

**GENERAL NOTES**

- 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".
- THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE COUNTY DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL CONTACT THE STATE-WIDE ONE CALL NOTICE SYSTEM (J.J.L.I.E., 800-892-0123 OR 811) AND HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES A MINIMUM OF 48 HOURS, BUT NOT MORE THAN 14 CALENDAR DAYS PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR SHALL NOTIFY THE COUNTY AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN COUNTY UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
- MATERIALS RESULTING FROM THE REMOVAL OF PAVEMENT, DRIVEWAYS, CURB AND GUTTER, HOT-MIX ASPHALT SURFACES, ETC. SHALL BE REMOVED AT THE END OF EACH DAY TO AN APPROVED SITE. IN THE JUDGMENT OF THE COUNTY, SHOULD IT BE NECESSARY TO REMOVE SUCH MATERIALS, THE COUNTY WILL HAVE THE MATERIAL REMOVED AND THE CONTRACTOR WILL BE BILLED (CHARGED) ACCORDINGLY.
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE COUNTY WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO RESURFACING, CURB AND GUTTER, AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE COUNTY TO RESIDENTS.
- 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.
- ACCESS TO FIELD AND PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT TO THE DRIVEWAYS. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL AND SHALL BE PAID FOR IN ACCORDANCE WITH THE SPECIAL PROVISION AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS.

9. ANY SIGNS OR MAILBOXES THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH THE MOST CURRENT VERSIONS OF IDOT HIGHWAY STANDARDS AND U.S.P.S. STANDARDS. MAIL SERVICE SHALL BE MAINTAINED AT ALL TIMES. THIS WORK IS INCLUDED IN THE COST FOR EARTH EXCAVATION.

- THE FINISHED HOT-MIX ASPHALT SURFACE SHALL BE CONSTRUCTED 0.25 INCH ABOVE THE GUTTER FLAG.
- 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.
- CHANNEL EXCAVATION OPERATIONS SHALL BE DONE WHEN WATER LEVEL IS AT OR BELOW NORMAL WATER SURFACE ELEVATION (816.80) OR AS APPROVED BY THE ENGINEER.
- DRAIN TILE SYSTEMS DISTURBED DURING DEVELOPMENT MUST BE RECONNECTED BY THOSE RESPONSIBLE FOR THEIR DISTURBANCE UNLESS THE APPROVED ENGINEERING PLANS INDICATE HOW THE DRAIN TILE SYSTEM IS TO BE CONNECTED TO THE PROPOSED STORM WATER MANAGEMENT SYSTEM. ALL ABANDONED DRAIN TILES SHALL BE REMOVED IN THEIR ENTIRETY.

- 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.
- STORM SEWER SHALL BE BACKFILLED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR THE ROAD AND BRIDGE CONSTRUCTION ARTICLE 550.07, METHOD 1 ONLY.

16. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL EXISTING AND PROPOSED DRAINAGE STRUCTURES AT ALL TIMES DURING CONSTRUCTION. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER. THIS WORK IS INCLUDED IN THE COST OF THE CONTRACT.

- THE PRIME COAT APPLICATION RATE SHALL BE 0.1 GAL/SY. THE AGGREGATE PRIME COAT APPLICATION RATE SHALL BE 4 LB/SY.

18. ALL SAW CUTTING SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

- ANY DAMAGE TO PAVEMENT, SIDEWALK, CURB OR ANY OTHER PORTION OF THE ROADWAY NOT SPECIFICALLY TO BE REMOVED AND REPLACED SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT NO ADDITIONAL CHARGE.
- 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.
- FOR STEEL BAR CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT 847-705-4363.
- CHANGEABLE MESSAGE SIGNS SHALL BE PLACED IN ADVANCE OF THE TEMPORARY DETOUR ROUTE AT LEAST ONE WEEK PRIOR TO THE CLOSURE OF UNION ROAD.
- THE MCHENRY COUNTY SOIL AND WATER CONSERVATION DISTRICT (MCSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE; AND ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES AND ONE WEEK PRIOR TO THE FINAL INSPECTION. PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO: ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE MCSWCD.
- THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE MCSWCD.
- EXISTING NAME PLATE SHALL BE SALVAGED AND GIVEN TO MCDOT CONSTRUCTION MANAGER PRIOR TO DEMOLITION.
- THE SURVEY DATUM USED FOR THIS PROJECT IS NAVD88.

