

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
2. UTILITY LOCATIONS HAVE NOT BEEN SHOWN IN THESE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY TO VERIFY THAT GRADE CONFLICTS WILL NOT OCCUR WITH ANY PROPOSED UTILITIES PRIOR TO CONSTRUCTION AND ORDERING ANY MATERIALS. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE EXPLORATION TRENCH 48" DEPTH PAY ITEM.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.
4. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
5. THE CONTRACTOR SHALL NOTIFY THE VILLAGE ASSISTANT SUPERINTENDENT OF PUBLIC WORKS, JOHN REESE - (847) 639-6165 AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE VILLAGE ASSISTANT SUPERINTENDENT OF PUBLIC WORKS AND THE ENGINEER.
6. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
7. ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL AS TEMPORARY ACCESS.
8. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE ENGINEER WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS AT LEAST 24 HOURS PRIOR TO PLANNED CLOSURE. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED. THE COST OF THIS WORK IS INCLUDED IN THE APPLICABLE PAY ITEM CAUSING THE CLOSURE.
9. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 8-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES COMMERCIAL DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 1/4" SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.
10. A 1/2-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB, AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH.
11. THE CONTRACTOR SHALL CONTACT THE LOCAL AGENCY MATERIAL INSPECTOR (SOIL AND MATERIAL CONSULTANTS - THOMAS JOHNSON - 847-870-0544) AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.
12. ALL FRAME AND LID CASTINGS LOCATED WITHIN THE PAVEMENT WHICH REQUIRE RESETTING TO FINISH GRADE SHALL BE BACKFILLED WITH CLASS PP-1 CONCRETE AND ALLOWED TO CURE FOR 72 HOURS PRIOR TO PLACEMENT OF SURFACE COURSE. HMA MATERIALS WILL NOT BE ALLOWED AS BACKFILL AROUND AN ADJUSTED CASTING. THIS WORK SHALL APPLY TO ALL CASTINGS ADJUSTED OR RECONSTRUCTED AS PART OF THIS CONTRACT, WHETHER PAID FOR SEPARATELY OR INCLUDED IN OTHER CONTRACT WORK. SEE SPECIAL PROVISION.
13. THE DAYS PAVING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY COLD LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY PAVING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE PAVING OF THE ADJACENT LANE IN THE SAME DAY.
14. IN AREAS WHERE THE EXISTING DRIVEWAY OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY, SIDEWALK, OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE REMOVAL PAY ITEMS.
15. THE CONTRACTOR WILL BE REQUIRED TO USE A STEEL PLATE OR PLATES TO CLOSE ANY GAPS OCCURRING WHEN A FRAME IS OFFSET FROM THE STRUCTURE. THE STEEL PLATE SHALL BE 1/2-INCH THICK AND APPROXIMATELY 6-INCH WIDE BY 24-INCH LONG. SOME ADJUSTMENT IN SIZE MAY BE NECESSARY TO PREVENT THE STEEL PLATE FROM OVERHANGING THE OUTSIDE OF THE STRUCTURE WALL. THE STEEL PLATE SHALL BE BEDDED IN AND COVERED WITH MORTAR. THIS WORK SHALL BE INCLUDED IN THE COST OF STRUCTURE ADJUSTMENTS OR STRUCTURE RECONSTRUCTION.
16. THE CURB SHALL BE TAPERED TO THE GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
17. ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.
18. A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION IN ACCORDANCE WITH ARTICLE 107.08.
19. ALL CRACKS AND JOINTS SHALL BE CLEANED PRIOR TO FILLING THEM. THIS WORK SHALL BE INCLUDED IN THE ITEM "MIXTURE FOR CRACKS, JOINTS AND FLANGWAYS."
20. ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.
21. THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY CONTRACTORS OPERATIONS, INCLUDING HAUL ROUTES, AT LEAST TWICE PER WEEK AND ADDITIONALLY AS DETERMINED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF MOBILIZATION.
22. THE CONTRACTOR WILL ONLY BE ALLOWED TO REMOVE AND REPLACE CURB AND GUTTER ON ONE SIDE OF THE ROAD AT A TIME TO MINIMIZE CONGESTION. REPLACEMENT MUST BE COMPLETE ON ONE SIDE OF THE ROAD BEFORE THE CONTRACTOR IS ALLOWED TO BEGIN REMOVING CURB AND GUTTER ON THE OTHER SIDE OF THE ROAD.
23. THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCHES ABOVE THE GUTTER FLAG.
24. NO STREET CLOSURES WILL BE ALLOWED.
25. AGGREGATE WEDGE SHOULDER, TYPE B SHALL MEET THE REQUIREMENTS OF ARTICLE 1004.4 OF THE STANDARD SPECIFICATIONS. RECLAIMED ASPHALT PAVEMENT (RAP) SHALL NOT BE ALLOWED AS AN ACCEPTABLE MATERIAL FOR AGGREGATE WEDGE SHOULDER, TYPE B.
