

WISCONSIN AVENUE IMPROVEMENTS

VILLAGE OF VILLA PARK, IL

PROJECT LOCATED IN
THE VILLAGE OF VILLA PARK



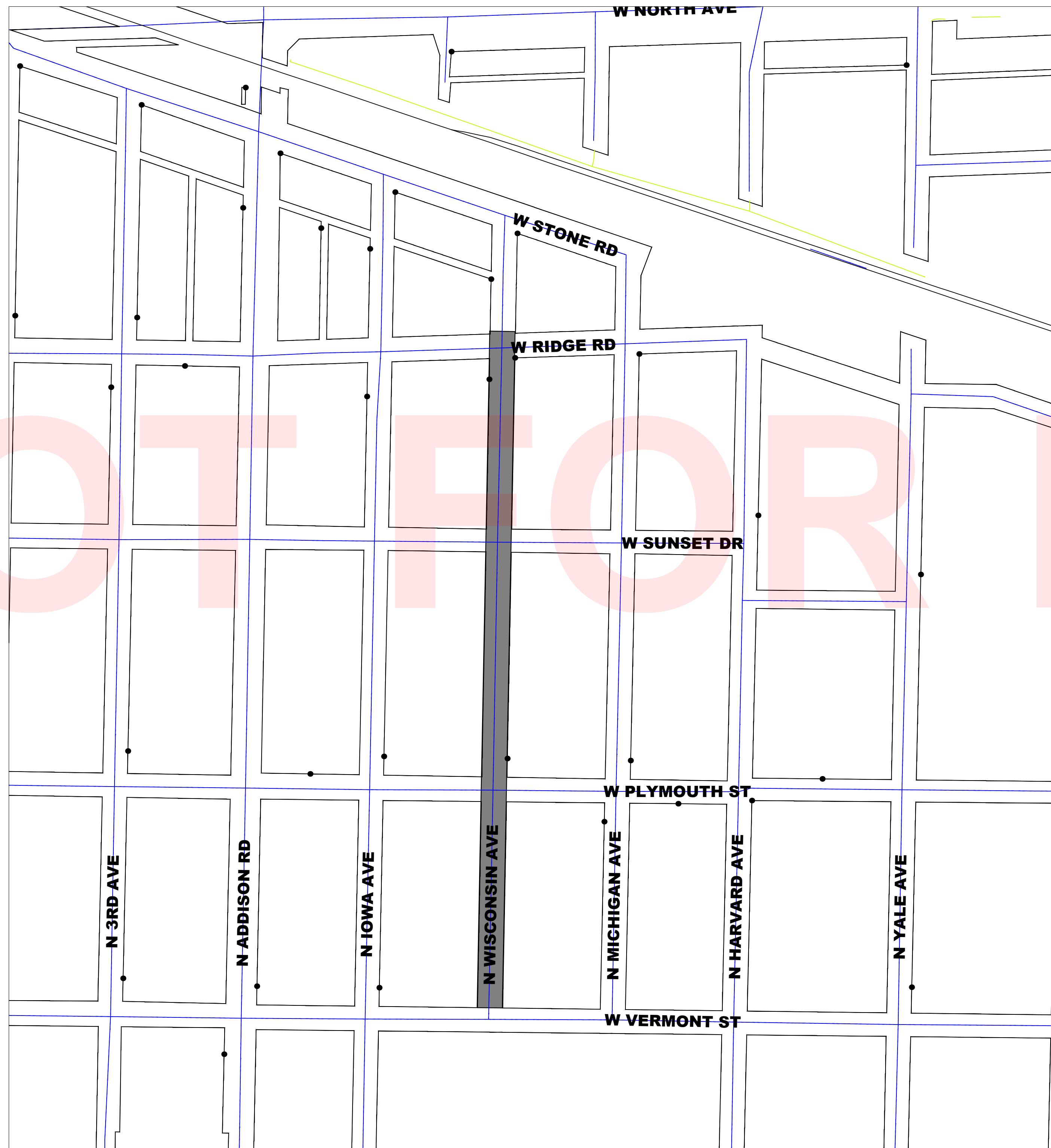
THESE PLANS COMPLY WITH THE CURRENT
POLICY TO FACILITATE THE MOBILITY OF THE
HANDICAPPED.



Know what's below.
Call before you dig.



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.



AREA OF IMPROVEMENT
PROJECT LOCATION MAP

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TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATER WILL NOT BE CHANGED BY THE PROPOSED DEVELOPMENT. IF ANY DRAINAGE PATTERNS WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS IN TO THE PUBLIC AREA, OR DRAINS APPROVED FOR THE USE BY THE MUNICIPAL ENGINEER, AND THAT SUCH SURFACE WATERS ARE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGES TO ADJOINING PROPERTIES.



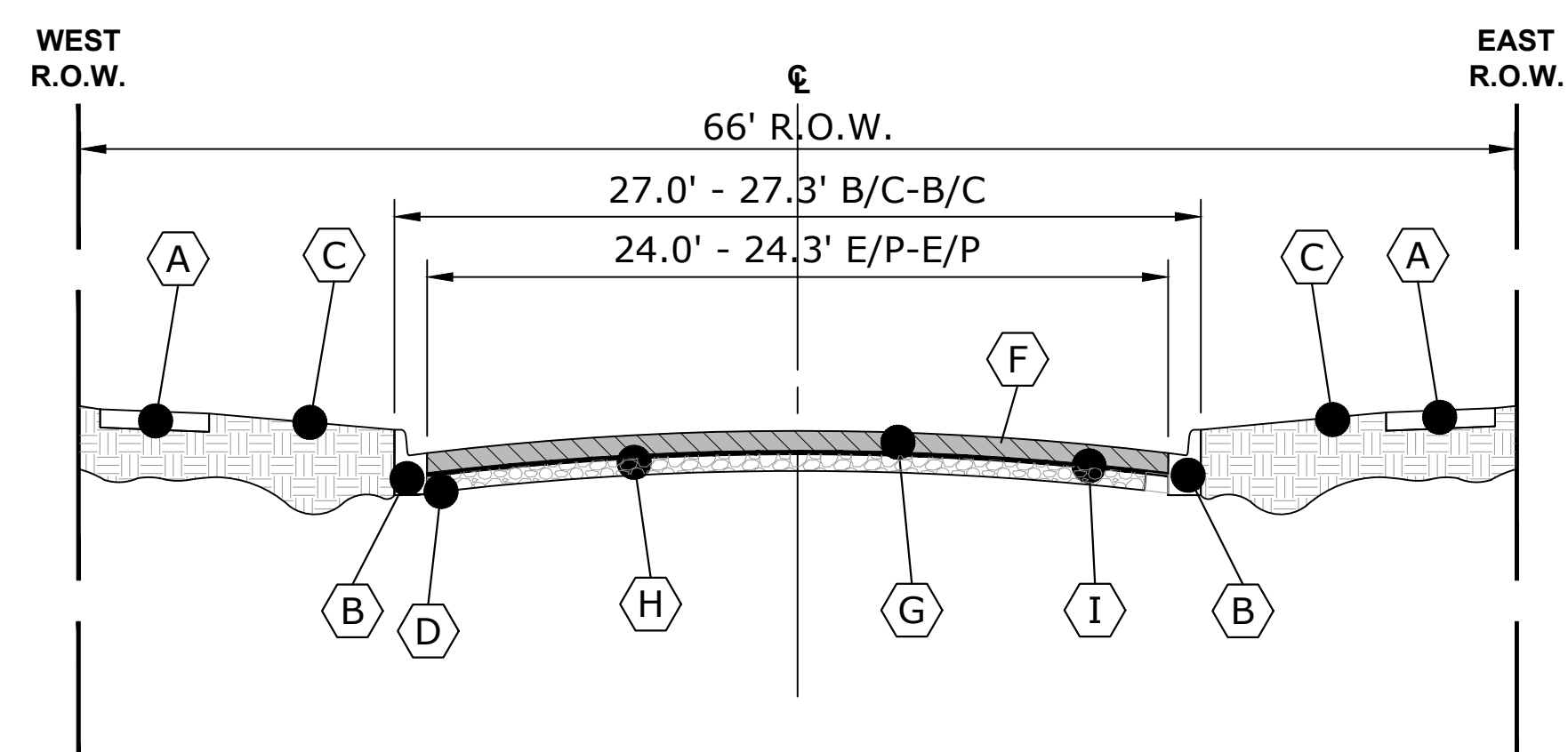
SIGNED: *Chris Baker*
DATE: 8-15-24 LICENSE EXPIRES: 11-30-25

<p>HANCOCK ENGINEERING 100+ Years of Excellence</p> <ul style="list-style-type: none"> Civil Engineers Municipal Consultants Established 1911 <p>9933 Roosevelt Road Westchester, IL, 60154-2780 Phone: 708-865-0300 www.hancock.com</p>	<p>WISCONSIN AVENUE IMPROVEMENTS VILLAGE OF VILLA PARK, ILLINOIS</p>	REVISION:	SCALE: NONE	SHEET
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		E.H.E. NO.: 820-24-128	OF	

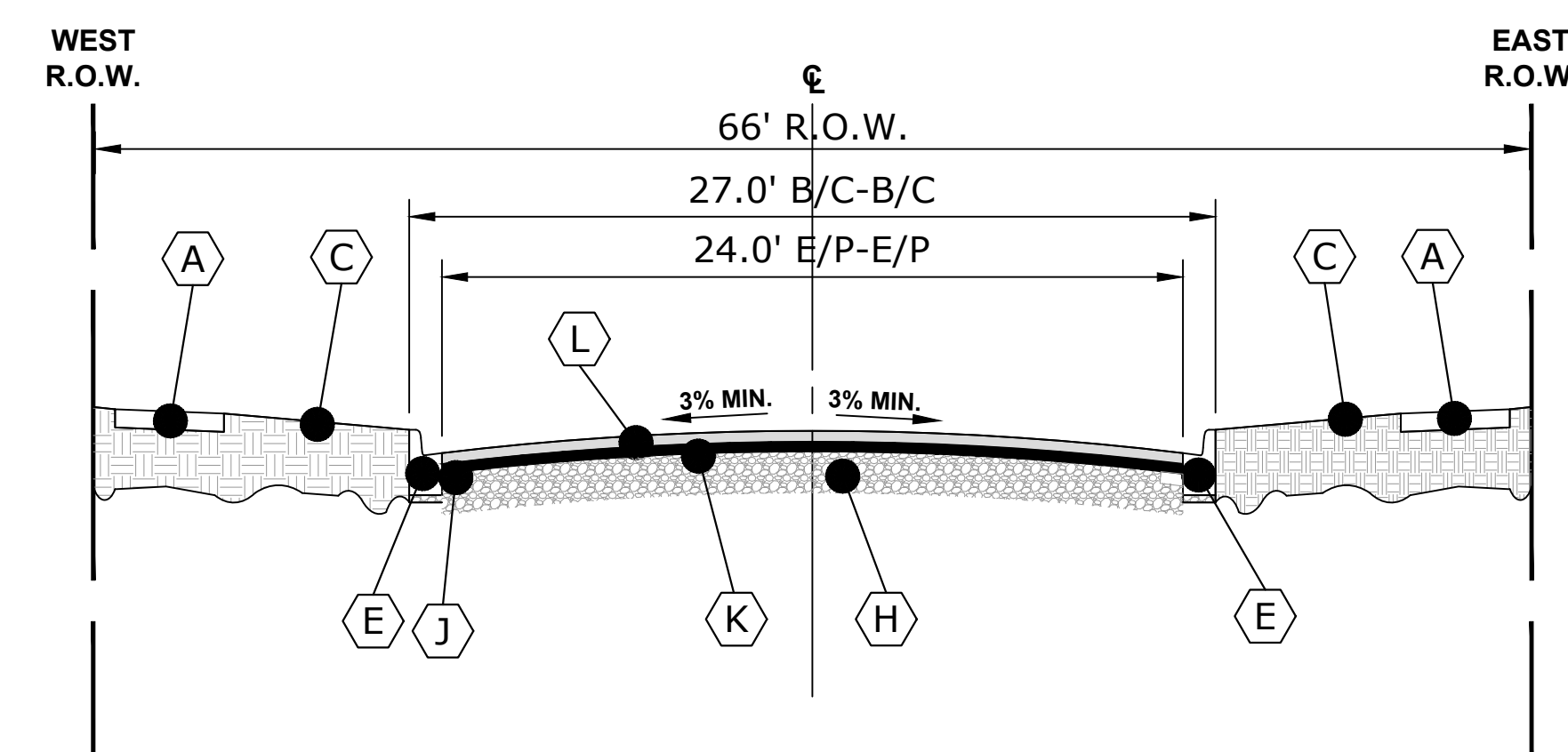
LEGEND

EXISTING	PROPOSED	DESCRIPTION
⊙	⊙	MANHOLE
□	■	INLET
○	●	CATCH BASIN
⊕		FIRE HYDRANT
⊙		STREET LIGHT
□		WATER MAIN VALVE VAULT
⊕		POWER POLE
⊕		POWER POLE WITH LIGHT
△		GAS VALVE
⊕		WATER MAIN VALVE BOX
⊕		WATER SERVICE BOX
⊕		TREE
○		WATER METER
—>	—>	COMBINED SEWER
—>	—>	SANITARY SEWER
—>	—>	STORM SEWER
—W—		WATER MAIN
—G—		GAS MAIN
		RIM ELEVATION
		INVERT ELEVATION
		RIM ELEVATION (WATER MAIN)
		TOP OF WATER MAIN

ELEVATION	
	CONCRETE PAVEMENT, SIDEWALK, OR DRIVEWAY
	HOT-MIX ASPHALT PAVEMENT OR DRIVEWAY
	HOT-MIX ASPHALT SURFACE REMOVAL
	PAVEMENT REMOVAL AND EARTH EXCAVATION
	CURB & GUTTER TO BE REMOVED AND REPLACED
A	FRAMES AND LIDS TO BE ADJUSTED
RC	RECONSTRUCT EXISTING STRUCTURE
1C	TYPE 1 FRAME W/CLOSED LID
1P	TYPE 1 FRAME W/OPEN LID
RM	REMOVE EXISTING STRUCTURE
AB	ABANDON EXISTING STRUCTURE
\$	EDGE OF PAVEMENT SUMMIT



**EXISTING TYPICAL SECTION
WISCONSIN AVENUE
(VERMONT ST. TO RIDGE RD.)
(PAVEMENT TO BE RESURFACED)**



**PROPOSED TYPICAL SECTION
WISCONSIN AVENUE
(VERMONT ST. TO RIDGE RD.)
(PAVEMENT TO BE RESURFACED)**

LEGEND OF SYMBOLS

SYMBOL	DESCRIPTION
A	EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
B	COMBINATION CURB & GUTTER REMOVAL
C	GRASS PARKWAY OR EXISTING DRIVEWAY (REMOVAL AS DETERMINED IN FIELD)
D	PAVEMENT REMOVAL
E	COMBINATION CONCRETE CURB & GUTTER, TYPE B-4.12 (MODIFIED)
F	EXISTING HOT-MIX ASPHALT BINDER & SURFACE COURSE
G	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
H	EXISTING STONE BASE
I	PREPARATION OF BASE
J	PORTLAND CEMENT CONCRETE BASE COURSE, 8"
K	HOT-MIX ASPHALT BINDER (MACHINE METHOD), N50, 2 1/4"
L	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 3/4"

I.D.O.T. STANDARD DRAWINGS

STANDARD NO.	TITLE OR DESCRIPTION
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424021-05	DEPRESSED CORNER FOR SIDEWALKS
602601-06	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
701501-06	URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES

HOT-MIX ASPHALT MIXTURE REQUIREMENT

ITEM	AC TYPE	VOIDS	RAP%
PAVEMENT RECONSTRUCTION			
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 1 3/4"	PG 58-22/58-28	3.5% @ 50 Gyr	15%
HOT-MIX ASPHALT BINDER COURSE, IL-19, N50, 4"	PG 58-22/58-28	3.5% @ 50 Gyr	25%
PAVEMENT RESURFACING			
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 1 3/4"	PG 58-22/58-28	3.5% @ 50 Gyr	15%
HOT-MIX ASPHALT BINDER COURSE, IL-19, N50, 2 1/4"	PG 58-22/58-28	3.5% @ 50 Gyr	25%
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	PG 58-22/58-28	3.5% @ 50 Gyr	15%
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, 3" (IN TWO LIFTS)	PG 58-22/58-28	3.5% @ 50 Gyr	15%

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES = 112 LBS/SQYD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS.

