

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, 2007 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2010; 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", LATEST EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

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, THE SPECIAL PROVISIONS, AND THE PLANS.

UTILITIES

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.

THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER IN ACCORDANCE WITH 105.07 AND 107.31.

STAKING

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 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 INCLUDED IN THE COST OF 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 INCLUDED IN THE COST OF THE CONTRACT, UNLESS OTHERWISE NOTED IN THE PLANS.

THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF SCHLAUMBURG PUBLIC WORKS DEPARTMENT ONE WEEK IN ADVANCE OF ALL WATER MAIN SHUT DOWNS. UNDER NO CIRCUMSTANCE SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS.

SIGNS

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR, ENGINEER AND VILLAGE MAINTENANCE PERSONNEL SHALL INVENTORY THE LOCATION, SIZE, TYPE AND CONDITION OF ALL EXISTING SIGNS. ANY SIGN DAMAGED DURING CONSTRUCTION OR STORAGE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

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 INCLUDED IN THE COST OF 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 VILLAGE OR COUNTY, AS APPLICABLE.
5. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS.

MISCELLANEOUS

THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS, AND PEDESTRIAN ACCESS TO ADJUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT.

THIS WORK SHALL BE PERFORMED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER. THE CONTRACTOR SHALL CUT THE JOINT BETWEEN THE PORTION OF THE ITEM TO BE REMOVED AND THAT TO BE LEFT IN PLACE WITH A SAWING MACHINE TO PREVENT SPALLING WHEN THE ITEM IS BROKEN OUT. THIS WORK SHALL BE DONE IN A MANNER THAT A STRAIGHT AND PERPENDICULAR JOINT WILL BE SECURED. ALL SAW CUTTING SHALL BE TO THE FULL DEPTH OF THE PAVEMENT, DRIVEWAY, SIDEWALK, OR CURB TO BE REMOVED.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE THICKNESS OF THE EXISTING ITEM BEING REMOVED AND WHETHER OR NOT IT CONTAINS REINFORCEMENT.

THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEMS TO BE REMOVED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR SAWING REINFORCEMENT.

AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF ONE AND ONE HALF (1½) INCHES. THE THICKNESSES OF ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE ASPHALT MIXTURES ARE TO BE PLACED.

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.

EXISTING PAVEMENT THICKNESSES SHOWN ON THE PLANS ARE APPROXIMATE, BASED ON AVAILABLE INFORMATION AT THE TIME OF DESIGN. ANY ADDITIONAL COSTS REQUIRED BY THE CONTRACTOR DUE TO THICKNESSES OTHER THAN THOSE SHOWN ON THE PLANS WILL BE INCLUDED IN THE COST OF CONTRACT.

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 TYPE I AND II BARRICADES SHALL BE WEIGHTED DOWN WITH TWO SANDBAGS EACH. (ONE WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL). ALL TYPE III BARRICADES SHALL REQUIRE FOUR SANDBAGS EACH.

THE CONTRACTOR SHALL DISPOSE OF ALL SIDEWALK, CURB AND GUTTER, PAVEMENT, AND ALL OTHER EXCAVATED MATERIAL NOT FOR SALVAGE AT HIS EXPENSE. ALL EXCESS EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE EACH DAY. THIS SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

PAVEMENT MARKING PAINT

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 105.09 OF THE STANDARD SPECIFICATIONS, THE CONTRACTOR SHALL FURNISH, AT HIS EXPENSE, WHITE, PINK OR PURPLE PAVEMENT MARKING PAINT IN AEROSOL CANS, FOR USE BY THE ENGINEER. THE CONTRACTOR AND SUBCONTRACTORS SHALL ONLY USE THESE SAME COLORS FOR THEIR OWN MARKINGS, THEREFORE NOT USING JULIE UTILITY COLORS.

PROTECTION OF EXISTING DRAINAGE FACILITIES DURING CONSTRUCTION

ALL EXISTING DRAINAGE STRUCTURES ARE TO BE KEPT FREE OF DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS. ALL WORK AND MATERIAL NECESSARY TO PREVENT ACCUMULATION OF DEBRIS IN THE DRAINAGE STRUCTURES WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT. ANY DEBRIS IN THE DRAINAGE STRUCTURES RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE REMOVED AT THE CONTRACTOR'S OWN EXPENSE, AND NO EXTRA COMPENSATION WILL BE ALLOWED. SHOULD RECONSTRUCTION OR ADJUSTMENT OF A DRAINAGE STRUCTURE BE REQUIRED BY THE ENGINEER IN THE FIELD, THE NECESSARY WORK AND PAYMENT SHALL BE DONE IN ACCORDANCE WITH SECTION 602 AND ARTICLE 104.02 RESPECTIVELY OF THE STANDARD SPECIFICATIONS.