26. THE DETAIL FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHOWN IN THE PLANS SHALL BE MODIFIED TO INCLUDE THE FOLLOWING. THE WORK SHALL INCLUDE SAW-CUTTING AND REMOVING THE EXISTING PAVEMENT A MINIMUM OF 6-INCHES MEASURED FROM THE EXISTING EDGE OF PAVEMENT, AND FILLING THE 6" GAP WITH CLASS SI CONCRETE TO AN ELEVATION 1/4" BELOW THE PROPOSED BINDER COURSE. IF THE CONCRETE IS PLACED HIGHER THAN 1/4" BELOW THE BINDER COURSE FOR STREETS TO BE RESURFACED, THE CONTRACTOR WILL BE REQUIRED TO GRIND ADDITIONAL CONCRETE TO THE REQUIRED DEPTH. THIS WORK SHALL BE INCLUDED IN THE COST OF THE APPLICABLE CURB AND GUTTER PAY ITEM.
27. ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE EXISTING STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE IN ADDITION TO THE REQUIREMENTS FOR MANHOLES TO BE ADJUSTED AND SHALL BE PAID FOR ONCE AT THE CONTRACT UNIT PRICE FOR MANHOLES TO BE ADJUSTED.
28. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/4 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND SHALL NOT EXCEED 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. A MAXIMUM GRADE DIFFERENCE OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H), AS DETERMINED BY THE ENGINEER.
29. THE DAYS MILLING OPERATION SHOULD RESULT IN A SINGLE TRANSVERSE JOINT. ANY LONGITUDINAL JOINTS WILL NOT BE ACCEPTED. PROVIDING A SINGLE TRANSVERSE JOINT SHALL BE ACCOMPLISHED BY MILLING ONE LANE OF SUFFICIENT LENGTH THAT WILL ALLOW FOR THE MILLING OF THE ADJACENT LANE IN THE SAME DAY. A TEMPORARY RAMP SHALL BE INSTALLED AT THE SINGLE TRANSVERSE JOINT AT THE END OF EACH DAY. THE COST OF THIS WORK IS INCLUDED IN THE APPLICABLE HOT-MIX ASPHALT SURFACE REMOVAL PAY ITEM.
30. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.
31. CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
32. DURING CONSTRUCTION STAGING OPERATIONS, THE FOX RIVER GROVE VILLAGE POLICE AT 847-639-2411 AND FIRE DEPARTMENTS AT 847-639-9232 SHALL BE NOTIFIED IN WRITING 24 HOURS PRIOR TO LANE CLOSURES. EMERGENCY ACCESS SHALL BE MAINTAINED AND ALLOWED AT ALL TIMES. NO OVERNIGHT LANE CLOSURES WILL BE ALLOWED.
33. DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF A CAST-IN-PLACE 24"x60" NOMINAL PANEL WIDTH. THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE GENERAL COLOR SHALL BE SELECTED BY THE VILLAGE. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.
34. ALL SIGNS OR MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH ARTICLE 107.20. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES.
35. INLET FILTERS SHALL BE CLEANED OF ALL SEDIMENT AND DEBRIS OR REPLACED AFTER EVERY 1/2" OR GREATER RAINFALL OR AS REQUIRED BY THE ENGINEER. COST INCLUDED IN PAY ITEM INLET FILTERS.
36. DURING CONSTRUCTION, THE CONTRACTOR WILL BE PERMITTED TO LIMIT ON-STREET PARKING IN ORDER TO COMPLETE CONSTRUCTION OPERATIONS. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WITH THE MUNICIPALITY A MINIMUM OF 48 HOURS IN ADVANCE. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PLACE ADVANCE SIGNS TO ALERT RESIDENTS AND COMMUTERS OF THE CONSTRUCTION WORK. THE PLACEMENT OF THESE SIGNS SHALL TAKE PLACE 48 HOURS IN ADVANCE IN ORDER TO ALLOW SUFFICIENT TIME FOR RESIDENTS AND GENERAL PUBLIC TO REVISE THEIR PARKING PATTERNS.
37. TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED AS REQUIRED. WHERE PARKWAYS ARE DISTURBED, TEMPORARY EROSION CONTROL MEASURES SHALL BE ESTABLISHED WITHIN 7 DAYS OF COMPLETION OF DISTURBANCE AND MAINTAINED TO THE SATISFACTION OF THE ENGINEER. THIS WORK, INCLUDING MAINTENANCE, SHALL BE INCLUDED IN THE APPLICABLE PAY ITEM.
38. WORK SHALL BE LIMITED TO ONE SIDE OF THE ROADWAY AT A TIME TO MINIMIZE CONGESTION WHERE PRACTICAL.
39. STRAW BALES SHALL NOT BE USED FOR EROSION CONTROL.
40. ADD AN ANIONIC OR NONIONIC POLYACRYLAMIDE (PAM) TO A TURBID DISCHARGE (E.G., DEWATERING, STORMWATER RUN-OFF) OR AS DETERMINED BY THE ENGINEER OR REGULATORY AGENCY. THIS SHALL BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND ILLINOIS URBAN MANUAL. THIS SHALL BE INCLUDED IN THE APPLICABLE PAY ITEM WHICH CAUSED THE NEED FOR THE PAM.