Drawing file: W:\projects_by_village\villa_park\82024128 - wisconsin_avenue_improvements\LEGEND OF SYMBOLS.dwg Aug 14, 2024 - 2:18pm

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**WISCONSIN AVENUE IMPROVEMENTS
VILLAGE OF VILLA PARK, ILLINOIS**

LEGEND OF SYMBOLS & TYPICAL SECTIONS

PRELIMINARY PLAN - NOT FOR BIDDING PURPOSES
 SCALE: -
 DRAWN BY: GD, DMM, LW
 BOOK NO.: -
 DATE: 8-8-24
 E.H.E. NO.: 820-24-128

SHEET 2 OF 12

SEWER AND WATER GENERAL NOTES

1. **INSPECTION OF PIPE AND ACCESSORIES** - ANY DEFECTIVE, DAMAGED OR UNSOUND MATERIAL SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER. ALL FOREIGN MATTER OR DIRT SHALL BE INSPECTED FOR DEFECTS PRIOR TO LOWERING INTO POSITION IN THE TRENCH. PIPE SHALL BE KEPT CLEAN BY MEANS APPROVED BY THE ENGINEER DURING AND AFTER LAYING.
2. **TRENCH EXCAVATION** - THE TRENCH SHALL BE DUG TO THE REQUIRED ALIGNMENT AND DEPTH SHOWN ON THE DRAWINGS OR AS SUBSEQUENTLY APPROVED IN WRITING BY THE ENGINEER, AND ONLY SO FAR IN ADVANCE OF PIPE LAYING AS PERMITTED BY THE ENGINEER. THE CONTRACTOR WILL BE REQUIRED TO HANDLE EXCAVATED MATERIAL CAREFULLY TO MINIMIZE THE ACCUMULATION ON EXISTING PAVED SURFACES. WHEREVER POSSIBLE THE EXCAVATED MATERIAL SHOULD BE DIRECTLY LOADED INTO A WAITING TRUCK FOR DIRECT DISPOSAL. THE CONTRACTOR WILL CLEAN ALL PAVEMENT AREAS TO THE SATISFACTION OF THE ENGINEER.
3. **EXCAVATION NEAR EXISTING STRUCTURES** - ALL EXISTING PIPES, CONDUITS, CABLES, POLES, PAVEMENTS, AND OTHER STRUCTURES NOT DESIGNATED TO BE REMOVED BY THE CONTRACT DOCUMENTS ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. THE TEMPORARY SUPPORT, PROTECTION, AND MAINTENANCE OF THE STRUCTURES, SHALL BE FURNISHED BY THE CONTRACTOR AT HIS OWN EXPENSE. WHERE THE GRADE OR ALIGNMENT OF THE PIPE IS OBSTRUCTED BY EXISTING UTILITY STRUCTURES SUCH AS CONDUITS, DUCTS, PIPES, BRANCH CONNECTIONS TO MAIN SEWERS, OR MAIN DRAINS, THE OBSTRUCTION SHALL BE PERMANENTLY SUPPORTED, RELOCATED, REMOVED, OR RECONSTRUCTED BY THE CONTRACTOR IN COOPERATION WITH THE OWNERS OF SUCH UTILITY STRUCTURES. WHENEVER NECESSARY TO DETERMINE THE LOCATION OF EXISTING UNDERGROUND UTILITY STRUCTURES, THE CONTRACTOR, AFTER AN EXAMINATION OF AVAILABLE RECORDS, SHALL MAKE ALL EXPLORATIONS AND EXCAVATIONS FOR SUCH PURPOSE AS MAY BE DIRECTED BY THE ENGINEER.
4. **CUTTING PIPE** - ALL PIPES SHALL BE CUT TO ITS REQUIRED LENGTH IN THE FIELD BY A POWERED MECHANICAL ROTARY SAW AND THE EXPOSED END GROUND BY A MECHANICAL GRINDING TOOL TO A SMOOTH BEVELED FINISH.
5. **CONTROL OF SEWER FLOWS** - IN AREAS WHERE SECTIONS OF SEWER ARE TO BE REPLACED, THE CONTRACTOR SHALL TAKE CARE TO MANAGE FLOWS CARRIED BY THE PIPELINE, WITHOUT RISK TO THE PROJECT AS TO PUBLIC HEALTH AND SAFETY. ALL COSTS ASSOCIATED WITH PUMPING, DAMMING, OR OTHERWISE CONTROLLING THE SEWER FLOW SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AS TO MAINTAIN AT ALL TIMES FLOW THROUGH EXISTING STORM AND SANITARY SEWER SYSTEMS. THEY SHALL ALSO PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT IF NECESSARY AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER COLLECTED IN A SAFE MANNER WITHOUT DAMAGE OF ANY KIND TO ADJACENT PROPERTIES. THE ENDS OF EXISTING DRAINAGE LINES WHICH ARE NOT TO BE INCORPORATED INTO THE PROJECT ARE TO BE SEALED AS SPECIFIED IN THE SPECIAL PROVISIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

6. **BACKFILLING OPERATIONS** - TRENCH BACKFILL UNDER PAVEMENT - TRENCH BACKFILL SHALL BE INSTALLED AND MEASURED FOR PAYMENT FROM ONE FOOT ABOVE THE WATER MAIN OR SEWER TO THE ELEVATION OF THE EXISTING PAVEMENT SURFACE. THE SUBSEQUENT REMOVAL OF THE TRENCH BACKFILL FROM THE PROPOSED PAVEMENT SUBGRADE ELEVATION TO THE EXISTING PAVEMENT SURFACE ELEVATION IN ORDER TO INSTALL PAVEMENT SHALL NOT BE PAID FOR BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

TRENCH BACKFILL SHALL BE COMPLETED ACCORDING TO 550.07 (A) METHOD 1. METHODS B AND C (JETTING) WILL NOT BE ALLOWED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR BACKFILLING THE TRENCHES WITH CRUSHED STONE TO A LEVEL EQUAL TO THAT OF ADJACENT EXISTING PAVEMENTS BY THE END OF EACH WORK DAY. THE STONE SHALL BE LEVELED OFF AND COMPACTED TO THE SATISFACTION OF THE ENGINEER AND THE VILLAGE TO PERMIT TEMPORARY PEDESTRIAN AND VEHICULAR TRAFFIC.

7. **EXPLORATORY EXCAVATION** - IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ELEVATION OF EXISTING WATER MAINS, GAS MAINS, TELEPHONE DUCTS, AND OTHER PUBLIC UTILITIES WHICH ARE TO BE CROSSED WITH THE PROPOSED SEWER A SUFFICIENT LENGTH AHEAD OF PIPE LAYING OPERATIONS SO THAT THE PROPOSED SEWER MAIN CAN BE INSTALLED AT AN ELEVATION WHICH WILL AVOID CONFLICTS WITH THE EXISTING UTILITIES WITHOUT REQUIRING THE USE OF BENDS AND/OR FITTINGS ON THE PROPOSED SEWER. THE ENGINEER SHALL ASSIST THE CONTRACTOR BY DETERMINING THE ELEVATION OF THE EXISTING UTILITY ONCE IT HAS BEEN EXPOSED BY THE CONTRACTOR. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
8. **MATERIALS** - THE CONTRACTOR SHALL VERIFY THE TYPE OF ALL SEWER PIPE MATERIALS AND WATER MAIN HARDWARE INCLUDING VALVES, FIRE HYDRANTS, VALVE BOXES, CORPORATION STOPS, CURB STOPS, AND WATER SERVICES BOXES WITH THE ENGINEER PRIOR TO ORDERING SUCH MATERIAL.
9. **FRAMES AND LIDS** - THE TYPE OF FRAMES AND GRATES REQUIRED FOR ALL CATCH BASINS AND MANHOLES LISTED IN THE SUMMARY OF QUANTITIES MAY BE FOUND ON THE PLANS AT THEIR RESPECTIVE LOCATIONS. WHERE LIDS ARE CALLED FOR ON THE PLANS, THEY SHALL BE IN ACCORDANCE WITH ARTICLE 604.01 OF THE STANDARD SPECIFICATIONS AND THE TERM LID IS USED IN LIEU OF GRATE.

THE WORD "WATER", "SANITARY", OR "STORM" SHALL BE CAST INTO THE LID OF EACH RESPECTIVE MANHOLE OR VALVE VAULT.

10. DUCTILE IRON PIPE SPECIFICATIONS

ALL DUCTILE IRON PIPE WATER MAINS AND SEWER MAINS SHALL BE CLASS 52, CEMENT-LINED AND TAR-COATED, MEETING THE REQUIREMENTS OF SPECIFICATIONS ANSI/AWWA C151/A21.51 WITH "PUSH-ON" JOINTS MEETING THE REQUIREMENTS OF SPECIFICATIONS ANSI/AWWA C111/A21.11. WHERE SPECIFIED ON THE PLANS, OR IN THE SPECIFICATIONS, MECHANICAL JOINTS AND "LOCK-TYPE" JOINTS SHALL BE USED IN LIEU OF "PUSH-ON" JOINTS.

ALL PIPE FITTINGS AND SPECIAL CASTINGS SHALL BE DUCTILE IRON CONFORMING TO ANSI/AWWA C153/A21.53 AND ANSI/AWWA C111/A21.11 SPECIFICATIONS AND SHALL MEET THE MINIMUM REQUIREMENTS OF CLASS 150 DUCTILE IRON PIPE. IF CERTAIN FITTINGS ARE NOT MANUFACTURED IN DUCTILE IRON, CAST IRON FITTINGS SHALL BE ACCEPTABLE. MECHANICAL JOINT TYPE FITTINGS SHALL BE USED.

ALL PROPOSED DUCTILE IRON PIPE WATER MAIN AND SEWER MAIN WILL BE ENCASED WITHIN FOUR (4) MIL THICK, HIGH-DENSITY POLYETHYLENE TUBING. ALL FITTINGS SHALL BE ENCASED IN A DOUBLE-LAYER OF POLYETHYLENE TUBING. THE POLYETHYLENE MATERIAL SHALL BE MANUFACTURED AND INSTALLED IN COMPLIANCE WITH ANSI/AWWA C105/A21.5. ALL PROPOSED WATER AND SEWER SERVICES SHALL BE ENCASED IN POLYETHYLENE TUBING FOR A MINIMUM DISTANCE OF THREE FEET (3') FROM THE PROPOSED WATER MAIN AND SEWER MAIN.

11. **POINT REPAIRS** - FIGURES SHOWN SEWER REPAIRS INDICATED DISTANCES FROM MANHOLES.
12. **CONNECTION OF DISSIMILAR PIPE MATERIALS**- FLEXIBLE, NON-SHEAR CONNECTORS SHALL BE USED WHERE NEW SEWER PIPES ARE TO BE CONNECTED TO EXISTING SEWER PIPES. THE FLEXIBLE CONNECTORS SHALL CONSIST OF A SYNTHETIC RUBBER SLEEVE, WHICH WILL RESIST DETERIORATION CAUSED BY WASTES FOUND IN SEWERS AND A STAINLESS STEEL SLEEVE. THE CONNECTORS SHALL BE "MISSION" COUPLINGS, "FERNCO" COUPLINGS, OR EQUAL. ALL LABOR AND MATERIAL REQUIRED TO CONNECT NEW SEWER PIPE TO EXISTING SEWER PIPE SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
13. THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, COMBINED SEWERS, TELEPHONE LINES, COMMUNICATION LINES, ELECTRIC LINES, GAS MAINS, AND WATER SERVICES ARE APPROXIMATE AND THEIR SPECIFIC LOCATIONS ARE TO BE DETERMINED IN THE FIELD AT NO COMPENSATION TO THE CONTRACTOR.
14. COORDINATION OF ALL UTILITY WORK INVOLVED WITHIN THE CONSTRUCTION AREAS SHALL BE SUBJECT TO DISCUSSION AND CLARIFICATION AT A PRECONSTRUCTION MEETING.
15. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINAGE STRUCTURES OR SEWERS UNTIL PERMANENT CONNECTIONS TO SEWERS ARE BUILT AND IN SERVICE. THIS WORK SHALL BE PAID FOR AS TEMPORARY DRAINAGE CONNECTIONS.
16. IF, DURING CONSTRUCTION OPERATIONS, ANY LOOSE MATERIALS ARE DEPOSITED IN THE FLOW LINES OF GUTTERS OR DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE OBSTRUCTING MATERIALS SHALL BE REMOVED AT THE CLOSE OF EACH WORK DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES ARE TO BE FREE OF ALL DIRT, DEBRIS, AND OBSTRUCTING MATERIALS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF PROPOSED ITEMS BEING CONSTRUCTED.
17. ALL COSTS INVOLVED IN CONNECTING PROPOSED STORM SEWERS AND STORM STRUCTURES TO EXISTING STORM SEWERS OR PROPOSED STORM SEWERS SHALL BE CONSIDERED INCLUDED IN THE COST OF PROPOSED ITEMS BEING CONSTRUCTED.
18. ALL PROPOSED WATER MAINS SHALL BE INSTALLED IN ACCORDANCE WITH IN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", SEVENTH EDITION, DATED 2014, AND ALL REVISIONS THERETO.
19. ANY COSTS FOR SHEETING OR SHORING REQUIRED FOR THE STORM SEWER INSTALLATION OR OTHER CONSTRUCTION ELEMENTS REQUIRING RELATIVELY DEEP EXCAVATIONS SHALL BE INCLUDED IN THE PARTICULAR PAYMENT ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ANY SUPPLEMENTAL WORK ASSOCIATED WITH THE MAINTENANCE OF TRENCH SIDES OR OTHER EXCAVATED AREAS.
20. UNLESS OTHERWISE SPECIFIED, ABANDONED SEWERS AND DRAINS, AS DESIGNATED BY THE ENGINEER, SHALL BE PLUGGED WITH CLASS "SI" CONCRETE OR BRICK AND SUITABLE MORTAR TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE PAY ITEMS FOR REMOVING AND/OR FILLING THE VARIOUS TYPES OF STRUCTURES.
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD CHECKING ALL DIMENSIONS AND LOCATIONS OF PROPOSED STRUCTURES TO VERIFY ALL EXISTING AND PROPOSED PIPES ARE CORED AT THE CORRECT SIZE, LOCATION AND ELEVATION OF THE STRUCTURE. THE CONTRACTOR WILL ALSO BE REQUIRED TO VERIFY THAT ALL PIPES IN EXISTING STRUCTURES TO BE REPLACED ARE ACCOUNTED FOR. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ADDITIONAL CORING OF STRUCTURES FOR PIPES THAT ARE AT INCORRECT ELEVATION OR MISSING NOT INCLUDED IN STRUCTURE DELIVERED.

22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD CHECKING ALL DIMENSIONS AND LOCATIONS OF PROPOSED STRUCTURES TO VERIFY ALL EXISTING AND PROPOSED PIPES ARE CORED AT THE CORRECT SIZE, LOCATION AND ELEVATION OF THE STRUCTURE. THE CONTRACTOR WILL ALSO BE REQUIRED TO VERIFY THAT ALL PIPES IN EXISTING STRUCTURES TO BE REPLACED ARE ACCOUNTED FOR. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ADDITIONAL CORING OF STRUCTURES FOR PIPES THAT ARE AT INCORRECT ELEVATION OR MISSING NOT INCLUDED IN STRUCTURE DELIVERED.

WATER SERVICE NOTES:

PROTECTION OF WATER SERVICE - THE CONTRACTOR SHALL STRICTLY REFRAIN FROM CUTTING OR DAMAGING ANY WATER SERVICE DURING CONSTRUCTION ACTIVITIES. EXTREME CAUTION MUST BE EXERCISED WHEN DIGGING NEAR WATER SERVICE TO PREVENT ACCIDENTAL CUTTING OF THE WATER SERVICE. IN AN EVENT OF ANY DAMAGE TO THE WATER SERVICE THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY AND COST FOR THE REPLACEMENT OF THE WATER SERVICE FROM THE WATER MAIN TO THE METER INSIDE THE RESIDENT'S PROPERTY. WHICH MAY INCLUDE INTERIOR RESTORATION TO ACCOMMODATE THE PIPE, AT THE CONTRACTOR'S EXPENSE.

ASPHALT GENERAL NOTES

1. THE PLACEMENT OF ALL HOT-MIX ASPHALT LAYERS SHALL BE PLACED IN NO MORE THAN TWO PASSES OF THE PAVING EQUIPMENT.
2. THE ASPHALT PAVING MACHINE SHALL HAVE A SCREED WITH A CLOSED PAVING WIDTH OF NOT LESS THAN TEN FEET (10').
3. THE INTERSECTION RETURNS SHALL BE PAVED AT THE SAME TIME AS THE MAINLINE PAVEMENT.
4. THE CONTRACTOR WILL BE REQUIRED TO CLOSE UP ALL STREETS IN THE SAME DAY. NO OPEN LONGITUDINAL JOINTS WILL BE LEFT OPEN OVERNIGHT.
5. THE LOCATION OF ALL TRANSVERSE COLD JOINTS LEFT BETWEEN DAYS OF PAVING SHALL BE APPROVED BY THE ENGINEER.
6. **TACK COAT** - PRIME COAT MUST BE INSTALLED NO EARLIER THAN TWENTY-FOUR (24) HOURS PRIOR TO PLACEMENT OF HOT-MIX ASPHALT. NOTICES SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES IMPACTING VEHICLE ACCESS A MINIMUM OF 24 HOURS PRIOR TO PLACEMENT OF TACK COAT.
7. **MILLED BUTT JOINTS** - WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H)
8. **BUTT JOINT REMOVAL** - BUTT JOINTS SHALL BE CUT NO MORE THAN 24 HOURS PRIOR TO FINAL SURFACE PAVING. SUITABLE GUIDELINES OR DEVICES SHALL BE USED TO ASSURE CUTTING A NEAT, STRAIGHT LINE AS SHOWN ON THE PLANS. . THE COST OF SAW CUTTING DESCRIBED ABOVE SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

LANDSCAPING GENERAL NOTES

1. ONCE CONCRETE IMPROVEMENTS ARE COMPLETED AND PRIOR TO FINAL SURFACE COURSE BEING PLACED, ALL LANDSCAPE AREAS ARE TO BE BACKFILLED AND HAVE TOPSOIL PLACED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. ANY EXCAVATION AND GRADING OF THE PARKWAY WHICH IS REQUIRED TO GIVE A UNIFORM SLOPE FROM THE LIMIT OF SOD RESTORATION TO THE TOP OF THE CURB SHALL BE INCLUDED IN THIS CONTRACT.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR WEED PREVENTION AND REMOVING ANY WEEDS PRIOR TO THE PLACEMENT OF THE SOD. THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR MAINTENANCE OF WEEDS WITHIN NEWLY TOPSOILED AREAS. ONCE ANY WEEDS, AS DETERMINED BY THE ENGINEER, HAVE EXCEEDED SIX INCHES (6") IN HEIGHT, ALL WEEDS WITHIN THE PREPARED TOPSOIL AREAS SHALL BE REMOVED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR A BI-WEEKLY WEED REMOVAL AS DIRECTED BY THE ENGINEER UNTIL SOD IS PLACED. ALL WEEDS SHALL BE REMOVED PRIOR TO SOD PLACEMENT. THE METHOD OF WEED CONTROL AND WEED REMOVAL MUST BE APPROVED BY THE ENGINEER. ALL WEED CONTROL AND WEED REMOVAL SHALL BE INCLUDED IN THE COST OF THIS CONTRACT.

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VILLAGE OF VILLA PARK, ILLINOIS**

GENERAL NOTES

PRELIMINARY PLAN - NOT FOR BIDDING PURPOSES	SCALE: -	SHEET
	DRAWN BY: GD, DMM, LW	3
	BOOK NO.: -	/
	DATE: 8-8-24	12
REVISION:	E.H.E. NO.: 820-24-128	OF

GENERAL NOTES

1. **SSRBC - ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2022; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2024; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (ILMUTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", JULY 2014, SEVENTH EDITION.**
2. **UTILITIES - BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 811 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).**

THE LOCATIONS OF THE UNDERGROUND UTILITIES IF SHOWN ON THE PLANS HAVE BEEN OBTAINED BY FIELD SURVEYS AND SEARCHES OF AVAILABLE RECORDS. IT IS BELIEVED THAT DATA IS ESSENTIALLY CORRECT, BUT THE VILLAGE OF VILLA PARK, THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND/OR OTHER OFFICES AND AGENCIES ASSOCIATED WITH THE DEVELOPMENT OF THESE PLANS DO NOT GUARANTEE THEIR ACCURACY OR COMPLETENESS. THE CONTRACTOR WILL BE REQUIRED TO VERIFY THE EXACT LOCATION OF EACH FACILITY WITH THE UTILITY COMPANY, AND SHALL TAKE DUE CARE IN ALL PHASES OF THE CONSTRUCTION TO PROTECT ANY SUCH FACILITIES WHICH MAY BE AFFECTED BY THE WORK. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF VILLA PARK.

