

**GENERAL NOTES**

ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007; "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY 1996 FIFTH EDITION, THE "DETAILS" IN THE PLANS, AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS. ANY REFERENCE TO "STANDARDS" THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST IDOT STANDARD. SHOULD A REVISED STANDARD EXIST THAT SUPERCEDES STANDARDS REFERENCED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR IS RESPONSIBLE FOR SEEKING CLARIFICATION FROM THE ENGINEER BEFORE PROCEEDING WITH THE ORDERING OF MATERIALS, SCHEDULING OF PERSONNEL, PERFORMING THE WORK OR ANY OTHER ACTIVITY RELATED TO THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THE CORRECT STANDARD BEFORE PERFORMING WORK. CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARDS EXCEPT FOR MODIFICATIONS SHOWN IN THE CITY OF WHEATON STANDARD DETAILS PROVIDED IN THE SPECIAL PROVISIONS. WHEN WORKING ON UNION PACIFIC RAILROAD PROPERTY, UNION PACIFIC RAILROAD STANDARD SPECIFICATIONS AND DETAILS SHALL BE FOLLOWED AND USED IN ADDITION TO THE DOCUMENTS LISTED ABOVE.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 72 HOURS IN ADVANCE PRIOR TO BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. IN ADDITION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE FOR ANY TREE REMOVAL.

THE CONTRACTOR SHALL ENSURE ALL PERMITS HAVE BEEN OBTAINED PRIOR TO COMMENCEMENT OF WORK.

THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES SUFFICIENTLY IN ADVANCE OF CONSTRUCTION IF THE CONTRACTOR FAILS TO ALLOW PROPER NOTIFICATION TIME RESULTING IN THE TESTING AGENCIES BEING UNABLE TO VISIT THE SITE AND PERFORM THE NECESSARY TESTING, THE CONTRACTOR MUST SUSPEND THE OPERATION FOR WHICH TESTING IS NECESSARY UNTIL THE TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. THE COST OF SUSPENDING WORK SHALL BE BORN BY THE CONTRACTOR AND NO COMPENSATION SHALL BE GIVEN.

ADDITIONAL TIME TO COMPLETE THE CONTRACT WILL BE ALLOWED SHOULD THERE BE DELAYS BEYOND THE CONTROL OF THE CONTRACTOR. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

PRIOR TO PLACING HMA ADJACENT TO EXISTING PAVEMENT TO REMAIN, THE EXPOSED EDGE SHALL BE CLEANED OF LOOSE MATERIAL TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE HMA BEING PLACED.

REMOVAL OF EXISTING COMBINATION CURB AND GUTTER SHALL BE PAID FOR AS "COMBINATION CURB AND GUTTER REMOVAL" REGARDLESS OF THE CURB AND GUTTER TYPE.

DEPRESSED CURB WILL BE PLACED THROUGH ALL COMMERCIAL AND RESIDENTIAL DRIVEWAY ENTRANCES AND IN FRONT OF CURB RAMPS OR AS DIRECTED BY THE ENGINEER. DEPRESSED CURB WILL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

ALL CURB AND GUTTER INCLUDING DEPRESSED CURB, CURB AROUND DRIVEWAY RETURNS AND CURB TRANSITIONS WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12"

CONCRETE CURB TYPE B WILL BE PLACED IN THE F.E. WHEATON PARKING LOT AS SHOWN IN THE PLANS AND WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12"

CONCRETE WALK REMOVAL AT THE WATERMAN BROTHERS PARKING LOT WILL BE PAID FOR AS "SIDEWALK REMOVAL" REPLACEMENT OF THE CONCRETE WALK WILL BE PAID FOR AS "PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH" AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK CANNOT OCCUR DURING A TIME WHEN TEMPERATURES ARE EXPECTED TO DROP BELOW 60 DEGREES FARENHEIT. THE EXISTING GAS METER IN FRONT OF THE BUILDING IS TO REMAIN AND THE CONTRACTOR IS TO MAINTAIN UTILITY SERVICE TO THE PROPERTY.

CONSTRUCTION OF THE RETAINING WALL AT THE WATERMAN BROTHERS PROPERTY IS TO BE COMPLETED IN A MAXIMUM OF 3 WEEKS.

CURB RAMPS WILL BE INSTALLED AT ALL LOCATIONS OF THE TYPE SPECIFIED AS INDICATED ON THE PLANS AND PAID FOR AS "PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH".

PROPOSED SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.00%. SIDEWALK EXCEEDING 2.00% CROSS SLOPE SHALL BE RECONSTRUCTED BY THE CONTRACTOR AT NO ADDITIONAL COST

DETECTABLE WARNINGS SHALL BE PLACED AT CURB RAMP LOCATIONS AND ON SIDEWALK ADJACENT TO COMMERCIAL DRIVEWAYS. REFER TO IDOT STANDARD 424001-05.

WHEN DIRECTED BY THE ENGINEER, SUPPLEMENTAL WATERING SHALL BE APPLIED TO ALL SODDED AREAS IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS" AND SPECIAL PROVISIONS.

THE CONTRACTOR SHALL PROTECT AND RELOCATE EXISTING MAILBOXES WHICH INTERFERE WITH THE WORK IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT THE POST OFFICE TO COORDINATE MAILBOX RELOCATION.

NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.

ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.

CONSTRUCTION ACTIVITIES MAY OCCUR BETWEEN 7:00 A.M. AND 7:00 P.M. MONDAY THROUGH FRIDAY AND FROM 8:30 A.M. TO 5:00 P.M. ON SATURDAYS. CONSTRUCTION ACTIVITIES ON SUNDAYS ARE PROHIBITED. NO WORK WILL BE PERFORMED ON FEDERAL HOLIDAYS OBSERVED IN ILLINOIS. CONSTRUCTION ACTIVITIES ARE IDENTIFIED AS THE OPERATION OF HEAVY EQUIPMENT, TO INCLUDE BUT NOT LIMITED TO ALL CONSTRUCTION TRUCKS AND EQUIPMENT. THIS IS TO INCLUDE THE WARMING UP OF ANY PIECE OF EQUIPMENT OR TURNING ON ENGINES. WORK WITHIN 25 FEET OF UPRR TRACKS IS LIMITED TO 9:00 A.M. TO 3:30 P.M. MONDAY THROUGH FRIDAY. FLAGMAN REQUIRED, WHEN NEAR UPRR TRACKS. FRA TRACK WORKER SAFETY APPLIES.

THE CONTRACTOR SHALL LOCATE ALL CONTROL POINTS THAT ARE WITHIN THE SITE AND PROTECT CONTROL POINTS FROM DISTURBANCE. ONLY THE ENGINEER CAN AUTHORIZE THE REMOVAL OR DISTURBANCE OF ANY CONTROL POINT. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT AND NO COMPENSATION SHALL BE PAID.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

DURING CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE A WATER TRUCK OR SIMILAR EQUIPMENT TO CONTROL DUST. IF NECESSARY, AS DETERMINED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO CONTROL DUST DURING NON-WORKING HOURS. THE COST SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR "DUST CONTROL WATERING".

PAY ITEMS IN THE SUMMARY OF QUANTITIES HAVE BEEN ESTIMATED. IF IN THE ENGINEER'S OPINION THE WORK IS NOT REQUIRED, THE ITEM WILL BE DEDUCTED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL EXCAVATION AND EMBANKMENT SHALL BE CONSTRUCTED FOUR (4) INCHES BELOW FINISHED GRADE LINE TO ALLOW FOR TOP SOIL PLACEMENT (WHERE 4" TOP SOIL PLACEMENT OR PARKWAY RESTORATION IS SPECIFIED).

ALL EXISTING GRASS AREAS DISTURBED BY CONSTRUCTION OPERATIONS SHALL BE SEEDDED OR SODDED AS DIRECTED BY THE ENGINEER.

ALL TOP SOIL PLACED ON THIS CONTRACT SHALL BE FREE OF NOXIOUS WEED SEED SPECIES.

THE ENGINEER MUST APPROVE THE LOCATIONS OF TOPSOIL STOCKPILES WITHIN THE RIGHT - OF - WAY.

THE CONTRACTOR SHALL SAW CUT PAVEMENT, CURB AND GUTTER, SIDEWALK, AND DRIVEWAY PAVEMENT AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED BY MEANS OF AN APPROVED CONCRETE SAW TO A DEPTH AS SHOWN ON THE PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. CARE SHALL BE TAKEN BY THE CONTRACTOR NOT TO DAMAGE THE REMAINING MATERIALS DIRECTLY ADJACENT TO THE MATERIAL TO BE REMOVED. ANY DAMAGE TO THE EXISTING MATERIAL RESULTING FROM MATERIAL REMOVAL OPERATION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. SAW CUTTING SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.

