THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON MCHENRY COUNTY, VILLAGE OF HARVARD OR STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM MCHENRY COUNTY OR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

ALL SAWCUTTING ON THE ROADWAY ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE REMOVAL ITEM INVOLVED.

ALL BARRICADES AND TRAFFIC CONTROL DEVICES NOTED IN CONTRACT DOCUMENTS AND DEEMED NECESSARY BY THE ENGINEER SHALL BE PLACED PRIOR TO THE START OF

THE CONTRACTOR WILL NOT REMOVE ANY UTILITY, CONDUIT, OR VAULT WITHIN THE LIMITS OF THE PROJECT UNTIL AFTER RECEIVING WRITTEN PERMISSION FROM THE UTILITY COMPANY OR AGENCY INVOLVED AND PERMISSION FROM THE ENGINEER.

ALL AREAS DAMAGED OR DISTURBED IN THE COURSE OF THE CONTRACTORS OPERATIONS OF THIS IMPROVEMENT, SHALL BE RESTORED TO THEIR ORIGINAL CONDITION BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

THE FINAL TOP ONE HUNDRED MILLIMETER (100mm) OF SOIL IN AREA DISTURBED BY THE CONTRACTOR MUST BE REPLACED AT NO ADDITIONAL COST TO THE CONTRACT.

THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT OR SURFACE COURSES, UNLESS OTHERWISE INDICATED.

CONCRETE BREAKER: WHEN REMOVING PAVEMENT, CURB AND GUTTER, OR ANY OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS WHICH MIGHT DAMAGE THE UNDERGROUND PUBLIC OR PRIVATE UTILITIES IF ANY WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED.

WHEREVER THE PLANS CALL FOR THE REMOVAL OF EXISTING CONCRETE PAVEMENT, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A FULL DEPTH SAWCUT OF THE PAVEMENT AT

THE CONTRACTOR SHALL OBTAIN A CONSTRUCTION PERMIT FROM THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES (IDNR), OFFICE OF WATER RESOURCES FOR ANY TEMPORARY CONSTRUCTION ACTIVITY PLACED IN THE WATER EXCEPT COFFERDAMS. THIS SHALL INCLUDE THE PLACEMENT OF MATERIAL FOR RUN-AROUNDS, CAUSEWAYS, ETC. ANY PERMIT APPLICATION BY THE CONTRACTOR SHALL REFER TO THE IDNR PERMIT NUMBER AS PER SPECIAL PROVISION, WHICH WAS ISSUED FOR PERMANENT CONSTRUCTION.

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

THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 2.0 L/m2.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR WILL CALL "J.U.L.I.E." AT (800)-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC , TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED)

THE CONTRACTOR WILL COORDINATE CONSTRUCTION ACTIVITIES WITH ALL UTILITY COMPANIES AND MUNICIPALITIES INVOLVED.

THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS

WHEN ARTIFICIAL LIGHTING IS USED FOR NIGHT OPERATIONS THE CONTRACTOR WILL MAKE CERTAIN THAT THE LIGHTING WILL NOT CAUSE GLARE OR OTHER VISIBILITY PROBLEMS TO THE MOTORING PUBLIC OR NEARBY RESIDENTIAL AREAS.

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURE QUANTITIES IS 112 L85/5Q.YD./IN.

THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK (LUST) CLEANUPS OR THAT IS PREQUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

THERE IS A CONTAMINATED SOIL ON THE PROJECT SITE. THE UTILITY COMPANIES ARE REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK (LUST) CLEANUPS OR THAT IS PREQUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE WILL NOT EXCEED 40MM WHERE THE SPEED LIMIT IS 80KPH OR LESS OR 25MM WHERE THE SPEED LIMIT IS OVER 80KPH. WITH WRITTEN APPROVAL FROM THE ENGINEER A MAXIMUM GRADE DIFFERENTIAL OF 75MM MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND BITUMINOUS TAPER DETAIL" SHEET INCLUDED IN THE PLANS UNLESS OTHERWISE SPECIFIED.