3. **INCIDENTAL EXCAVATION - DURING THE REMOVAL OF CONCRETE SIDEWALK, DRIVEWAY, CURB AND GUTTER, OR PAVEMENT, THE CONTRACTOR SHALL EXCAVATE AS NECESSARY SO THAT THE REQUIRED THICKNESS OF PROPOSED CONCRETE, INCLUDING BEDDING CAN BE CONSTRUCTED. THE EXCAVATED MATERIAL, AS WELL AS THE BROKEN CONCRETE, SHALL BE DISPOSED OF OFF THE JOB SITE AT A DUMP TO BE FOUND BY THE CONTRACTOR AT HIS OWN EXPENSE. A LOW SUB-GRADE MAY BE BROUGHT TO THE PROPER ELEVATION WITH CRUSHED STONE MEETING A CA-6 GRADATION AS APPROVED BY THE ENGINEER. THE COST OF ANY EXCAVATION AND ITS DISPOSAL, OR THE COST OF THE CA-6 FOR FILL, WILL NOT BE PAID FOR DIRECTLY, BUT THEIR COST SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT BID PRICES FOR THE RESPECTIVE REMOVAL ITEMS OF WORK.**
4. **GARBAGE AND EMERGENCY VEHICLES - THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN ACCESS FOR EMERGENCY VEHICLES AND GARBAGE TRUCKS AT ALL TIMES. IF THE GARBAGE TRUCKS ARE NOT ABLE TO HAVE ACCESS TO ALL OF THE PROPERTIES WITHIN THE PROJECT LIMITS, THEN THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING ANY GARBAGE THAT IS AFFECTED IN A LOCATION WHERE THE GARBAGE TRUCKS CAN PICK IT UP. THE CONTRACTOR SHALL ALSO BE REQUIRED TO RETURN THE GARBAGE CANS TO THE PARKWAY OF THE RESPECTIVE PROPERTY BY THE END OF THE DAY. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT.**
5. **SAW-CUTTING - THIS WORK SHALL BE DONE WHERE ANY NEW PAVEMENT, CURB AND GUTTER, FRAMES AND GRATES, STRUCTURES, SIDEWALKS, OR DRIVEWAYS ABUT EXISTING PAVEMENT, CURB AND GUTTER, SIDEWALKS, OR DRIVEWAYS OR AS DIRECTED BY THE ENGINEER. FRAMES AND LIDS TO BE ADJUSTED AS PART OF THE CONTRACT SHALL BE SAW CUT PRIOR TO BREAKING PAVEMENT AROUND THEM TO COMPLETE THE ADJUSTMENT. ALL REQUIRED SAW-CUTTING WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.**
6. **ITEMS TO BE SALVAGED - ALL FRAMES AND LIDS, WATER VALVES, VALVE BOXES, AND FIRE HYDRANTS WHICH ARE TO BE ABANDONED DUE TO THE CONSTRUCTION OF THIS IMPROVEMENT ARE TO REMAIN THE PROPERTY OF THE VILLAGE OF VILLA PARK. THE CONTRACTOR IS TO DELIVER THE ITEMS TO BE SALVAGED TO THE VILLAGE OF VILLA PARK PUBLIC WORKS YARD.**
7. **LINES AND GRADES - ALL WORK UNDER THIS CONTRACT SHALL BE BUILT IN ACCORDANCE WITH THE LINES AND GRADES SHOWN ON THE PLANS AND AS GIVEN BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE MATERIALS, SUCH AS STAKES, PAINT, AND GIVE SUCH ASSISTANCE AS MAY BE REQUIRED FOR SETTING LINE AND GRADE BOARDS, AND STAKES OR MARKS SO GIVEN SHALL BE CAREFULLY PRESERVED. THE CONTRACTOR SHALL KEEP THE ENGINEER INFORMED A REASONABLE TIME IN ADVANCE, AT LEAST FORTY-EIGHT (48) HOURS, AS TO HIS NEED FOR ADDITIONAL GRADES AND LINES IN ORDER THAT THE SAME MAY BE FURNISHED AND ALL NECESSARY MEASUREMENTS MADE FOR RECORD AND PAYMENT WITH THE MINIMUM OF INCONVENIENCE TO THE ENGINEER OR OF DELAY TO THE CONTRACTOR.**
8. **SUBSTITUTE MATERIALS - WHERE, IN THIS CONTRACT, ONE OR MORE CERTAIN MATERIALS, TRADE NAMES OR ARTICLES OF CERTAIN MANUFACTURE ARE MENTIONED, IT IS DONE FOR THE EXPRESS PURPOSE OF ESTABLISHING A BASIS OF DURABILITY AND EFFICIENCY AND NOT FOR THE PURPOSE OF LIMITING COMPETITION. OTHER NAMES OF MATERIAL CAN BE USED IF, IN THE OPINION OF THE ENGINEER AND THE DEPARTMENT, THEY ARE EQUAL IN DURABILITY AND EFFICIENCY TO THOSE MENTIONED AND OF A DESIGN IN HARMONY WITH THE WORK AS OUTLINED AND THE ENGINEER AND THE DEPARTMENT GIVE A WRITTEN APPROVAL OF A SUBSTITUTION BEFORE THE ARTICLES AND MATERIALS ARE ORDERED BY THE CONTRACTOR. SHOULD A SUBSTITUTION OF ARTICLES AND/OR MATERIALS BE DESIRED, THE CONTRACTOR WILL BE REQUIRED TO REQUEST THE CHANGE WITHIN TEN (10) DAYS FROM THE AWARD OF THE CONTRACT.**
9. **STRUCTURES ENCOUNTERED - THE CONTRACTOR SHALL BE ENTIRELY RESPONSIBLE FOR DAMAGE TO WATER LINES, ELECTRIC CONDUITS AND LINES, EXISTING STRUCTURES, DRAINS, SIDEWALKS, CURBS, FENCES, TREES, CULVERTS, AND OTHER STRUCTURES OF ANY KIND AND SHALL BE LIABLE FOR DAMAGES TO PUBLIC AND PRIVATE PROPERTY, EXCEPT WHERE THESE ITEMS ARE TO BE REMOVED AND REPLACED AS CALLED FOR ON THE SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.**
10. **UNAUTHORIZED EXCAVATION - IF THE BOTTOM OF ANY EXCAVATION IS REMOVED BEYOND THE LIMITS DIRECTED, IT SHALL BE BACKFILLED AND COMPACTED TO THE PROPER GRADE WITH A MATERIAL SUITABLE TO THE ENGINEER AND AT THE CONTRACTOR'S EXPENSE.**
11. **MAINTENANCE OF WORK SITE - THE CONTRACTOR SHALL KEEP THE SITE OF THE WORK AND ADJACENT PREMISES AS FREE FROM MATERIAL, DEBRIS AND RUBBISH AS IS PRACTICABLE, AND SHALL REMOVE SAME**

FROM ANY PORTION OF THE SITE, IF, IN THE OPINION OF THE ENGINEER, SUCH MATERIAL, DEBRIS, OR RUBBISH CONSTITUTES A NUISANCE OR IS OBJECTIONABLE IN ANY WAY TO THE PUBLIC. THE CONTRACTOR SHALL REMOVE ALL MACHINERY, MATERIALS, BARRICADES, STAGING, FALSE-WORK, DEBRIS AND RUBBISH CONNECTED WITH, OR CAUSED BY SAID WORK, IMMEDIATELY UPON THE COMPLETION OF THE SAME AND SHALL CLEAN ALL STRUCTURES AND WORK CONSTRUCTED UNDER THE CONTRACT TO THE SATISFACTION OF THE ENGINEER AND LEAVE THE PREMISES IN AN APPROVED CONDITION INSOFAR AS AFFECTED BY THE WORK UNDER THIS CONTRACT. WHEN DURING THE CONSTRUCTION OPERATIONS, ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF ANY GUTTERS AND DRAINAGE STRUCTURE SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS, ALL DRAINAGE FACILITIES SHALL BE CLEAN AND FREE OF ALL OBSTRUCTIONS DUE TO CONSTRUCTION OPERATIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

12. **PROTECTION OF PAVEMENT - WHENEVER THE PROPOSED CONSTRUCTION IS LOCATED ADJACENT TO OR ACROSS AN EXISTING PAVEMENT STRUCTURE SUCH AS CURB AND GUTTER, SIDEWALK AND DRIVEWAY PAVEMENT, THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO MAINTAIN AND PROTECT ALL PAVEMENTS NOT DESIGNATED FOR REMOVAL. TRENCH WIDTH SHALL BE CONTROLLED TO LIMIT THE EXTENT OF REMOVAL WITHIN THE BOUNDS ESTABLISHED BY THE ENGINEER. REMOVAL BEYOND THE DEFINED LIMITS SHALL BE AT THE CONTRACTOR'S COST, UNLESS AUTHORIZED IN WRITING BY THE ENGINEER. DAMAGE TO ADJACENT PAVEMENT STRUCTURES TO REMAIN SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.**
13. **RESTORATION OF PROPERTY - THE CONTRACTOR SHALL RESTORE OR REPLACE ALL PAVEMENTS, STRUCTURES, OR OTHER PROPERTY DAMAGED BY CONSTRUCTION ACTIVITIES TO THE CONDITION THAT EXISTED IMMEDIATELY PRIOR TO THE START OF THE WORK. ALL FENCES AND OTHER STRUCTURES IN THE VICINITY OF THE WORK SHALL BE PROTECTED AND IF DAMAGED SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. ALL TREES SHALL BE SATISFACTORILY PROTECTED BY BOXES OR BOARDS. TREE BRANCHES AND ROOTS SHALL NOT BE CUT EXCEPT BY PERMISSION OF THE ENGINEER. ALL CUTTING SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER. SHRUBS AND BUSHES, WHICH LIE WITHIN THE CONSTRUCTION ACTIVITY, MAY BE DUG UP, TEMPORARILY MOVED, AND REPLANTED IN THEIR ORIGINAL LOCATIONS IF PERMITTED BY THE ENGINEER. IF THE PLANTS ARE DAMAGED OR DO NOT SATISFACTORILY GROW AFTER REPLANTING, THEY SHALL BE REPLACED BY THE CONTRACTOR, WITH PLANTS OF SAME KIND AND SIZE. THE COST TO REPLACE OR REPAIR ANY PROPERTY NOT SPECIFICALLY LISTED IN THE CONTRACT DOCUMENTS AS PAY ITEMS SHALL BE INCLUDED IN THE COST OF THE CONTRACT.**
14. **UNSUITABLE MATERIAL - IF MATERIAL IS FOUND WHICH IN THE OPINION OF THE ENGINEER IS UNSUITABLE AS A SUB BASE, IT SHALL BE REMOVED AND A MATERIAL SELECTED BY THE ENGINEER SHALL BE INSTALLED AND COMPACTED. THE CONTRACTOR WILL BE PAID THE UNIT PRICE OR THE AGREED TO PRICE FOR THIS WORK.**
15. **MISCELLANEOUS ADJUSTMENTS - THE ADJUSTMENT OF ANY PUBLIC UTILITY VALVE BOXES OR STRUCTURES WITHIN THE PROJECT LIMITS SHALL BE DONE BY PERSONNEL OF THE RESPECTIVE PUBLIC UTILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE UTILITY OF THE REQUIRED WORK AND COORDINATING THESE ACTIVITIES WITH HIS OWN SCHEDULE OF CONSTRUCTION. THIS SHALL NOT APPLY TO VILLAGE BUFFALO BOXES, VALVE BOXES OF VILLAGE OWNED FRAMES**
16. **CLEANING OF DRAINAGE STRUCTURES - ALL DRAINAGE STRUCTURES LOCATED WITHIN THE GUTTER PORTIONS OF THE COMBINATION CURB AND GUTTER ON ALL STREETS BEING IMPROVED SHALL BE CLEANED OF ALL CONSTRUCTION MATERIALS AND EXISTING DEBRIS AND SEDIMENT PRIOR TO THE ACCEPTANCE OF THE WORK PERFORMED ON THE PROJECT. THE COSTS FOR LABOR AND EQUIPMENT NECESSARY TO CLEAN THESE STRUCTURES AND FOR THE DISPOSAL OF THE REMOVED MATERIALS, DEBRIS, AND SEDIMENT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.**
17. **VILLAGE WATER USAGE - THE VILLAGE REQUIRES THE USE OF A WATER METER FOR ALL CONTRACTORS THAT NEED ACCESS TO A VILLAGE FIRE HYDRANT. THE WATER METERS ARE AVAILABLE AT THE VILLAGE OF VILLA PARK PUBLIC WORKS BUILDING. THE CONTRACTOR WILL BE REQUIRED TO PLACE A DEPOSIT PRIOR TO BEING ISSUED A WATER METER. THE DEPOSIT IS REFUNDABLE, UPON THE RETURN OF THE WATER METER, IN ITS ORIGINAL CONDITION. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO USE AN APPROVED HYDRANT OPERATING WRENCH WHEN OPENING AND CLOSING ANY FIRE HYDRANTS. THE USE OF A PIPE WRENCH IS NOT ALLOWED IF THE CONTRACTOR IS OBSERVED TAKING WATER FROM THE VILLAGE'S WATER SYSTEM WITHOUT A WATER METER OR WRITTEN PERMISSION FROM THE PUBLIC WORKS DIRECTOR TO DO SO, THE CONTRACTOR WILL BE REQUIRED TO OBTAIN WATER FROM A DIFFERENT SOURCE AT HIS OWN EXPENSE.**
18. **VILLAGE STREET SIGNS ON POSTS - IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE, STORE IN A PROTECTED LOCATION, AND THEN RESET ALL STREET SIGNS ON POSTS ENCOUNTERED WITHIN THE BOUNDARIES OF THIS PROJECT. THE CONTRACTOR SHALL ALSO BAG ANY REGULATORY SIGNS THAT WILL NOT BE IN EFFECT DURING CONSTRUCTION AND PROVIDE TEMPORARY SIGNAGE FOR ANY ADJUSTMENT TO EXISTING TRAFFIC PATTERNS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.**
19. **PUNCHLIST - ANY PUNCHLIST WORK THAT IS REQUIRED SHALL BE COMPLETED WITHIN TWENTY-ONE (21) DAYS OF DELIVERY OF THE "PUNCHLIST" FROM THE ENGINEER OR WITHIN THE CONTRACT WORKING DAYS; WHICH EVER APPLIES. IF THE PUNCHLIST WORK HAS NOT BEEN COMPLETED WITHIN THE TWENTY-ONE (21) DAYS AS DESCRIBED ABOVE, THEN DAILY LIQUIDATED DAMAGES SHALL RESUME AT THAT TIME UNTIL THE PUNCHLIST ITEMS ARE COMPLETED.**

CONCRETE GENERAL NOTES

1. **FORMS FOR CONCRETE SIDEWALKS, DRIVEWAYS, AND GUTTER FLAGS - A 2" X 6" BOARD WILL BE USED AS A FORM FOR ALL SIDEWALKS TO BE INSTALLED FIVE INCHES (5") IN THICKNESS. A 2" X 8" BOARD WILL BE USED AS A FORM FOR ALL DRIVEWAYS TO BE INSTALLED SEVEN INCHES (7") IN THICKNESS. A 2" X 12" BOARD WILL BE USED AS THE FORM FOR THE FACE OF THE GUTTER FLAGS. NO METAL FORMS WILL BE ALLOWED EXCEPT. ALL FORMS MUST BE OF A MINIMUM HEIGHT OF THE PROPOSED THICKNESS OF THE RESPECTIVE CONCRETE ITEMS TO BE INSTALLED.**
2. **PROTECTION OF NEWLY POURED CONCRETE - ALL CONCRETE CONSTRUCTION SHALL BE PROTECTED BY THE CONTRACTOR TO PREVENT ACCIDENTAL OR PRE-MEDITATED DAMAGE. SUPERVISION OF FRESHLY POURED AREAS SHALL BE PROVIDED UNTIL THE MATERIAL HAS ADEQUATELY CURED. THE CONTRACTOR SHALL KEEP EMPLOYEES AT THE JOB SITE AFTER THE CONCRETE HAS BEEN POURED UNTIL IT HAS CURED SUFFICIENTLY SO THAT GRAFFITI CAN NOT BE INSCRIBED IN THE NEWLY POURED CONCRETE SURFACES. ANY CONCRETE ITEMS THAT ARE DEFACED SHALL BE REPLACED BY THE CONTRACTOR AT THEIR OWN EXPENSE.**
3. **BITUMINOUS EXPANSION JOINTS - THREE-QUARTER INCH (3/4") NOMAFLEX EXPANSION JOINTS SHALL BE INSTALLED WHERE NEW SIDEWALK OR CURB AND GUTTER OR DRIVEWAY PAVEMENT ABUTS AN EXISTING CONCRETE WALK, DRIVE, OR CURB WHICH IS TO REMAIN IN PLACE, AND AT NOT LESS THAN SEVENTY-FIVE FEET (75') INTERVALS AT LOCATIONS WHERE SIDEWALK REPLACEMENT IS IN EXCESS OF SEVENTY-FIVE FEET (75'), AND AT LOCATIONS AS DIRECTED BY THE ENGINEER.**

ALL COST ASSOCIATED WITH THE SUPERVISION, THE REPAIR, OR THE REPLACEMENT OF DAMAGED AREAS SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

EXPANSION JOINTS WILL BE PLACED IN CURB AND GUTTER AT ALL RADIUS POINTS, ALL BEND POINTS, ON BOTH SIDES OF FRAMES AND GRATES THAT ARE IN THE CURB AND GUTTER, AND AT NOT LESS THAN NINETY FOOT (90') INTERVALS AT LOCATIONS WHERE CURB REPLACEMENT IS IN EXCESS OF NINETY FEET (90'), AND AT LOCATIONS AS DIRECTED BY THE ENGINEER.

ALL EXPANSION JOINTS LOCATED IN THE CURB AND GUTTER SHALL HAVE TWO (2) THREE QUARTER INCH (3/4") DIAMETER, SMOOTH, ROUND, EPOXY COATED DOWEL BARS, EIGHTEEN INCHES (18") IN LENGTH, WITH PLASTIC END CAPS INSERTED TO ALLOW THE CURB AND GUTTER TO EXPAND AND CONTRACT LATERALLY.

THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM.

