

29. AREA REFLECTIVE CRACK CONTROL TREATMENT: THE CRACK CONTROL FABRIC SHALL BE OVERLAID WITH THE BINDER COURSE, AS SOON AS PRACTICAL, BUT NO MORE THAN 10 CALENDAR DAYS AFTER THE FABRIC INSTALLATION.

30. AGGREGATE SHOULDERS, TYPE A: THE MATERIAL SHALL BE LIMITED TO CRUSHED GRAVEL, CRUSHED STONE OR CRUSHED CONCRETE. THE PLASTICITY INDEX REQUIREMENTS AND THE REQUIREMENTS FOR ADDING WATER AT THE CENTRAL MIXING PLANT WILL BE WAIVED.

31. HOT-MIX ASPHALT SURFACE REMOVAL:

- A. IF THE MILLING MACHINE CUTS TOO DEEP OR TEARS OUT AREAS OF THE EXISTING PAVEMENT WHICH WERE TO BE SAVED, THE HOLES SHALL BE FILLED WITH LEVELING BINDER AT THE CONTRACTOR'S EXPENSE.
- B. TEMPORARY RAMPS AT BUTT JOINTS SHALL BE PROVIDED ACCORDING TO ARTICLE 406.08 OF THE "STANDARD SPECIFICATIONS". TEMPORARY RAMPS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT BID PRICE FOR THE HOT-MIX ASPHALT SURFACE REMOVAL, OF THE DEPTH SPECIFIED, SCHEDULED FOR THE RAMP LOCATION.
- C. PENALTY - FAILURE BY THE CONTRACTOR TO PROVIDE A TEMPORARY HOT-MIX ASPHALT RAMP SHALL BE GROUNDS FOR ASSESSMENT OF A PENALTY OF \$100.00 PER DAY, PER RAMP LOCATION, FOR EACH CALENDAR DAY THEREAFTER THAT SUCH FACILITY REMAINS INCOMPLETE, AFTER WRITTEN NOTIFICATION FROM THE ENGINEER. SUCH PENALTY SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE TO THE CONTRACTOR UNDER THE CONTRACT.

32. DRAINAGE

A. EXISTING AND PROPOSED DRAINAGE SYSTEM CONNECTIONS: 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.

B. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK.

C. EXISTING DRAINAGE FACILITIES:

- I. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE
- II. WHEN EXISTING DRAINAGE FACILITIES ARE NOT IDENTIFIED IN THE PLANS BUT ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, OR STRUCTURES. THEY SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE ELEMENTS. CONTRACTOR SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY. A TEMPORARY OUTLET SHALL BE PREPARED TO DISPOSE OF WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME A PERMANENT CONNECTION TO SEWERS IS BUILT AND IN SERVICE.
- III. 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 MATERIALS SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY ACCORDING TO SECTION 202.03 OF THE "STANDARD SPECIFICATIONS" AND AS DIRECTED BY THE ENGINEER.

D. STRUCTURES, FRAMES AND GRATES:

- I. 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.
- II. ALL DRAINAGE STRUCTURES OVER 2' IN DIAMETER SHALL HAVE FLAT SLAB TOPS.
- III. 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.

IV. 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.

V. THIS WORK SHALL CONSIST OF PROVIDING AN ENVIRONMENTAL NOTICE PROMINENTLY CAST INTO THE ABOVE GRADE PORTION OF THE FRAME OR GRATE/LID FOR ALL NEW OR PROPOSED DRAINAGE STRUCTURES. THE ENVIRONMENTAL NOTICE SHALL BE "DUMP NO WASTE, DRAINS TO WATERWAYS" OR SIMILAR WORDING. THE FRAMES, LIDS AND GRATES SHALL BE ACCORDING TO SECTION 604 OF THE "STANDARD SPECIFICATIONS". THE NOTICE SHALL BE CAST INTO THE TYPE 1 LIDS (OPEN ONLY), TYPE 8 GRATES, TYPE 11 GRATES, AND TYPE 24 GRATES.

E. PIPE UNDERDRAINS AND DRAINS:

- I. FOR INVERT ELEVATIONS OF PIPE DRAINS AND UNDERDRAINS, SEE THE CROSS SECTIONS.
- II. UNDERDRAIN SLOPES SHALL BE ACCORDING TO THE ROADWAY PGL SLOPES EXCEPT WHERE THE PGL IS SLOPED LESS THAN 0.20%. THE MINIMUM SLOPE SHALL BE 0.20% AND HAVE BEEN IDENTIFIED ON THE DRAINAGE PLAN AND PROFILE SHEETS.
- III. UNLESS OTHERWISE IDENTIFIED ON THE PLANS, PIPE DRAINS SHALL BE INSTALLED AT A SLOPE OF 0.20%.
- IV. REMOVAL OF EXISTING PIPE DRAINS AND UNDERDRAINS SHALL BE PAID FOR PER LINEAR FOOT AS PIPE UNDERDRAINS REMOVAL.

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

G. PAVEMENT CROSSINGS: HOT-MIX ASPHALT 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 HOT-MIX ASPHALT PATCHING AT THE CONTRACTOR'S EXPENSE MAY BE USED IN LIEU OF IMMEDIATE PAVEMENT REPLACEMENT.

H. UTILITY CROSSINGS: 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. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

I. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES (NEW AND EXISTING) SHALL BE FREE FROM ALL DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

J. GUTTER FLAGS ALONG THE CENTRAL ROUNDABOUT ISLAND, TRUCK APRON, AND ALL SPLITTER ISLANDS WILL BE PITCHED TOWARD THE ROADWAY EXCEPT WHERE NOTED ON THE PLANS.