DURING CONSTRUCTION, IF THE CONTRACTOR'S FORCES ENCOUNTER OR OTHERWISE BECOMES AWARE OF ANY SEWERS, UNDERDRAINS, OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY OTHER THAN THOSE SHOWN ON THE PLANS, THEY SHALL INFORM THE ENGINEER. THE ENGINEER SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR REPLACE THE FACILITIES IN SERVICE, AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION IF MAINTAINED. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF NON COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE. SHOULD THE ENGINEER HAVE DIRECTED THE REPLACEMENT OF A FACILITY, THE NECESSARY WORK AND PAYMENT SHALL BE DONE IN ACCORDANCE WITH SECTIONS 550 AND 601 AND ARTICLE 104.02 RESPECTIVELY OF THE STANDARD SPECIFICATIONS.

BITUMINOUS MATERIALS (PRIME COAT)

PRIME COAT SHALL MEET THE SPECIFICATIONS OF ARTICLE 406.05(B) OF THE STANDARD SPECIFICATIONS WITH THE FOLLOWING REVISIONS AND ADDITIONS: PRIME COAT SHALL BE APPLIED AT A RATE OF 0.1 GALLON PER SQUARE YARD. BITUMINOUS MATERIAL SHALL BE SS 1, UNLESS OTHERWISE REQUIRED BY ARTICLE 403.05 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR WILL BE REQUIRED TO PRESENT A WEIGHT TICKET OF THE TRUCKLOAD PRIOR TO APPLYING THE PRIME COAT. AFTER APPLICATION OF THE TRUCK SHALL THEN BE WEIGHED AGAIN IN ORDER TO DETERMINE THE NET WEIGHT OF PRIME COAT THAT HAS BEEN PLACED. BOTH TICKETS SHALL BE STAMPED BY THE CERTIFIED WEIGH MASTER.

THE CONTRACTOR SHALL ERECT (TO THE ENGINEER'S SATISFACTION) 48" BY 48" FRESH OIL AHEAD SIGNS 24 HOURS PRIOR TO THE PRIME COAT APPLICATION, WHICH SIGNS SHALL REMAIN UNTIL THE PRIME COAT HAS ADEQUATELY CURED. THE FRESH OIL AHEAD SIGNS SHALL BE INSTALLED IN ADVANCE OF THE AREA TO BE PRIMED. THIS INCLUDES SIGNS ON ADJACENT STREETS, AND NO PARKING SIGNS SHALL BE PLACED THROUGHOUT THE AREA TO BE PRIMED.

THE CONTRACTOR SHALL CONTACT THE VILLAGE 72 HOURS IN ADVANCE OF BEGINNING WORK.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR BITUMINOUS MATERIALS (PRIME COAT).

AGGREGATE (PRIME COAT)

THIS WORK SHALL BE DONE IN ACCORDANCE WITH ARTICLE 406.05(B) OF THE STANDARD SPECIFICATIONS INSOFAR AS APPLICABLE AND THE FOLLOWING PROVISIONS.

THE FINE AGGREGATE SHALL BE MECHANICALLY SPREAD AT A UNIFORM RATE OF 2 POUNDS PER SQUARE YARD.

INCIDENTAL HOT-MIX ASPHALT SURFACING

THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS INSOFAR AS APPLICABLE AND THE FOLLOWING PROVISIONS.

THIS ITEM IS TO BE USED AS: TEMPORARY ASPHALT RAMPS DURING STAGE CONSTRUCTION; TEMPORARY PATCHES ON ALL SEWER OR WATER MAIN TRENCHES; TEMPORARY ASPHALT RAMPS PLACED AROUND PROTRUDING FRAMES AND LIDS PRIOR TO THE PLACEMENT OF THE FINAL ASPHALT CONCRETE SURFACE COURSE; OR AS DIRECTED BY THE ENGINEER.

PAYMENT FOR THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH, WHICH PRICE SHALL INCLUDE ALL MATERIAL, LABOR, AND EQUIPMENT NECESSARY FOR A COMPLETE INSTALLATION.

