

## DUPAGE COUNTY NOTES

1. EXISTING MAILBOXES AFFECTED BY CONSTRUCTION SHALL BE RELOCATED AS DIRECTED BY THE LOCAL POSTAL AUTHORITY AND THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
2. ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.
3. UNLESS AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.
4. DURING THE CONSTRUCTION, THE CONTRACTOR WILL BE REQUIRED, AT HIS EXPENSE, TO HAVE AVAILABLE A WATER TRUCK OR SIMILAR EQUIPMENT TO CONTROL DUST. IF NECESSARY, THE CONTRACTOR SHALL BE REQUIRED TO CONTROL DUST DURING NON-WORKING HOURS.
5. ALL EXCESS MATERIAL (BROKEN CONCRETE, CULVERT PIPE, WASTE ROADWAY EXCAVATION, SURPLUS MATERIAL FROM SEWER TRENCHES, ETC.) SHALL BE LEGALLY DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SELECT DUMP SITES AND OBTAIN PERMISSION AND ALL NECESSARY PERMITS TO USE SUCH DUMP SITES. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.
6. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS OWN EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.
7. ALL CLEARING, REMOVAL OF BUSHES, HEDGES AND TREES UNDER SIX (6) INCHES IN DIAMETER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.
8. OVERHANGING LIMBS ARE TO BE TRIMMED OR CUT OFF TO PROVIDE A MINIMUM VERTICAL CLEARANCE OF TWENTY (20) FEET FROM THE FINISHED SURFACE OF THE ROAD.
9. LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF AN APPROVED TREE EXPERT AS STATED IN THESE SPECIAL PROVISIONS AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.
10. ALL CUTS OVER ONE (1) INCH IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.
11. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TREE REMOVAL.
12. THE STATION / OFFSET / ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR THE STRUCTURES TO SET THE FRAME AND GRATES IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE; ELEVATION INDICATES RIM GRADES.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING SANITARY SEWERS, WATERMANS, AND STREET LIGHTS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT, RELOCATION, OR EXTENSION OF THE UTILITY INVOLVED.
14. TOPSOIL SHALL BE PLACED TO A DEPTH OF SIX (6) INCHES AND BE MEASURED IN SQUARE YARDS.
15. THE CROSS SECTIONS INDICATE THE FINISHED GRADE OF TOPSOIL.
16. TOPSOIL SHALL NOT BE STOCKPILED WITHIN THE LIMITS OF CONSTRUCTION; THE LOCATIONS OF TOPSOIL STOCKPILES WITHIN THE RIGHT-OF-WAY MUST BE APPROVED BY THE ENGINEER.
17. ALL EXISTING CULVERTS, STORM SEWERS, OR DRAINAGE STRUCTURES MARKED FOR REMOVAL ON THE PLANS OR DESIGNATED IN THE FIELD BY THE ENGINEER TO BE REMOVED SHALL BE REMOVED AND ANY EXCAVATION SHALL BE BACKFILLED WITH A GRANULAR MATERIAL MEETING THE SPECIFICATIONS FOR FA-1 OR FA-2. THE COST OF ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES FOR STORM SEWER OR PIPE CULVERT UNLESS PAID FOR AS A SPECIFIC ITEM.
18. ALL EXISTING GRANULAR AND HOT-MIX ASPHALT PAVEMENT TO BE REMOVED AND NOT PAID AS A SPECIFIC ITEM SHALL BE CONSIDERED EARTH EXCAVATION AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION. THE CONTRACTOR WILL HAVE THE OPTION OF REMOVING THE EXISTING HOT-MIX ASPHALT PAVEMENT BY GRINDING OR EXCAVATING. IF THE HOT-MIX ASPHALT PAVEMENT IS REMOVED BY EXCAVATION, IT MAY NOT BE USED IN EMBANKMENT AREAS UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER. HOT-MIX ASPHALT PAVEMENT REMOVED BY GRINDING MAY BE USED AS EMBANKMENT MATERIAL. NO HOT-MIX ASPHALT PAVEMENT SHALL BE REMOVED IN AREAS TO BE USED FOR TEMPORARY ROADWAY.

19. THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE OR EXISTING PAVEMENT, NOT SCHEDULED TO BE REMOVED, WITH LOADED SCRAPERS OR TRACK EQUIPMENT.
20. ALL EMBANKMENTS AND SUB-GRADE SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER PRIOR TO PLACING AGGREGATE SUBGRADE OR SUB-BASE GRANULAR MATERIAL.
21. ALL EXISTING DOMESTIC BUFFALO BOXES ARE TO BE ADJUSTED BY THE CONTRACTOR. THE COST OF THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.
22. THE LOCATION AND ELEVATION OF EXISTING UTILITIES ARE APPROXIMATE AND ARE PROVIDED BY THE OWNERS. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR THROUGH THE OWNER OF THE UTILITY.
23. EMBANKMENTS SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEER PRIOR TO EXCAVATION FOR STORM SEWER.
24. THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING OR PROPOSED SEWER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE STORM SEWER BEING CONNECTED.
25. MANHOLES AND CATCH BASINS TYPE A WHERE THE DIFFERENCE BETWEEN THE RIM ELEVATION AND INVERT ELEVATION IS LESS THAN SIX (6) FEET, SHALL BE CONSTRUCTED WITH FLAT TOPS.
26. ALL ADJUSTMENTS OR RECONSTRUCTIONS SHALL INCLUDE THE REMOVAL AND REPLACEMENT, AT THE CONTRACTOR'S EXPENSE, OF ALL UNSUITABLE TWO (2) FOOT INSIDE DIAMETER ADJUSTING RINGS.
27. ADJUSTMENT OF STRUCTURES MAINTAINED BY OTHER AGENCIES SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY MAINTAINING THE SYSTEM OF THE STRUCTURE INVOLVED.
28. ALL MANHOLES AND INLETS SHALL HAVE POURED INVERTS. THE COST OF INVERTS SHALL BE INCLUDED IN THE COST OF THE STRUCTURE.
29. ALL FIELD TILES ENCOUNTERED SHALL BE CAREFULLY PRESERVED AND CONNECTED TO PROPOSED DRAINAGE STRUCTURES, SEWERS, OR DITCHES, AS DIRECTED BY THE ENGINEER; THIS WORK WILL BE PAID FOR AT THE APPLICABLE CONTRACT UNIT PRICE OR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
30. SEWER OR CULVERT TRENCHES CROSSING TRAFFIC LANES SHALL BE TEMPORARILY PATCHED WITH FOUR (4) INCHES HOT-MIX ASPHALT BASE COURSE; THE COST OF THE HOT-MIX ASPHALT BASE COURSE WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE SEWER OR CULVERT. THIS PRICE SHALL INCLUDE THE COST OF MAINTAINING THE PATCH TO THE SATISFACTION OF THE ENGINEER.
31. HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, AGGREGATE BASE COURSE, AND HOT-MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
32. SAWCUT CONSTRUCTION JOINTS SHALL BE PROVIDED AT PAVED COMMERCIAL OR PRIVATE ENTRANCES AND AT ALL SIDE ROADS. THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE COURSE OR JOINTED PCC PAVEMENT.
33. THE TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 702001 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.
34. EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE DU PAGE COUNTY DIVISION OF TRANSPORTATION AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE AT THIS TIME ARE TO BE RELOCATED, MAINTAINED AND PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGED OR LOST SIGNS WILL BE REPLACED BY THE CONTRACTOR.
35. TYPE I OR TYPE II BARRICADES, DRUMS, OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS, DETOURS, AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE 100 FEET CENTER TO CENTER.

36. ANY DROP OFF GREATER THAN THREE (3) INCHES BUT LESS THAN SIX (6) INCHES, WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE, SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES, DRUMS OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS AT 100 FOOT CENTER TO CENTER SPACING. IF THE DROP OFF WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE EXCEEDS SIX (6) INCHES, THE BARRICADES, DRUMS OR VERTICAL PANELS MENTIONED ABOVE SHALL BE PLACED AT FIFTY (50) FOOT CENTER TO CENTER SPACING. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 702001.
37. TYPE I OR TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS OR EQUIPMENT WITHIN THE RIGHT-OF-WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS); AND AT LOCATIONS DESIGNATED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES.
38. TYPE I, II AND / OR III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.
39. THE COST OF SUPPLYING, ERECTING, AND MAINTAINING BARRICADES, WARNING LIGHTS, AND SIGNS WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION.
40. WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION.
41. ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.

FILE NAME =	DESIGNED - JMM	REVISED -	<b>benesch</b>	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES DUPAGE COUNTY</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...General\0162419-gnotes_02.dgn	DRAWN - TMB	REVISED -			365	(57 & 58)WRS-2	DUPAGE	681	4			
USER NAME = toddblark	CHECKED - RMT	REVISED -			SCALE: N.T.S. SHEET NO. 2 OF 2 SHEETS STA. TO STA.			CONTRACT NO. 62419				
PLOT DATE = 12/3/2010	DATE - 12/6/10	REVISED -			ILLINOIS FED. AID PROJECT							