GENERAL NOTES

1) ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016 BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION AND ALL LOCAL APPLICABLE CODES AND ORDINANCES.

2) THE CONTRACTOR SHALL TAKE WHATEVER PRECAUTIONS WHICH MAY BE NECESSARY TO PROTECT THE PROPERTY OF THE VARIOUS PUBLIC UTILITIES WHICH MAY BE LOCATED UNDERGROUND OR ABOVE GROUND, AT OR ADJACENT TO THE SITE OF THIS IMPROVEMENT. NEEDED ADJUSTMENTS OF THESE FACILITIES SHALL BE COORDINATED BY THE CONTRACTOR AND THE RESPECTIVE UTILITY COMPANIES IF SO REQUIRED. THE OWNER SHALL BE SAVED HARMLESS AND CARE SHALL BE EXERCISED SO AS NOT TO DISRUPT OR DESTROY THE SERVICES PROVIDED BY THESE UTILITIES. THE CONTRACTOR WILL BE REQUIRED TO REPAIR OR REPLACE ANY PUBLIC UTILITY PROPERTY WHICH HAS BEEN DAMAGED THROUGH HIS/HER EFFORTS. THE PROCEDURE AND SPECIFICATIONS OF REPAIR WILL BE IN ACCORDANCE WITH THE REGULATIONS AND/OR POLICY OF THE UTILITY.

3) THE CONTRACTOR SHALL CONTACT AND COORDINATE HIS ACTIVITIES WITH THE UTILITIES BY CONTACTING: JULIE – 800/892–0123.

4) THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS AND BE FAMILIAR WITH THE UTILITY LAYOUT OF THIS PROJECT AND STANDARD CONSTRUCTION PROCEDURES AND PRACTICES PRIOR TO ORDERING MATERIAL.

5) THE AGGREGATE BASE COURSE, TYPE B, SHALL BE CA–10 OR CA–06. THIS MATERIAL SHALL BE PLACED AND COMPACTED TO THE DIMENSION AS SHOWN ON THE PLANS AS PER SECTION 301 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. THE SUB BASE GRANULAR MATERIAL SHALL BE CA02.

6) IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY THE CORRECTNESS OF THE UTILITIES PRIOR TO THE START OF CONSTRUCTION BY UNCOVERING EXISTING UNDERGROUND UTILITIES IN ALL LOCATIONS WHERE HE FEELS THE PROPOSED CONSTRUCTION MAY NEED TO BE ALTERED TO PREVENT CONFLICTS IN LINE, GRADE OR WORKING CLEARANCES.

7) THE CONTRACTOR SHALL MARK ALL FIELD TILE CROSSED WHEN EXCAVATING FOR THE UTILITY LINES, CATCH BASINS, ROADWAY, ETC. ALL FIELD TILES CROSSED SHALL BE RECONNECTED, MADE OPERABLE AND RESTORED TO THE SAME CONDITION THEY WERE IN PRIOR TO CONSTRUCTION. COST SHALL BE INCIDENTAL TO THE COST OF THE UTILITY BEING INSTALLED.

8) ALL WORK ON THE STREETS AND STORMWATER MANAGEMENT SHALL BE DONE IN ACCORDANCE WITH THE STANDARDS IN THE PLANS AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO PROVIDE THE OWNER WITH A COMPLETE WORKABLE SYSTEM COMPLYING WITH ALL APPLICABLE CODES AND ACCEPTED BY THE VILLAGE.

9) REMOVE TOPSOIL AS REQUIRED UNDER ALL PROPOSED PARKING AND DRIVE AREAS AND STOCKPILE AS PER THE OWNERS DIRECTION. THIS MATERIAL MAY BE USED FOR LANDSCAPE PURPOSES AND SITE GRADING AREAS THAT WILL HAVE VEGETATIVE COVER OVER THEM.

10) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EMPLOYEES IN EXCAVATIONS IN ACCORDANCE WITH THE EXCAVATION STANDARDS ADOPTED BY THE U.S. DEPARTMENT OF LABOR AND O.S.H.A. THE PROTECTION SYSTEMS FOR EXCAVATIONS GREATER THAN 20 FEET IN DEPTH SHALL BE DESIGNED BY A REGISTERED STRUCTURAL ENGINEER OF ILLINOIS AND THE TABULATED DATA AND DESIGN MUST BE AVAILABLE FOR INSPECTION. THIS COST SHALL BE INCLUDED IN THE CONTRACTORS UNIT PRICE BID PER FOOT FOR INSTALLING THE UNDERGROUND UTILITY OF THE SIZE SPECIFIED IN THE PLANS.

11) THIS PROJECT WILL RESULT IN A DISTURBANCE OF GREATER THAN ONE ACRE WHICH WILL REQUIRE COMPLIANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT. THE OWNER/DEVELOPER IS THE PERMITTEE AND THE CONTRACTORS AND SUBCONTRACTORS WILL BE REQUIRED TO CERTIFY THAT THEY UNDERSTAND AND WILL COMPLY WITH ALL REQUIREMENTS OF THE PERMIT. A STORM WATER POLLUTION PLAN SHALL BE COOPERATIVELY DEVELOPED BY THE PERMITTEE AND CONTRACTOR FOR THIS PROJECT USING GOOD ENGINEERING PRACTICES. IF REQUIRED THE PLAN SHALL IDENTIFY POTENTIAL SOURCES OF POLLUTION WHICH MAY BE REASONABLY EXPECTED TO AFFECT THE QUALITY OF STORM WATER DISCHARGES. IN ADDITION, THE PLAN SHALL DESCRIBE AND ENSURE THE IMPLEMENTATION OF PRACTICES WHICH WILL BE USED TO REDUCE THE POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THIS PROJECT AND ASSURE COMPLIANCE WITH THE TERMS AND CONDITIONS OF THE STORM WATER PERMIT. THE PLAN SHALL BE RETAINED ON SITE.

12) ALL PROPOSED SPOT ELEVATIONS ARE TO FINISHED SURFACE, UNLESS NOTED OTHERWISE.

13) TRUCKS AND MIXER TRUCKS WILL BE ALLOWED TO OPERATE ON THE SUBGRADE; HOWEVER, SHOULD SUBGRADE SHOW ANY SIGN OF DISTRESS, ALL OPERATIONS WILL CEASE UNTIL THESE ITEMS ARE CORRECTED TO THE SATISFACTION OF THE ENGINEER. ANY SUBGRADE DISTRESSED BY TRUCKS AND MIXER TRUCKS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

14) THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT OF WAY AREA DISTURBED BY THE CONTRACTOR MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION. COHESIVE SOIL SHALL BE DEFINED AS ANY SOIL WHICH CONTAINS GREATER THAN 10% PARTICLES BY WEIGHT PASSING THE #200 SIEVE. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.

15) THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS/CU YD
BITUMINOUS MATERIALS (PRIME COAT) ON AGGREGATE BASES	0.375	GAL/SQ YD
BITUMINOUS MATERIALS (PRIME COAT) ON EXIST. PAVEMENTS	0.15	GAL/SQ YD
BITUMINOUS MATERIALS (PRIME COAT)	7.85	LBS/GAL
HMA SURFACE COURSE	118	LBS/SQ YD/IN
HMA LEVELING BINDER COURSE	125	LBS/SQ YD/IN

16) ALL FRAME ADJUSTMENTS SHALL BE ACCOMPLISHED USING PROCEDURES OUTLINED IN THE STANDARD SPECIFICATIONS AND AS DIRECTED IN THE SPECIAL PROVISIONS. ANY SHIMS NEEDED TO ADJUST ANY FRAME SHALL BE OF SOLID FLAT STEEL DIMENSIONS OF 2" IN WIDTH & LENGTH WITH UNIFORM THICKNESS. THE FRAME WILL BE SET TO GRADE USING STEEL SHIMS AND WITHOUT DISTURBING THE ADJUSTMENT; THE FRAME WILL THEN BE LIFTED OFF AND SET ASIDE. A FULL BED OF MORTAR WILL BE PLACED ON THE STRUCTURE BETWEEN THE ADJUSTING SHIMS, WHICH SHALL FORM A SOLID MASONRY BOND BETWEEN THE ADJUSTING RING OR STRUCTURE. THE FRAME SHALL BE SET BACK INTO PLACE IN A METHOD NOT TO DISTURB THE SHIMS OF DAMAGE THE BED OF MORTAR. ALL ADJUSTED FRAMES IN THE ROADWAY SHALL BE BACKFILLED USING COMPACTED HMA BINDER OR CLASS SI CONCRETE TO A MINIMUM DEPTH OF 6" BELOW THE BOTTOM OF THE FRAME.