CLEANING EXISTING DRAINAGE STRUCTURES

ALL EXISTING DRAINAGE STRUCTURES WHICH ARE TO BE ADJUSTED OR RECONSTRUCTED SHALL BE CLEANED IN ACCORDANCE WITH ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR AND THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER SHALL INSPECT ALL STRUCTURES PRIOR TO CONSTRUCTION, NOTING THE EXISTING CONDITION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE ITEM FRAMES AND LIDS TO BE ADJUSTED (SPECIAL).

FRAMES AND GRATES OR FRAMES AND LIDS

THIS WORK SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 604 OF THE STANDARD SPECIFICATIONS.

A NEENAH FRAME AND OPEN LID, R-2040, OR APPROVED EQUAL, SHALL BE USED FOR FRAMES AND LIDS, TYPE 1, OPEN LID. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR FRAMES AND LIDS, TYPE 1, OPEN LID, WHICH SHALL INCLUDE REMOVAL AND DISPOSAL OF EXISTING CASTING.

AN EAST JORDAN HEAVY-DUTY 7510 CURB INLET WITH TYPE M1 GRATE AND T1 BACK (PER IDOT STANDARD 604051 WITH THE ADDITION OF THE CURB BACK LETTERED DUMP NO WASTE AND WITH A CAST-IN FISH LOGO) SHALL BE USED FOR FRAMES AND GRATES, TYPE 11, SPECIAL. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR FRAMES AND GRATES, TYPE 11, SPECIAL, WHICH SHALL INCLUDE THE REMOVAL AND DISPOSAL OF THE EXISTING CASTING.

DETECTABLE WARNINGS

THE MANUFACTURER FOR THE DETECTABLE WARNINGS SHALL BE ENGINEERED PLASTICS INC. (800-682-2525) OR APPROVED EQUAL

CONCRETE BREAKERS

WHEN REMOVING PAVEMENT, CURB AND GUTTER, SHOULDER, AND/OR ANY OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS THAT MAY DAMAGE UNDERGROUND PUBLIC AND/OR PRIVATE UTILITIES WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED.

THE CONTRACTOR IS PROHIBITED FROM BREAKING UP CONCRETE BY DROPPING IT ON PAVEMENT OR IN ANY OTHER MANNER THAT, IN THE OPINION OF THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER, MAY DAMAGE EXISTING OR PROPOSED PAVEMENTS OR OTHER ROADWAY APPURTENANCES.

DRIVEWAY ACCESS

THE CONTRACTOR SHALL, WHERE REQUIRED BY THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER, PROVIDE IMMEDIATE ACCESS TO DRIVEWAYS AND INTERSECTING STREETS. THE CONTRACTOR SHALL AT ALL TIMES PROVIDE ACCESS FOR EMERGENCY VEHICLES DURING THE TIME OF CONSTRUCTION.

ANY DRIVEWAY APRON ADJACENT TO THE CURB AND GUTTER THAT IS REMOVED OR DISTURBED SHALL BE RESTORED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR REPRESENTATIVE OF THE ENGINEER AFTER THE NEW CURB AND GUTTER HAS BEEN CONSTRUCTED. THE CONTRACTOR MUST SCHEDULE THIS WORK SO THAT ONLY ONE SIDE OF ANY STREET WILL BE UNDER CONSTRUCTION AT ANY ONE TIME. IN NO CASE SHALL AN OPEN EXCAVATION CAUSED BY REMOVAL OF EXISTING CURB AND GUTTER, DRIVEWAY, OR SIDEWALK, WHETHER FORMED OR NOT FORMED, REMAIN OPEN MORE THAN 3 WORKING DAYS.

PRIOR TO REMOVING ANY DRIVEWAY, THE CONTRACTOR SHALL PROVIDE THE VILLAGE SUFFICIENT TIME TO PROVIDE 24 HOURS' ADVANCE WRITTEN NOTICE TO THE RESIDENT/OWNER OF THE DRIVEWAY, ALLOWING THE RESIDENT/OWNER TIME TO REMOVE ANY VEHICLES. ACCESS SHALL BE RESTORED NO LESS THAN 4 DAYS AFTER CURB AND GUTTER HAS BEEN PLACED. IF NECESSARY, THE CONTRACTOR SHALL PLACE TEMPORARY AGGREGATE BEHIND THE NEW CURB AND GUTTER UNTIL THE DRIVEWAY IS RESTORED. THIS TEMPORARY AGGREGATE SHALL BE CONSIDERED AS INCLUDED IN THE DRIVEWAY REPLACEMENT PAY ITEM.

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FILE NAME -	USER NAME -	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> 	<p align="center">SPRINGSGUTH ROAD IMPROVEMENTS GENERAL NOTES AND LEGEND</p>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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