

GENERAL

IN THE FOLLOWING, THE ILLINOIS DEPARTMENT OF TRANSPORTATION WILL BE REFERRED TO AS IDOT.

THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" PREPARED BY IDOT, ADOPTED JANUARY 1, 2007, AND THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" PREPARED BY IDOT, ADOPTED JANUARY 1, 2009. ALL SEWER AND WATER MAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", FIFTH EDITION. SIGN CONSTRUCTION AND PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", CURRENT EDITION.

GENERAL SAFETY PROVISION: TO PROVIDE DRIVERS WITH SAFE TRAVEL CONDITIONS DURING THE CONSTRUCTION PROJECT, AND TO PROVIDE SAFE WORKING CONDITIONS FOR ALL EMPLOYEES, THE RULES, REGULATIONS, AND CONDITIONS STATED BELOW WILL PREVAIL FOR THE DURATION OF THIS CONTRACT. ANY EMPLOYEE OF THE CONTRACTOR OR HIS SUBCONTRACTORS WHO REFUSES TO COMPLY WITH THESE GENERAL SAFETY PROVISIONS SHALL BE REMOVED FROM THE JOB SITE IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS. THE CONTRACTOR AND ANY SUBCONTRACTORS RETAINED BY HIM SHALL COMPLY WITH THE STATE AND FEDERAL REQUIREMENTS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 (OSHA), AS IT RELATES TO HIS OPERATIONS, REVISED AS OF JULY 1, 1987.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. HE WILL NOT BE ALLOWED TO BUILD FIRES ON THE SITE.

WHEN ARTIFICIAL LIGHTING IS UTILIZED DURING NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC, AS WELL AS ADJOINING RESIDENTIAL AREAS.

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

THE IDOT STANDARD DRAWINGS LISTED ON THE COVER SHEET ARE INTENDED TO BE THE LATEST REVISIONS AND SHALL TAKE PRECEDENCE OVER EARLIER DRAWINGS THAT MAY BE REFERRED TO ELSEWHERE IN THE PLANS OR SPECIAL PROVISIONS.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER. COST OF MAINTAINING DRAINAGE FLOWS SHALL BE INCLUDED IN THE VARIOUS UNIT PRICES FOR THE ITEMS BEING CONSTRUCTED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR IS RESPONSIBLE TO PROTECT ALL INLETS AND MANHOLES FROM ADJACENT WORK, AND SHALL RESTORE ALL DAMAGED STRUCTURES TO ACCEPTABLE CONDITIONS.

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING HIS CONSTRUCTION OPERATIONS WITH OTHER CONSTRUCTION, UTILITY, AND/OR MAINTENANCE OPERATIONS WITHIN OR ADJACENT TO THE PROJECT.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED OR DISTURBED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS, MONUMENTS AND RIGHT-OF-WAY PINS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DISTURBED OR DESTROYED BY HIS OPERATIONS. REPLACEMENT OF MONUMENTS WILL BE DETERMINED BY THE ENGINEER. PROPERTY MARKERS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER.

THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION, ELEVATION AND SIZE OF EXISTING UTILITIES, AND VERIFY PAVEMENT ELEVATIONS WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING KNOWN PROPERTY LINES, OR SURVEY MARKERS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF DISCREPANCIES IN EITHER VERTICAL OR HORIZONTAL CONTROL PRIOR TO PROCEEDING WITH WORK.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL PLAN QUANTITIES.

THE CONTRACTOR SHALL REMOVE, STORE, AND RELOCATE TO THE SATISFACTION OF THE ENGINEER ALL EXISTING STREET NAME SIGNS WHICH ARE TO BE RELOCATED IN ACCORDANCE WITH ARTICLE 107.25 OF THE IDOT STANDARD SPECIFICATIONS. THE PLACEMENT OF ADDITIONAL SIGNING SHALL BE THE RESPONSIBILITY OF THE CITY OF ROCKFORD, OR THEIR APPROVED REPRESENTATIVES.