THE CONTRACTOR WILL MAINTAIN ALL ROADWAYS OPEN TO TRAFFIC AS SHOWN ON THE TRAFFIC CONTROL PLAN EXCEPT FOR SNOW REMOVAL OPERATIONS.

ALL ELEVATIONS REFER TO U. S. G. S. MEAN SEA LEVEL DATUM.

PRIVATE LITELITY FRAME AND GRATE ADJUSTMENTS WITHIN THE LIMITS OF THIS PROJECT WILL BE DONE BY THEIR RESPECTIVE OWNERS.

THE CONTRACTOR AT CONTRACTOR'S EXPENSE WILL REPLACE ALL FRAMES AND GRATES DAMAGED BY THE CONTRACTOR.

PRECAST REINFORCED CONCRETE FLAT SLAB TOPS WILL BE REQUIRED ON CATCH BASINS AND MANHOLES IN ACCORDANCE WITH HIGHWAY STANDARD 602601 WHEN THE RIM-TO-INVERT DEPTH IS SUCH THAT IT PRECLUDES THE USE OF A CONE SECTION AND AT LOCATIONS SHOWN ON THE PLANS.

TWO WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKING PLACEMENT THE CONTRACTOR WILL CONTACT THE AREA TRAFFIC FIELD ENGINEER TO VERIFY WHETHER PREFORMED PLASTIC PAVEMENT MARKINGS ARE STILL APPLICABLE DUE TO CURRENT OR ANTICIPATED WEATHER CONDITIONS

BOX ITEMS ARE INCIDENTAL TO OTEHR ITEMS IN THIS CONTRACT:

ALL STORM SEWER CONNECTIONS WITH PIPES 685MM IN DIAMETER OR LESS WILL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. FOR PROPOSED STORM SEWER PIPES LARGER THAN 685MM IN DIAMETER OPENINGS OF THE SPECIFIED DIAMETER WILL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "WYE" PIPE CONNECTIONS FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE SEWER.

USE NO. 25 (NO. 8) EPOXY-COATED TIE BARS CONFORMING TO ARTICLE 1006.10 (B) (2) OF THE STANDARD SPECIFICATION FOR LONGITUDINAL CONSTRUCTION JOINT, GROUTED-IN-PLACE TIE BARS AS SHOWN ON STATE STANDARD 420001, CURRENT VERSION. THIS IS INCLUDED IN THE COST OF THE PAVEMENT ITEM BEING CONSTRUCTED.

THE COST OF MAKING SEWER CONNECTIONS TO EXISTING OR PROPOSED DRAINAGE STRUCTURES OR SEWERS WILL BE INCLUDED IN THE UNIT PRICES OF THE VARIOUS STORM SEWERS BEING CONNECTED.

COMMITMENT THE CONTRACTOR SHALL SCHEDULE HIS OPERATIONS SO THAT THE TEMPORARY EASEMENT

(SEE PLAT OF SURVEY FOR LIMITS) WILL REMAIN OPEN DURING TIMES OF SCHEDULED DELIVERIES FOR THE BUSINESS AT THIS LOCATION AND DURING TIMES WHEN THE CONTRACTOR

REVISIONS ILLINOIS DEPARTMENT OF TRANSPORTATION NAME US 14 - MOKELER CREEK TO N. OF IL. 173 AND AT UPRR GENERAL NOTES

SCALE: NONE

DATE FEBRUARY, 2005

DRAWN BY R.A.D. CHECKED BY DR, SSJ

SOODAN & ASSOCIATES INC. Architects, Engineers & Construction Consultants

1 Revised 4 18 05

IS NOT ACTUALLY WORKING.

TOTAL SHEET

COUNTY

TO STA

MCHENRY 88 3

ILLINOIS FED. AID PROJECT

CONTRACT NO. 62202

SECTION

29R-T

FED. ROAD DIST. NO. 1

JOB D-91-190-01

303

STA.