4. **SIDEWALK AND CURB AND GUTTER REPLACEMENT - LOCATIONS OF SIDEWALK AND CURB AND GUTTER REPLACEMENT ARE APPROXIMATE. EXACT LOCATIONS WILL BE DETERMINED DURING CONSTRUCTION.**
5. **DEPRESSED CURBS - THE TOP OF CURBS SHALL BE DEPRESSED WHERE THE CURB AND GUTTER IS CONSTRUCTED AT HANDICAP ACCESSIBLE SIDEWALK RAMPS AT ALLEY RETURNS AND STREET INTERSECTIONS, AND FOR PRIVATE AND COMMERCIAL DRIVES AND AS DIRECTED BY THE ENGINEER**
6. **DRAINAGE OPENINGS - AT ALL LOCATIONS WHERE CASTINGS ARE TO BE INCORPORATED IN THE CURB AND GUTTER, A 3/4" EXPANSION JOINT SHALL BE INSTALLED IN THE CURB AND GUTTER A DISTANCE OF 5 FT. FROM EACH SIDE OF THE CASTING. 2-NO. 4 RE-BARS, 9' IN LENGTH, SHALL BE INCORPORATED IN THE CONTINUOUS PORTION OF CONCRETE CURB BEHIND THE CASTING.**
7. **DETECTABLE WARNINGS - DETECTABLE WARNINGS SHALL BE INSTALLED AT HANDICAP ACCESSIBLE SIDEWALK RAMPS, AT ALLEY RETURNS, AND STREET INTERSECTIONS. THESE SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE IDOT STANDARDS.**
8. **SLIPFORM CONSTRUCTION - VERTICAL FACES MAY BE BATTERED AT THE RATE OF 3/4" PER FOOT OF HEIGHT TO AID IN SLIPFORM OPERATIONS. THE PROPOSED CURB HEIGHT IS VARIABLE.**
9. **DEPRESSED CURB HEIGHT - THE HEIGHT OF THE DEPRESSED CURB SHALL BE 1-1/2" AT DRIVEWAYS. SEE IDOT STANDARD 424001-05 FOR HEIGHT AT SIDEWALK RAMP. THE COSTS FOR REMOVAL OF ANY ASPHALT OVERLAY THAT EXTENDS INTO THE GUTTER PORTION OF THE CURB AND GUTTER WILL BE INCLUDED IN THE PRICE FOR COMBINATION CURB AND GUTTER REMOVAL. THE EDWIN HANCOCK ENGINEERING COMPANY AND THE VILLAGE PUBLIC WORKS DEPARTMENT. SHALL BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO ANY CONSTRUCTION ACTIVITY. CONCRETE CURING SHALL BE TYPE III MEMBRANE CURING ACCORDING TO ARTICLE 1022.01 (c) OF THE SSRBC WHICH SHALL BE A WHITE PIGMENTED IDOT APPROVED CURING COMPOUND.**

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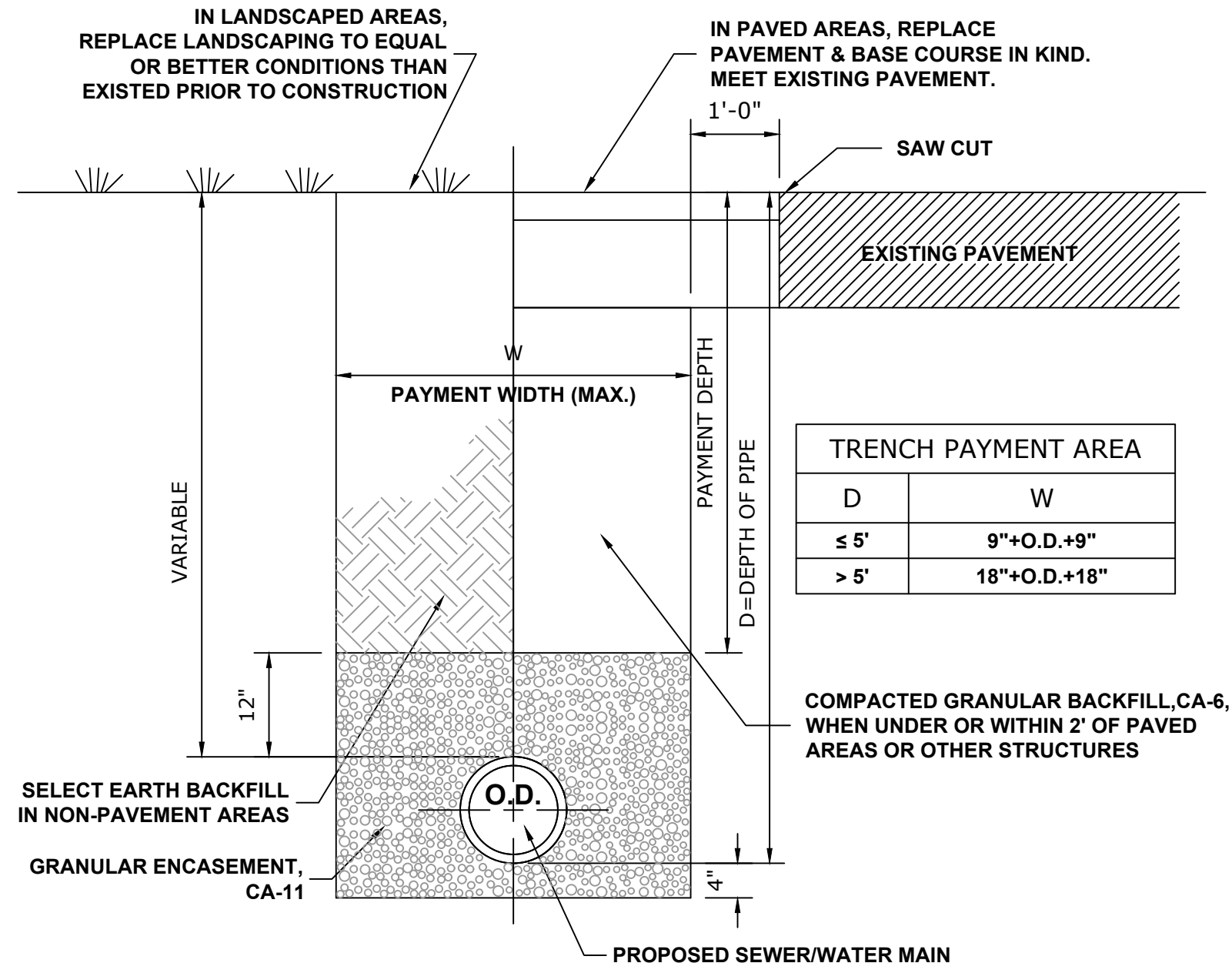


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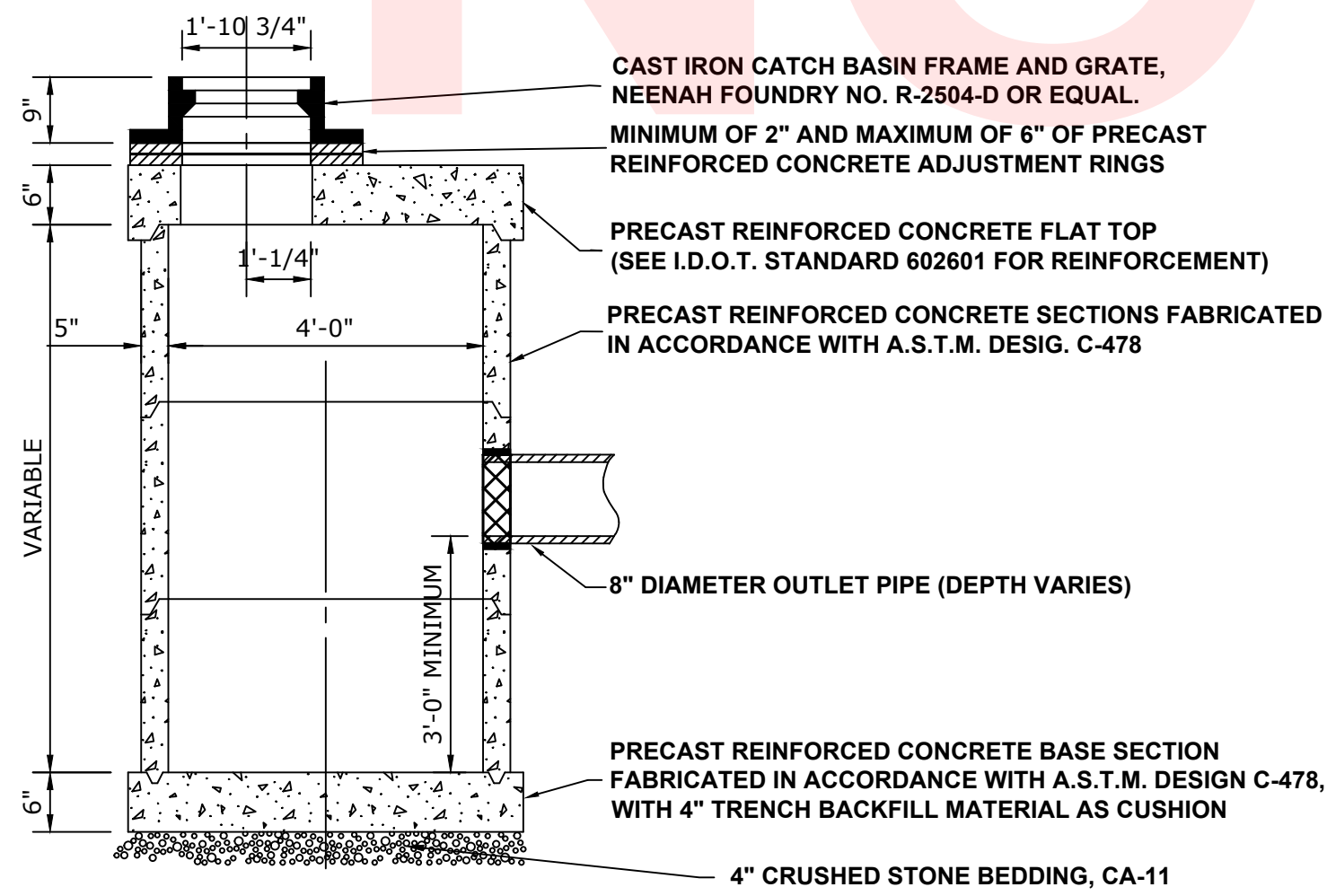
**WISCONSIN AVENUE IMPROVEMENTS
 VILLAGE OF VILLA PARK, ILLINOIS**

GENERAL NOTES

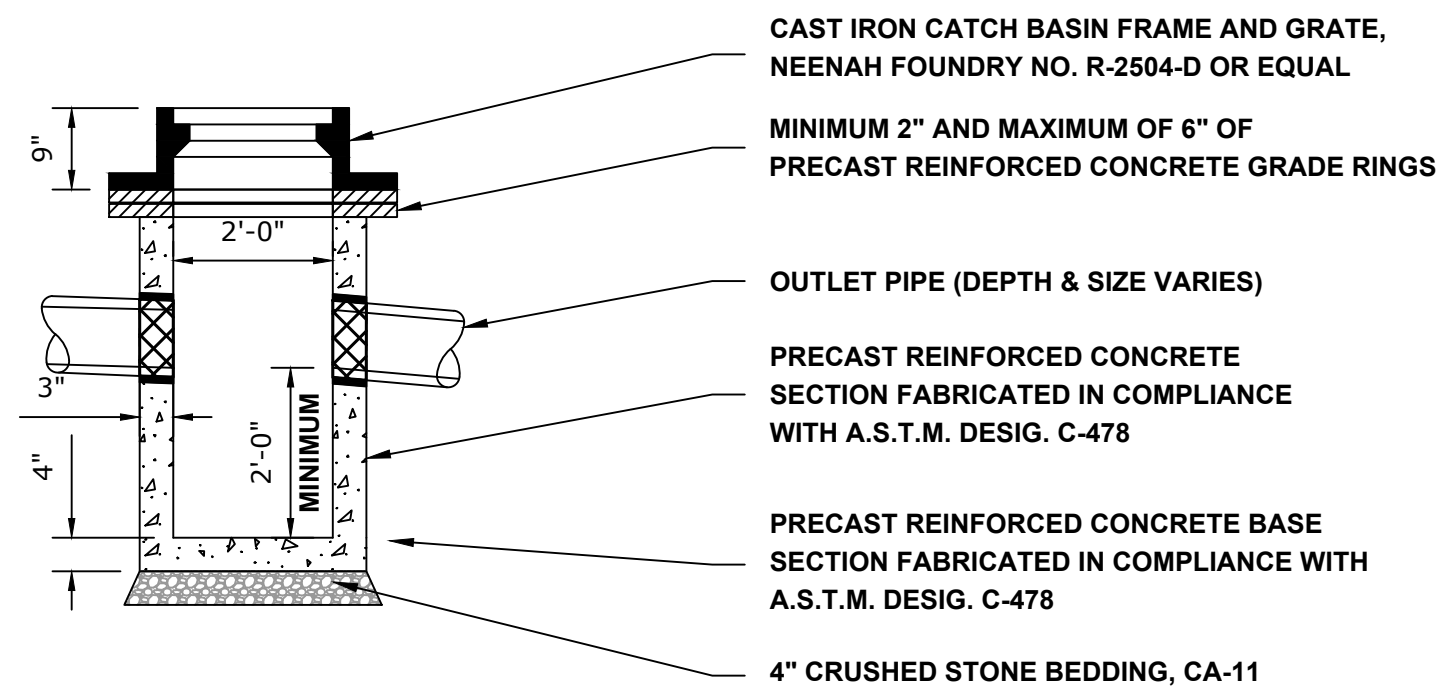
PRELIMINARY PLAN - NOT FOR BIDDING PURPOSES	SCALE: -	SHEET 4
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	BOOK NO.: -	
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REVISION:	E.H.E. NO.: 820-24-128	OF