17) THE CONTRACTOR SHALL PROVIDE THE NECESSARY LABOR AND EQUIPMENT TO PROPERLY INSTALL THE SIGNAGE AND PAVEMENT MARKINGS AS INDICATED IN THE DRAWINGS, IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

18) THE CONTRACTOR SHALL LOCATE AND VERIFY THE SIZE AND LOCATION OF THE EXISTING UTILITIES.

19) ADJUSTMENT OF FRAME OF GRATE: FINAL GRADE FOR ALL MANHOLE CASTINGS WILL BE DETERMINED AFTER THE SUBGRADE BASE HAS BEEN CONSTRUCTED. THE FINAL ELEVATION WILL BE DETERMINED BY THE ENGINEER.

20) SILTATION FENCE SHALL BE INSTALLED AS PRUDENT AND NECESSARY TO PROVIDE TEMPORARY EROSION CONTROL.

21) TO TEST ROLL THE SUBGRADE, THE CONTRACTOR WILL PROVIDE, AT HIS OWN EXPENSE, A LOADED TRUCK AND TEST ROLL THE COMPACTED EARTH SUB GRADE IN THE PRESENCE OF THE ENGINEER BEFORE ANY SUB–BASE, BASE OR SURFACE MATERIAL IS PLACED. THE TRUCK SHALL BE LOADED AS FOLLOWS: 27,000 POUNDS ON TWO AXLES AND 45, 000 POUNDS ON THREE AXLES WITH A TOLERANCE NOT TO EXCEED 10%. THE CONTRACTOR SHALL GIVE THE ENGINEER 48–HOUR NOTICE PRIOR TO TEST ROLLING.

THE TRUCK SHALL MAKE ONE PASS OVER THE ENTIRE SUBGRADE AREA TO BE CONSTRUCTED. ANY AREAS WHICH SHOW RUTTING, CRACKING OR ROLLING OF THE COMPACTED SUBGRADE UPON TEST ROLLING WILL NOT BE ACCEPTED. THE CONTRACTOR WILL RECOMPACT AND/OR RECONSTRUCT THE SECTION THAT FAILS AND TEST ROLL AGAIN PRIOR TO ACCEPTANCE.

REPAIRS AND/OR RECONSTRUCTION OF SUBGRADE WILL BE PAID ACCORDING TO THE CONTRACT PROVISIONS FOR EXTRA WORK.

22) CONTRACTOR SHALL UNIFORMLY GRADE AREAS TO A SMOOTH SURFACE, FREE FROM IRREGULAR SURFACE CHANGES. COMPLY WITH COMPACTION REQUIREMENTS AND GRADE TO CROSS SECTIONS, LINES, AND ELEVATIONS INDICATED.

1. PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING ADJACENT GRADES AND NEW GRADES.
2. CUT OFF SOFT SPOTS, FILL LOW SPOTS, AND TRIM HIGH SPOTS TO CONFORM TO REQUIRED SURFACE TOLERANCES.