A MINIMUM CONSTRUCTION CLEARANCE OF 21' VERTICALLY ABOVE THE PLANE OF TOP-OF-RAIL AND 12' HORIZONTALLY AT RIGHT ANGLE FROM CENTERLINE OF TRACK WILL BE REQUIRED DURING CONSTRUCTION.

THE CONTRACTOR SHALL FINAL FINISH THE MOMENT SLAB SURFACE TO BE USED AS SIDEWALK BY BRUSHING WITH A WHITEWASH BRUSH. THE BRUSH SHALL BE DRAWN ACROSS THE SURFACE AT RIGHT ANGLES TO THE EDGE OF MOMENT SLAB, WITH ADJACENT STROKES SLIGHTLY OVERLAPPING, PRODUCING A UNIFORM, SLIGHTLY ROUGHENED SURFACE WITH PARALLEL BRUSH MARKS.

ON HIGHWAY STANDARD 420401 "BRIDGE APPROACH PAVEMENT", SUBBASE GRANULAR MATERIAL TYPE B SHALL BE USED IN LIEU OF THE TYPE A SHOWN ON THE STANDARD. THE COST OF THIS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE BID ITEM "BRIDGE APPROACH PAVEMENT (SPECIAL)".

THE CONTRACTOR IS REQUIRED TO USE THE MATERIALS LISTED IN THE "CITY OF WHEATON DISTRIBUTION SPECIFICATION" DOCUMENT OR APPROVED EQUAL WHEN INSTALLING FIRE HYDRANTS, GATE VALVES, BUTTERFLY VALVES, TAPPING VALVES, TAPPING SLEEVES, VALVE BOXES AND SERVICE FITTINGS. THE APPROVED MATERIAL LIST IS INCLUDED IN THE SPECIAL PROVISIONS DOCUMENT.

REMOVAL OF EXISTING RETAINING WALL ALONG THE ILLINOIS PRAIRIE PATH WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "EARTH EXCAVATION".

THE CONTRACTOR SHALL STAGE HIS WORK AS TO MAINTAIN INGRESS AND EGRESS TO ALL ABUTTING PROPERTIES AT ALL TIMES DURING CONSTRUCTION OPERATIONS.

ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR A FLUORESCENT SAFETY VEST AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

HMA PAVEMENT REMOVAL ALONG THE ILLINOIS PRAIRIE PATH AND HMA SIDEWALK REMOVAL WITHIN THE PROJECT LIMITS WILL BE PAID FOR AS "SIDEWALK REMOVAL"

THE CONTRACTOR SHALL AVOID THE BURIED RAILROAD TANKER CAR IN THE TOUCH SENSOR TECHNOLOGIES PARKING LOT NEAR THE GABLES BOULEVARD ENTRANCE. THE LOCATION WILL BE DETERMINED IN THE FIELD BY THE CONTRACTOR.

ALL DEMOLITIONS WITHIN THE RAILROAD'S RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS SHALL COMPLY WITH THE RAILROAD'S DEMOLITION REQUIREMENTS.

FALSEWORK CLEARANCE SHALL COMPLY WITH THE RAILROAD'S MINIMUM CONSTRUCTION CLEARANCE ENVELOPE.

THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.

THE PROPOSED GRADE SEPARATION PROJECT SHALL NOT CHANGE THE QUANTITY AND/OR CHARACTERISTICS OF THE FLOW IN THE RAILROAD DITCHES AND/OR DRAINAGE STRUCTURES.

FOR RAILROAD COORDINATION PLEASE REFER TO THE RAILROAD'S MINIMUM REQUIREMENTS AS PART OF THE SPECIFICATION OR SPECIAL PROVISION OF THE PROJECT.

NO WORK IS ALLOWED WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT WHEN TRAINS ARE PRESENT. VARIATIONS FROM THIS REQUIREMENT ARE REQUIRED. CONTRACTOR MUST COORDINATE WITH THE UPRR.

CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING PAVEMENT OR PROPERTY DAMAGED DURING CONSTRUCTION OPERATIONS BY CONTRACTOR'S FORCES INCLUDING SUBCONTRACTORS AT NO ADDITIONAL COST INCLUDING THE PATHS ON BOTH SIDES OF THE ILLINOIS PRAIRIE PATH.

BEFORE CONSTRUCTION COMMENCEMENT, CONTRACTOR SHALL SURVEY AND RECORD ALL CORNER POINTS OF THE WATERMAN BROTHERS BUILDING AND DOCUMENT EXISTING CONDITIONS WITH PHOTOGRAPHS. CONTRACTOR SHALL REPEAT THE SURVEY AFTER PARKING LOT CONSTRUCTION. ALL DOCUMENTATION SHALL BE FORWARDED TO THE RESIDENT ENGINEER. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES FOR "EARTH EXCAVATION" AND NO ADDITIONAL COMPENSATION IS ALLOWED

ILLINOIS PRAIRIE PATH CONSTRUCTION, INCLUDING THE EMBANKMENT AND STRUCTURE, WILL BEGIN AFTER LABOR DAY AND SHALL BE COMPLETED BEFORE MEMORIAL DAY.

CONTRACTOR SHALL PLACE 1 INCH THICKNESS OF PREFORMED JOINT FILLER AROUND DRAINAGE STRUCTURES MH-1, MH-25 AND MH-26 FOR THE FULL DEPTH OF THE APPROACH SLAB. THE COST OF ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES FOR THE DRAINAGE STRUCTURE TYPE TO BE INSTALLED.

THE COST OF THE MATERIALS, EQUIPMENT AND LABOR TO CONSTRUCT THE FOUNDATION FOR THE LIGHTING CONTROLLER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES FOR "LIGHTING CONTROLLER TYPE CB-RCS 100AMP - 240VOLT" AND NO ADDITIONAL COMPENSATION IS ALLOWED.

THE COST OF THE MATERIALS, EQUIPMENT AND LABOR TO INSTALL GROUND RODS FOR LIGHTING UNITS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES FOR "RELOCATE EXISTING LIGHTING UNIT" AND NO ADDITIONAL COMPENSATION IS ALLOWED.

IN LOCATIONS WHERE CONDUIT FOR USE BY TRAFFIC SIGNAL OR LIGHTING SYSTEMS IS TO BE INSTALLED UNDER PROPOSED PAVEMENT OR MOMENT SLABS, THE CONDUIT SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF PAVEMENT OR OF THE MOMENT SLAB, FOR THE RETAINING WALLS.

**TREE REMOVAL AND PROTECTION**

ALL TREES ARE DESIGNATED TO BE SAVED UNLESS OTHERWISE NOTED ON THE PLANS, AND SHALL BE PROTECTED IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 201 OF THE STANDARD SPECIFICATIONS.

ALL CLEARING AND REMOVAL OF BUSHES, HEDGES AND TREES UNDER 6" IN DIAMETER SHALL BE INCIDENTAL TO THE COST OF EARTH EXCAVATION.

THE CONTRACTOR SHALL NOT REMOVE ANY TREES OTHER THAN THOSE DESIGNATED FOR REMOVAL ON THE PLANS UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.

TREE PROTECTION (TEMPORARY FENCE) SHOULD BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TREE PROTECTION (TEMPORARY FENCE) ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

TREE ROOT PRUNING IS TO BE USED ON EXISTING TREES TO PREVENT THE RIPPING UP OF ROOTS WHEN TRENCHING OR EXCAVATION IS WITHIN THE ROOT ZONE OF ADJACENT TREES TO REMAIN. SUPPLEMENTAL WATERING OF TREES SHOULD BEGIN IMMEDIATELY AFTER ROOT PRUNING OF THE TREES HAS OCCURRED.

**DRAINAGE**

WHEN DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN DRAINAGE STRUCTURES AND THE FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS ALL DRAINAGE STRUCTURES (NEW AND EXISTING) SHALL BE FREE FROM ALL DIRT AND DEBRIS. THIS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

UNSUITABLE MATERIAL SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AND SHALL BE DISPOSED OF OFFSITE IN ACCORDANCE WITH ARTICLE 202.03 OF THE "STANDARD SPECIFICATIONS" THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THIS MATERIAL INCLUDES BUT IT IS NOT LIMITED TO REBAR, ABANDONED UTILITY WIRES, SEWER AND WATER MAIN PIPES AND STRUCTURES, SEPTIC TANKS, SANITARY SEWER MACHINES AND UNSUITABLE FILL MATERIAL.

IF EXISTING DRAINAGE FACILITIES ARE DAMAGED OR DISTURBED BY THE CONTRACTOR, HE/SHE SHALL PROVIDE TEMPORARY OUTLETS AND CONNECTIONS FOR PRIVATE OR PUBLIC DRAINS, SEWER AND CATCH BASINS. THE CONTRACTOR SHALL ALSO PROVIDE FACILITIES TO TAKE AND DISCHARGE ALL STORM WATER RECEIVED BY THOSE DAMAGED DRAINS AT NO EXTRA COMPENSATION UNTIL THE PERMANENT CONNECTIONS ARE IN PLACE.

THE COST OF MAKING SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE UNIT PRICES FOR THE STORM SEWERS BEING CONSTRUCTED.

CONNECTION OF THE EXISTING DRAIN TILES, PIPE CULVERTS OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF WHEATON DETAILS INCLUDED IN THE PLANS. IN ADDITION, THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EXISTING DRAINAGE. NO ADDITIONAL COMPENSATION IS ALLOWED

ALL EXISTING FRAMES, GRATES, AND LIDS THAT ARE BEING REPLACED REMAIN THE PROPERTY OF THE CITY OF WHEATON. THE CONTRACTOR SHALL DELIVER ALL REPLACED FRAMES, GRATES AND LIDS TO THE CITY OF WHEATON PUBLIC WORKS FACILITY. SUCH DELIVERY IS INCLUDED IN THE CONTRACT UNIT PRICES FOR THE REMOVAL OR ADJUSTMENT OF THE DRAINAGE STRUCTURE.

THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE FACE OF CURB/FLOW LINE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPOSED LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE.

AT LOCATIONS WHERE THE PROPOSED STORM SEWER CROSSES OVER UTILITIES, A 4" STYROFOAM CUSHION SHALL BE PLACED UNDER THE STORM SEWER WHEN DIRECTED TO DO SO BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

MACHINE CORING IS THE ONLY ACCEPTABLE METHOD OF CREATING A NEW OPENING FOR ALL EXISTING DRAINAGE STRUCTURES REQUIRING NEW CONNECTIONS (WHERE OPENINGS ARE NOT ALREADY EXISTING WITH TEMPORARY PLUGS). THIS WORK SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

ALL DRAINAGE STRUCTURES DESIGNATED WITH TYPE B GRATES ARE TO BE EQUIPPED WITH A MINIMUM OF 6 INCHES OF ADJUSTING RINGS. (INCLUDED IN THE CONTRACT UNIT PRICES FOR THE DRAINAGE STRUCTURE).

THE STORM SEWER PIPE LENGTHS INDICATED ON THE PLANS ARE MEASURED TO AND FROM THE MIDDLE OF DRAINAGE STRUCTURES.

MANHOLES AND CATCH BASINS SHALL BE CONSTRUCTED WITH A FLAT SLAB TOP WHEN A CONE RISER WILL CONFLICT WITH THE PIPE. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THESE STRUCTURES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS ADJUSTMENT. UPON IDENTIFYING THESE LOCATIONS THE RESIDENT ENGINEER SHALL BE NOTIFIED IMMEDIATELY.

WHERE POSSIBLE, ECCENTRIC MANHOLE TOPS WILL BE ROTATED SO THE MANHOLE COVER IS LOCATED ENTIRELY WITHIN THE SIDEWALK.

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.

WHERE TRENCH BACKFILL IS REQUIRED, THE MATERIAL USED SHALL BE COMPACTED AS SPECIFIED IN ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS USING METHOD ONE.

CONNECTION OF PIPE UNDERDRAINS TO DRAINAGE STRUCTURES IS INCLUDED IN THE CONTRACT UNIT PRICES FOR "PIPE UNDERDRAINS FABRIC LINED TRENCH 4IN".

ADJUSTMENT RINGS USED FOR CATCH BASINS, INLETS, MANHOLES OR SANITARY STRUCTURES ARE TO BE RUBBER RISER RINGS ON 2" OR LESS HEIGHT. THE MASTIC BETWEEN THE RINGS ARE BUTYL MASTIC, NOT ROOFER TAR, AND THE DIMENSION IS 3/8 INCH THICKNESS, 3" WIDE ON A STANDARD SIZE ROLL. USE OF SHIMS WILL NOT BE PERMITTED.

**UTILITY**

BEFORE STARTING ANY EXCAVATION THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES (48 HOUR NOTIFICATION REQUIRED). THE CONTRACTOR SHOULD ALSO COORDINATE CONSTRUCTION OPERATIONS WITH THE FOLLOWING PUBLIC UTILITIES:

- AT&T - TOM QUATTROCCHI (630) 462-5816 COMCAST - SCOTT DAVOLT (630) 351-5035 UPRR UTILITIES - (312) 496-4738
- COMMONWEALTH EDISON - JOE STACHO (630) 424-5204 NICOR - STAN JANUSZ (630) 629-2500 X262
- WHEATON PUBLIC WORKS - JOE KNIPPEN (630) 260-2110 UPRR FIBER OPTICS - (800) 336-9193

THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE. IDOT, THE CITY NOR THE CONSULTANT GUARANTEES THEIR ACCURACY. THE CONTRACTOR WILL BE REQUIRED TO ASCERTAIN THE EXACT LOCATIONS OF SUCH UTILITIES AND EXERCISE CARE DURING HIS CONSTRUCTION OPERATIONS SO AS TO NOT DAMAGE THEM. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE "STANDARD SPECIFICATIONS".

ALL FIRE HYDRANTS TO BE RELOCATED AS PART OF THE CONTRACT SHALL BE RELOCATED IN ACCORDANCE WITH DETAILS INCLUDED IN THE PLANS.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH WORK TO BE PERFORMED BY UTILITY COMPANIES. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY WORK WITH THEIR SUBCONTRACTORS.

WHENEVER THE CONTRACTOR ENCOUNTERS FACILITIES AND APPURTENANCE WITHIN THE LIMITS OF THE IMPROVEMENTS DURING TRENCHING OPERATIONS, HE/SHE SHALL BE REQUIRED TO HAND TRENCH IN THAT AREA IN ORDER NOT TO DAMAGE THE FACILITIES. HAND EXCAVATION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF EARTHWORK. SHOULD THE ENGINEER BE ABLE TO ASCERTAIN THAT THE FACILITY IS ABANDONED, THE CONTRACTOR MAY THEN USE MACHINE METHODS.

THE CONTRACTOR SHALL CONTACT AND OBTAIN APPROVAL FROM THE CITY OF WHEATON PUBLIC WORKS DEPARTMENT FOR ALL MAIN SHUTOFFS. UNDER NO CONDITION SHALL THE CONTRACTOR OPERATE ANY VALVES OR HYDRANTS WITHIN THE PROJECT AREA. WHENEVER AN EXISTING WATER MAIN OR A SECTION THEREOF IS TO BE SHUT DOWN DURING THE COURSE OF CONSTRUCTION, EVERY INDIVIDUAL CONSUMER SHALL BE NOTIFIED AT LEAST SEVENTY-TWO HOURS PRIOR TO THE SHUT DOWN.

CONTRACTOR TO VERIFY LOCATIONS OF EXISTING WATERMAIN PIPE BEFORE FABRICATION OR INSTALLATION OF DRAINAGE STRUCTURES. SHOULD A CONFLICT BETWEEN EXISTING UTILITIES AND PROPOSED DRAINAGE STRUCTURES BE IDENTIFIED, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY.

UTILITIES ARE TO BE RELOCATED BEFORE CONSTRUCTION STARTS ON THE PROPOSED WESLEY ST BRIDGE AND RETAINING WALLS UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER.

CONTRACTOR IS RESPONSIBLE FOR OBTAINING PERMITS NEEDED FOR LIGHTING AND TRAFFIC SIGNAL WORK. THIS WORK IS INCLUDED IN THE COST OF THESE ITEMS.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	97-00084-00-BR	DU PAGE	241	2

STA. TO STA.

FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT

CONTRACT NO. 83908

REVISIONS	
NAME	DATE

CITY OF WHEATON  
 MANCHESTER ROAD / WESLEY STREET  
 OVER UNION PACIFIC RAILROAD  
 GENERAL NOTES

SCALE: VERT. N.T.S. DRAWN BY R.P.  
 HORIZ. DATE 6/4/2008 CHECKED BY J.C.