

**GENERAL CONSTRUCTION NOTES
PAVING AND STORM SEWERS**

SPECIFICATIONS

THE LATEST EDITIONS OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" SHALL GOVERN ALL WORK ASSOCIATED WITH THIS PROJECT. THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY GOVERN OTHER WORK ON THIS PROJECT AS INDICATED BY REFERENCE.

CARE IN EXCAVATION

CARE SHALL BE EXERCISED BY THE CONTRACTOR IN CARRYING OUT EARTH AND/OR TRENCHING OPERATIONS SO THAT LOCAL UTILITY SERVICES, WATER VALVES, MANHOLES, CATCH BASINS, INLETS, BUFFALO BOXES, AND OTHER STRUCTURES ARE NOT DAMAGED OR REMOVED. ANY DAMAGE DONE BY THE CONTRACTOR, WHETHER THE STRUCTURE OR SERVICE IS VISIBLE AT THE GROUND SURFACE OR NOT, SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLES 105.07 AND 107.20.

NOTIFICATION OF PUBLIC UTILITIES

PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OFFICIALS OF THE PUBLIC WORKS DEPARTMENT OF THE LOCAL MUNICIPALITY, J.U.L.I.E. AT 1-800-892-0123 OR 811, AND OTHER PUBLIC AND PRIVATE UTILITIES SO THAT ARRANGEMENTS CAN BE MADE TO LOCATE THEIR VARIOUS FACILITIES WITHIN THE LIMITS OF CONSTRUCTION UNDER THIS CONTRACT, AS WELL AS TO PROVIDE ADEQUATE PROTECTION AND INSPECTION THERETO. IT SHALL BE THIS CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES IN THE FIELD.

TRAFFIC CONTROL DEVICES

BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 107.14 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

PROTECTION OF SIGNS AND PROPERTY

ALL TRAFFIC SIGNS, STREET SIGNS, ETC., THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AND PLACED AT NEW LOCATIONS AS DESIGNATED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. IN ADDITION, ALL MAIL BOXES THAT INTERFERE WITH CONSTRUCTION SHALL BE SIMILARLY RELOCATED AT NO ADDITIONAL COST IN ACCORDANCE WITH ARTICLES 107.20 AND 107.21 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

SUPERINTENDENCE

SPECIAL ATTENTION IS DRAWN TO ARTICLE 105.06 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WHICH REQUIRES THE CONTRACTOR TO HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES, IRRESPECTIVE OF THE AMOUNT OF WORK SUBLET. THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT AND SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVING CONTROL OF ALL THE WORK AS THE AGENT OF THE GENERAL CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK AS PROVIDED IN ARTICLE 108.07.

SAWING EXISTING IMPROVEMENTS

ALL PERMANENT TYPE PAVEMENTS OR OTHER PERMANENT IMPROVEMENTS WHICH ABUT THE PROPOSED IMPROVEMENT AND MUST BE REMOVED, SHALL BE SAWS AS DIRECTED PRIOR TO REMOVAL. ALL ITEMS SO REMOVED SHALL BE REPLACED WITH SIMILAR CONSTRUCTION MATERIALS TO THEIR ORIGINAL CONDITION OR BETTER. PAYMENT FOR SAWING SHALL BE INCLUDED IN THE COST FOR THE REMOVAL OF EACH ITEM, AND REPLACEMENT WILL BE PAID FOR UNDER THE RESPECTIVE ITEMS IN THE CONTRACT UNLESS OTHERWISE INDICATED. SAW CUTTING FOR PATCHES WILL BE INCLUDED IN THE COST OF TO THE PATCHING ITEM. EXISTING DRIVEWAY PAVEMENT AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAWCUT TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND THE EXISTING, AND SUCH COST SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

CONSTRUCTION LAYOUT STAKES

THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH WOODEN STAKES OR OTHER LAYOUT MATERIALS FOR LAYOUT OF THE LINES AND GRADES OF THE PROJECT. FAILURE TO PROVIDE STAKES IN A TIMELY MANNER WILL RESULT IN A DELAY IN STAKEOUT WHICH WILL BE APPLICABLE AGAINST THE TIME LIMIT FOR COMPLETION SHOWN IN THE PROJECT SPECIFICATIONS. LINE AND GRADE WILL BE ESTABLISHED BY THE ENGINEER AT REGULAR INTERVALS ON PERMANENTLY PAVED SURFACES, SIDEWALKS OR STAKES AT THE ENGINEER'S OPTION, ALL WITHIN THE PUBLIC RIGHT-OF-WAY AND SHALL BE TRANSFERRED BY THE CONTRACTOR TO THE ACTUAL LINE OF CONSTRUCTION.

PROJECT SAFETY

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1-1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

THE CONTRACTOR SHALL COMPLY WITH AND OBSERVE THE RULES AND REGULATIONS OF O.S.H.A. AND APPROPRIATE AUTHORITIES REGARDING SAFETY PROVISIONS. THE CONTRACTOR, ENGINEER, AND OWNER SHALL EACH BE RESPONSIBLE FOR THEIR OWN RESPECTIVE AGENTS AND EMPLOYEES.

THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS, OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE DOCUMENTS AND SPECIFICATIONS.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

MISCELLANEOUS

ALL PATCHING ON THE HOT-MIX ASPHALT PORTAINS OF THIS PROJECT WILL BE MARKED OUT AND CONSTRUCTED AFTER MILLING. A PROOF ROLL WILL BE REQUIRED PRIOR TO PATCHING.

SIDEWALKS SHALL BE INCREASED TO 8" THICKNESS AT ALL DRIVEWAYS.

PROTECTIVE COAT SHALL BE USED ON ALL PORTLAND CEMENT CONCRETE SURFACE IN ACCORDANCE WITH ARTICLES 420.21, 420.22, AND 420.23 OF THE STANDARD SPECIFICATIONS.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

LEVELING BINDER THICKNESS CHART

HMA THICKNESS CHART REQUIRED HMA LEVELING BINDER EAST AVE - 67TH STREET TO JOLIET ROAD					
STATION	EXISTING CENTERLINE ELEVATION	PROPOSED CENTERLINE ELEVATION	DIFFERENCE	LESS 2" SURFACE	LEVELING BINDER THICKNESS
11+00	607.07	607.75	0.68	0.17	0.51
12+00	607.85	608.42	0.57	0.17	0.40
13+00	608.63	609.06	0.43	0.17	0.26
14+00	609.45	609.89	0.44	0.17	0.27
15+00	610.24	610.69	0.45	0.17	0.28
16+00	610.81	611.39	0.58	0.17	0.41
17+00	611.50	612.01	0.51	0.17	0.34
18+00	612.20	612.78	0.58	0.17	0.41
19+00	612.97	613.37	0.40	0.17	0.23
20+00	613.40	613.84	0.44	0.17	0.27
21+17 SUM	613.64	614.17	0.53	0.17	0.36
21+96	613.61	614.02	0.41	0.17	0.24
22+40 SUM	613.64	614.15	0.51	0.17	0.34
23+00	613.65	614.08	0.43	0.17	0.26
24+00	613.62	614.12	0.50	0.17	0.33
25+00	614.01	614.61	0.60	0.17	0.43
26+00	614.67	615.27	0.60	0.17	0.43
27+00	615.44	615.96	0.52	0.17	0.35
28+00	616.16	616.48	0.32	0.17	0.15
29+00	616.52	616.93	0.41	0.17	0.24
30+00	616.97	617.42	0.45	0.17	0.28
31+00	617.45	618.03	0.58	0.17	0.41
32+00	617.87	618.44	0.57	0.17	0.40
33+00	618.29	618.85	0.56	0.17	0.39
34+00	618.67	619.22	0.55	0.17	0.38
35+00	619.09	619.73	0.64	0.17	0.47
36+00	619.52	620.10	0.58	0.17	0.41
37+00	620.00	620.65	0.65	0.17	0.48
38+00	620.53	620.89	0.36	0.17	0.19
39+00	621.32	621.76	0.44	0.17	0.27
40+00	622.62	623.02	0.40	0.17	0.23
41+00	624.61	625.21	0.60	0.17	0.43
42+00	627.30	627.84	0.54	0.17	0.37
43+00	630.43	630.95	0.52	0.17	0.35
44+00	634.95	635.50	0.55	0.17	0.38
45+00	640.97	641.46	0.49	0.17	0.32
46+00	646.95	647.36	0.41	0.17	0.24
47+00	650.99	651.40	0.41	0.17	0.24
48+00	653.26	653.87	0.61	0.17	0.44
48+81 SUM	653.73	654.18	0.45	0.17	0.28
50+00	653.35	653.77	0.42	0.17	0.25
51+00	652.95	653.38	0.43	0.17	0.26
52+00	652.56	652.98	0.42	0.17	0.25
53+00	652.45	652.76	0.31	0.17	0.14
53+39					0.83
AVERAGE THICKNESS REQUIRED AT CENTERLINE PAVEMENT:					0.33 = 4"
AVERAGE THICKNESS REQUIRED FULL WIDTH OF PAVEMENT:					2.25"

NOTE: STATION 22+40 EXCLUDED FROM CALCULATIONS

SUMMARY	
STA. 9+15 TO STA. 11+00	
1835 SY x 2.4" (AVERAGE THICKNESS) x 112	= 247 TONS
2000	
STA. 11+00 TO STA. 53+39	
17250 SY x 2.25" (AVERAGE THICKNESS) x 112	= 2174 TONS
2000	
STA. 53+39 TO STA. 60+63	
4217 SY x 1" x 112	= 236 TONS
2000	
TOTAL:	= 2657 TONS

