

GENERAL NOTES

1. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JAN. 1, 2007, SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIFICATIONS AND PROVISIONS ADOPTED JAN. 1, 2010, AND REVISIONS THERETO, THESE IMPROVEMENT PLANS, DETAILS, SPECIAL PROVISIONS, CODES AND ORDINANCES OF THE CITY OF ELGIN, ILLINOIS SHALL GOVERN APPLICABLE PORTIONS OF THIS PROJECT.
2. THE CONTRACTOR SHALL PROTECT AND PRESERVE ALL SECTION OR SUBSECTION SURVEY MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNER, HIS/HER AGENT OR AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
3. ALL ELEVATIONS ARE BASED ON U.S.G.S. DATUM.
4. THE CONTRACT UNIT PRICE FOR ALL REMOVAL PAY ITEMS SHALL INCLUDE ANY REQUIRED SAW CUTS.
5. CONTRACTOR SHALL PROVIDE AND INSTALL A MINIMUM OF TWO WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED (ONE WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL). THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE TRAFFIC CONTROL AND PROTECTION ITEMS.
6. BEFORE STARTING ALL EXCAVATIONS, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 811 FOR FIELD LOCATIONS OF BURIED UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
7. 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB & GUTTERS AND MEDIANS IS THE FIELD, UNLESS OTHERWISE SHOWN IN THE PLANS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
8. UNLESS OTHERWISE SPECIFIED, BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE THE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS.
9. IN ACCORDANCE WITH ARTICLE 107.15, WHENEVER CONSTRUCTION DEBRIS OR LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL 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 SHALL BE FREE FROM DIRT AND DEBRIS.
10. IF, DURING CONSTRUCTION, THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWER, UNDER DRAINS OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY, OTHER THAN THOSE SHOWN ON THE PLANS, HE/SHE SHALL INFORM THE ENGINEER, WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR TO REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTORS OWN EXPENSE.
11. THE RESIDENT ENGINEER SHALL CONTACT THE IDOT DISTRICT 1 TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TRAFFIC CONTROL DEVICES.
12. IT IS THE CONTRACTORS SOLE RESPONSIBILITY TO COORDINATE WITH METRA WHENEVER CONSTRUCTION ACTIVITIES ARE WITHIN 50 FEET OF RAILROAD ROW. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY METRA TO MONITOR ON-COMING TRAIN TRAFFIC AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD ROW MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.
13. ALL WORK PERFORMED RELATIVE TO THIS IMPROVEMENT SHALL COMPLY WITH ALL APPLICABLE RULES AND REGULATIONS OF O.S.H.A.