23) EARTH EXCAVATION SHALL CONSIST OF THE EXCAVATION, REMOVAL AND SATISFACTORY DISPOSAL OF ALL MATERIALS TAKEN FROM THE SITE FOR THE CONSTRUCTION OF EMBANKMENTS FOR ROADWAYS, DITCHES, AND DETENTION PONDS. EMBANKMENT SHALL BE CONSTRUCTED BY DEPOSITING, PLACING AND COMPACTING EARTH, STONE, GRAVEL OR OTHER MATERIALS OF ACCEPTABLE QUALITY ABOVE THE NATURAL GROUND OR OTHER SURFACE. EARTH EXCAVATION SHALL NOT BE INTERPRETED TO INCLUDE EXCAVATION FROM BORROW PITS. THE METHOD OF REMOVAL AND PLACEMENT OF THE EXCAVATED MATERIAL SHALL BE IN ACCORDANCE WITH THE APPLICABLE ARTICLES OF SECTIONS 202 AND 205 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, EXCEPT THAT EMBANKMENTS WILL NOT BE MEASURED FOR PAYMENT.

24) THE LOCATION OF SOME EXISTING UNDERGROUND UTILITY LINES ARE SHOWN ON THE BASIS OF INFORMATION FURNISHED BY OTHERS AND THE ENGINEER DOES NOT WARRANT OR GUARANTEE THIS INFORMATION. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY THE CORRECTNESS OF THE UTILITIES PRIOR TO THE START OF CONSTRUCTION BY UNCOVERING UNDERGROUND UTILITIES IN ALL LOCATIONS WHERE HE FEELS THE PROPOSED CONSTRUCTION MAY NEED TO BE ALTERED TO PREVENT CONFLICTS IN LINE, GRADE OR WORKING CLEARANCES.

25) THE CONTRACTOR SHALL REPAIR OR REPLACE AT THE CONTRACTORS EXPENSE ALL DAMAGE THEY CAUSE TO EXISTING UTILITY MAINS AND THEIR APPURTENANCES, INCLUDING THE SERVICE TERMINAL END POST.

26) ALL SAW CUTS & BUTT JOINTS (VARIABLE DEPTH HMA SURFACE REMOVAL) SHALL BE CONSIDERED INCIDENTAL TO PAVEMENT REMOVAL.

27) NO EXCESS MATERIAL SHALL BE LEFT ON–SITE. EXCAVATED MATERIAL SHALL BE HAULED OFF–SITE AND LEGALLY DISPOSED OF.

SUMMARY OF QUANTITIES

DESCRIPTION	UNIT	QUANTITY
TREE REMOVAL	ACRES	0.05
EARTH EXCAVATION	CU. YD.	1456
PAVEMENT REMOVAL	SQ. YD.	1814
PERIMETER EROSION BARRIER	FOOT	325
TOP SOIL FURNISH & PLACE, 4"	SQ. YD.	2326
SEEDING CLASS 1A COMPLETE	ACRES	0.6
EROSION CONTROL BLANKET	SQ. YD.	410
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	1290
LEVELING BINDER (MACHINE METHOD), IL- 9.5L, N50	TON	854
BITUMINOUS MATERIALS (PRIME COAT)	POUND	14915
AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ. YD.	10934
PAVEMENT PATCHING, TY. D - 12"	SQ. YD.	1050
AGGREGATE BASE COURSE	TON	1050
AGGREGATE SHOULDERS	TON	179
PCC SIDEWALK - 5"	SQ. FT.	468
PAINT PAVEMENT MARKING - LINE 4"	FOOT	1638
PAINT PAVEMENT MARKING - LINE 12"	FOOT	136
PAINT PAVEMENT MARKINGS - DIRECTIONAL ARROWS	EACH	4
PAINT PAVEMENT MARKINGS - ADA STALL	EACH	5
METAL POST - TYPE A	FOOT	168
SIGN PANEL - TYPE 1	SQ. FT.	32.5

EARTHWORK SUMMARY

LOCATION	CUT	FILL
WIDENING AREAS	221	0
COMPENSATORY STORAGE AREA	1235	0
NORTH CONNECTION PATH	0	171
PAVEMENT REMOVAL AREAS (4" TOP SOIL)		220
NORTH CONNECTION PATH (4" TOP SOIL)		41
TOTAL	**1456**	**171**

PAVEMENT SCHEDULE

	HMA OVERLAY AREA		WIDENING BASE		2" HOT MIX ASPHALT SURFACE, MIX C, N50	1 1/4" LEVELING BINDER IL-9.5L, N50	10" AGGREGATE BASE	12" AGGREGATE BASE	PRIME COAT
	SQ. FT.	SQ. YD.	SQ. FT.	SQ. YD.	TON	TON	TON	TON	POUND
STA. 0+00 - STA. 4+00 (WEST LOT & DRIVE)	14654	1628	1973	219	192	127		150	1917
STA. 4+00 - STA. 7+75 (SOUTH LOT & DRIVE)	14630	1626	429	48	192	127		33	1914
STA. 7+75 - STA. 11+25 (EAST LOT & DRIVE)	14566	1618	697	77	191	126		53	1906
STA. 11+25 - STA. 16+75 (EAST DRIVE)	12347	1372	644	72	162	107		49	1615
STA. 16+75 - STA. 29+75 (NORTH DRIVE)	23404	2600			307	203			3062
STA. 29+75 - STA. 33+00 (NORTH LOT & DRIVE)	9223	1025	953	106	121	80		72	1207
STA. 50+00 - STA. 51+86 (NORTH CONNECTION PATH)	1770	197			23	15	135		629
SOUTHEAST PATH	2891	321			38	25	245		1099
EAST PATH	4252	472			56	37	313		1479
NORTHWEST CONNECTION PATH	666	74			9	6			87
				TOTAL	**1290**	**854**	**693**	**357**	**14915**

LEGEND

TOPOGRAPHIC

- BOUNDARY OF SURVEY
- SECTION LINE
- RIGHT OF WAY LINE
- CENTERLINE
- BUILDING SETBACK (BSL)
- EASEMENT (UE)
- G — GAS MAIN
- W — WATERMAIN
- OE — OVERHEAD ELECTRIC LINE
- UE — UNDERGROUND ELECTRIC
- OT — OVERHEAD TELEPHONE LINE
- UT — UNDERGROUND TELEPHONE
- FO — FIBER OPTIC LINE
- FENCE LINE
- STORM SEWER
- SANITARY SEWER
- CURB AND GUTTER
- DEPRESSED CURB
- 847 — EXISTING CONTOUR LINE
- DECIDUOUS SHRUB
- CONIFEROUS SHRUB
- DECIDUOUS TREE
- CONIFEROUS TREE
- STUMP
- TELEPHONE POLE
- TELEPHONE PEDESTAL
- CABLE TV RISER
- POWER POLE
- ELEC. PAD W/ TRANS.
- GAS METER/REGULATOR
- MANHOLE FOR ELECTRIC
- GUY WIRE
- STREET LIGHT
- FIRE HYDRANT
- MANHOLE
- CLEANOUT
- WATER VALVE
- GAS VALVE
- DROP INLET
- INLET
- SIGN

SURVEY

- STEEL PIN FOUND
- STEEL PIN SET
- SET SURVEY NAIL
- R.O.W. MARKER
- CHISELED "X"
- STONE FOUND

PROPOSED

- PROPOSED SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY SERVICE
- PROPOSED WATER MAIN
- PROPOSED WATER SERVICE
- PROPOSED WATER VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED STORM SEWER
- PROPOSED STORM INLET
- PROPOSED STORM MANHOLE
- PROPOSED DRAIN TILE
- PROPOSED END SECTION
- PROPOSED RIP RAP
- PROPOSED DIRECTION OF FLOW
- PROPOSED 100 YEAR FLOOD ROUTE
- T.F.E. — TOP OF FOUNDATION
- 848 — PROPOSED CONTOUR LINE
- PROPOSED CURB & GUTTER

REVISIONS

REVISION	DATE

DESIGNED BY: SAB
DRAWN BY: BDS
SURVEYED BY:
BOOK NO.: -

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PROPOSED SITE IMPROVEMENTS
OF
SYCAMORE FOREST PRESERVE (EVERGREEN VILLAGE)
FOR
DEKALB COUNTY FOREST PRESERVE DISTRICT

SHEET TITLE
GENERAL NOTES & QUANTITIES

JOB NUMBER
2160123

DATE
08/01/2016

SHEET NO.
2 of 9