THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. 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 COST OF THE PROPOSED UTILITY CONSTRUCTION, THE PAY ITEM EXPLORATORY EXCAVATION SHALL ONLY BE USED AS DETERMINED BY THE ENGINEER.

3. THE CONTRACTOR SHALL NOTIFY THE VILLAGE DIRECTOR OF PUBLIC WORKS AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS.

4. THE ENGINEER WILL BE THE DEPARTMENTS REPRESENTATIVE DURING THE CONSTRUCTION PERIOD. THE ENGINEER WILL FURNISH A RESIDENT PROJECT REPRESENTATIVE (RPR) TO ASSIST THE ENGINEER IN PROVIDING JOB-SITE OBSERVATION OF THE CONTRACTOR'S WORK. THE RPR WILL PROVIDE BASE LINES, BENCHMARKS AND REFERENCE POINTS, ASSIST THE CONTRACTOR WITH INTERPRETATION OF THE PLANS AND SPECIFICATIONS, OBSERVE IN GENERAL IF THE CONTRACTOR'S WORK IS IN CONFORMITY WITH THE CONTRACT DOCUMENTS, AND MONITOR THE CONTRACTOR'S PROGRESS AS RELATED TO THE DATE OF COMPLETION, THE ENGINEER WILL NOT SUPERVISE, DIRECT, CONTROL OR HAVE AUTHORITY OVER OR BE RESPONSIBLE FOR THE CONTRACTOR'S MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES OF CONSTRUCTION, OR THE SAFETY PRECAUTIONS AND PROGRAMS INCIDENT THERETO, OR FOR ANY FAILURE OF THE CONTRACTOR TO COMPLY WITH LAWS AND REGULATIONS APPLICABLE TO THE FURNISHING OR PERFORMANCE OF THE WORK. THE ENGINEER WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO PERFORM OR FURNISH THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE ENGINEER WILL NOT BE RESPONSIBLE FOR THE ACTS OR OMISSIONS OF THE CONTRACTOR OR ANY SUBCONTRACTOR, ANY SUPPLIER, OR OF ANY OTHER PERSON OR ORGANIZATION PERFORMING OR FURNISHING ANY OF THE WORK. THESE LIMITATIONS ON AUTHORITY AND RESPONSIBILITY SET FORTH HEREIN SHALL ALSO APPLY TO THE ENGINEER'S CONSULTANTS, RESIDENT PROJECT REPRESENTATIVE AND ASSISTANTS.

5. 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.

6. 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 INCLUDED IN THE COST OF THE CURB AND GUTTER, SIDEWALK OR UTILITY CONSTRUCTION. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS, BUSINESSES AND THE VILLAGE 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. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING PLACING CONCRETE IN STAGES ACROSS DRIVEWAYS AND KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.

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.

8. EXISTING PAYEMENT, DRIVEWAY PAYEMENT, CHRB 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

9. CURB AND CUTTER 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 DOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.

10. THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.

11. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (I) WEIGHTED SANDBAG SHALL BE PLACED ACROSS

12. TRANSVERSE EXPANSION JOINTS 3/4" FOR PORTLAND CEMENT CONCRETE SIDEWALKS SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.

13. 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.

14. THE CONTRACTOR SHALL CONTACT THE ENGINEER AT LEAST 48 HOURS PRIOR TO ANY CONCRETE OR HOT-MIX ASPHALT MATERIAL DELIVERIES.

15. ALL FRAME AND LID CASTINGS LOCATED WITHIN THE PAVEMENT WHICH REQUIRE RESETTING TO FINISH GRADE SHALL BE BACKFILLED WITH CLASS SI CONCRETE AND ALLOWED TO CURE FOR 72 HOURS PRIOR TO PLACEMENT OF SURFACE COURSE, CLASS PP CONCRETE SHALL BE USED IF PLACEMENT OF SURFACE COURSE IS PLANNED IN LESS THAN 72 HOURS. 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.

16. IN AREAS WHERE THE EXISTING DRIVEWAY, SIDEWALK, 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

17. 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.

18. 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

19. CONNECTION OF PROPOSED STORM SEWER INTO EXISTING STORM SEWER OR EXISTING STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF STORM SEWERS.

20. CONNECTION OF EXISTING STORM SEWER INTO PROPOSED STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE OF THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE STORM SEWER STRUCTURE.

21. IN ALL TRENCHES CROSSING DRIVEWAYS, SIDEWALKS, AND ALL PROPOSED AND EXISTING ROADWAYS, THE MATERIAL FOR THE TOP 12 INCHES SHALL BE CA-6 CRUSHED GRAVEL OR CRUSHED STONE AND BE INCLUDED IN THE PAY ITEM FOR TRENCH BACKELL. THE BACKFILL SHALL EXTEND TO AND BE MEASURED FOR PAYMENT TO THE EXISTING GROUND OR

22. ALL CRACKS AND JOINTS SHALL BE CLEANED PRIOR TO FILLING THEM. THIS WORK SHALL BE INCLUDED IN THE ITEM "MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS".

23. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE 0.3 GAL/SY.

24. FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4337.

25. THE WORK FOR COMBINATION CURB AND GUTTER REMOVAL SHALL INCLUDE SAW-CUTTING AND REMOVING THE EXISTING PAVEMENT A MINIMUM OF 6-INCHES MEASURED FROM THE EXISTING EDGE OF PAVEMENT. THE WORK FOR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 AND TYPE B-9.12 SHALL INCLUDE FILLING THE 6" PAVEMENT GAP WITH CLASS SI CONCRETE TO AN ELEVATION 2-1/2" BELOW THE PROPOSED CURB AND GUTTER FLAG. IF THE CONCRETE IS POURED HIGHER THAN 2-1/2" FROM THE GUTTER FLAG FOR STREETS TO BE RESURFACED, THE CONTRACTOR WILL BE REQUIRED TO GRIND ADDITIONAL CONCRETE TO THE REQUIRED 2-1/2" DEPTH.

26. DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF A CAST-IN-PLACE 'DURALAST' PANEL AS MANUFACTURED BY 'EAST JORDAN IRON WORKS' OR AN APPROVED EQUAL. THE PANEL SHALL BE A POLYMER COMPOSITE AND COMPLY WITH ADA REQUIREMENTS. THE DOMES LOCATED ON THE PANEL SHALL PARALLEL THE PAVEMENT CROSS WALK WITH THE CLOSEST EDGE LOCATED AT THE BACK OF CURB. THE PANEL TYPE AND COLOR SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION. INSTALLATION SHALL OCCUR IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.

27. FOR PATCHES ON STREETS NOT BEING RESURFACED UNDER THIS CONTRACT, THE TOP 2" OF MIX SHALL BE HOT-MIX ASPHALT SURFACE COURSE, EXISTING PAVEMENT SHALL BE SAW CUT FULL DEPTH PRIOR TO REMOVAL. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CLASS D PATCHES.

28. WHEN MILLED PAYEMENT 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 SHAL 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. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE METRA RATEROAD (KNOWN AS THE COMMUTER RATE DIVISION OF THE REGIONAL TRANSPORTATION AUTHORITY, A DIVISION OF AN ILLINOIS MUNICIPAL CORPORATION, AND ITS AFFILIATED SEPARATE PUBLIC CORPORATION KNOWN AS THE NORTHEAST ILLINOIS REGIONAL COMMUTER RAILROAD CORPORATION, BOTH OPERATING UNDER THE SERVICE MARK METRA) WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD RIGHT-OF-WAY. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE METRA 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 IN ACCORDANCE TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO

INDEX OF SHEETS

SHEET NO. TITLE

- COVER SHEET
- INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES 2
- GENERAL NOTES FOR WATER MAIN REPLACEMENT
- TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS
- SCHEDULES OF QUANTITIES
- 8 14 PLAN - GREEN STREET
- 15 16 WATER MAIN REPLACEMENT PLAN AND PROFILE - GREEN STREET
- WATER MAIN REPLACEMENT PLAN GREEN STREET
- 19 21 WATER MAIN REPLACEMENT PLAN AND PROFILE - YORK ROAD
- 22 24 PAVEMENT MARKING PLAN - GREEN STREET
- 25 26 DETAILS FOR WATER MAIN REPLACEMENT
- 27 DISTRICT 1 DETAIL - BD-08 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
- DISTRICT 1 DETAIL BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
- 29 DISTRICT 1 DETAIL - BD-32 BUTT JOINTS AND HMA TAPER DETAILS
- 30 DISTRICT 1 DETAIL - TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- 31 DISTRICT 1 DETAIL - TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- DISTRICT 1 DETAIL TC-16 PAVEMENT MARKING LETTERS AND SYMBOLS
- DISTRICT 1 DETAIL TC-18 SIGNING AND FLAGGING OPERATIONS AT 33 WORK ZONE OPENINGS
- 34 DISTRICT 1 DETAIL - TC-22 ARTERIAL ROAD INFORMATION SIGN
- 35 DISTRICT 1 DETAIL - TS-07 DETECTOR LOOP INSTALLATION FOR ROADWAY RESURFACING
- 36 37 COOK COUNTY HIGHWAY DEPARTMENT TRAFFIC SIGNAL PLANS FOR REFERENCE ONLY

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-01	DIAGONAL CURB RAMPS FOR SIDEWALKS

DEPRESSED CORNER FOR SIDEWALKS

424011-01 CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

424026-01 ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

442201-03 CLASS C and D PATCHES

604001-03 FRAMES AND LIDS TYPE 1

606001-05 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS

701311-03 LANE CLOSURE 2L, 2W MOVING OPERATIONS- DAY ONLY

701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

701502-05 URBAN LANE CLOSURE, 2L. 2W, WITH BIDIRECTIONAL LEFT TURN LANE

701606-08 URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN

701701-08 URBAN LANE CLOSURE, MULTILANE INTERSECTION 701801-05 SIDEWALK, CORNER OR CROSSWALK CLOSURE

701901-02

TRAFFIC CONTROL DEVICES 780001-03 TYPICAL PAVEMENT MARKINGS

886001-01 DETECTOR LOOP INSTALLATIONS

886006~01 TYPICAL LAYOUTS FOR DETECTION LOOPS

LEGEND

HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT mmm

SCALE

424021-01

FRAME AND LIDS TO BE ADJUSTED (SPECIAL)

(A)

VALVE BOXES TO BE ADJUSTED

COMBINATION CURB AND GUTTER REMOVAL AND COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 OR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12



Application of the Country Control of the Country of the Control of the Country o

5 E

- PROFESSIONAL - PROFESSIONAL -DOLL EXPINES

10-YRICHT # 2012,1 114TE OF ILLWCIS -ICENSE NO. - 184-0

DESIGNED	~	SLN	REVISED - 12/12/12 IDOT REVIEW
DRAWN	-	MAC	RÉVISED -
CHECKED	-	JF	REVISED -
DATE	-	08/09/2012	FILE - 120058-geo.sh-

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** INDEX OF SHEETS HIGHWAY STANDARDS **AND GENERAL NOTES**

STA.

TOTAL SHEI SHEETS NO SECTION COHNTY 3533 10-00087-00-RS DUPAGE 37 CONTRACT NO. 63759 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT