

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" AND THE "MANUAL OF TEST PROCEDURES FOR MATERIALS".
2. UTILITY LOCATIONS HAVE NOT BEEN SHOWN ON THESE PLANS. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR
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 OR CITY.
4. THE CONTRACTOR SHALL NOTIFY THE CITY DIRECTOR OF PUBLIC WORKS AND THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN CITY UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE CITY DIRECTOR OF PUBLIC WORKS AND THE ENGINEER.
5. MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, SIDEWALKS AND EXCAVATION FOR NEW SIDEWALKS ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE ENGINEER, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE ENGINEER WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
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 CITY RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF CITY WATER IF DEEMED NECESSARY.
7. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE CITY WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE CITY TO RESIDENTS. 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 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.
8. 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.
9. THE CONTRACTOR SHALL NOTIFY IDOT BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24 HOURS PRIOR TO THE PLACEMENT OF HMA OR CONCRETE.
10. ALL SIGNS AND MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH CITY STANDARDS AND INCLUDED IN THE COST OF THE CONTRACT. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES.
11. 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 COST OF THE CONTRACT.
12. IN AREAS WHERE THE EXISTING DRIVEWAY (HOT-MIX ASPHALT OR GRAVEL), 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 PAY ITEMS, HMA SURFACE REMOVAL OF THE TYPE SPECIFIED, SIDEWALK REMOVAL OR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.
13. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE MC-30 PRIME COAT APPLICATION RATE SHALL BE 0.3 GAL/SY.
14. THE LOCATIONS OF THE CLASS D PATCHES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
15. ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.
16. THE DAYS PAVING OPERATION SHALL RESULT IN A SINGLE TRANSVERSE JOINT. 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.
17. FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4337.
18. ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE), THE 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 PAID FOR AT THE CONTRACT UNIT PRICE FOR FRAME AND LIDS TO BE ADJUSTED (SPECIAL). EXISTING FRAMES AND GRATES OR LIDS THAT ARE TO BE REPLACED AS PART OF STRUCTURE ADJUSTMENT SHALL BE DELIVERED TO THE CITY OF HIGHWOOD PUBLIC WORKS.
19. THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY CONTRACTORS OPERATIONS, INCLUDING HAUL ROUTES, AT LEAST ONCE PER WEEK AND ADDITIONALLY AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF CONSTRUCTION.
20. NO DAMAGE TO PARKWAYS IS PLANNED AS PART OF THESE IMPROVEMENTS EXCEPT WHERE SIDEWALK IS INSTALLED OR REPLACED OR CURB AND GUTTER IS REPLACED. ANY AND ALL RESTORATION OF DAMAGED PARKWAYS SHALL CONSIST OF NECESSARY SUB-GRADE MATERIAL AS APPROVED BY THE ENGINEER, TOPSOIL 4-INCH AND NATIVE SOD IN ACCORDANCE WITH SECTION 1081.03 OF THE STANDARD SPECIFICATIONS. RESTORATION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE PAY ITEM WHICH CAUSED THE DISTURBANCE.
21. 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.
22. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES PRIVATE DRIVEWAYS AND 8-INCHES WHERE THE SIDEWALK CROSSES COMMERCIAL DRIVEWAYS. 6" x 6" WELDED WIRE FABRIC SHALL BE INSTALLED IN THE SIDEWALK WHERE THE SIDEWALK CROSSES EITHER PRIVATE OR COMMERCIAL DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 3/4-INCH SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET.
