CONTRACT NO. 62882

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
326	*	McHENRY	502	3
STA. 9+35.22		TO STA.142+08.53		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (105X & 106) WRS-2

GENERAL NOTES

1. 10' TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEM OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.

2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE VILLAGE OF HUNTLEY, McHENRY COUNTY DIVISION OF TRANSPORTATION AND KANE COUNTY DIVISION OF TRANSPORTATION.

3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

4. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL. ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR (4) SAND BAGS AND TWO (2) FLASHING BEACONS PER BARRICADE.

5. WHERE ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

6. THE EXACT LOCATION OF PLANT PLACEMENT SHALL BE ADJUSTED IN THE FIELD TO AVOID UNDERGROUND AND OVERHEAD UTILITIES.

7. SAW CUTTING WILL NOT BE PAID FOR SEPARATELY BUT SHOULD BE CONSIDERED INCLUDED TO ITEM BEING REMOVED. SAW CUTS FOR PATCHING OF PERMANENT PAVEMENT SHALL BE MEASURED AND PAID FOR IN ACCORDANCE WITH ARTICLE 442.

8. ONLY METHOD 1 SHALL BE USED TO COMPACT THE TRENCH BACKFILL FOR STORM SEWERS.

9. BEFORE ORDERING SS'S, CB'S, PC'S, PIPE DRAINS AND MH'S, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.

10. THE APPROXIMATE LOCATIONS OF EXISTING UTILITIES ARE SHOWN ON THE DRAWING ACCORDING TO INFORMATION OBTAINED FROM UTILITY COMPANIES AND SURVEYS. THE CONTRACTOR SHALL FIELD CHECK AND VERIFY ALL EXISTING UTILITY LOCATIONS, DIMENSIONS, AND ELEVATIONS IN THE FIELD PRIOR TO THE COMMENCEMENT OF CONSTRUCTION OF THE IMPROVEMENTS OR PROPOSED WORK. THE CONTRACTOR SHALL REPORT TO THE ENGINEER OMISSIONS AND DIFFERENCES FROM THE LOCATIONS SHOWN ON THE DRAWINGS.

11. REMOVAL OF EXISTING HEADWALLS AND END SECTIONS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE EXISTING STORM SEWER OR CULVERT BEING REMOVED.

12. HOT-MIX ASPHALT QUANTITIES USED IN DESIGN AND CALCULATIONS ARE BASED ON 112 lb/sy/in.

13. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.

14. THE BITUMINOUS MATERIAL (PRIME COAT) QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.1 GAL/YD^2.

15. SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAME AND TELEPHONE NUMBER OF THE RAILROAD ENGINEER IS MR ANDY RABADI, (847) 705-4256.

16. THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

17. THE CONTRACTOR SHALL CONTACT DEBBIE HANLON AT 847-438-2300 TWO WEEK PRIOR TO INSTALLING PERMANENT PAVEMENT MARKINGS.

18. THE GUTTER WIDTH SHALL BE WIDENED TO ACCOMMODATE THE PROPOSED DRAINAGE STRUCTURE WHERE THE GUTTER WIDTH IS LESS THAN THE WIDTH OF THE PROPOSED DRAINAGE STRUCTURE. 10' TRANSITIONS SHALL BE USED TO TRANSITION THE GUTTER WIDTH. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER OF THE TYPE SPECIFIED OR CONCRETE MEDIAN OF THE TYPE SPECIFIED.

19. THE ACTUAL LIMITS OF POROUS GRANUAL EMBANKMENT, SUBGRADE WITH GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE DETERMINED BY THE ENGINEER AND/OR SOILS INSPECTOR AFTER EXCAVATION TO THE PROPOSED SUBGRADE AND PROOF-ROLLING.

20. THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL EXISTING TREES TO REMAIN IN PLACE WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANT MATERIAL IS DELIVERED TO THE JOBSITE. THIS WORK SHALL BE PAID FOR AS TEMPORARY FENCE.

21. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS 404 PERMIT. THE PERMIT ISSUED TO THE DEPARTMENT DOES NOT COVER IN STREAM WORK BY THE CONTRACTOR; THEREFORE AFTER AWARD, THE CONTRACTOR WILL NEED TO COORDINATE AND HAVE HIS WORK PLAN APPROVED BY THE CORPS. GUIDELINES ON ACCEPTABLE IN STREAM WORK TECHNIQUES CAN BE FOUND ON THE CORPS WEBSITE (WWW.LRC.USACE.ARMY.MIL).