SUMMARY OF QUANTITIES

Γ				CONST. TYPE CODE							
				URBAN TOTAL	ROADWAY 100% STATE 1000 - 2A	CULVERT 100% STATE X028-2A	RETAINING WALLS 100% STATE Y007	TRAFFIC 100% STATE Y031-1F	HIGHWA LIGHTIN 100% CIT 1030-1E		
	20101100	ITEM TREE TRUNK PROTECTION	UNIT	QUANTITY 3	3	X028-2A	1007	1031-17	1030-12		
_	28000510	INLET FILTERS	EAÇH	10	10						
-	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1					
	50500505	STUD SHEAR CONNECTORS	EACH	2,277			2,277				
	51500100	NAME PLATES	EACH	1		. 1					
	60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	2	2						
ŀ	60404950	FRAMES AND GRATES, TYPE 24	EACH	2	2						
ŀ	60500040	REMOVING MANHOLES	EACH	2	2						
-	60500060	REMOVING INLETS	EACH	5	5						
X	66900450*	SPECIAL WASTE PLANS AND REPORT	L SUM	1	1						
×	66900530*	SOIL DISPOSAL ANALYSIS	EACH	2	2						
×	66900635*	LEAD TCLP SOIL ANALYSIS	EACH	4	4						
×	66900640*	VOCS AND SVOCS SOIL ANALYSIS	EACH	4	4						
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	3	3	4	2			
	67100100*	MOBILIZATION	L SUM	1	0.3	0.3	0.3	0.1			
	70101700*	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1						
	-70400300	TEMPORARY CONCRETE BARRIER, TERMINAL SECTION	EACH-	4	4						
×	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	40 .	40						
×	78100105*	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	18	18		•				
×	78200530*	BARRIER WALL MARKERS, TYPE C	EACH	31	31						
×	81400100	HANDHOLE	EACH	1				1			
X	87900200	DRILL EXISTING HANDHOLE	EACH	4				4			
×	88500100	INDUCTIVE LOOP DETECTOR	EACH	1				1			
×	89502380*	REMOVE EXISTING HANDHOLE	EACH	2				2			
	M5426010	GRATING FOR CONCRETE FLARED END SECTION 300MM	EACH	1	1						
	M2010110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	6	6						
	M2020010	EARTH EXCAVATION	CU M	548	548			 	 		