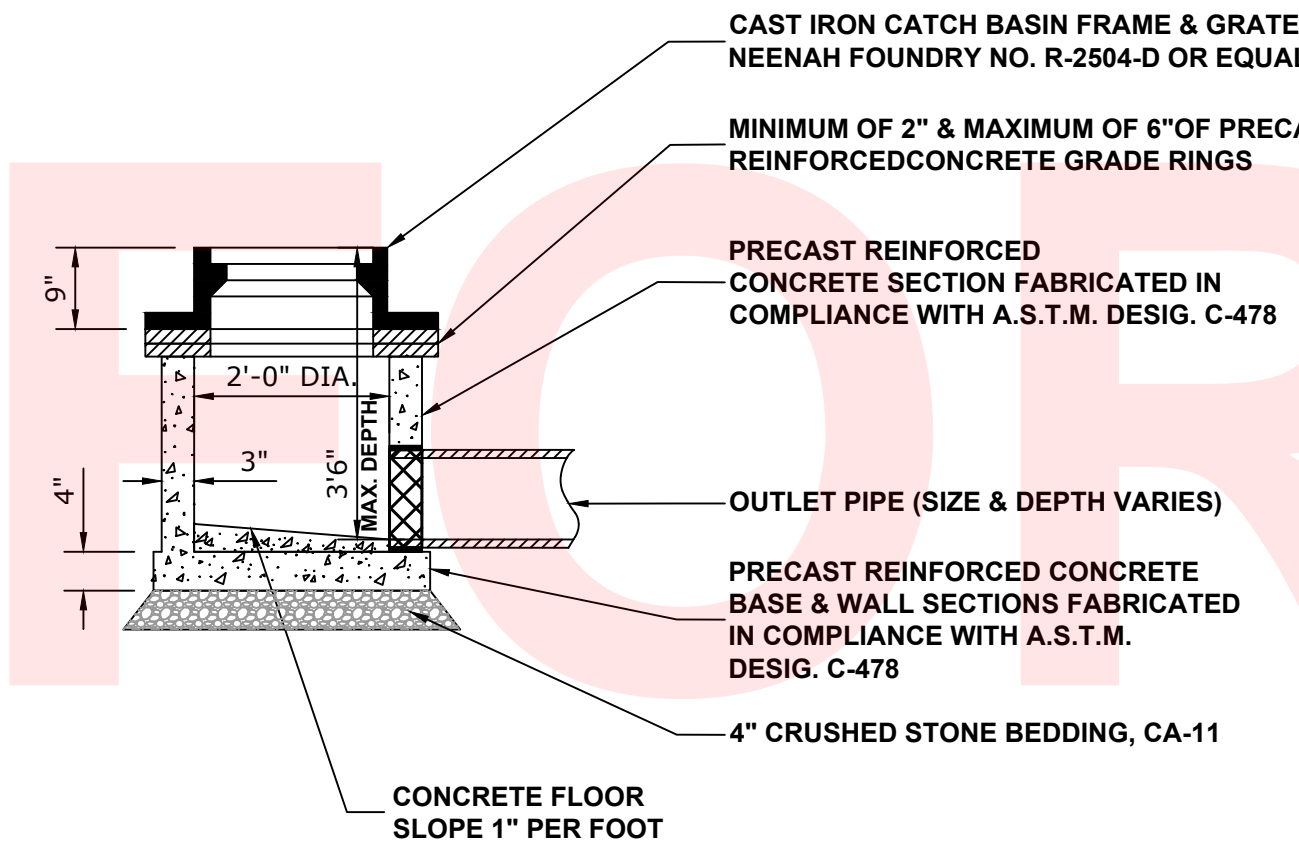
TYPICAL SEWER AND WATER MAIN TRENCH



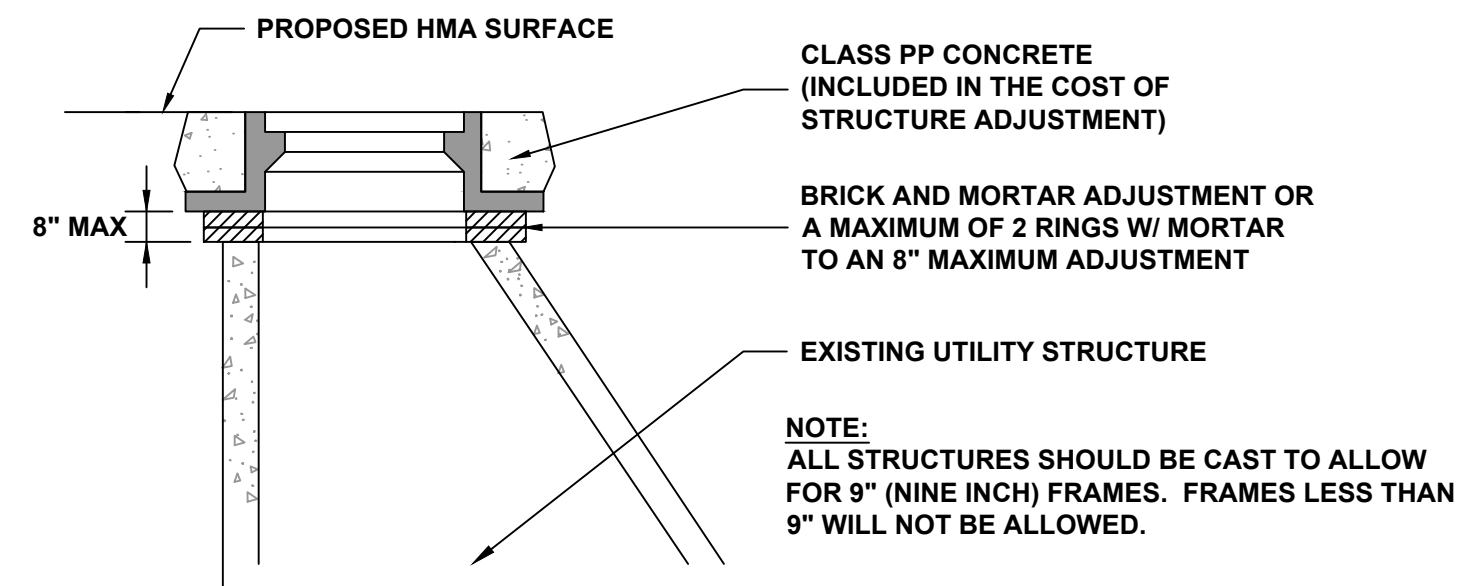
RESTRICTED DEPTH CATCH BASIN



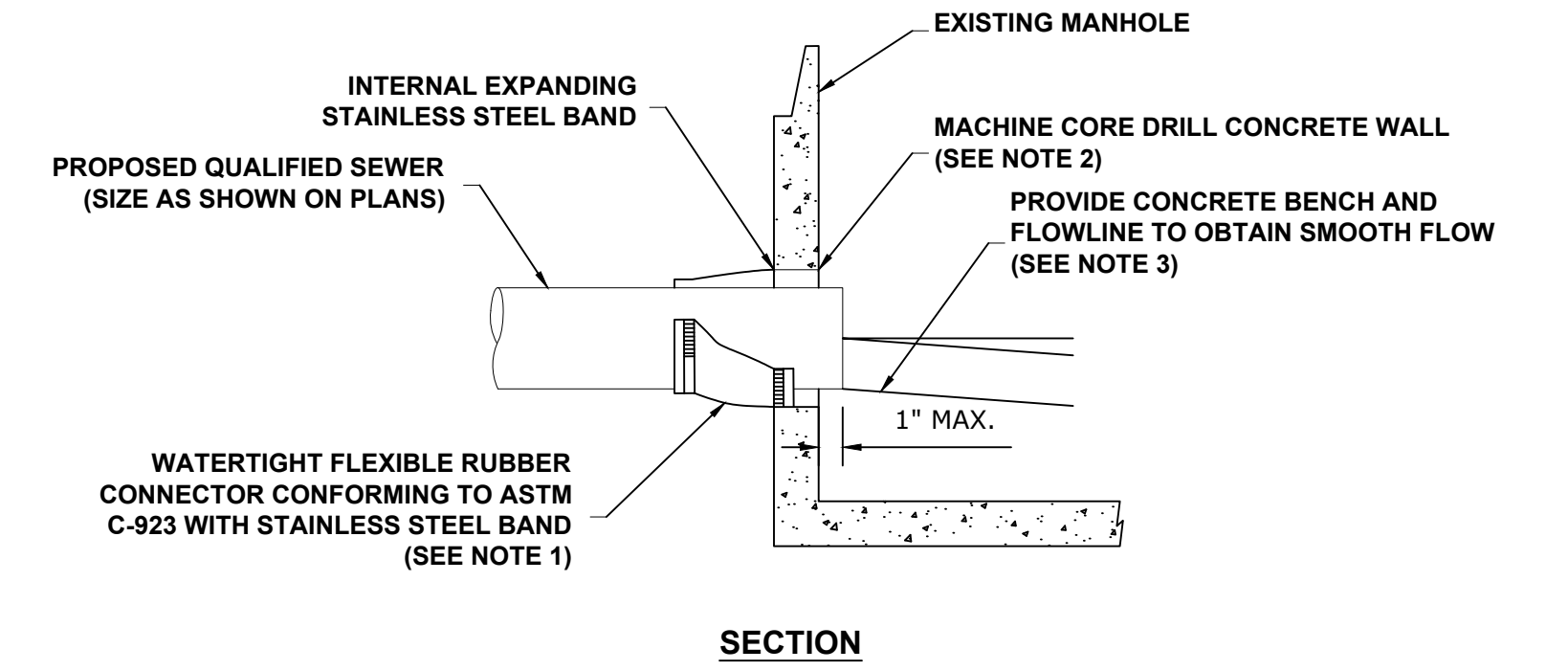
CATCH BASIN, TYPE "C"



INLET, TYPE "A"

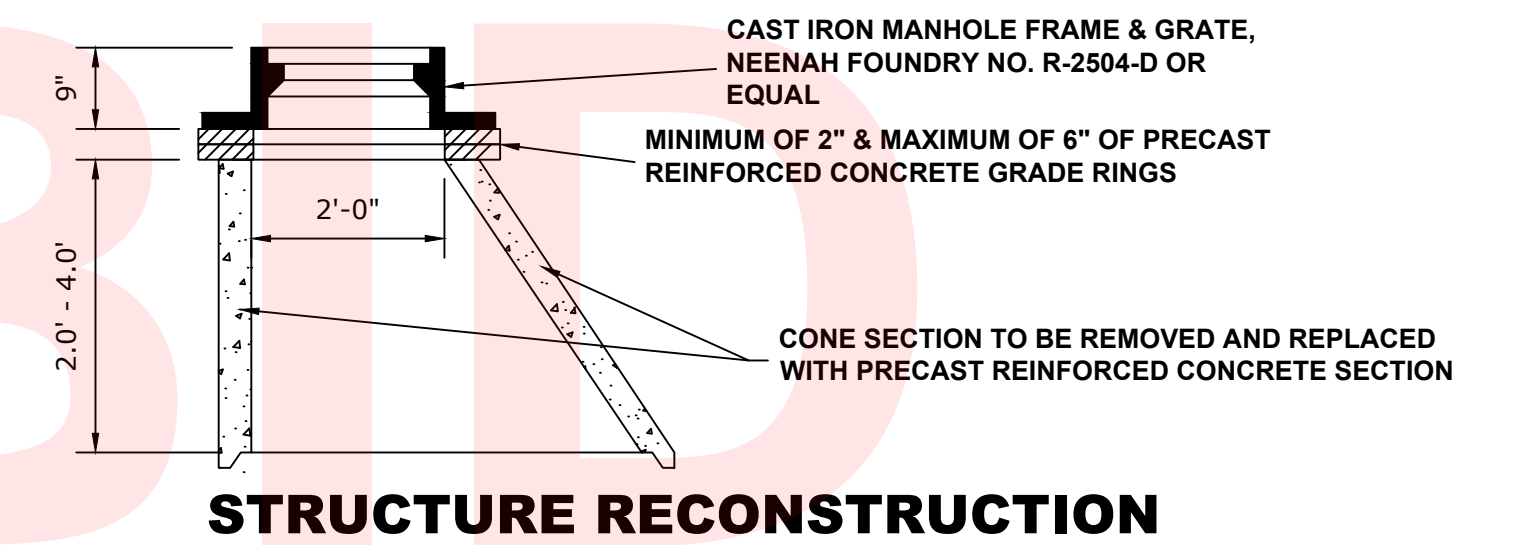


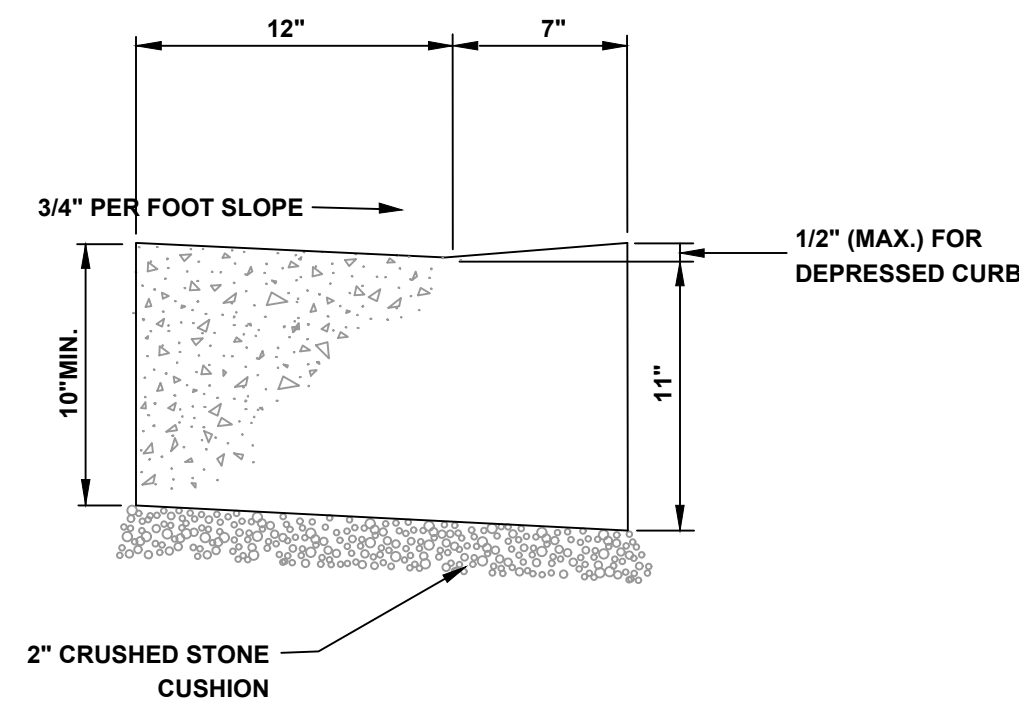
STRUCTURE ADJUSTMENT



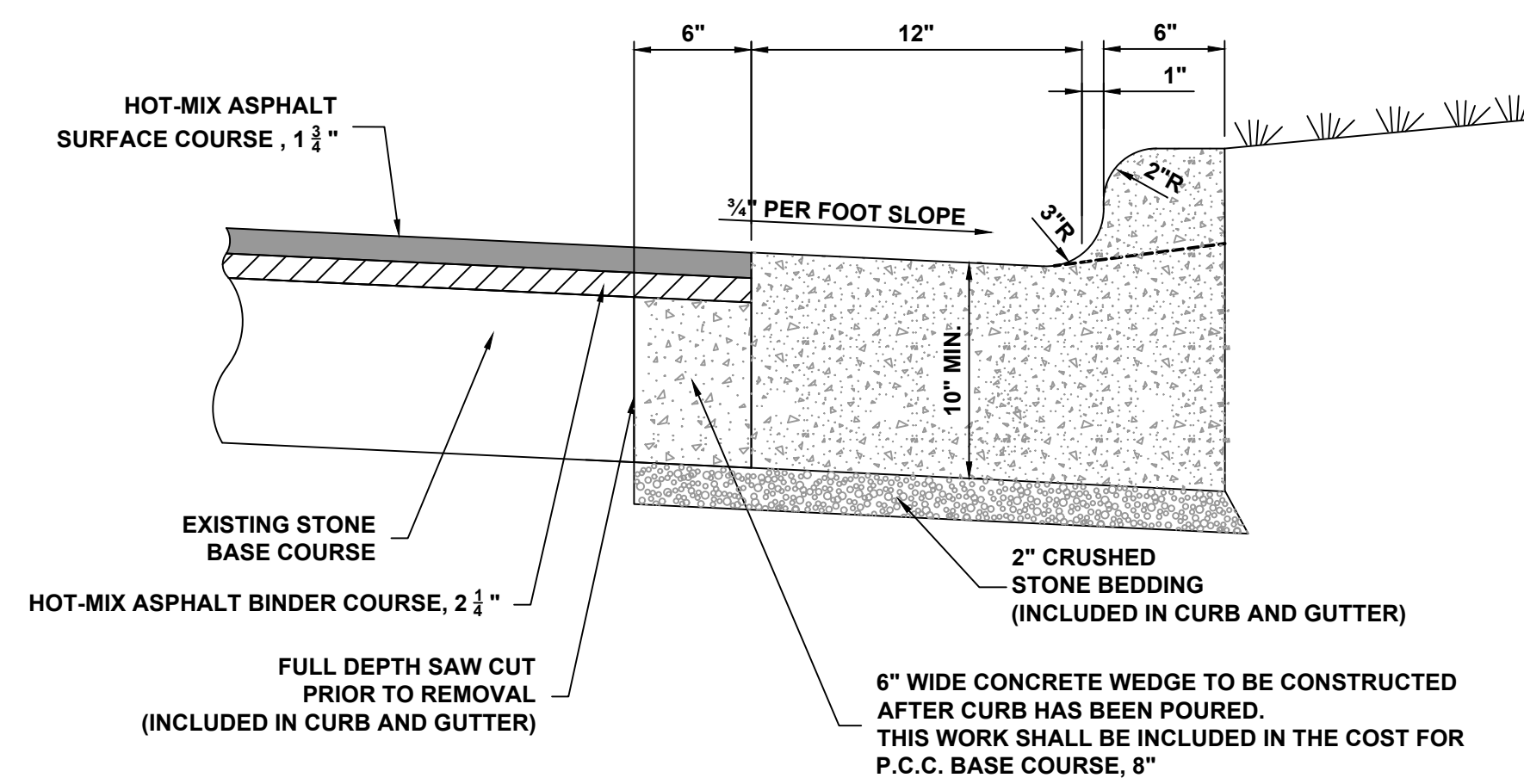
- NOTES:
1. RESILIENT CONNECTOR COMPLYING WITH ASTM STANDARD C-923 (MOST RECENT EDITION) SHALL BE USED.
 2. MACHINE CORE/DRILL CIRCULAR OPENING IN STRUCTURE WALL. OPENING DIAMETER TO FIT THE REQUIRED RESILIENT CONNECTOR PER MANUFACTURER'S RECOMMENDATION.
 3. CUT, SHAPE, AND SLOPE NEW INVERT CHANNEL IN THE EXISTING CONCRETE BENCH FOR SMOOTH FLOW.
 4. CLEAN EXISTING STRUCTURE AND SEWER PIPE OF ANY DIRT, CONCRETE, OR DEBRIS WHICH MAY ACCUMULATE DURING THE CONSTRUCTION PROCESS.
 5. ANY DAMAGE TO THE EXISTING MANHOLE SHALL BE REPAIRED BY THE CONTRACTOR.
 6. REINFORCED CONCRETE COLLAR MAY BE SUBSTITUTED FOR PIPE DIAMETERS LARGER THAN 36-INCHES.

