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**BENCHMARKS**

BM1: CHISELED SQUARE IN TOP OF CONCRETE ABUTMENT LOCATED IN THE SOUTHWEST CORNER OF BARNARD MILL ROAD BRIDGE OVER THE NIPPERCREEK CREEK. ELEVATION=789.26 NAVD88

**GENERAL NOTES**

1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT), JANUARY 1, 2012.
2. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
3. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK. OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
5. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION) AT 8-1-1 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
6. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM IDOT OR VILLAGE.
7. SAW CUTTING OF PAVEMENTS, AND OTHER SURFACES SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
8. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
9. WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION. NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
10. THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO USE OF THE WATER.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SWEEPING AND CLEANING STREETS OF ANY DEBRIS AND MATERIAL THAT HAS ACCUMULATED AS A RESULT OF THE CONSTRUCTION ACTIVITY. A MECHANICAL SWEEPER, MECHANICALLY DRIVEN AIR AND HANDWORK WITH SHOVEL AND BROOM SHALL BE UTILIZED TO PROVIDE A CLEAN STREET FOR THE MOTORING PUBLIC. WITHIN 24 HOURS OF PLACING PRIME COAT AND THE LAYING OF HMA, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVE STANDING WATER, EARTH, WEEDS, LEAVES, DIRT, CONSTRUCTION DEBRIS AND ALL LOOSE MATERIAL.
12. THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SUCH SIGNS THAT INTERFERE WITH CONSTRUCTION OPERATIONS. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING AND MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. THIS WORK WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
13. THE REMOVAL OF SHORT TERM PAVEMENT MARKINGS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE UNIT COST OF THE HOT-MIX ASPHALT PAVEMENT COURSE BEING CONSTRUCTED.
14. TEMPORARY RAMPS WILL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE CONSTRUCTION DETAILS. THE INSTALLATION AND REMOVAL OF THE TEMPORARY RAMPS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT.
15. AGGREGATE SHOULDERS, TYPE B SHALL BE CONSTRUCTED WITH GRADATION CA-6 CRUSHED GRAVEL OR CRUSHED STONE. RECYCLED CONCRETE WILL NOT BE PERMITTED.
16. THE THICKNESS OF THE AGGREGATE SHOULDER SHALL EQUAL THE RESURFACING THICKNESS AT THE EDGE OF PAVEMENT AND WILL BE TAPERED TO ONE INCH (1") AT THE EDGE OF SHOULDER. THE CONTRACTOR WILL CONSTRUCT AND COMPACT THE SHOULDER TO THE SATISFACTION OF THE ENGINEER.
17. EXISTING AGGREGATE DRIVEWAYS WILL RECEIVE A TWENTY-FOUR INCH (24") WIDE ASPHALT APRON MATCHING THE PROPOSED RESURFACING LIFT THICKNESS. THE DRIVEWAY APRON WILL BE CONSTRUCTED IN CONJUNCTION WITH THE MAINLINE PAVING AND WILL NOT BE PAID FOR SEPARATELY.
18. EXISTING ASPHALT DRIVEWAYS WILL RECEIVE A FORTY-EIGHT INCH (48") WIDE ASPHALT APRON MATCHING THE PROPOSED RESURFACING LIFT THICKNESS. THE DRIVEWAY APRON WILL BE CONSTRUCTED IN CONJUNCTION WITH THE MAINLINE PAVING AND WILL NOT BE PAID FOR SEPARATELY.  
  
REMOVAL OF THE EXISTING DRIVEWAY APRON WILL BE SAWCUT AND MILLED TO THREE AND THREE QUARTER INCHES (3 3/4") FOR A SATISFACTORY TRANSITION BETWEEN THE ROADWAY PAVEMENT AND THE DRIVEWAY PAVEMENT REMAINING AT EXISTING GRADE. THE REMOVAL WILL BE INCLUDED IN THE CONTRACT UNIT COST FOR HOT-MIX ASPHALT SURFACE REMOVAL, 2" WHEN THE DRIVEWAY TRANSITION IS FORTY-EIGHT INCHES (48") OR LESS FROM THE EDGE OF PAVEMENT.