M2113100 TOPSOIL FURNISH AND PLACE, 100MM SQ M 1,066 1,066 M2500210 SEEDING, CLASS 2A HA 0.1 0.1 M2500312 SEEDING, CLASS 4A HA 0.1 0.1 M2500400 NITROGEN FERTILIZER NUTRIENT KG 11 11 M2500500 PHOSPHORUS FERTILIZER NUTRIENT KG 11 11 M2500600 POTASSIUM FERTILIZER NUTRIENT KG 11 11					308 0-31-130-01			62202		
CODE NO. 11EM										
CODE NO. TIEM					ROADWAY	CULVERT		TRAFFIC		
M2070220					100% STATE	100% STATE		100% STATE		
M2080150 TRENCH BACKFILL CU M 121 121 M2113100 TOPSOIL FURNISH AND PLACE, 100MM SO M 1,066 1,066 1 M2500210 SEEDING, CLASS 2A HA 0,1 0,1 0,1 1 M2500210 SEEDING, CLASS 4A HA 0,1 0,1 1 11 M25005090 PHOSPHORUS FERTILIZER NUTRIENT KG II II II 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CODE NO.	ITEM	UNIT		1000 - 2A	X028-2A	Y007	Y031-1F	Y030 - 1E	
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M2810107 STONE RIPRAP, CLASS A4 SO M 136 136 136 M2820100 FILTER FABRIC FOR USE WITH RIPRAP SO M 136 136 M3111100 SUB-BASE GRANULAR MATERIAL, TYPE B 100MM SO M 1.279 1.279 M35530245 PORTLAND CEMENT CONCRETE BASE COURSE 245MM SO M 1,162 1,162 M4060100 BITUMINOUS MATERIALS (PRIME COAT) LITER 1,111 1,111 M4060380 BITUMINOUS SURFACE REMOVAL-BUTT JOINT SO M 43 43 43 M43 M43 M4061000 BITUMINOUS SURFACE REMOVAL-BUTT JOINT SO M 43 43 M43 M4061000 BITUMINOUS REPLACEMENT OVER PATCHES M TON 6 6 M4060300 AGGREGATE (PRIME COAT) M TON 5 5 M4060300 BRIDGE APPROACH PAVEMENT SO M 251 251 M4205000 BRIDGE APPROACH PAVEMENT SO M 251 251 M4206100 BRIDGE APPROACH PAVEMENT SO M 224 224 M4400065 BITUMINOUS SURFACE REMOVAL 65MM SO M 224 224 M4400065 BITUMINOUS SURFACE REMOVAL 65MM SO M 29 29 M44000065 BITUMINOUS REMOVAL OVER PATCHES 75MM SO M 29 29 M4400000 PAVEMENT REMOVAL OVER PATCHES 75MM SO M 29 29 M4400000 PAVEMENT REMOVAL METER 295 295 M4400000 COMBINATION CURB AND GUTTER REMOVAL METER 295 295 M4400000 SIDEWALK REMOVAL SO M 347 347 M4400000 SIDEWALK REMOVAL SO M 347 347			,							
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M2820100 FILTER FABRIC FOR USE WITH RIPRAP SO M 136 136 M3111100 SUB-BASE GRANULAR MATERIAL, TYPE B 100MM SO M 1,279 1,279 M3530245 PORTLAND CEMENT CONCRETE BASE COURSE 245MM SO M 1,162 1,162 M4060100 BITUMINOUS MATERIALS (PRIME COAT) LITER 1,111 1,111 M4060980 BITUMINOUS SURFACE REMOVAL-BUTT JOINT SO M 43 43 M4060300 BITUMINOUS REPLACEMENT OVER PATCHES M TON 6 6 M4205000 BRIDGE APPROACH PAVEMENT SO M 251 251 M4205000 BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) SO M 50 50 M4206100 BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) SO M 50 50 M420125 PORTLAND CEMENT CONCRETE SIDEWALK 125MM SO M 224 224 M4400065 BITUMINOUS SURFACE REMOVAL 65MM SO M 994 994 M4400375* BITUMINOUS REMOVAL OVER PATCHES 75MM SO M 29 29 M44020400 COMBINATION CURB AND GUTTER REMOVAL METER 295 295 M44020500 SIDEWALK REMOVA										
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M40@0300 AGGREGATE (PRIME COAT) M TON 5 5 M4205000 BRIDGE APPROACH PAVEMENT SO M 251 251 M4206100 BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) SO M 50 50 M4240125 PORTLAND CEMENT CONCRETE SIDEWALK 125MM SO M 224 224 M4400065 BITUMINOUS SURFACE REMOVAL 65MM SO M 994 994 M4400375* BITUMINOUS REMOVAL OVER PATCHES 75MM SO M 29 29 M4402000 PAVEMENT REMOVAL SO M 1,025 1,025 M4402040 COMBINATION CURB AND GUTTER REMOVAL METER 295 295 M4402050 SIDEWALK REMOVAL SO M 347 347								~		
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M4402040 COMBINATION CURB AND GUTTER REMOVAL METER 295 295 M4402050 SIDEWALK REMOVAL SQ M 347 347	M4402000	PAVEMENT REMOVAL	SQ M	1,025	1,025					
M4402050 SIDEWALK REMOVAL SQ M 347 347										
M4402050 SIDEWALK REMOVAL SQ M 347 347	M4402040	COMBINATION CURB AND GUTTER REMOVAL	METER	295	295	1		····		
						1	1			
	M4402050	SIDEWALK REMOVAL	SQ M	347	347	<u> </u>				
M4402060* APPROACH SLAB REMOVAL SQ M 223 223	,			1						
34 11 223	M4402060*	APPROACH SLAB REMOVAL	SO M	223	223	 	+		 	
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Rev.

* DENOTES SPECIAL PROVISION REQUIRED ** SPECIALTY ITEMS

REVISIONS
NAME
DATE
US 14 - MOKELER CREEK TO N. OF
IL. 173 AND AT UPRR

SUMMARY OF QUANTITIES

SCALE: NONE
DATE FEBRUARY, 2005
CHECKED BY DR. SSJ