ANY PRIVATE OR COMMERCIAL SIGNS WHICH NEED TO BE REMOVED FOR CONSTRUCTION PURPOSES SHALL BE HANDLED AS FOLLOWS:

- WITHIN THE EXISTING RIGHT-OF-WAY: SIGNS SHALL BE REMOVED OR REMOVED AND REPLACED AS DIRECTED BY THE PLANS. PAYMENT FOR ALL MATERIALS AND LABOR REQUIRED FOR THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- OUTSIDE THE EXISTING RIGHT-OF-WAY: THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING SIGNS OUTSIDE THE RIGHT-OF-WAY. ANY DAMAGE DONE TO EXISTING SIGNS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL EXPENSE TO THE OWNER.

ALL ITEMS SHALL INCLUDE ALL THE NECESSARY MATERIALS AND LABOR TO COMPLETE THE ITEM IN PLACE; MATERIALS AND LABOR NOT SPECIFICALLY IDENTIFIED SHALL BE CONSIDERED INCLUDED IN THE UNIT PRICE OF THE ITEM BEING CONSTRUCTED.

ALL MATERIALS SHALL MEET OR EXCEED IDOT STANDARDS.

THE CONTRACTOR SHALL NOTIFY THE CITY OF ROCKFORD, PROPERTY OWNERS, THE ENGINEER, AND ALL UTILITY COMPANIES AT LEAST 48 HOURS PRIOR TO THE START OF CONSTRUCTION OR CHANGE IN CLOSURES OR DETOURS.

ALL RADII AND DIMENSIONS ARE REFERENCED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

NO WORK SHALL BE PERFORMED BEYOND THE PROJECT LIMITS WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE PROPERTY OWNER AND ENGINEER.

CONSTRUCTION STAKING AND INSPECTION SHALL BE THE RESPONSIBILITY OF THE OWNER. CONSTRUCTION STAKES SHALL BE REQUESTED A MINIMUM OF 48 HOURS IN ADVANCE. ANY RESTAKING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

TRAFFIC CONTROL

ALL CONSTRUCTION WORK ON WEST RIVERSIDE BOULEVARD SHALL BE COMPLETED UNDER TRAFFIC WITH A MINIMUM OF ONE LANE AVAILABLE FOR EACH DIRECTION OF FLOW. TAPERING AND MERGING OF TRAFFIC ON THE BRIDGE WILL NOT BE ALLOWED.

THE CONTRACTOR SHALL INSTITUTE TRAFFIC CONTROL MEASURES AT ALL TIMES, IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNER FOR SHORT-TERM CLOSURES. A COPY OF SAID ARRANGEMENT MUST BE GIVEN TO THE ENGINEER.

THE CONTRACTOR IS ADVISED THAT IN THE EVENT OF SNOW, HE WILL BE HELD RESPONSIBLE FOR THE IMMEDIATE REMOVAL OF ANY TRAFFIC CONTROL AND PROTECTION/MAINTENANCE OF TRAFFIC DEVICES REQUIRED FOR HIS OPERATIONS THAT WOULD INTERFERE WITH SNOW REMOVAL OPERATIONS.

THE CONTRACTOR SHALL AT ALL TIMES PROVIDE PROTECTION FOR THE TRAFFIC AS DIRECTED BY THE ENGINEER. ANY DROP-OFF GREATER THAN 3 INCHES ADJACENT TO THE EDGE OF PAVEMENT SHALL BE PROTECTED WITH BARRICADES, AND SHALL BE INCLUDED IN THE UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.

ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS NECESSARY THROUGHOUT THE DURATION OF THE CONTRACT. ALL SIGNS SHALL BE FURNISHED, INSTALLED AND MAINTAINED BY THE CONTRACTOR. PAYMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.

TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN CONDITIONS MAY REQUIRE THE ENGINEER TO MODIFY THE LOCATION OF THE TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND WITHIN 30 MINUTES FROM THE TIME OF NOTIFICATION BY THE ENGINEER TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION, IMPROVEMENT OR MODIFICATION OF THE MAINTENANCE OF TRAFFIC CONTROL DEVICES.