SCHEDULE OF DRIVEWAYS

CENTERLINE STATION	OFFSET CENTERLINE	TYPE	WIDTH AT PROPERTY LINE OR SIDEWALK (FT.)	EXISTING MATERIAL TYPE	REPLACEMENT MATERIAL TYPE	WIDTH AT BACK OF CURB (FT.)	LENGTH (FT.)	TOTAL S.F.
11+80.5	R	PE	15	HMA	PCC	15	14.7	218
12+32.4	R	PE	13	HMA	PCC	16	14.7	217
12+88.4	R	PE	17	HMA	PCC	19	14.7	270
13+26.5	R	PE	15	HMA	PCC	23	14.7	279
13+82.8	R	PE	18	HMA	PCC	28	14.7	325
14+28.5	R	PE	20	PCC	PCC	25	14.7	330
15+24.8	R	PE	13	HMA	PCC	19	14.7	222
16+78	R	PE	21	PCC	PCC	18	14.7	280
17+11.3	R	PE	29	PCC	PCC	22	14.7	357
17+54.3	R	PE	18	PCC	PCC	23	14.7	295
18+02.2	R	PE	18	HMA	PCC	23	14.9	281
18+45.8	R	PE	18	HMA	PCC	23	14.9	256
18+99	R	PE	28	HMA	PCC	35	14.9	461
19+65.8	R	PE	18	PCC	PCC	28	14.9	316
27+61.9	R	CE	117	HMA	HMA	60	15	1097
28+91	R	CE	85	HMA	HMA	60	15	935
30+13	L	CE	36	HMA	HMA	59	21.2	826
30+46	L	CE	29	HMA	**	5	21.2	542
31+62.5	L	CE	206	HMA	HMA	218	21.2	4816
32+72	L	CE	15	HMA	**	5	21.2	286
32+99	L	CE	38	HMA	HMA	59	21.2	828
35+77.2	R	CE	135	HMA	HMA	152	18.9	2618
38+05	R	CE	31	PCC	PCC	34	3	90
38+97.9	R	CE	22	HMA	HMA	24	2.7	63
40+90.7	R	CE	23	PCC	PCC	25	2.8	63
41+11.5	L	CE	23	PCC	PCC	40	21.4	589
46+73.2	R	PE	34	HMA	HMA	34	2	68
47+60.2	R	PE	31	HMA	HMA	31	1.5	46.5
48+12.1	L	CE	17	HMA	HMA	27	15.9	316
48+56.9	R	PE	33	HMA	HMA	35	1.5	55
48+59.5	L	CE	17	HMA	HMA	27	15.9	316
49+31.9	R	CE	58	HMA	HMA	58	2	98
49+87.3	L	CE	73	HMA	HMA	117	15.3	1407
50+21.8	R	PE	14	HMA	HMA	14	2	28
51+42.2	R	PE	43	HMA	HMA	43	2	86
51+87.5	L	CE	41	HMA	HMA	50	21.8	1347
TOTAL								29473.5
54+88.7	R	PE	16	HMA	*	19	5	70
55+77	R	PE	19	HMA	*	19	5	83
56+56.6	R	PE	10	HMA	*	18.5	5	57
57+18.4	R	PE	17	HMA	*	22	5	84
TOTAL								294

CE - COMMERCIAL PE - PRIVATE

* INDICATES REPLACEMENT WITH PCC SIDEWALK, 8"
** INDICATES REPLACEMENT WITH PCC SIDEWALK, 6" AND TOPSOIL FURNISH AND PLACE, 4" & SODDING

CE-PCC DRIVEWAY = 8" =	748 SF	83.1 SY
PE-PCC DRIVEWAY = 6" =	4,147 SF	460.8 SY

CE-HMA DRIVEWAY =	14,467 SF	1,607.4 SY
PE-HMA DRIVEWAY =	283.5 SF	31.5 SY
TOTAL HMA	1,638.9 SY	

1,638.9x112x3" = 275.3 TON
2,000

BENCHMARKS

- 1.) FLAGGED FLANGE BOLT ON FIRE HYDRANT 804' NORTH OF THE CENTERLINE OF LYONS STREET AND 30' WEST OF THE CENTERLINE OF EAST AVENUE. ELEV=618.91
- 2.) FLAGGED FLANGE BOLT ON FIRE HYDRANT 213' NORTH OF THE CENTERLINE OF LYONS STREET AND 30' WEST OF THE CENTERLINE OF EAST AVENUE. ELEV=616.61
- 3.) FLAGGED FLANGE BOLT ON FIRE HYDRANT 217' NORTH OF THE CENTERLINE OF COBB STREET AND 30' WEST OF THE CENTERLINE OF EAST AVENUE. ELEV=613.56
- 4.) FLAGGED FLANGE BOLT ON FIRE HYDRANT 207' SOUTH OF THE CENTERLINE OF 63RD STREET AND 35' WEST OF THE CENTERLINE OF EAST AVENUE. ELEV=621.77
- 5.) SOUTH SOUTHWEST FLANGE BOLT ON FIRE HYDRANT 37' NORTH OF THE CENTERLINE OF HANK LOUKOTA DRIVE AND 29' WEST OF THE CENTERLINE OF EAST AVENUE. ELEV=628.13
- 6.) SOUTH SOUTHWEST FLANGE BOLT ON FIRE HYDRANT 355' NORTH OF THE CENTERLINE OF 63RD STREET AND 26' WEST OF THE CENTERLINE OF EAST AVENUE. ELEV=625.65

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