

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", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
2. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY. 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, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY OR SPRINKLER SYSTEM THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.
4. THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS ADMINISTRATOR AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
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 ENGINEER RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
6. 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.
7. EXISTING PAVEMENT, CURB AND GUTTER, BIKE PATH 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 REMOVAL PAY ITEM.
8. 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.
9. THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.
10. 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.
11. A ½-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE CONCRETE SIDEWALK AND CURB. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SIDEWALK.
12. B-6.12 CURB AND GUTTER SHALL BE TAPERED TO EXISTING CURB AND GUTTER IN A FIVE (5) FOOT LENGTH WHEREVER THE PROPOSED CURB AND GUTTER MEETS THE EXISTING, WITH AN EXPANSION JOINT PLACED AT THE START OF THE TAPER.
13. ALL POSTS, RAILROAD TIES, AND DECORATIVE TIMBER IN 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 EARTH EXCAVATION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.
14. PRIOR TO CONSTRUCTION OF ANY PROPOSED UTILITIES, THE CONTRACTOR SHALL EXCAVATE AND LOCATE THE EXISTING UTILITIES TO VERIFY THEIR LOCATION, SIZE, AND DEPTH TO INSURE THAT GRADE CONFLICTS WILL NOT OCCUR. THE COST OF THIS EXPLORATION SHALL BE PAID FOR AS EXPLORATION TRENCH, SPECIAL.
15. CONNECTION OF PROPOSED STORM SEWER INTO EXISTING STORM SEWER OR EXISTING STORM SEWER STRUCTURES SHALL BE INCLUDED IN THE COST OF STORM SEWERS.
16. 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.
17. 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.
18. 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.
19. 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 TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF COST OF THE STRUCTURE.
20. 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."
21. THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY.
22. FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4337.
23. PIPE UNDERDRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL ON THE PLANS AND SHALL INCLUDE EXCAVATION; CONNECTIONS TO EXISTING OR PROPOSED STORM PIPES, DRAINAGE STRUCTURES OR PIPE DRAINS; GEOTECHNICAL FABRIC SOCK; AND CA-11 TRENCH BACKFILL TO THE BOTTOM OF THE HOT-MIX ASPHALT BASE COURSE.
24. DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF A CAST-IN-PLACE 'DURALAST' 24" WIDE CAST IRON PLATES AS MANUFACTURED BY EAST JORDAN IRONWORKS OR AN APPROVED EQUAL. THE PANEL SHALL BE CAST IRON 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. A 2' X 4' CONFIGURATION SHALL BE PLACED AT 6' CROSSWALKS AND A 2' X 8' CONFIGURATION SHALL BE PLACED AT 10' CROSSWALKS. THE PANEL SHALL BE POWDER-COATED A RED COLOR THAT SHALL BE APPROVED BY THE ENGINEER. INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS.
25. FULL-DEPTH SAW CUTS SHALL BE MADE ALONG THE EXISTING EDGE OF PAVEMENT WHERE CURB AND GUTTER IS TO BE REMOVED TO ENSURE A NEAT VERTICAL FACE BETWEEN THE EXISTING AND PROPOSED. THESE SAW CUTS SHALL BE INCLUDED IN THE COST OF COMBINATION CURB AND GUTTER REMOVAL.
26. INLINE CONNECTIONS OF PROPOSED STORM SEWER TO EXISTING STORM SEWER TO REMAIN SHALL BE MADE WITH A RUBBER MISSION COUPLING WITH STAINLESS STEEL BANDS. THIS WORK WILL BE INCLUDED IN THE PROPOSED STORM SEWER.

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**VILLAGE OF SHOREWOOD, ILLINOIS
 BLACK ROAD & RIVER ROAD
 INTERSECTION IMPROVEMENT**

GENERAL NOTES

SCALE: STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0298 0396	09-00028-00-GH	WILL	63	3
C-91-726-09		CONTRACT NO. 63562		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-9003(385)				