AND RE-SPREAD. QUANTITIES FOR THIS WORK ARE INCLUDED IN TOP SOIL EXCAVATION AND PLACEMENT.

42. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY AS WELL AS SUPERVISION, DIRECTION AND MEANS/METHOD OF CONSTRUCTION.

43. PROPOSED SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.00%, AS DETERMINED BY THE ENGINEER. SIDEWALK EXCEEDING 2.00% CROSS SLOPE SHALL BE RECONSTRUCTED BY THE CONTRACTOR AT NO ADDITIONAL COST.

44. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF MONTGOMERY AND THE VILLAGE OF OSWEGO. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING 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.

45. THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

46. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.

47. QUANTITIES AND ASSOCIATED PAY ITEMS FOR EARTHWORK, LANDSCAPE RESTORATION, AND EROSION CONTROL WERE DEVELOPED ACCORDING THE NECESSARY GRADING FOR THE PROJECT PROPOSED AS SHOWN IN THE CROSS SECTIONS. AREAS DISTURBED BEYOND THE SLOPE INTERCEPTS SHALL HAVE EROSION CONTROL AND LANDSCAPING RESTORATION ACCORDING TO THE ADJACENT REQUIREMENTS SHOWN IN THE PLANS. THE GROUND SHALL BE GRADED AND RESTORED TO MATCH THE EXISTING PRE-CONSTRUCTION CONDITIONS. ALL WORK DESCRIBED ABOVE BEYOND THE SLOPE INTERCEPTS WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION.

48. BELOW ARE CONTACT DETAILS FOR VARIOUS BUSINESSES AND UTILITIES THAT WILL BE AFFECTED BY THE PROJECT.

AGENCY	CONTACT PERSON	TELEPHONE NO.
NICOR	CONSTANCE LANE	(630) 388-3830
AT&T	BRUCE BROWN	(630) 573-5715
COMED	JOSEPH STACHO	(630) 424-5704
VILLAGE OF OSWEGO	JERRY WEAVER	(630) 554-3242
VILLAGE OF MONTGOMERY	MICHAEL PUBENTZ	(630) 896-1354
COMCAST CABLE COMMUNICATIONS	MARTHA GIERAS	(630) 600-6352

COMMITMENTS

FOLLOWING IS A LIST OF COMMITMENTS THE DEPARTMENT HAS MADE REGARDING THIS PROJECT:

1. THE DEPARTMENT WILL PROVIDE ACCOMMODATIONS FOR FUTURE FACILITIES BY PROVIDING SEPARATE BICYCLE AND SIDEWALK FACILITIES ON THE WAUBANSEE CREEK STRUCTURE.

2. THE DEPARTMENT HAS AGREED TO FUND THE INSTALLATION OF NEW SIDEWALKS ALONG THE PROJECT LIMITS ON A 50/50 COST SHARING BASIS.

3. THE DEPARTMENT HAS AGREED TO INCLUDE NOISE MITIGATION MEASURES ALONG THE NORTH AND SOUTH SIDES OF U.S. ROUTE 30 ALONG THE RESIDENTIAL PROPERTIES EAST OF BRIARCLIFF ROAD. COORDINATION WITH THE VILLAGE OF MONTGOMERY AND THE OSWEGO PARK DISTRICT WAS PERFORMED DURING THE DESIGN OF THE MITIGATION WALL/BERM.

4. THIS PROJECT REQUIRES AN US ARMY CORPS OF ENGINEERS 404 PERMIT. THE PERMIT ISSUED TO THE DEPARTMENT DOES NOT COVER THE IN STREAM WORK BY THE CONTRACTOR. THEREFORE AFTER AWARD, THE CONTRACTOR WILL NEED TO SUBMIT THE WORK PLAN TO THE CORPS. THE CORPS WILL NOT BE PROVIDING AN APPROVAL UNLESS STATED OTHERWISE IN THE PERMIT AND IN STREAM WORK CAN COMMENCE AT THE CONTRACTOR'S DISCRETION. GUIDELINES ON ACCEPTABLE IN STREAM WORK TECHNIQUES CAN BE FOUND ON THE CORPS WEBSITE: HTTP:WWW.LRC.USACE.ARMY.MIL/

5. WITH CONSTRUCTION OF THE PROPOSED URBAN CROSS SECTION, THE SPEED LIMIT ALONG U.S. ROUTE 30 WILL BE REDUCED FROM 50-55 M.P.H. TO 45 M.P.H.

6. A LANDSCAPE PLAN WAS COORDINATED WITH THE ADJACENT RESIDENTS AND THE LOCAL COMMUNITIES THROUGH THE LOCAL PARK DISTRICTS.

7. THE CONTRACTOR AND/OR SUB-CONTRACTORS SHALL NOT STORE EQUIPMENT OR MATERIALS ON THE SOUTH SIDE OF U.S. ROUTE 30 FROM STATIONS 374+54.05 TO STATIONS 379+28.94 THAT WILL OBSTRUCT THE VIEW OF THE FORD DEALERSHIP.

[ ] DENOTES WORK INCLUDED IN THE COST OF OTHER ITEMS.

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