**IN-STREAM OR STREAM-SIDE SESC NOTES**

THE CONTRACTOR SHALL CONTACT SOREN HALL AT 1-312-846-5532 WITH THE U.S. ARMY CORPS OF ENGINEERS, CHICAGO DISTRICT WITH A PROPOSED COFFERDAM PLAN MEETING THE STANDARDS LISTED BELOW. MEANS AND METHODS FOR COMPLETING WORK WITHIN A WATERWAY MUST BE APPROVED BY THE CORPS PRIOR TO THE COMMENCEMENT OF WORK. THE CORPS WILL APPROVE THE COFFERDAM PLAN TO ENSURE IT MEETS EROSION AND SEDIMENT CONTROL STANDARDS. HOWEVER, IT IS INCUMBENT UPON THE CONTRACTOR TO ENSURE THAT ALL COFFERDAMS ARE CONSTRUCTED TO WITHSTAND EXPECTED FLOWS. ALL WORK NEEDED TO SATISFY ACOE REQUIREMENTS SHALL BE INCLUDED IN THE COST FOR REMOVAL OF EXISTING STRUCTURES.

WORK WITHIN A WATERWAY MUST MEET THE FOLLOWING STANDARDS:

- WORK IN THE WATERWAY SHALL BE TIMED TO TAKE PLACE DURING LOW OR NO-FLOW CONDITIONS.
- WATER SHALL BE ISOLATED FROM THE IN-STREAM WORK AREA USING A NON-ERODIBLE COFFERDAM (STEEL SHEETS, AQUA BARRIERS, ETC.). EARTHEN COFFERDAMS ARE NOT PERMISSIBLE.
- WORK MAY NOT BE PERFORMED IN THE WATER, EXCEPT FOR THE PLACEMENT OF THE MATERIALS NECESSARY FOR THE CONSTRUCTION OF THE COFFERDAM. THE COFFERDAM MUST BE CONSTRUCTED FROM THE UPLAND AREA AND NO EQUIPMENT MAY ENTER THE WATER AT ANY TIME. ONCE THE COFFERDAM IS IN PLACE AND THE ISOLATED AREA IS DEWATERED, EQUIPMENT MAY ENTER THE COFFERED AREA TO PERFORM THE REQUIRED WORK.
- IF BYPASS PUMPING IS NECESSARY, THE PUMP SHALL BE PLACED ON A STABLE SURFACE OR FLOATED TO PREVENT SEDIMENT FROM BEING SUCKED INTO THE HOSE. THE BYPASS DISCHARGE SHALL BE PLACED ON A NON-ERODIBLE, ENERGY DISSIPATING SURFACE PRIOR TO REJOINING THE STREAM FLOW AND SHALL NOT CAUSE EROSION OF DOWNSTREAM AREAS. CLEANING OR FILTERING OF BYPASS WATER IS NOT NECESSARY UNLESS OTHERWISE REQUIRED.
- DURING DEWATERING OF THE COFFERED AREA, ALL WATER MUST BE FILTERED TO REMOVE SEDIMENT. POSSIBLE OPTIONS FOR SEDIMENT REMOVAL INCLUDE BAFFLE SYSTEMS, ANIONIC POLYMERS, DEWATERING BAGS, OR OTHER APPROPRIATE METHODS. WATER SHALL HAVE SEDIMENT REMOVED PRIOR TO BEING RE-INTRODUCED TO THE DOWNSTREAM WATERWAY. DISCHARGE WATER IS CONSIDERED CLEAN IF IT DOES NOT RESULT IN A VISUALLY IDENTIFIABLE DEGRADATION OF WATER CLARITY.
- THE SIDE SLOPES SHALL BE RESEED AND STABILIZED WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS. THE SUBSTRATE SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS AND STABLE ENOUGH TO ACCEPT FLOWS.

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**MCHENRY COUNTY DIVISION OF TRANSPORTATION  
UNION ROAD BRIDGE OVER  
SOUTH BRANCH OF KISHWAUKEE RIVER**

<b>GENERAL NOTES</b>	
SCALE: NONE	STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0034	06-00320-02-BR	MCHENRY	65	3
CONTRACT NO. 63536				
JOB NO. C-91-140-11 ILLINOIS FED. AID PROJECT BRS-0034107				