THE CONTRACTOR SHALL SUPPLY THE ENGINEER WITH A PRIMARY AND ALTERNATE CONTACT PERSON WITH 24-HOUR, 7-DAY ACCESS WHO CAN REMEDY DEFICIENT OR EMERGENCY TRAFFIC CONTROL MEASURES. THE CONTRACTOR SHALL INSPECT THE TRAFFIC CONTROL DEVICES NOT LESS THAN TWICE DAILY TO ENSURE THAT ALL BARRELS, BARRICADES, AND WARNING DEVICES ARE IN THEIR PROPER PLACE AND OPERATIONAL.

DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT ADJACENT TRAFFIC LANES OPEN TO TRAFFIC FROM DEBRIS BEING BLOWN OR OTHERWISE REMOVED FROM THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR KEEPING DEBRIS OFF THE ADJACENT TRAVELED LANE SURFACE.

REMOVAL

EXISTING STRUCTURES (INCLUDING FOUNDATIONS, WALLS, CISTERNS, OR OTHER UNDERGROUND STRUCTURES) WITHIN THE RIGHT OF WAY SHALL BE REMOVED IN ACCORDANCE WITH SECTION 501 OF THE STANDARD SPECIFICATIONS. WITHOUT ADDITIONAL COMPENSATION, UNLESS OTHERWISE NOTED IN THE PLANS OR SPECIAL PROVISIONS.

UNDERGROUND TANKS OR SEPTIC TANKS WITHIN THE RIGHT-OF-WAY WHICH HAVE NOT BEEN REMOVED AND WILL NOT INTERFERE WITH CONSTRUCTION SHALL BE FILLED WITH FREE-FLOWING SAND AT THE DIRECTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE IN ACCORDANCE WITH SECTION 109 OF THE STANDARD SPECIFICATIONS.

ALL ROADWAY REMOVAL ITEMS SHALL CONFORM TO SECTION 440 OF THE IDOT STANDARD SPECIFICATIONS. ALL JOINTS BETWEEN THE PORTION REMOVED AND THAT LEFT IN PLACE SHALL BE SAWCUT TO SUCH A DEPTH THAT A CLEAN, NEAT EDGE WILL RESULT WITH NO SPALLING TO THE REMAINING PORTION. THE COST OF SAWCUTTING SHALL BE INCLUDED IN THE UNIT PRICE OF THE ITEM BEING REMOVED. ADDITIONAL SAWCUTTING MAY BE REQUIRED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER.

EXCESS EXCAVATED MATERIAL, PAVEMENT REMOVAL, AND ALL DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE PROPERLY DISPOSED OF OFF-SITE.

EXCAVATION/EARTHWORK

THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH ARE NOT INDICATED TO BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.

CLEARING SHALL BE DONE IN ACCORDANCE WITH SECTION 201 OF THE STANDARD SPECIFICATIONS AND SHALL NOT BE MEASURED FOR PAYMENT.

TOPSOIL/SEEDING

DISTURBED AREAS ARE LOCATIONS WHERE THE CONTRACTOR'S OPERATIONS HAVE DAMAGED EXISTING GROUND COVER AND/OR TOPSOIL OUTSIDE OF THE LIMITS OF CONSTRUCTION AS SHOWN IN THE PLANS. SEEDING OF THESE DISTURBED AREAS IS INCLUDED IN ALL THE OTHER PROJECT PAY ITEMS AND NO ADDITIONAL COMPENSATION IS ALLOWED.

UTILITIES

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION OR HAVE THE POTENTIAL FOR CREATING FUTURE PROBLEMS SHALL BE REMOVED AND DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY AT AN APPROVED LOCATION OBTAINED BY THE CONTRACTOR, ACCORDING TO ARTICLE 202.03 OF THE IDOT STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT BID PRICE FOR EARTH EXCAVATION. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

UTILITIES SHOWN ON THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND NO GUARANTEE OF THEIR ACCURACY IS MADE OR INFERRED. THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE DRAWINGS REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL-INCLUSIVE. THE CONTRACTOR SHALL CONDUCT HIS OWN INVESTIGATION INTO THE LOCATION, SIZE, DEPTH, NUMBER AND NATURE OF ANY AND ALL EXISTING UTILITIES WHICH MAY INTERFERE WITH THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER OR THE OWNER. THIS WORK SHALL BE AT THE CONTRACTORS EXPENSE.

THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 811 OR 1-800-892-0123 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF CURRENT UTILITY LOCATIONS AND FOR ALL NON-EMERGENCY WORK. UTILITIES WHICH ARE NOT MEMBERS OF J.U.L.I.E. SHOULD BE NOTIFIED INDIVIDUALLY BY THE CONTRACTOR.

ALL EXISTING CONDUITS WHICH WILL BE ABANDONED AND LEFT IN PLACE SHALL BE PLUGGED AT ALL OPEN ENDS WITH CONCRETE OR OTHER APPROVED MEANS. THE COST WILL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT BID PRICE FOR THE ITEM BEING REMOVED OR ABANDONED.

IF DURING MANHOLE ADJUSTMENTS, THE CONTRACTOR DAMAGES EITHER THE FRAME OR LID, HE SHALL FURNISH A NEW FRAME AND LID, NEENAH R-1975 OR EQUAL, AT NO ADDITIONAL COST. ALL NEW MANHOLES AND INLETS AND THOSE TO BE RECONSTRUCTED SHALL BE CONSTRUCTED WITH NEW FRAMES AND GRATES.

IF DURING INLET ADJUSTMENTS, THE CONTRACTOR DAMAGES EITHER THE FRAME, CURB BOX OR GRATE, HE SHALL FURNISH A NEW FRAME, GRATE AND CURB BOX, NEENAH R-3246 OR EQUAL, AT NO ADDITIONAL COST.

THE CONTRACTOR SHALL ADVISE THE DISTRICT WHEN MANHOLE ADJUSTMENTS ARE TO BE MADE, SO THE DISTRICT MAY WITNESS THEM. THE METHOD AND AMOUNT OF ADJUSTMENT SHOULD BE NOTED ON THE PLANS. DISTRICT SPECIFICATIONS REQUIRE:

- A MINIMUM OF 4" OF ADJUSTING RINGS (4" ADJUSTMENT RING NOT REQUIRED IN TURF AREA OR CURB AND GUTTER ROADWAYS)
- A MAXIMUM OF 12" ADJUSTING RINGS.
- NO MORE THAN ONE (1) 2" ADJUSTING RING PER MANHOLE.
- A MAXIMUM OF 30" FROM THE TOP OF CASTING TO THE FIRST STEP.

SANITARY MANHOLE ADJUSTMENT BY GROUTING IS NOT PERMITTED.

IF THE SANITARY MANHOLE CASTING IS NOT A STANDARD NEENAH R-1670 OR EAST JORDAN E-117 THE DISTRICT SUPPORTING SERVICES DEPARTMENT SHOULD BE CONTACTED PRIOR TO ADJUSTING THE MANHOLE FOR THE REPLACEMENT CASTING.

STATIONS AND OFFSETS FOR DRAINAGE STRUCTURES ARE TO THE CENTER OF THE STRUCTURE'S FRAME.

NEW MANHOLE AND INLET LIDS ON THIS PROJECT SHALL HAVE THE WORDS "STORM" OR "SANITARY" ON THE LID. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE APPROPRIATE TYPE OF LID. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.

ROADWAY ITEMS

PROTECTIVE COAT SHALL BE APPLIED TO ALL CONCRETE SURFACES AND APPURTENANCES PER ARTICLE 420.18 OF THE IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION". THE COST OF THE PROTECTIVE COAT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE TO WHICH IT IS APPLIED.

PREFORMED FIBER EXPANSION JOINTS WHERE REQUIRED SHALL BE INCLUDED IN THE CONTRACT UNIT BID PRICE FOR WHICH IT IS APPLIED (CURB & GUTTER, DRIVEWAYS, ETC.)

PREVIOUSLY PUGMILLED STOCKPILES OF "TYPE A" OLDER THAN 1 MONTH WILL NOT BE APPROVED FOR USE UNTIL A MOISTURE CHECK IS RUN TO VERIFY MOISTURE CONTENT. MATERIAL SHIPPED TO PROJECTS WITHOUT BEING TESTED WILL NOT BE ACCEPTED.