**GENERAL NOTES (CONT.)**

19. HOT-MIX ASPHALT DRIVEWAY APRONS EXCEEDING FORTY-EIGHT INCHES (48") FROM THE EDGE OF PAVEMENT TO THE SAW CUT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
20. EXISTING CONCRETE AND BRICK DRIVEWAYS WILL RECEIVE A SAW CUT ALONG THE FACE THE DRIVEWAY.
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
22. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S EXPENSE.
24. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
25. THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE VILLAGE FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.
26. PIPE CULVERTS CLASS C SHALL BE CORRUGATED METAL PIPE. NO OTHER PIPE MATERIAL WILL BE PERMITTED UNLESS OTHERWISE NOTED ON THE PLANS.
27. TRENCH BACKFILL FOR PIPE CULVERTS WILL BE MEASURED AND PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.  
  
THE MAXIMUM TRENCH WIDTHS HAVE BEEN DETERMINED IN ACCORDANCE WITH THE IDOT TRENCH BACKFILL TABLES AS FOLLOWS:  
  
WHEN TRENCH IS LESS THAN FIVE FEET (5') IN DEPTH:  
9" + OUTSIDE PIPE DIAMETER + 9"  
  
WHEN TRENCH IS GREATER THAN FIVE FEET (5') IN DEPTH:  
18" + OUTSIDE PIPE DIAMETER + 18"
28. CONTRACTOR SHALL MILL BEFORE PERFORMING CLASS D PATCHES. HMA SURFACE REMOVAL OVER PATCHES AND HMA REPLACEMENT OVER PATCHES WILL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND STANDARD DETAIL AT PIPE CULVERT REPLACEMENT LOCATIONS PRIOR TO MILLING.
29. SIGN PANELS OF THE TYPE SPECIFIED WILL BE MOUNTED AND INSTALLED TO EXISTING SIGN POSTS REMAINING. THE REMOVAL OF EXISTING SIGN PANELS WILL BE INCLUDED IN THE CONTRACT UNIT COST OF SIGN PANEL. REMOVED SIGN PANELS WILL BE STORED AT THE RINGWOOD VILLAGE HALL FOR PICKUP BY THE VILLAGE OR ROAD DISTRICT. ADDITIONAL HARDWARE, IF REQUIRED TO PROPERLY MOUNT THE SIGN PANEL, WILL BE INCLUDED IN THE CONTRACT UNIT COST OF SIGN PANEL.
30. ALL SIGNS SHALL CONFORM WITH MUTCD AND INCLUDE DIAMOND GRADE DG3 REFLECTIVE SHEETING.
31. A CONTINGENCY QUANTITY OF METAL POSTS HAS BEEN INCLUDED FOR USE BY THE ENGINEER TO REPLACE DETERIORATED OR BROKEN POSTS.
32. FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.
33. EXISTING PIPE CULVERTS TO BE REPLACED, AS SHOWN ON THE PLANS, SHALL BE REPLACED IN KIND. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE SIZE AND TYPE OF PIPE TO MATCH EXISTING. THE REPLACEMENT CULVERTS SHALL BE INSTALLED IN KIND AT THE IDENTICAL LOCATION, ELEVATION AND MATERIAL TYPE.
34. AT PIPE CULVERT REMOVAL AND REPLACEMENT LOCATIONS, TRENCH BACKFILL SHALL BE PLACED TO THE TOP OF TRENCH AS A TEMPORARY CONDITION UNTIL THE FULL-DEPTH PATCH OR DRIVEWAY PAVEMENT IS CONSTRUCTED. MAINTENANCE OF THE TRENCH BACKFILL SURFACE IN THE TEMPORARY CONDITION WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. REMOVAL OF THE TRENCH BACKFILL TO CONSTRUCT THE PATCH OR DRIVEWAY PAVEMENT WILL NOT BE PAID FOR SEPARATELY. THIS WORK WILL BE INCLUDED IN THE COST OF TRENCH BACKFILL.

BOXED ITEMS INDICATE WORK INCIDENTAL TO THE CONTRACT OR BY OTHERS.