PIPE TO EXISTING MANHOLE CONNECTION

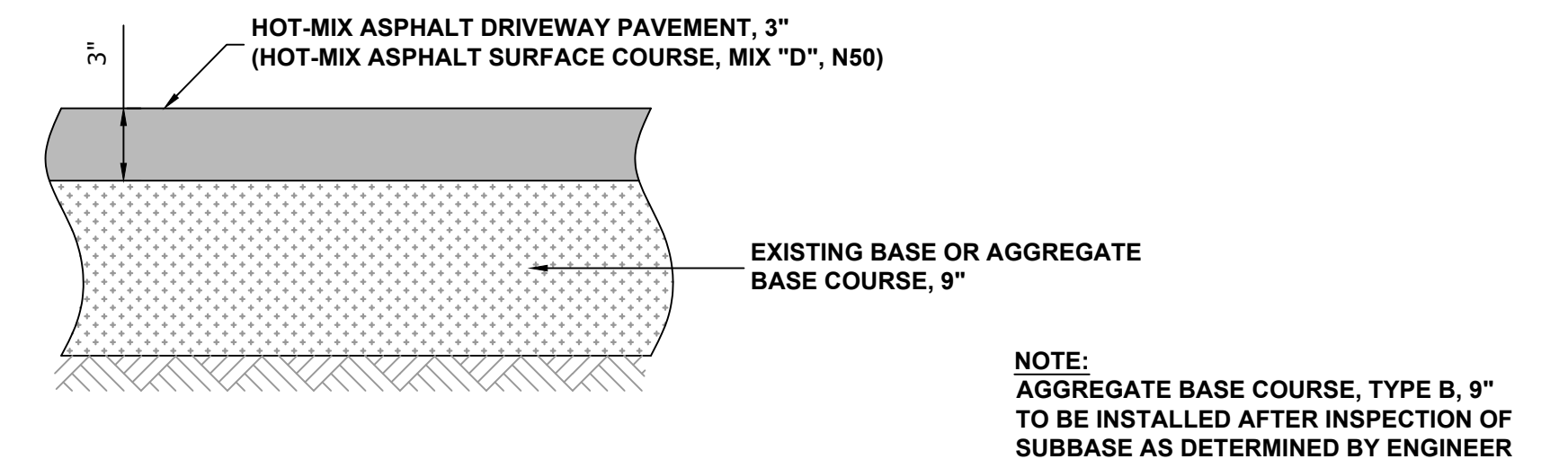




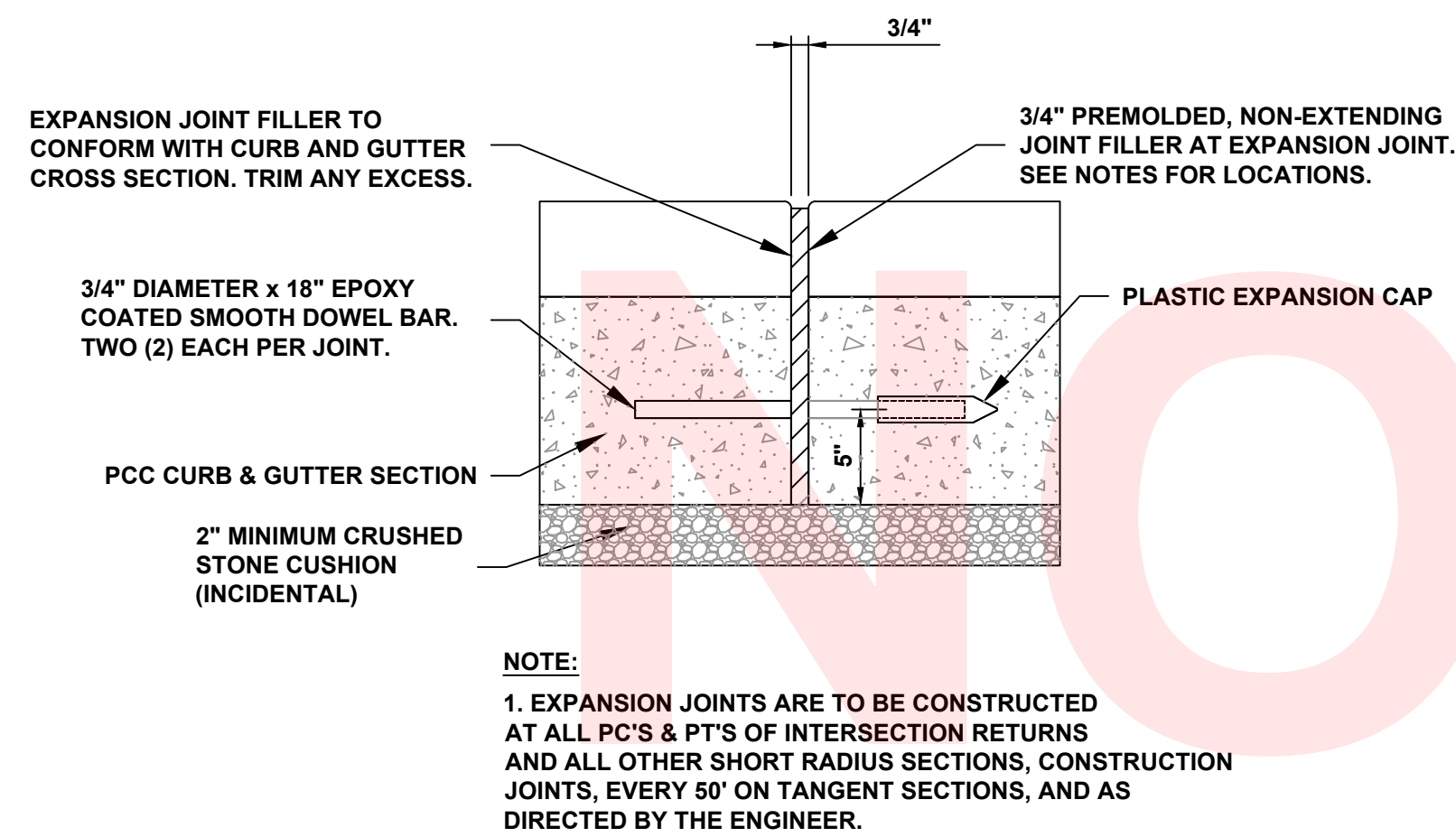
CURB AND GUTTER AT A.D.A. RAMPS



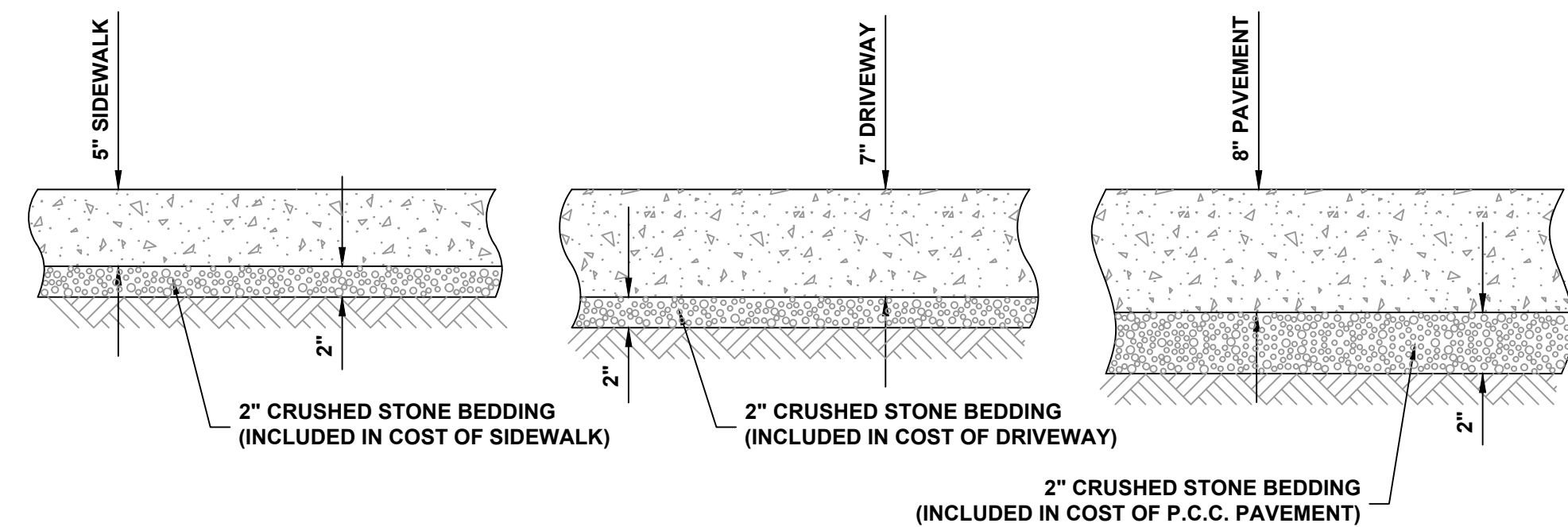
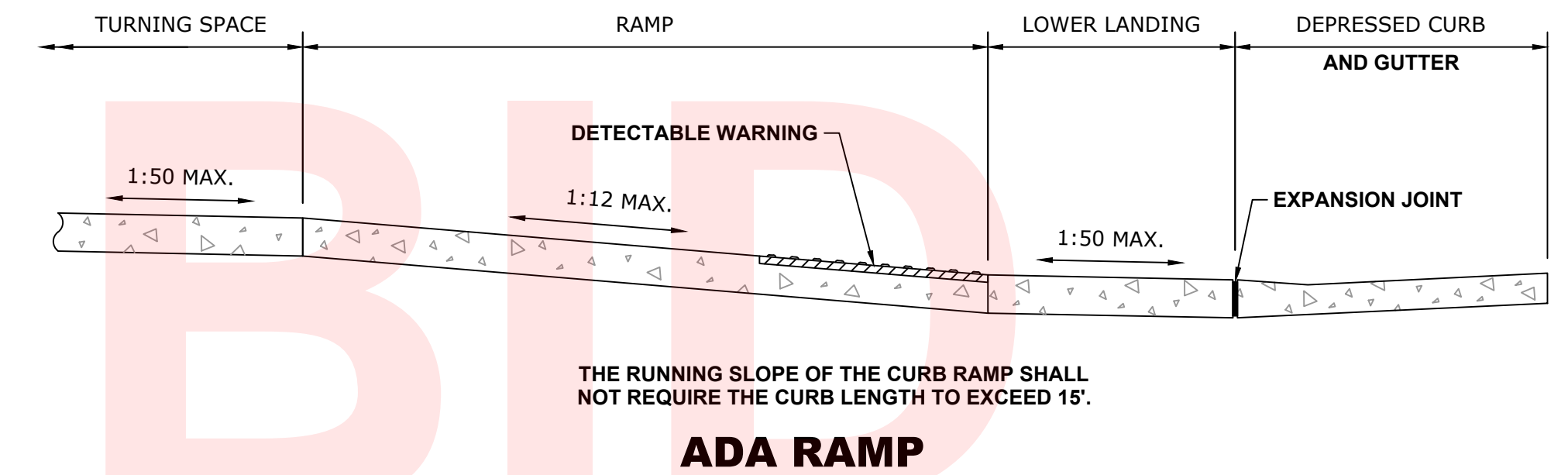
COMBINATION CONCRETE CURB & GUTTER, TYPE B-4.12 (MODIFIED)



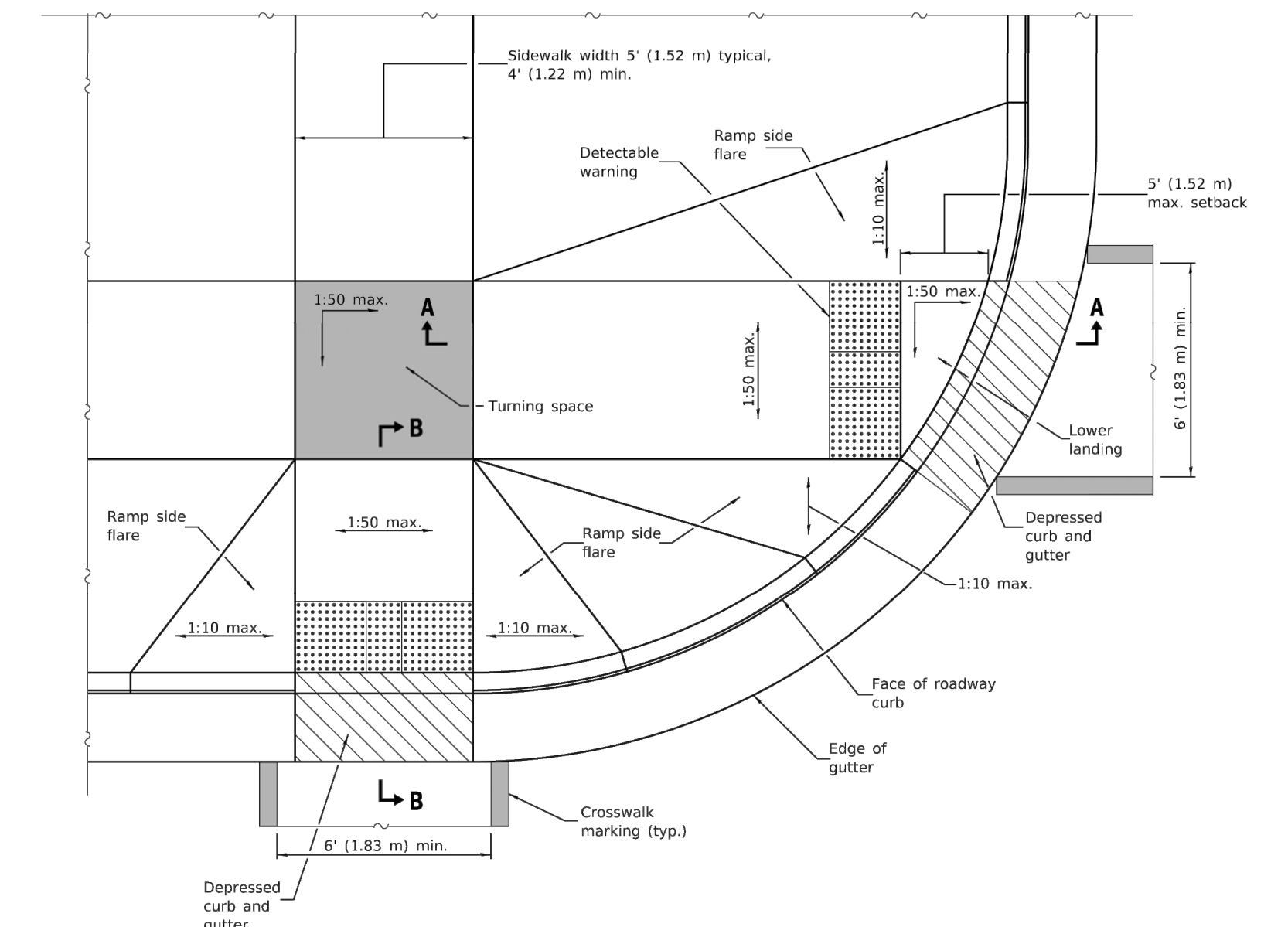
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"



TYPICAL CURB AND GUTTER EXPANSION JOINT



TYPICAL P.C.C. SIDEWALK, 5", 6" DRIVEWAY, AND 8" PAVEMENT



PERPENDICULAR CURB RAMPS FOR SIDEWALKS

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SUMMARY QUANTITIES

No.	Items	Unit	Total Quantity
1	Earth Excavation	CuYd	315
2	Undercut Excavation	CuYd	200
3	Porous Granular Embankment, 3"	CuYd	200
4	Combination Curb and Gutter Removal	Foot	3750
5	Sidewalk Removal	SqFt	8750
6	Driveway Pavement Removal	SqYd	815
7	Pavement Removal	SqYd	1725
8	Hot-Mix Asphalt Surface Removal (Variable Depth)	SqYd	4300
9	Inlet Filters	Each	13
10	8" Diameter, Ductile Iron Storm Sewer Pipe	Foot	20
11	10" Diameter, Ductile Iron Storm Sewer Pipe	Foot	20
12	12" Diameter, Ductile Iron Storm Sewer Pipe	Foot	20
13	Trench Backfill	CuYd	20
14	Inlet, Type A	Each	1
15	Type 'C' Catch Basin, 2' Diameter	Each	1
16	Restricted Depth Catch Basin, 4' Diameter	Each	2
17	Connection to Existing Structure	Each	1
18	Structure to be Removed	Each	4
19	Frames and Lids to be Adjusted	Each	16
20	Structure to be Reconstructed	Each	2
21	Frames and Lids	Each	15
22	Combination Concrete Curb and Gutter, Type B-4.12 (Modified)	Each	3750
23	Portland Cement Concrete Sidewalk, 5"	SqFt	8000
24	Portland Cement Concrete Driveway Pavement, 6"	SqYd	350
25	Portland Cement Concrete Pavement, 8"	SqYd	30
26	Portland Cement Concrete Base Course, 8"	SqYd	210
27	Detectable Warnings	SqFt	220
28	Protective Coat	SqYd	1525
29	Class "D" Patch, Type II-IV, 4"	SqYd	200
30	Bituminous Materials (Tack Coat) SS-1	Gal	850
31	Geo-Grid	SqYd	1525
32	Aggregate Base Course, Type B, 6"	SqYd	1525
33	Preparation of Base	SqYd	4300
34	Additional Stone for Aggregate Base	Ton	65
35	Hot-Mix Asphalt Binder Course, IL-9.5, N50	Ton	1000
36	Hot-Mix Asphalt Surface Course, IL-19.0, N50, Mix D, N50	Ton	650
37	Longitudinal Joint Sealant	Foot	1800
38	Hot-Mix Asphalt Driveway Pavement, 3"	SqYd	475
39	Aggregate Base Course, Type B, 9"	SqYd	475
40	Topsoil Placement, 3"	SqYd	1850
41	Sodding	SqYd	1850
42	Supplemental Watering	Unit	20
43	Thermoplastic Pavement Marking - Line 6"	Foot	150
44	Thermoplastic Pavement Marking - Line 24"	Foot	90
45	Pre-Construction Videotaping	L.S.	1
46	Traffic Control and Protection	L.S.	1
47	Cash Contingency	Dol	50000
48	Water Usage Credit	Tgal	100
49	Water Usage Deduction	TGal	100

NO FOR BID

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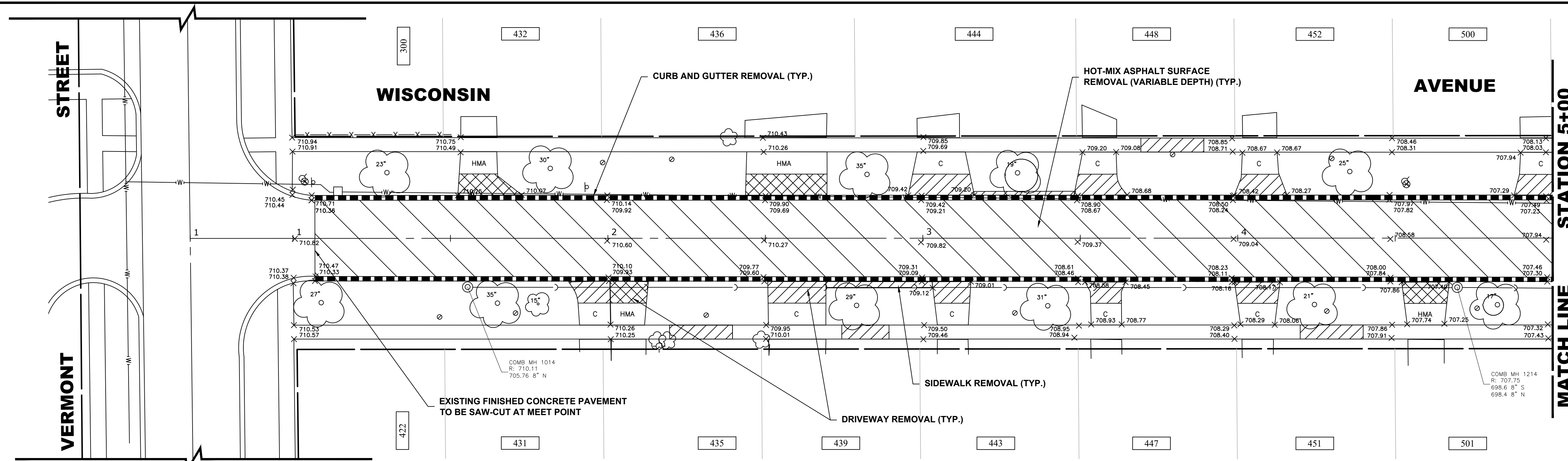
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**WISCONSIN AVENUE IMPROVEMENTS
 VILLAGE OF VILLA PARK, ILLINOIS**

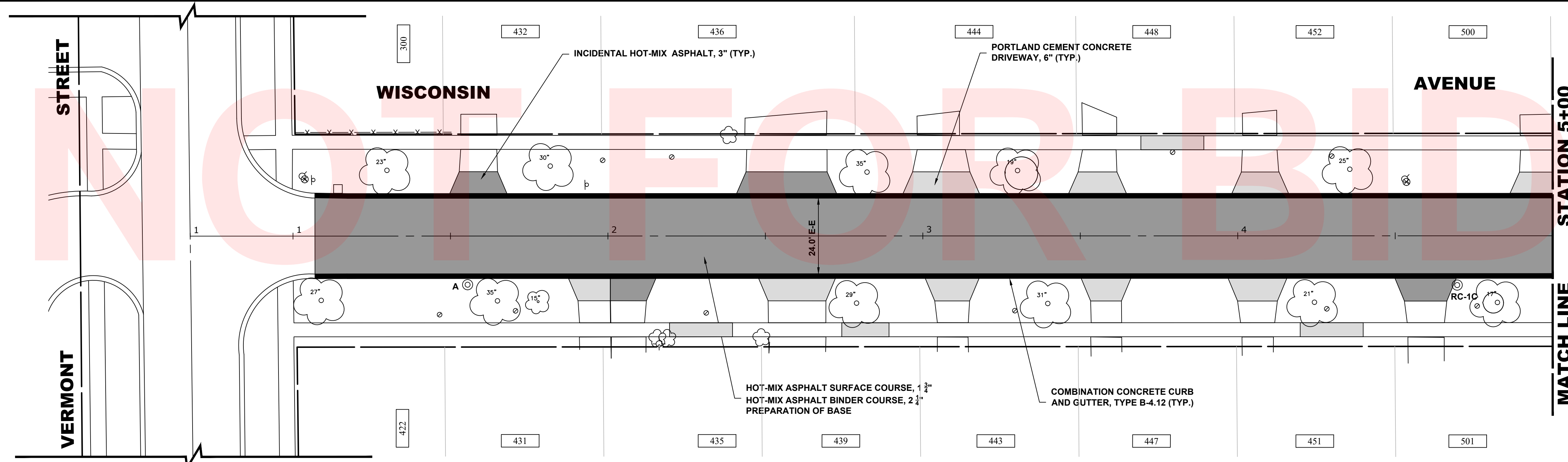
SUMMARY OF QUANTITIES

PRELIMINARY PLAN - NOT FOR BIDDING PURPOSES	SCALE: -	SHEET 7 OF 12
	DRAWN BY: GD, DMM, LW	
	BOOK NO.: -	
	DATE: 8-8-24	
REVISION:	E.H.E. NO.: 820-24-128	