14. BIG TIMBER ROAD SHALL BE OPEN TO TRAFFIC AT ALL TIMES. WHEN IT IS NECESSARY TO CLOSE ONE LANE OF TRAFFIC DUE TO CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE LANE OF TRAFFIC IN EACH DIRECTION DURING CONSTRUCTION HOURS WITH THE USE OF SIGNS AND FLAGGERS AS SHOWN IN THE TRAFFIC CONTROL STANDARDS. DURING NON-WORK HOURS, ALL LANES SHALL BE OPEN TO TRAFFIC.
15. WHERE PROPOSED DETECTABLE WARNINGS SHOWN ON THE PLANS, BRICK RED STAMPED CONCRETE SHALL BE USED AND TYPE B RAMPS SHALL BE CONSTRUCTED. PAYMENT SHALL BE BASED ON THE MEASURED AREA OF THE TEXTURED PANEL. THE ENTIRE SIDEWALK SQUARE MAY BE COLORED RED. PAYMENT TO INSTALL THE TEXTURED AREA WILL BE PAID FOR IN ADDITION TO THE AREA OF SIDEWALK UNDERNEATH THE PANEL. THIS WORK SHALL BE IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS.
16. ANY MANHOLE RECONSTRUCTED SHALL USE PRECAST REINFORCED CONCRETE SECTIONS AND ADJUSTMENT RINGS. A MAXIMUM OF 8" OF ADJUSTING RINGS WILL BE PERMITTED. STRUCTURES, WHICH ARE TO BE RECONSTRUCTED, SHALL BE RECONSTRUCTED TO THE DEPTH APPROVED BY THE ENGINEER. THE MANHOLE NEAR STA 277+50 IS BURIED UNDERNEATH A PATCH AND SHALL BE EXPOSED BY THE CONTRACTOR. THE COST OF LOCATING AND UNCOVERING THE STRUCTURE SHALL BE INCLUDED IN THE CONTRACT UNIT COST OF THIS PAY ITEM. THE MANHOLE NEAR STA 268+15 IS VISIBLE AND THE EXISTING BRICK MASONRY SHALL BE REBUILT.
17. ANY INLET TO BE ADJUSTED SHALL HAVE ALL RINGS REMOVED AND DETERIORATED RINGS SHALL BE REPLACED. BUTYL ROPE SHALL BE USED WHEN RESETING THE RINGS AND PRIOR TO ANY MORTAR REPAIR. ALL ADJUSTING RINGS, STRUCTURES AND PIPE ENTRANCES SHALL BE MORTARED (FROM BOTH THE INSIDE AND THE OUTSIDE AS NECESSARY) TO CORRECT ANY EXISTING INFILTRATION. THE INLET SHALL BE ADJUSTED TO GRADE AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
18. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ANY RESIDENT OR BUSINESS OF ANY DRIVEWAY REMOVAL AND REPLACEMENT THAT WILL INHIBIT OR PROHIBIT ACCESS TO THEIR DRIVEWAY, IN WRITING, A MINIMUM OF 48 HOURS BUT NOT MORE THAN 72 HOURS, PRIOR TO THE COMMENCEMENT OF THESE ACTIVITIES. THE MORNING OF THE WORK, THE CONTRACTOR SHALL AGAIN NOTIFY THE OWNER VERBALLY, TO ALLOW THE OWNER TIME TO MOVE THEIR VEHICLE SO AS NOT TO PROHIBIT THE VEHICLE FROM LEAVING THE DRIVEWAY UPON REMOVAL OF ANY MATERIAL. THE NOTICE GIVEN OUT BY THE CONTRACTOR SHOULD PROVIDE INFORMATION REGARDING THE ANTICIPATED DATE THAT FULL ACCESS WILL BE RESTORED. COORDINATION BETWEEN ACTIVITIES SHOULD ALLOW ALL WORK TO BE DONE IN A TIMELY MANNER SO AS TO PERMIT ACCESS TO THE ROADWAY. ANY ADDITIONAL COST OF STAGING REQUIRED TO MAINTAIN TO ACCESS IS CONSIDERED INCLUDED IN THE COST OF THE SPECIFIED PAY ITEMS.
19. DRIVEWAY PAVEMENT REMOVAL AREAS SHALL BE EXCAVATED TO A DEPTH TO PROVIDE FOR A NEW 4" AGGREGATE BASE AND A NEW 10" DRIVEWAY PAVEMENT SECTION (A TOTAL OF 14" FROM THE FINISHED GRADE OF THE NEW DRIVEWAY PAVEMENT).
20. THE ELGIN FIRE DEPARTMENT - FIRE STATION TWO IS LOCATED AT 650 BIG TIMBER ROAD, ELGIN, IL 60123. THE CONTRACTOR SHALL COORDINATE WITH THE ELGIN FIRE DEPARTMENT - FIRE STATION #2 (847-931-6186) AT LEAST 24 HOURS AND IMMEDIATELY BEFORE ANY WORK OCCURS ON THE FIRE STATION ENTRANCE OR MORNINGSIDE DRIVE. UNLESS OTHERWISE APPROVED OF BY THE ELGIN FIRE DEPARTMENT, AT LEAST HALF OF THE DRIVEWAY IN FRONT OF THE VEHICLE BAYS SHALL REMAIN OPEN AT ALL TIMES.

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STATE STANDARDS

STD. NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-05	CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701421-02	LANE CLOSURE, MULTILANE DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701422-02	LANE CLOSURE, MULTILANE, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH
701602-04	URBAN LANE CLOSURE, MULTILANE, 2W WITH BI-DIRECTIONAL LEFT TURN LANE
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE, 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
780001-02	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
527	10-00046-00-RS	KANE	20	2

CONTRACT NO. 63475

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Engineering Enterprises, Inc.
 CONSULTING ENGINEERS
 52 Wheeler Road
 Sugar Grove, Illinois 60554
 630.466.6700 / www.eeiweb.com

CITY OF ELGIN

NO.	DATE	REVISIONS

**BIG TIMBER ROAD
LAPP IMPROVEMENTS**

**GENERAL NOTES, STATE
STANDARDS, AND INDEX
OF SHEETS**

DATE:	MARCH 2010
PROJECT NO:	EG0908
FILE:	EG0908-CVR
SHEET	2 OF 20

Path: \\S05KPR01\EG0908\DWG\FINAL_ENG\EG0908-CVR