

GENERAL NOTES

- 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", THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" AND THE "STANDARD SPECIFICATIONS FOR THE VILLAGE OF ADDISON".
- THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL OF 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 INCLUDING THE VILLAGE TRAFFIC SIGNAL CONTRACTOR AND STREET LIGHTING 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 VILLAGE.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OR DESTRUCTION OF PUBLIC OR PRIVATE UTILITIES, AND SHALL REPAIR ANY UTILITIES AT HIS OR HER OWN EXPENSE. COORDINATION OF ALL UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT A PRECONSTRUCTION CONFERENCE. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ANY UTILITY RELOCATIONS REQUIRED.

5. THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF ADDISON PUBLIC WORKS AT (630) 620-2020 AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK AND TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATION WITH THE ENGINEER. SPECIAL ATTENTION IS CALLED TO SECTION 107 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR TRAFFIC CONTROL AND PROTECTION. THE STORAGE OF EQUIPMENT AND/OR MATERIALS BEYOND LOCATIONS SHOWN IN THE PLANS, SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.

6. DURING CONSTRUCTION STAGING OPERATIONS, THE ADDISON POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED IN WRITING 48 HOURS PRIOR TO MAJOR LANE CLOSURES. EMERGENCY ACCESS SHALL BE ALLOWED AT ALL TIMES. NO OVERNIGHT LANE CLOSURES WILL BE ALLOWED BEYOND THOSE SHOWN IN THE CONSTRUCTION STAGING PLAN.

7. MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE VILLAGE, SHOULD IT BE NECESSARY FOR VILLAGE PERSONNEL TO REMOVE SUCH MATERIALS, THE VILLAGE WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.

8. THE CONTRACTOR MAY OBTAIN POTABLE MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE CONTRACTOR MAY OBTAIN NON-POTABLE WATER IN BULK, AT NO CHARGE IF A "WATERING BAN" IS IN EFFECT. THE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE DISTRIBUTED BY THE VILLAGE. 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.

9. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS, BUSINESSES AND THE VILLAGE WHEN ACCESS TO 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 AND BUSINESSES. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.

10. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, THEIR AGENTS OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

11. ACCESS TO ALL DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERETO. TEMPORARY RAMPS UTILIZING AGGREGATE FOR TEMPORARY ACCESS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS.

12. ANY SIGNS OR MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH VILLAGE STANDARDS AND INCLUDED IN THE EARTH EXCAVATION PAY ITEM. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES. ALL SIGNS SHALL BE REINSTALLED TO THE PROPER HEIGHT ACCORDING TO CURRENT VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.).

13. THE CONTRACTOR SHALL PROVIDE A REQUEST FOR MATERIAL TESTING TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF MATERIALS ORDER BOARD (PHONE (847) 705-4337) BY 4 PM, 24-HOURS IN ADVANCE OF CONSTRUCTION FOR INSPECTION OF ALL HOT-MIX ASPHALT AND CONCRETE MATERIALS USED ON THIS PROJECT.

14. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, SIDEWALK AND CURB AND GUTTER 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 APPROPRIATE REMOVAL PAY ITEM.

15. 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 PAY ITEMS, DRIVEWAY PAVEMENT REMOVAL, SIDEWALK REMOVAL OR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

16. ALL AGGREGATE USED ON THIS PROJECT SHALL BE CRUSHED MATERIAL.

17. THE CURB SHALL BE TAPERED TO THE GUTTER IN A THREE (3) FOOT LENGTH WHATEVER THE CURB AND GUTTER TERMINATES, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.

18. 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.

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

20. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL. ALL FLASHERS SHALL BE IN WORKING ORDER.

21. 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.

22. 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 DRIVEWAY REPLACEMENT PAY ITEM.

23. ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER 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 THE CONTRACT. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM DAMAGE. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.

24. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED IN THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE CONSTRUCTION.

25. A PORTABLE TOILET SHALL BE PLACED ON THE JOB SITE AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE TOILET 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.

26. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES PRIVATE DRIVEWAYS AND 8-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES COMMERCIAL DRIVEWAYS. TRANSVERSE EXPANSION JOINTS 3/4" SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5- FEET. INSTALL ON A 3" AGGREGATE BASE COURSE. ALL THE ABOVE SHALL BE INCLUDED IN THE PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH PAY ITEM.

27. ANY DAMAGE DONE TO THE WATER MAIN, WATER SERVICES, SANITARY SEWER, OR SANITARY SEWER SERVICES NOT CONSIDERED IN CONFLICT WITH THE PROPOSED STORM SEWER SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE.

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

29. IF ANY STORM SEWER LATERALS ARE FOUND DURING CONSTRUCTION AND ARE NOT IDENTIFIED ON THE PLANS, THEY SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM AND INCLUDED IN THE COST OF THE STORM SEWER CONSTRUCTION.

30. STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE CURBLINE.

31. 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 BACKFILL (SPECIAL). THE BACKFILL SHALL EXTEND TO AND BE MEASURED FOR PAYMENT TO THE EXISTING GROUND OR SURFACE ELEVATION.

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

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

34. ALL OPEN TRENCHES SHALL BE FILLED AT THE END OF EACH DAY.

35. SUPPLEMENTAL WATERINGS MAY BE REQUIRED BEYOND THE FINAL COMPLETION DATE TO ENSURE SURVIVAL OF THE PROPOSED SEEDING RESTORATION. SAID WATERINGS SHALL BE COMPLETED IN THE MORNING OR EVENING HOURS AND SHALL BE COMPLETED AS DETERMINED BY THE VILLAGE OR ENGINEER.