Drawing file: W:\projects_by_village_park\82024128 - wisconsin avenue improvements\SITE\Wisconsin Avenue Improvements.dwg Aug 14, 2024 - 2:19pm

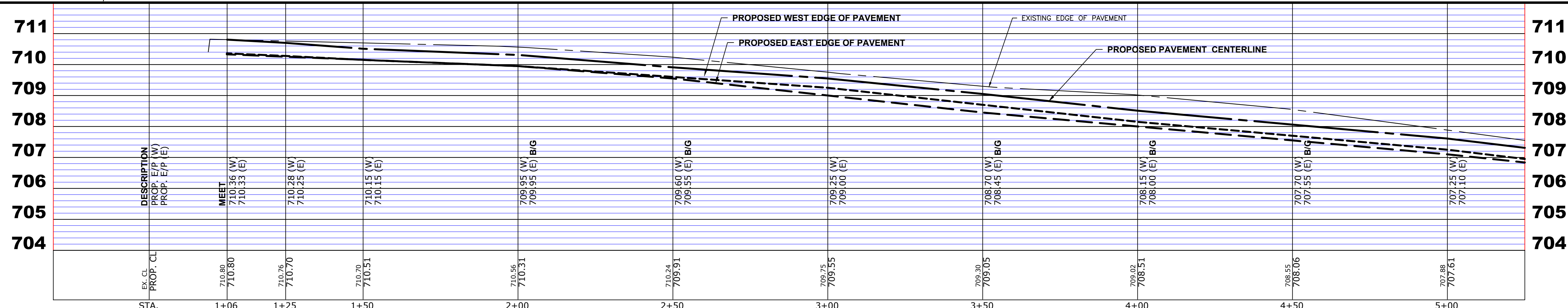


EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENTS

- NOTE:
1. LIMIT OF DRIVEWAY REPLACEMENT TO BE DETERMINED IN FIELD BY ENGINEER.
 2. CLASS 'D' PATCH AND UNDERCUT LOCATIONS TO BE DETERMINED IN FIELD AFTER MILLING.
 3. SIDEWALK LOCATIONS AND QUANTITIES ARE APPROXIMATE. ACTUAL LOCATIONS AND SIZE OF MAINLINE REPLACEMENT TO BE DETERMINED IN FIELD.



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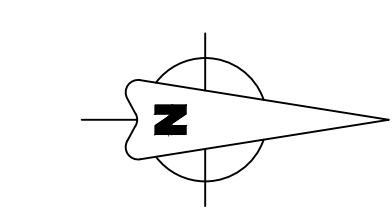
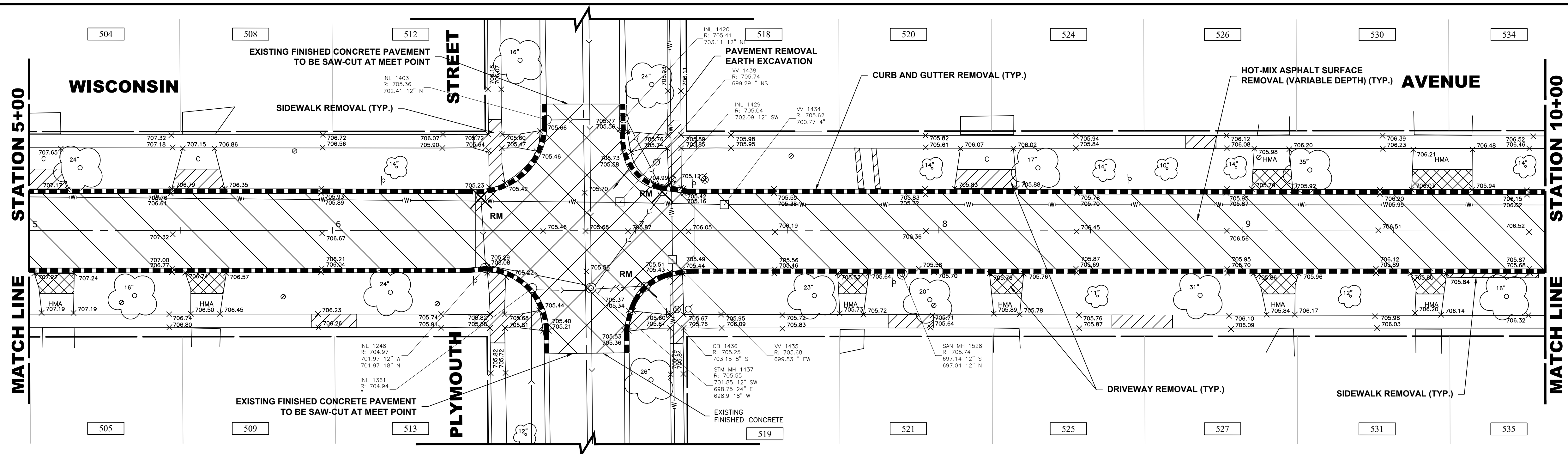
WISCONSIN AVENUE

PRELIMINARY PLAN - NOT FOR BIDDING PURPOSES
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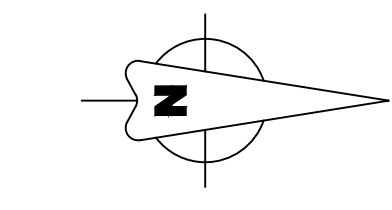
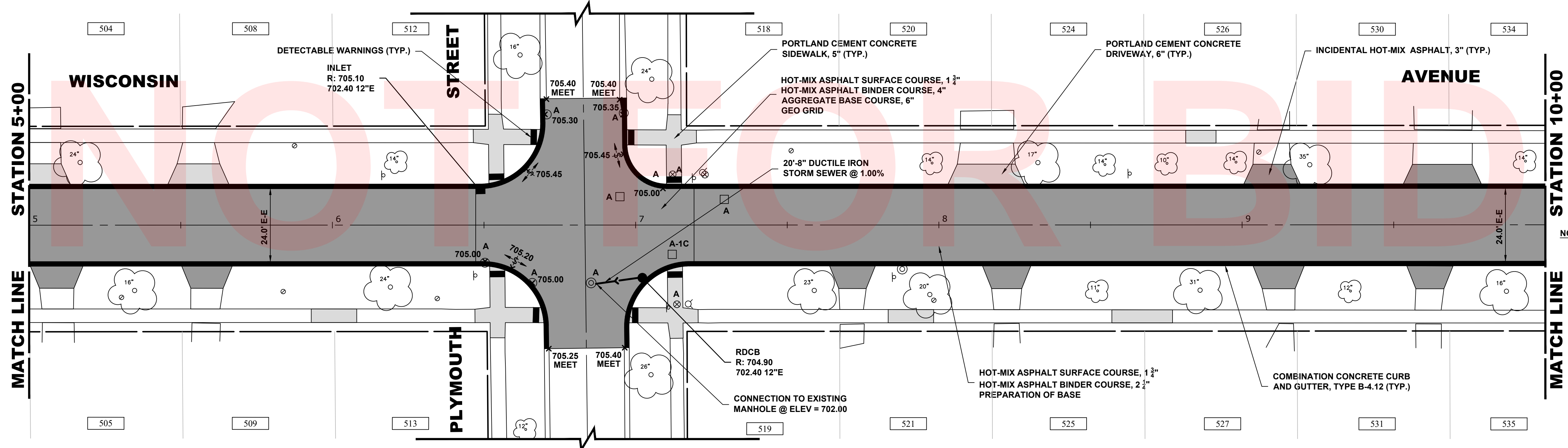
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SHEET 8 / 12
 OF

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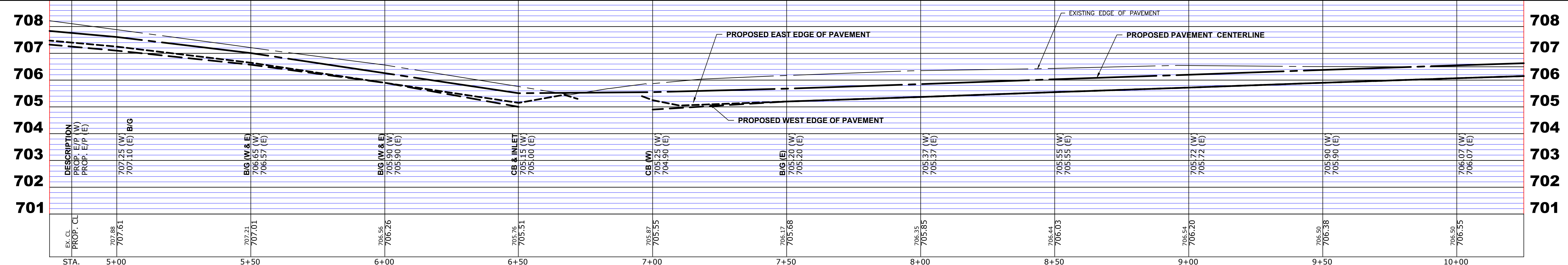


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WISCONSIN AVENUE

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SCALE: 1"=20'

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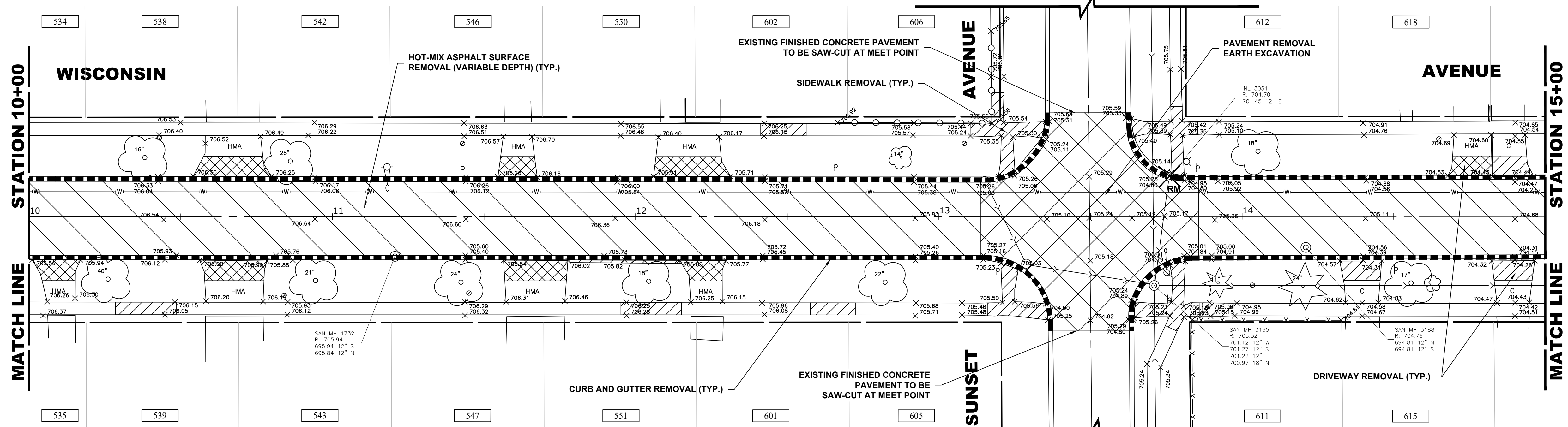
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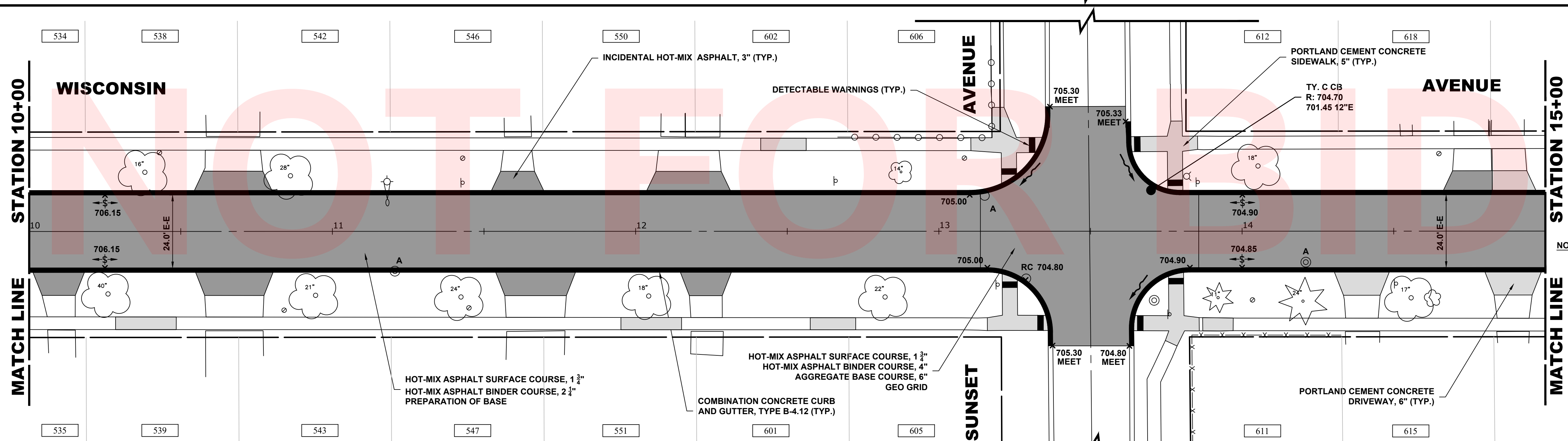
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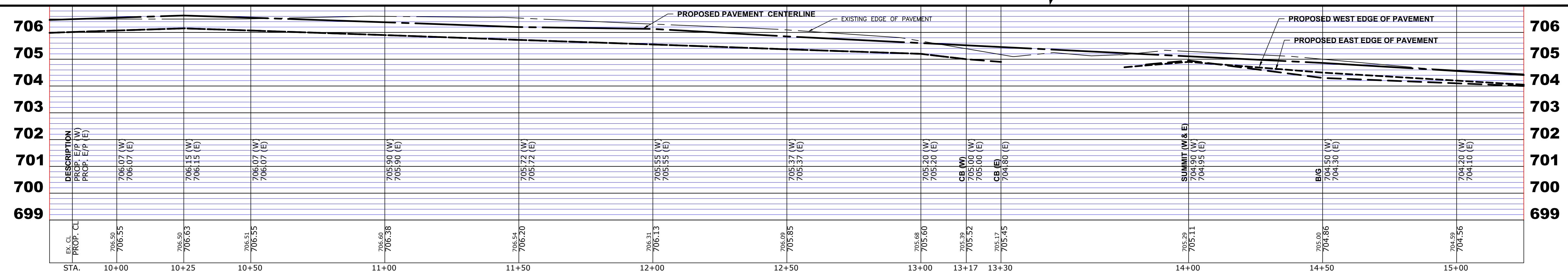


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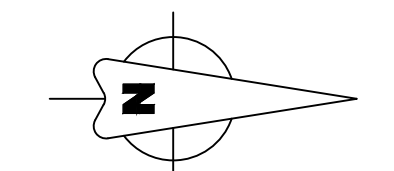
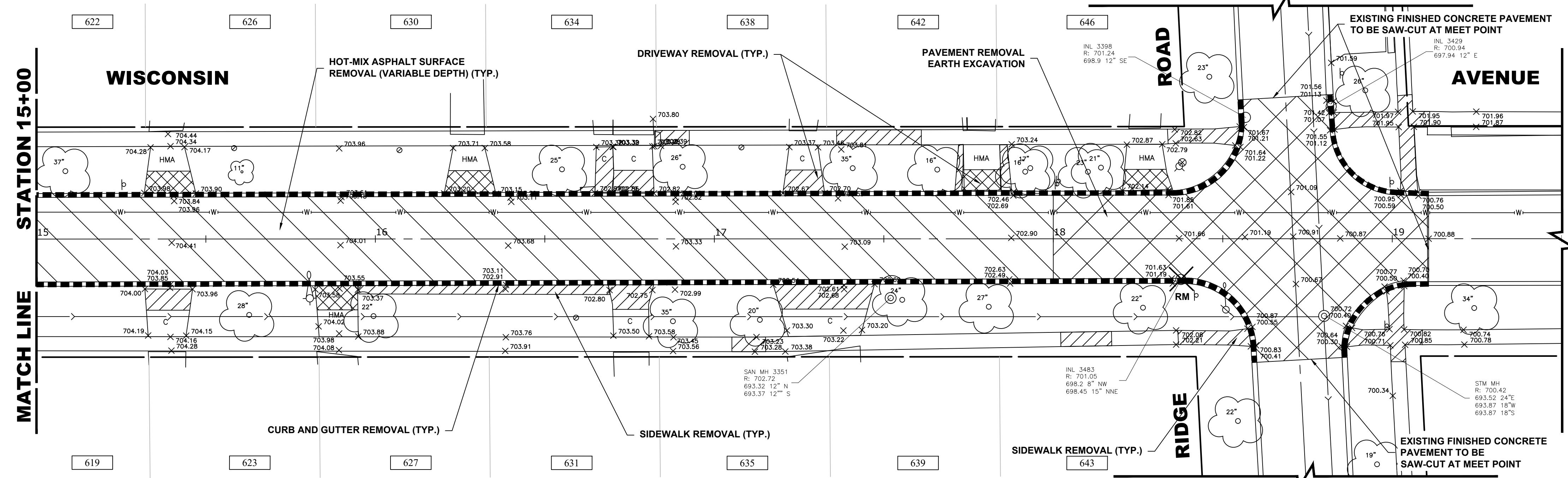
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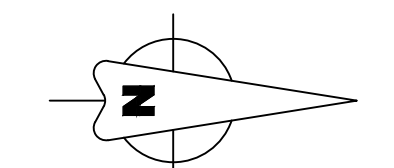
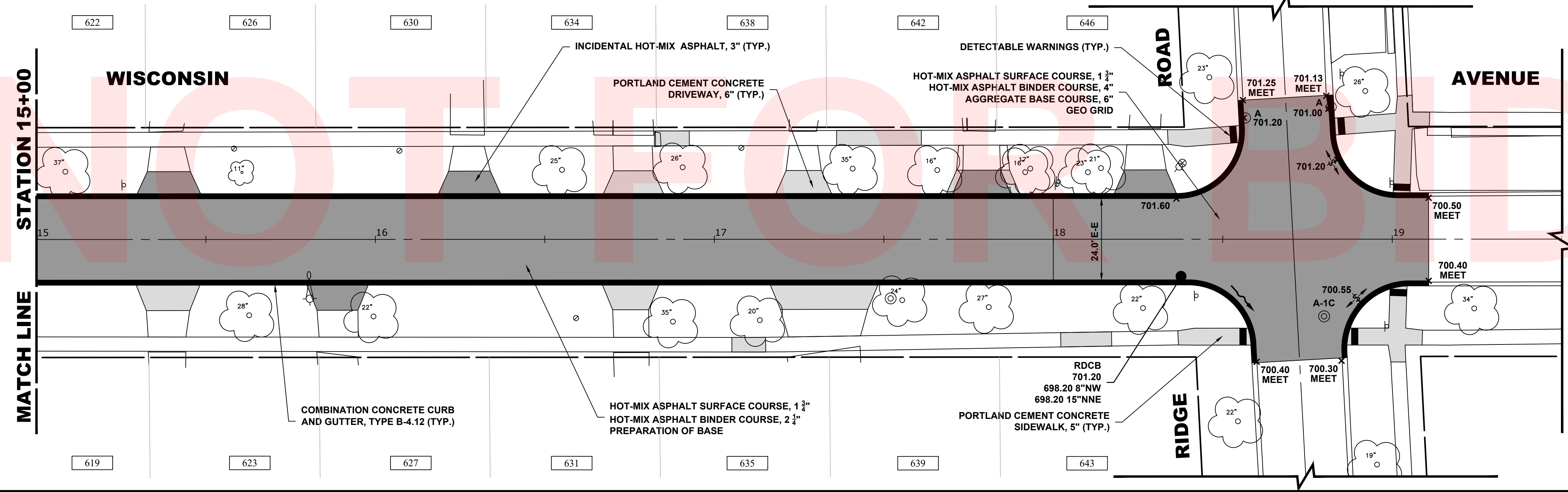
WISCONSIN AVENUE