22. NO IN-STREAM WORK SHALL OCCUR WITHIN THE SOUTH BRANCH OF THE KISHWAUKEE RIVER BETWEEN APRIL 1 AND JUNE 15. ANY ADDITIONAL STAGING REQUIRED TO REMOVE THE EXISTING STRUCTURE AND CONSTRUCT THE BOX CULVERT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).

23. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 893-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED.)

24. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE VILLAGE OF HUNTLEY AND McHENRY COUNTY DIVISION OF TRANSPORTATION. THIS COORDINATION SHALL INCLUDE ALL UTILITY SERVICE DISCONNECTIONS. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF BUILDING REMOVAL.

25. THE CONTRACTOR SHALL OBTAIN ALL PERMITS REQUIRED FOR BUILDING DEMOLITION AND UTILITY DISCONNECTIONS. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF BUILDING REMOVAL.

26. BACKFILL USED FOR ANY HOLES, SUCH AS BASEMENTS, SHALL BE FILLED WITH POROUS EMBANKMENT AND SHALL BE INCLUDED IN THE COST OF BUILDING REMOVAL.

27. AT THE HIGHWAY-RAIL GRADE CROSSINGS AT IL ROUTE 47 AND MAIN STREET, LANE RESTRICTIONS, FLAGGING OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE RAILROAD TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSINGS TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE. THE COST OF FLAGGERS OR UNIFORMED LAW ENFORCEMENT OFFICERS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

28. EXISTING GROUND, PAVEMENT AND UTILITIES SHOWN IN THE CROSS SECTIONS AND PLAN SHEETS ALONG IL RTE 47 AND KREUZTER ROAD BETWEEN THE SOUTHERN PROJECT LIMIT AND SOUTH BRANCH OF THE KISHWAUKEE RIVER WAS DEVELOPED BASED ON PRIVATE DEVELOPMENT PLANS AND NOT GROUND SURVEY. CONTRACTOR SHALL VERIFY ELEVATIONS AND LOCATION OF EXISTING GROUND, PAVEMENT AND UTILITIES PRIOR TO CONSTRUCTION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. IF DESIGN MODIFICATIONS ARE REQUIRED DUE TO VARIATIONS OF EXISTING CONDITIONS, THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04. A

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS
FULL DEPTH PAVEMENT (WEST LEG OF ALGONQUIN RD & MAIN ST)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm); 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 10"	4% @ 70 GYR.
FULL DEPTH PAVEMENT (ALL OTHER SIDE STREETS)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm); 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 7 1/2"	4% @ 70 GYR.
HMA OVERLAY (EAST LEG OF ALGONQUIN RD)	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5 mm); 1 3/4"	4% @ 90 GYR.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90; 2 1/4"	4% @ 90 GYR.
HMA RESURFACING (WEST LEG OF ALGONQUIN RD)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm); 2"	4% @ 70 GYR.
HMA RESURFACING (EAST LEG OF ALGONQUIN RD)	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5 mm); 1 3/4"	4% @ 90 GYR.
PATCHING (EAST LEG OF ALGONQUIN ROAD)	
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR.
SHOULDERS	
HMA SHOULDERS (HMA BINDER IL-19 mm), 6"	2% @ 30 GYR.
HMA SHOULDERS (HMA BINDER IL-19 mm), 8"	2% @ 30 GYR.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5 mm); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0 mm); PE-6", CE-8"	4% @ 50 GYR.
TEMPORARY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm); 1 1/2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 7 1/4"	4% @ 50 GYR.
HMA PLUG (RAILROAD CROSSING)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm); 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 8"	4% @ 70 GYR.
A **HMA OVERLAY (EAST LEG OF KREUTZER RD)**	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm); 1 1/2"	4% @ 70 GYR.

*THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

REVISIONS	
NAME	DATE
ADDENDUM A	12/21/09

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ILLINOIS DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 47

GENERAL NOTES

SCALE: VERT. NO SCALE HORIZ.

DATE: 10/27/2009

DRAWN BY: E.D.

CHECKED BY: B.S.

PLOT DATE = Thursday, December 17, 2009
FILE NAME = S:\11-CADD\01-sht\0203_gen_notes.dgn
PLOT SCALE = 1041
USER NAME = 38598