41. A CONCRETE TRUCK WASHOUT SHALL BE LOCATED ON THE WEST SIDE OF DOYLE ROAD. THE EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION. THE CONCRETE TRUCK WASHOUT SHALL COMPLY WITH IDOT REQUIREMENTS AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION. THE CONCRETE TRUCK WASHOUT SHALL BE FURNISHED, INSTALLED, MAINTAINED AND PROPERLY DISPOSED. ALL ITEMS RELATED TO THE CONCRETE TRUCK WASHOUT SHALL BE INCLUDED IN THE APPLICABLE CONCRETE PAY ITEM REQUIRING THE CONCRETE TRUCK WASHOUT.
42. TRENCH BACKFILL FOR THIS PROJECT SHALL CONSIST OF CRUSHED CA-6 AND SHALL BE COMPACTED BY METHOD 1 ONLY.
43. CONNECTION OF PROPOSED PIPE CULVERTS / STORM SEWER INTO EXISTING STORM SEWER OR EXISTING STORM SEWER STRUCTURES WHERE THE DIAMETER DOES NOT CHANGE SHALL BE INCLUDED IN THE COST OF PIPE CULVERT / STORM SEWERS.
44. PIPE CULVERT REMOVAL SHALL APPLY TO ALL EXISTING PIPES TO BE REMOVED, REGARDLESS OF SIZE, TYPE OR MATERIAL.
45. THE LOCATIONS OF CLASS D PATCHES SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
46. WORK AND MATERIALS REQUIRED TO INSTALL 1-INCH UNIT DUCT SHALL BE INCLUDED IN THE PAY ITEM DETECTOR LOOP REPLACEMENT.
47. THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF AN TEMPORARY TRAFFIC CONTROL DEVICES.

48. ANY PROPOSED ACTIVITY IN THE VICINITY OF A HIGHWAY-RAIL GRADE CROSSING MUST ADHERE TO THE GUIDELINES SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) UNDER SECTION 6G.16: WORK IN THE VICINITY A GRADE CROSSING WHICH STATES: "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE."
49. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE UNION PACIFIC RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE UNION PACIFIC RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.
50. WHEN THE PLANS OR SPECIAL PROVISIONS INCLUDE INFORMATION PERTAINING TO THE LOCATION OF UNDERGROUND UTILITY FACILITIES, SUCH INFORMATION REPRESENTS ONLY THE OPINION OF FOX RIVER GROVE AS TO THE LOCATION OF SUCH UTILITIES AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER.
51. IF MATERIAL IS TAKEN TO AN IEPA APPROVED FILL SITE, THE CONTRACTOR IS RESPONSIBLE FOR THE TESTING REQUIRED BY THE SITE WHICH INCLUDES: CERTIFYING SOILS ARE UNCONTAMINATED AND WITHIN PH OF 6.25 TO 9.0, COMPLETION OF IEPA FORM LPC-663 BY A LICENSED P.E., AND ADDITIONAL ANALYTICAL TESTING REQUIRED BY THE DISPOSAL SITE AND/OR ENGINEER. THE ENGINEER SHALL BE PROVIDED COPIES OF ALL TEST RESULTS AND CERTIFICATIONS (INCLUDING LPC-663). BASED ON PRELIMINARY SCREENING OF THE AREA, IT HAS BEEN DETERMINED THAT THE PROJECT SITE HAS A LOW RISK FOR ENCOUNTERING CONTAMINATED SOILS OR SPECIAL WASTE SOILS. PID OR FID READINGS ARE NOT ACCEPTABLE RESULTS FOR CLASSIFYING THE MATERIAL. IF REJECTED, ANALYTICAL TESTING SHALL BE PERFORMED IN ACCORDANCE WITH ARTICLE 669.08. IF MATERIAL IS UNCONTAMINATED, IT SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH THE APPROPRIATE PAY ITEM. IF THE MATERIAL IS CLASSIFIED AS NON-SPECIAL WASTE, THE CONTRACTOR SHALL REUSE THE MATERIAL ON SITE AT NO ADDITIONAL COST. IF ON-SITE USE IS NOT FEASIBLE, DISPOSAL SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04. ALL ADDITIONAL CERTIFICATIONS AND ANALYSIS COMPLETED BY THE CONTRACTOR SHALL BE INCLUDED IN THE COST OF APPLICABLE EXCAVATION ITEMS.



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| DESIGNED - | JOW | REVISED - | ADDENDUM 1 4-2-15 |
| DRAWN - | KAR | REVISED - | |
| CHECKED - | MWP | REVISED - | |
| DATE - | 1-29-15 | FILE - | 140536SHT-GenNotes-Addendum.dgn |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

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| SCALE: NONE | STA. TO STA. | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT W-40031-482 |
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| 3878 (ALGONQUIN ROAD) 3879 (PLUM TREE ROAD) 0014 (DOYLE ROAD) | | F.A.U. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | 14-00025-00-RS | McHENRY | 28 | 3 | CONTRACT NO. 61B36 | |