36. 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.

37. COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT SHALL INCLUDE THE FOLLOWING; INSTALLATION OF TWO NO. 4 (1/2-INCH) REINFORCING BARS EXTENDING 5- FEET BEYOND ANY TRENCHES; SAW-CUTTING AND REMOVING THE EXISTING PAVEMENT A MINIMUM OF 6-INCHES MEASURED FROM THE EXISTING EDGE OF PAVEMENT; FILLING THE 6" GAP WITH CLASS SI CONCRETE TO AN ELEVATION 4-1/2" BELOW THE PROPOSED CURB AND GUTTER FLAG, RESTORING DAMAGED PARKWAY, SEALING JOINTS WITH EITHER HOT-POURED OR COLD-POURED JOINT SEALER AND PAINTING REPLACEMENT CURB AND GUTTER AT LOCATIONS WHERE THE EXISTING WAS PAINTED. IF THE CONCRETE IS PLACED HIGHER THAN 4-1/2" FROM THE GUTTER FLAG FOR STREETS TO BE RESURFACED, THE CONTRACTOR WILL BE REQUIRED TO GRIND ADDITIONAL CONCRETE TO THE REQUIRED 4-1/2" DEPTH. THE 6" WIDE BY 1/4" HIGH VOID BETWEEN THE GUTTER FLAG AND THE MILLED PAVEMENT SHALL BE FILLED WITH HOT-MIX ASPHALT PAVEMENT DURING RESURFACING OPERATIONS. THIS WORK SHALL BE INCLUDED IN THE COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT PAY ITEM.

38. PORTIONS OF EXISTING PORTLAND CEMENT CONCRETE (INCLUDING CONCRETE MEDIAN AND CURB AND GUTTER) WITHIN THE PROJECT LIMITS ARE PAINTED. IF PAINTED PORTLAND CEMENT CONCRETE REQUIRES REMOVAL AND REPLACEMENT, THE REPLACEMENT PORTLAND CEMENT CONCRETE SHALL BE PAINTED TO MATCH THE COLOR OF THE PORTLAND CEMENT CONCRETE REMOVED. SAMPLES OF THE PAINT SHALL BE PROVIDED TO THE ENGINEER PRIOR TO APPLICATION TO ENSURE COMPLIANCE WITH THE MANUFACTURERS RECOMMENDATIONS. NO PAINTING SHALL OCCUR UNTIL THE PAINT AND APPLICATION IS APPROVED BY THE ENGINEER. PAINTING SHALL BE INCLUDED IN THE REPLACEMENT PAY ITEM.

39. AT THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL FURNISH TWO (2) 24-HOUR CONTACT NAMES AND TELEPHONE NUMBERS, ONE PRIMARY AND ONE SECONDARY.

40. SAW CUTS MADE IN THE EXISTING PAVEMENT TO REMAIN FOR CONSTRUCTING UTILITIES SHALL BE INCLUDED IN CLASS D PATCHES.

41. RESERVED.

42. 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 FRAMES AND LIDS TO BE ADJUSTED (SPECIAL).

43. THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY THE CONTRACTORS OPERATIONS, INCLUDING HAUL ROUTES, AT LEAST TWICE PER WEEK AND ADDITIONALLY AS DETERMINED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE MOBILIZATION PAY ITEM.

44. A MINIMUM OF 7 WORKING DAYS PRIOR TO THE DETECTION REMOVAL THE CONTRACTOR SHALL NOTIFY THE VILLAGE TRAFFIC SIGNAL AND MAINTENANCE AND OPERATIONS ENGINEER AND THE VILLAGE ELECTRICAL MAINTENANCE CONTRACTOR AT WHICH TIME ARRANGEMENTS WILL BE MADE TO ADJUST THE TRAFFIC CONTROLLER TIMING TO COMPENSATE FOR THE ABSENCE OF DETECTION. THIS WORK SHALL BE INCLUDED IN THE COST OF CONSTRUCTION.

I:\ADDON\070142-ARMY TRAIL-MILL LAPP & WATER MAIN\CADD-SURVEY\DRAWINGS\DWGS\070142-NOEX-GEN-RITES.DWG GEN-RITES-3
 Plotted: 11/30/2009 8:32 AM By: 560KAR
 Copyright © 2009, By Baxter & Woodman, Inc.
 State of Illinois - Professional Design Firm
 License No. 184-001121 - Expires 4-30-11



DESIGNED - MWP	REVISED - VILLAGE REVIEW 9-08-09
DRAWN - UKB	REVISED - VILLAGE REVIEW 11-05-09
CHECKED - RWL	REVISED - IDOT REVIEW 11-17-09
DATE - 8-19-09	REVISED -

VILLAGE OF ADDISON, ILLINOIS
MILL ROAD AND ARMY TRAIL BOULEVARD
STP IMPROVEMENTS

GENERAL NOTES				
SCALE:	PROJECT NO: 070142	STA. TO STA.		
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	09-00098-00-RS	DuPage	69	3
C-91-056-10			CONTRACT NO. 63427	
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT M-9003 (474)	

*3884 ARMY TRAIL BLVD.
 *2625 MILL ROAD