33. DRIVEWAYS OR ENTRANCES

- A. EXISTING HOT-MIX ASPHALT, CONCRETE, AND GRAVEL DRIVEWAYS AND ENTRANCES SHALL BE SURFACED TO 1 FOOT INSIDE THE RIGHT-OF-WAY WITH HOT-MIX ASPHALT 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 ACCORDING TO THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
- D. THE CONTRACTOR SHALL STAGE HIS/HER WORK AS TO MAINTAIN INGRESS AND EGRESS TO ALL ABUTTING PROPERTIES AT ALL TIMES DURING CONSTRUCTION OPERATIONS.

34. PAVEMENT STRIPING:

- A. THE 3M REPRESENTATIVE SHALL BE ON-SITE FOR THE INSTALLATION OF THE PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID OF THE SIZE SPECIFIED. THE PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID SHALL BE INSTALLED IN THE SURFACE COURSE AT THE TIME IT IS PLACED. SHOULD THE CONTRACTOR NOT INSTALL THE PAVEMENT MARKINGS WHEN PLACING THE SURFACE COURSE HE/SHE SHALL CUT THE APPROPRIATE GROOVES IN THE PAVEMENT PRIOR TO INSTALLING THE PAVEMENT MARKINGS. THE COST OF GROOVING THE PAVEMENT SHALL BE AT THE CONTRACTOR'S EXPENSE AND NO FURTHER COMPENSATION WILL BE MADE.
- B. GENERAL: THE EQUIPMENT USED TO APPLY PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID, UNDER THIS CONTRACT, SHALL BE LIMITED TO HAND-OPERATED EQUIPMENT ONLY. TRUCK-MOUNTED EQUIPMENT SHALL NOT BE USED.

35. RAISED REFLECTIVE PAVEMENT MARKER:

- A. SAWCUTTING THE PAVEMENT FOR THE INSTALLATION OF RAISED PAVEMENT MARKERS SHALL BE DONE BY MEANS OF DRY CUTTING THE PAVEMENT. THE CONTRACTOR SHALL MAINTAIN THE PAVEMENT AND THE SURROUNDING AREA IN CLEAN, DRY CONDITION AND SHALL VACUUM THE DUST AND MILLINGS FROM THE PAVEMENT SURFACE.
- B. THE METHOD OF CUTTING THE PAVEMENT MAY BE ALTERED BY THE CONTRACTOR PROVIDED THE PAVEMENT SURFACE AND THE SURROUNDING AREA ARE CLEANED TO THE SATISFACTION OF THE ENGINEER. ALTERNATE METHODS OF CUTTING THE PAVEMENT SHALL BE APPROVED BY THE ENGINEER.

36. SIDEWALK: 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.

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

38. CONSTRUCTION ACTIVITIES:

- A. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- B. CONSTRUCTION ACTIVITIES MAY OCCUR BETWEEN 7:00 A.M. AND 7:00 P.M. MONDAY THROUGH FRIDAY AND FROM 8:30 A.M. TO 5:00 P.M. ON SATURDAYS. CONSTRUCTION ACTIVITIES ON SUNDAYS ARE PROHIBITED. NO WORK WILL BE PERFORMED ON FEDERAL HOLIDAYS OBSERVED IN ILLINOIS. CONSTRUCTION ACTIVITIES ARE IDENTIFIED AS THE OPERATION OF HEAVY EQUIPMENT, TO INCLUDE BUT NOT LIMITED TO ALL CONSTRUCTION TRUCKS AND EQUIPMENT. THIS IS TO INCLUDE THE WARMING UP OF ANY PIECE OF EQUIPMENT OR TURNING ON ENGINES.
- C. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING PAVEMENT OR PROPERTY DAMAGED DURING CONSTRUCTION OPERATIONS PERFORMED BY THE CONTRACTOR'S FORCES, INCLUDING SUBCONTRACTORS, AT NO ADDITIONAL COST, INCLUDING THE PEDESTRIAN/BIKE PATH.

39. PUBLIC AND PRIVATE UTILITIES

- A. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATIONS OF UTILITIES AND EXERCISE CARE DURING HIS/HER CONSTRUCTION OPERATIONS SO AS NOT TO DAMAGE THEM.
- B. THE APPROXIMATE LOCATIONS OF KNOWN UTILITIES ARE SHOWN ON THE PLANS. HOWEVER, THE COUNTY DOES NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF UTILITIES SHOWN. ANY PUBLIC UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR REPLACED.
- C. PRIVATE UTILITY CONTACTS FOR THIS PROJECT ARE THE FOLLOWING:

AT&T CORP.
MR. HECTOR GARCIA, LEGAL MANDATE ENGINEER
OFFICE: (630) 573-5465 FAX: (630) 573-5567
CELL: (630) 639-8372
E-MAIL: HG2929@ATT.COM

INDICATES NOTE CONTAINS PAY ITEM INFORMATION

FILE NAME = s:\j\1\980-1999\982\082\microsa\plan sheets\01-shit-notes-general.dgn



USER NAME = saron	DESIGNED -	REVISED -
PLOT SCALE = 20,000' / IN.	DRAWN -	REVISED -
PLOT DATE = 4/1/2010	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: AS SHOWN	SHEET NO.	OF	SHEETS	STA.	N/A	TO STA.	N/A
-----------------	-----------	----	--------	------	-----	---------	-----

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2661	02-00076-13-CH	LAKE	177	4
CONTRACT NO. 63457				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				