23. THE DISTRICT 1 DETAIL FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT SHOWN IN THE PLANS SHALL BE MODIFIED AS SHOWN IN THE CURB DETAIL ON THE MISCELLANEOUS DETAIL SHEET, TO INCLUDE THE FOLLOWING (THESE REQUIREMENTS SHALL APPLY TO REPLACED BARRIER CURB), 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-INCH GAP WITH CLASS SI CONCRETE TO AN ELEVATION 2 1/2 INCHES BELOW THE PROPOSED CURB AND GUTTER FLAG. IF THE CONCRETE IS PLACED 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. REMOVAL OF UNSUITABLE SUB-BASE MATERIAL, AS DIRECTED BY THE ENGINEER, SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, REGARDLESS OF DEPTH. THE AREA BEHIND THE PROPOSED CURB AND GUTTER SHALL BE RESTORED WITH NATIVE SOD IN ACCORDANCE WITH ARTICLE 1081.03 RATHER THAN SALT TOLERANT SOD (WHERE APPLICABLE).
24. WORK AND MATERIALS REQUIRED TO INSTALL 1-INCH UNIT DUCT SHALL BE INCLUDED IN THE PAY ITEM DETECTOR LOOP REPLACEMENT.
25. 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.
26. WHERE THE ENGINEER DETERMINES DRIVEWAY APRON REMOVAL AND REPLACEMENT IS REQUIRED, ONLY 18-INCHES BEHIND THE CURB AND GUTTER SHALL BE MEASURED FOR PAYMENT. RESIDENTIAL OR COMMERCIAL PORTLAND CEMENT CONCRETE OR HOT-MIX ASPHALT DRIVEWAY APRONS SHALL BE INSTALLED ON AN AGGREGATE BASE. THIS BASE WILL BE PAID FOR SEPARATELY AS AGGREGATE BASE COURSE, TYPE B 4".
27. HIGH DENSITY POLYETHYLENE (HDPE) PLASTIC ADJUSTING RINGS WILL NOT BE ALLOWED FOR ADJUSTMENT OF FRAMES AND LIDS.
28. 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.
29. DETECTABLE WARNINGS SHALL CONSIST OF DYED CONCRETE STAMPED WITH APPROPRIATE STAMPING TOOLS. THE PIGMENT SHALL MEET THE REQUIREMENTS OF ASTM C 979, MATCH COLOR 30166 OF FEDERAL STANDARD 595. THE COST OF DYING CONCRETE IN THE DETECTABLE WARNING AREA SHALL BE INCLUDED IN THE COST OF DETECTABLE WARNINGS AND THE LIMITS OF THE DYED CONCRETE SHALL NOT EXTEND BEYOND THE DETECTABLE WARNING AREA.
30. THE FINISHED ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES AND LEGEND
3	SUMMARY OF QUANTITIES
4 - 5	TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS
6	SCHEDULE OF QUANTITIES
7 - 12	PLAN - SHERIDAN ROAD
13 - 14	PAVEMENT MARKING PLAN - SHERIDAN ROAD
15	DETECTOR LOOP REPLACEMENT
16	DISTRICT 1 DETAIL - BD-08 DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
17	DISTRICT 1 DETAIL - BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
18	DISTRICT 1 DETAIL - BD-24 CURB AND GUTTER REMOVAL AND REPLACEMENT
19	DISTRICT 1 DETAIL - BD-32 BUTT JOINTS AND HMA TAPER DETAILS
20	DISTRICT 1 DETAIL - TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
20A	DISTRICT 1 DETAIL - TC-11 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
21	DISTRICT 1 DETAIL - TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
22	DISTRICT 1 DETAIL - TC-16 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
23	DISTRICT 1 DETAIL - TC-18 SIGNING AND FLAGGING OPERATIONS AT WORK ZONE OPENINGS
24	DISTRICT 1 DETAIL - TC-22 ARTERIAL ROAD INFORMATION SIGN
25	DISTRICT 1 DETAIL - TS-07 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

HIGHWAY STANDARDS

00001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
42401-05	CURB RAMPS FOR SIDEWALKS
44201-03	CLASS C AND D PATCHES
60601-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701501-05	URBAN LANE CLOSURE, 2L,2W, UNDIVIDED
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
78001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

LEGEND

	BUTT JOINT
	FRAME AND LIDS TO BE ADJUSTED (SPECIAL)
	VALVE BOX TO BE ADJUSTED (SPECIAL)
	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

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CITY OF HIGHWOOD, ILLINOIS SHERIDAN ROAD ARRA (LAPP) RESURFACING

INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES AND LEGEND

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2744	09-00053-00-R5	LAKE	25	2
FED. ROAD DIST. NO. 1 C-91-891-09		CONTRACT NO. 63338		
SCALE:		STA.	TO STA.	
		ILLINOIS		FED. AID PROJECT ARA-900314571