PRELIMINARY PLAN - NOT FOR BIDDING PURPOSES
 SCALE: 1"=20'
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 SHEET 10/12

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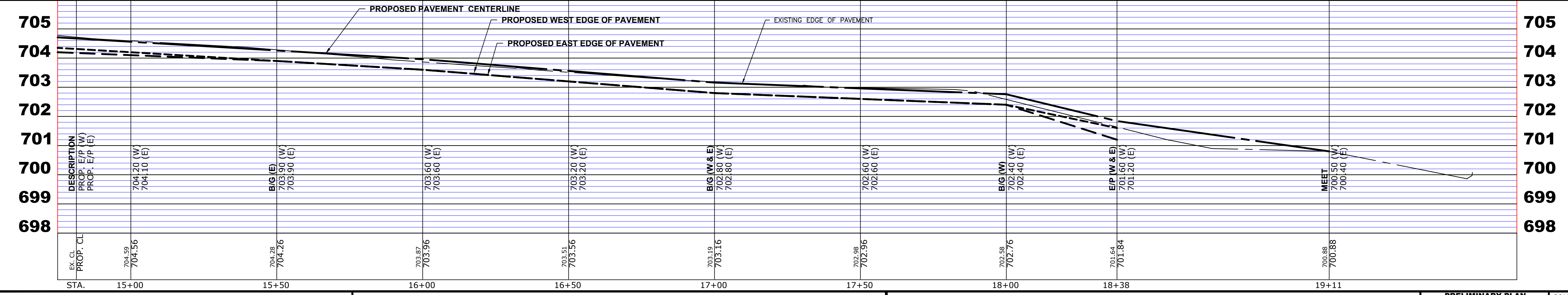


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SHEET **11** / **12**
 OF

EROSION AND SEDIMENT CONTROL PLAN

THE EXISTING LAND COVER CONSISTS OF PAVED STREETS WITH MINOR GRASS PARKWAYS LOCATED IN A RESIDENTIAL AREA. THE AREAS ADJACENT TO THE PROJECT SITE ARE COMPRISED OF DENSE RESIDENTIAL PROPERTIES. FLOOD PROTECTION AREAS AND POINTS OF DISCHARGE TO JURISDICTIONAL WATERS OF THE U.S. DO NOT EXIST ON THIS PROJECT. WE DO NOT BELIEVE THERE ARE ANY AREAS SUSCEPTIBLE TO EROSION OR SEDIMENTATION DUE TO THESE IMPROVEMENTS. SOIL DATA IS NOT AVAILABLE BUT, PAST PROJECTS IN THE SUBJECT VILLAGE CONCLUDE THAT THE EXISTING SOIL CONSISTS OF CLAY WITH SOME MINOR SILT AND TRACES OF SAND.

PRIOR TO ANY SOIL/PAVEMENT DISTURBANCE, INLET FILTER ASSEMBLIES SHALL BE INSTALLED AS SHOWN ON PLANS.

THE INLET FILTER, PRIMARY PURPOSE IS TO TRAP SEDIMENT, REQUIRED FOR THIS PROJECT WILL BE A DROP IN INLET PROTECTION DEVICE SIMILAR TO FLEXSTORM INLET FILTERS. INLET FILTERS OF THIS TYPE HAVE BEEN USED ON PAST PROJECTS OF SIMILAR SIZE AND SCOPE AND HAVE HAD SATISFACTORY RESULTS.

THE INLET FILTER ASSEMBLY SHALL BE APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO ORDERING AND INSTALLATION. THE INLET FILTER SHALL BE INSPECTED WEEKLY AND AFTER A 0.5 INCH RAIN EVENT BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

MAINTENANCE OF THE PROPOSED INLET FILTER WILL BE PER MANUFACTURE RECOMMENDATIONS AND WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE INSPECTION AFTER A RUNOFF EVENT, SEDIMENT REMOVAL AT 50% CAPACITY, AND REPAIRS/REPLACEMENT AS NEEDED.

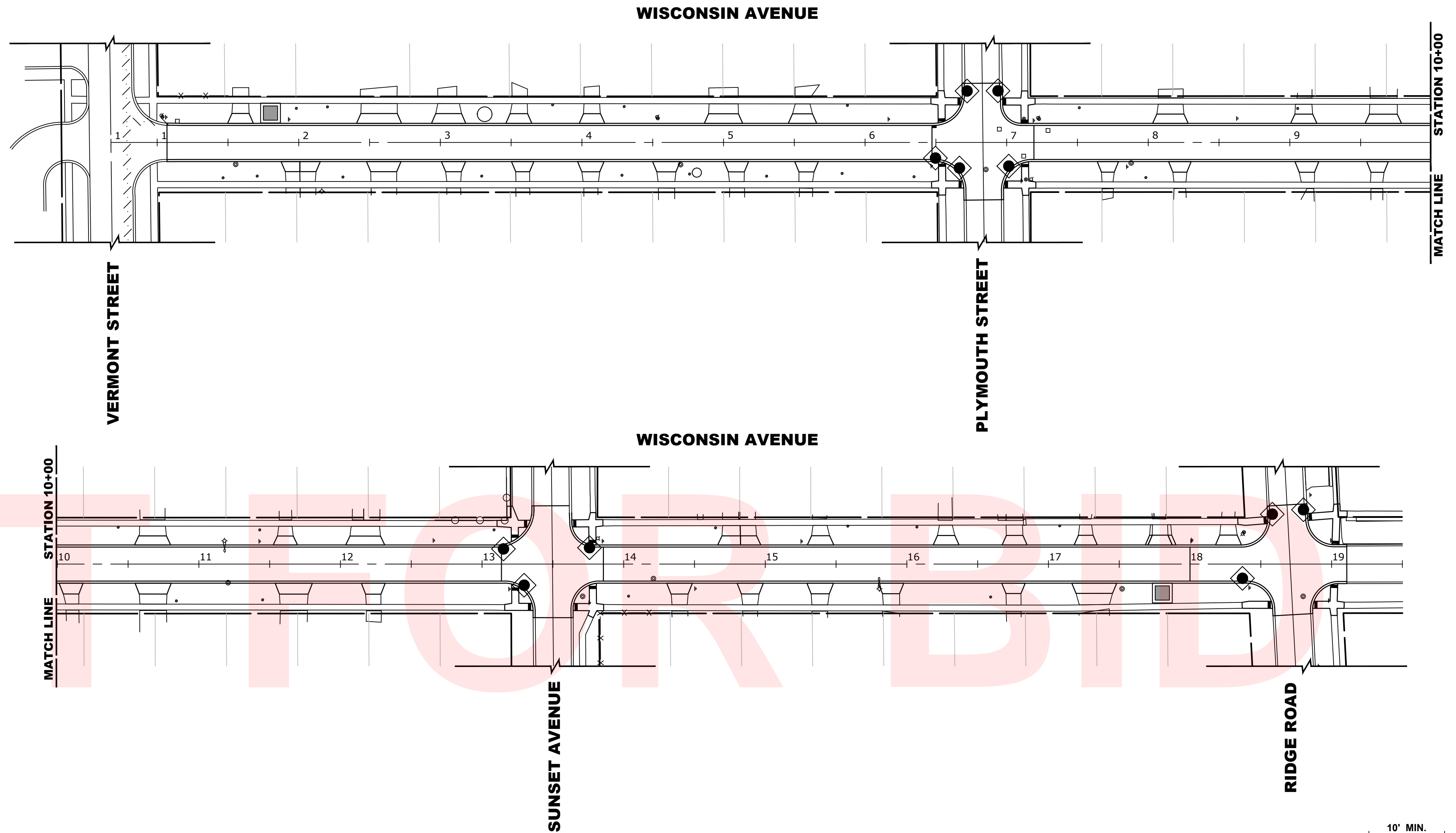
PRIOR TO ANY PORTLAND CEMENT CONCRETE (PCC) POUR, CONCRETE WASHOUT BOXES SHALL BE INSTALLED AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

CONCRETE WASHOUT BOXES, PRIMARY PURPOSE IS TO CONTAIN CONCRETE LIQUIDS AND PREVENT CONCRETE LIQUID RUNOFF FROM ENTERING SEWERS OR WATERWAYS, REQUIRED FOR THIS PROJECT WILL CONSIST OF A BARRIER WALL LINED WITH 30-MIL POLYETHYLENE OR AN ENGINEER APPROVED EQUAL WASHOUT. CONCRETE WASHOUT BOXES OF THIS TYPE HAVE BEEN USED ON PAST PROJECTS OF SIMILAR SIZE AND SCOPE AND HAVE HAD SATISFACTORY RESULTS.

THE PLAN FOR THE CONCRETE WASHOUT BOX SHALL BE SUBMITTED AND APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO INSTALLATION AND WILL BE INSPECTED AFTER INSTALLATION. THE WASHOUT BOX SHALL BE INSPECTED PRIOR TO A CONCRETE POUR AND AFTER A CONCRETE POUR BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

MAINTENANCE OF THE PROPOSED CONCRETE WASHOUT BOXES WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE REPLACING DAMAGED LINER, DISPOSING OF SOLIDIFIED CONCRETE WASHOUT, AND REMOVAL OF ANY DISCHARGES WITHIN 24 HOURS.

ALL DISPOSAL OF CONSTRUCTION MATERIAL, SEDIMENT, AND SOLIDIFIED CONCRETE SHALL BE AT A CCDD FACILITY



NOTES

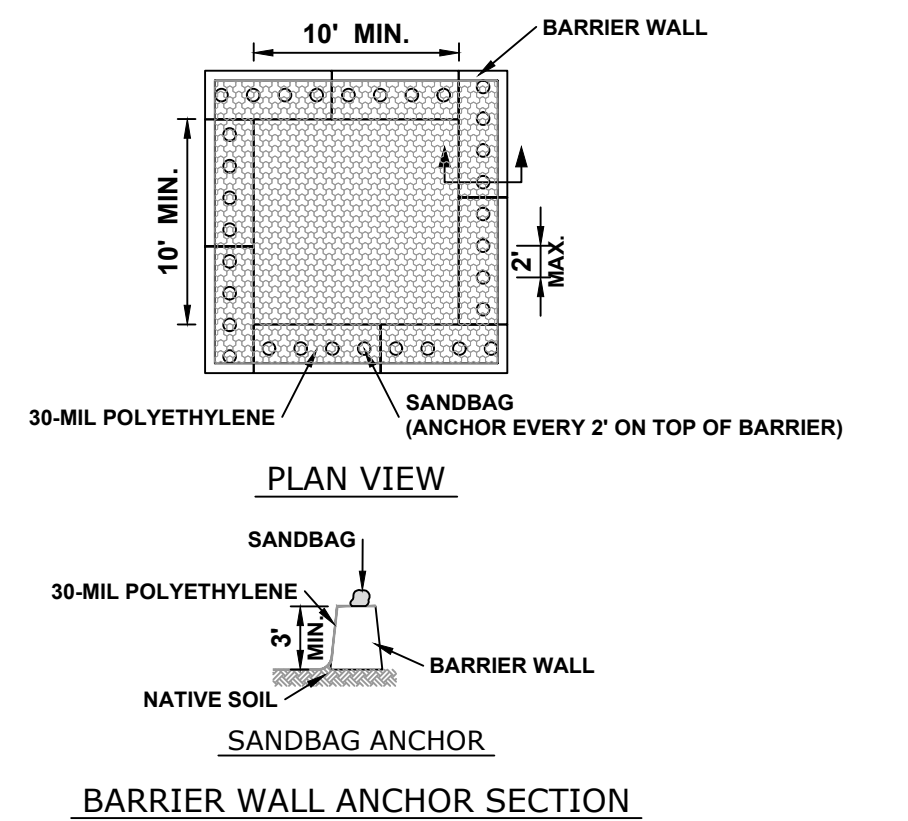
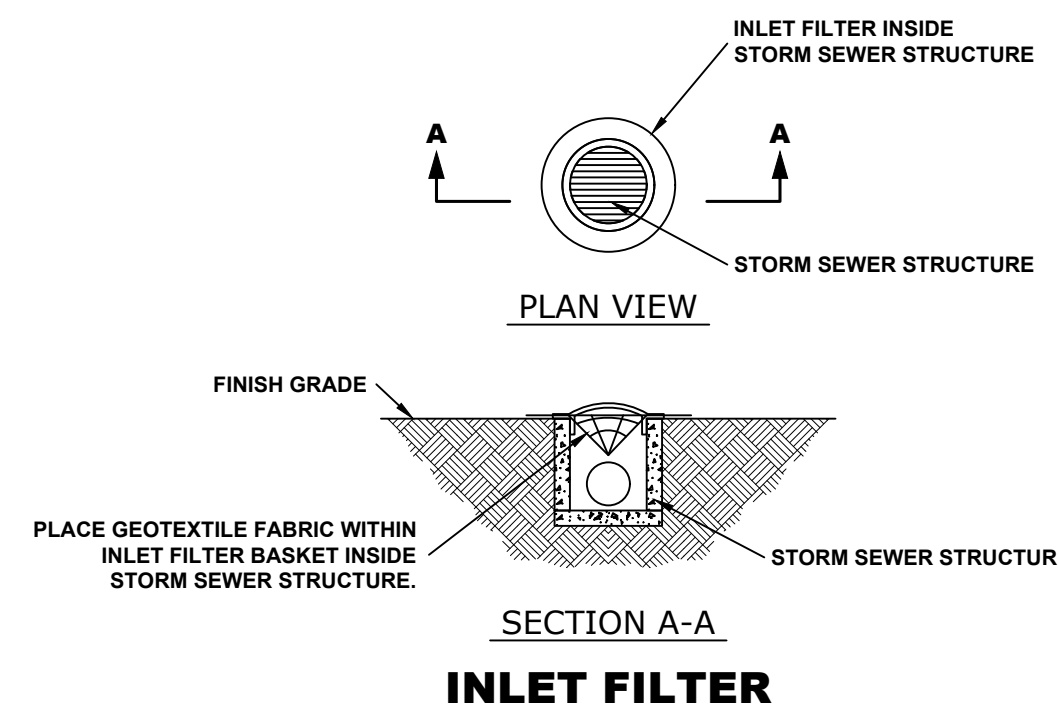
1. SEE IDOT STANDARD 280001-07 FOR TEMPORARY EROSION CONTROL SYSTEMS.
2. THE CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTIES REMAIN PROTECTED FROM SEDIMENT DEPOSITION.
3. SOIL STOCKPILES SHALL BE PROTECTED WITH PERIMETER EROSION BARRIER OR OTHER EROSION PROTECTION SPECIFIED BY THE RESIDENT ENGINEER. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR THE INDIVIDUAL SOIL MATERIALS.
4. WHEREVER CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS. PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY RUNOFF OR VEHICLE TRACKING ONTO THE PAVED SURFACE. THE PROVISIONS MAY INCLUDE SPRAYING VEHICLE WHEELS TO CLEAR SEDIMENT BEFORE EXITING THE CONSTRUCTION SITE OR OTHER MEASURES APPROVED BY THE ENGINEER.
5. INLET FILTERS SHALL BE PAID FOR UNDER THE PAY ITEM FOR MAINTENANCE OF ROADWAYS. THE COST OF THE CONCRETE WASHOUTS SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
6. INLET FILTER SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND SHALL BE REMOVED AFTER CONSTRUCTION IS COMPLETED. FILTERS WILL BE INSPECTED WEEKLY AND THE CONTRACTOR WILL BE NOTIFIED OF ANY CORRECTIVE MEASURES THAT WILL BE REQUIRED TO BE MADE BY THE CONTRACTOR.
7. NO RUNOFF FROM CONCRETE WASHOUT BOXES SHALL BE PERMITTED TO ENTER LOCAL SEWERS OR STORMWATER MANAGEMENT FACILITIES.

CONSTRUCTION SEQUENCE :

1. INSTALL EROSION CONTROL MEASURES
2. COMPLETE ALL UNDERGROUND WORK
3. PAVEMENT PATCHING
4. RESURFACE PAVEMENTS
5. RESTORE DAMAGED AREAS ADJACENT TO IMPROVEMENTS
6. REMOVE EROSION CONTROL MEASURES

LEGEND

SYMBOL	DESCRIPTION
	INLET FILTER/SEDIMENT CONTROL, DRAINAGE STRUCTURE, INLET FILTER CLEANING
	CONCRETE WASHOUT



NOTES

1. MAINTAINING TEMPORARY CONCRETE FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDEN CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

CONCRETE WASHOUT