AGGREGATE SURFACE COURSE TYPE B, SHALL BE USED FOR TEMPORARY ACCESS WHILE THE EXISTING ENTRANCES ARE UNDER CONSTRUCTION, AND SHALL BE USED AS DIRECTED BY THE ENGINEER. THIS AGGREGATE SHALL NOT BE REUSED WITH THE PCC PAVEMENT AND IS INCIDENTAL TO THE P.C.C. DRIVEWAY PAVEMENT.

WHERE CURB AND GUTTER IS ADJACENT TO PCC PAVEMENT, THE CONTRACTOR SHALL PLACE A CONTRACTION JOINT IN PROLONGATION WITH THE JOINTS IN THE EXISTING PAVEMENT. THE JOINT SHALL BE A SAWED CONTRACTION JOINT WITH THE BAR ASSEMBLY AS SHOWN ON THE LATEST REVISION OF HIGHWAY STANDARD 420001. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT BID PRICE FOR CURB AND GUTTER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE CONSTRUCTION JOINTS FOR THE NEW CURB AND GUTTER AFTER INSPECTION OF THE EXISTING CONCRETE PAVEMENT.

EROSION CONTROL

THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL MEASURES IN A FULLY FUNCTIONAL CONDITION THROUGHOUT THE COURSE OF THE ENTIRE PROJECT AND REMOVE THE MEASURES UPON FINAL STABILIZATION OF THE PROJECT. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY THE CONTRACTOR AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A 0.5" RAINFALL EVENT, AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

- INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETERIORATION.
- SILT FENCES AND DITCH CHECKS SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.
- EROSION CONTROL BLANKET SHALL BE REPAIRED OR REPLACED WHEN IT BECOMES DISLOGGED.

PRIOR TO THE START OF CONSTRUCTION, PLACE SILT FENCE AT THE BOTTOM OF ALL UNSEEDED SLOPES AS SHOWN ON THE PLANS, AND ELSEWHERE AS NECESSARY DURING CONSTRUCTION.

ALL UNSURFACED AREAS ARE TO RECEIVE FOUR (4) INCHES OF TOPSOIL AND BE SEEDED, BLANKETED, AND WATERED AS SPECIFIED WITHIN SEVEN (7) DAYS OF FINAL TOPSOIL RESPREADING AND UNTIL A HEALTHY STAND OF GRASS IS OBTAINED, AS DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL NOT TRACK OR SPILL DIRT CLUMPS ONTO ADJACENT PUBLIC ROADWAYS. IF DIRT IS DEPOSITED ONTO PUBLIC PAVEMENTS, THE CONTRACTOR SHALL REMOVE THE DIRT IMMEDIATELY. ALL PAVEMENT SHALL BE THOROUGHLY CLEANED AT THE END OF EACH DAY.

ALL DISTURBED AREAS THAT WILL BE LEFT IDLE FOR MORE THAN THIRTY (30) DAYS SHALL BE TEMPORARILY SEEDDED WITHIN SEVEN (7) DAYS.

INLET PROTECTION MUST BE PROVIDED AND MAINTAINED FOR ALL PROPOSED STORM SEWER INLETS, EXISTING DOWNSTREAM INLETS, CULVERT INLETS, AND OPEN GRATED MANHOLES UNTIL FINAL STABILIZATION OF THE PROJECT.

UPON FINAL STABILIZATION OF THE PROJECT, THE CONTRACTOR SHALL CLEAN THE STORM SEWER SYSTEM OF DEBRIS AND SILT WHICH SHALL BE DISPOSED OF PROPERLY AT THE DIRECTION OF THE ENGINEER.

SHEET REVIEW	
AGENCY	DATE

REVISIONS		
NO.	ITEM	DATE

SCALE:	N/A
DRAWN BY:	TWH
CHECKED BY:	PDS
DATE:	08/28/2009

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GENERAL NOTES	
RIVERSIDE ARRA (SECTION 09-00560-00-RS)	
WEST RIVERSIDE BOULEVARD	ROCKFORD, ILLINOIS
FILE: H:\09-029 RIVERSIDE ARRA\DESIGN\DRAWINGS\09-029 GENERAL NOTES.DWG	JOB: 04-28-09-029

SHEET NO.	2
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