

**GENERAL NOTES**

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION REQUIRED).
2. 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES AND MUNICIPALITIES.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING COMMERCIAL AND RESIDENTIAL AREAS.
6. BARRIER WALL MARKERS, TYPE C SHALL BE INSTALLED ON MEDIAN CONCRETE BARRIER WALL AND PARAPETS AT A HEIGHT OF 28 INCHES FROM THE TOP OF SHOULDER TO THE BOTTOM OF THE REFLECTOR AND SPACED AT 50 FEET CENTER-TO-CENTER ON CURVES AND 100 FEET CENTER-TO-CENTER ON TANGENTS OR AS DIRECTED BY THE TRAFFIC OPERATIONS FIELD ENGINEER. THE BARRIER WALL MARKERS SHALL BE INSTALLED DURING STAGE I, PRIOR TO OPENING THE NEW PAVEMENT TO TRAFFIC.
7. ON STATE STANDARDS 482001 AND 483001 AGGREGATE SUBGRADE IMPROVEMENT 12" SHALL BE USED AS THE IMPROVED SUBGRADE. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE UNDER THE SHOULDER SHALL BE INCLUDED IN THE COST PER SQUARE YARD OF "AGGREGATE SUBGRADE IMPROVEMENT 12".
8. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 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 MINIMUM 1:3 (V:H).
9. A PAINT STRIPE SHALL BE APPLIED TO THE FACE OF BARRIER WALL ADJACENT TO ALL DRAINAGE STRUCTURES. THE STRIPE SHALL BE 4" WIDE BY 12 INCHES LONG AND EXTEND VERTICALLY AT 90 DEGREES FROM THE TOP EDGE OF THE BARRIER. THE PAINT WILL BE SPECIFIED AS ORANGE PAINT. THE COST OF THE STRIPE IS TO BE INCLUDED IN THE COST OF THE CONCRETE BARRIER OF TYPE AND SIZE SPECIFIED.
10. ANY GUARDRAIL REMOVED AND DEEMED SALVAGEABLE BY THE RESIDENT ENGINEER SHALL BE DELIVERED BY THE CONTRACTOR TO THE NEAREST IDOT MAINTENANCE FACILITY. TEMPORARY STORAGE AND DELIVERY SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "GUARDRAIL REMOVAL".
11. BUTT JOINTS WILL BE INSTALLED AT THE END OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
12. THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.10 GAL/SQ. YD.
13. THE EXISTING US ROUTE 20 MAINLINE PAVEMENT IN BOTH THE EB AND WB DIRECTIONS CONSISTS OF A PCC BASE WITH A HMA OVERLAY. IN LOCATIONS WHERE PAVED SHOULDER REMOVAL IS SHOWN ON THE PLANS, THE CONTRACTOR SHALL REMOVE THE EXISTING HMA SHOULDER TO THE EDGE OF THE EXISTING PCC BASE COURSE TO THE SATISFACTION OF THE ENGINEER. THE COST FOR THIS WORK INCLUDING ANY ADDITIONAL SET UPS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "PAVED SHOULDER REMOVAL". IN ADDITION, THE COST TO REPAIR ANY DAMAGE TO THE EXISTING MAINLINE PAVEMENT INCLUDING RAVELING OF THE EXISTING HMA OVERLAY AS A RESULT OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "PAVED SHOULDER REMOVAL".

**GENERAL NOTES (CONT.)**

14. POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR THE REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 AND THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH PGES OR EMBANKMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
15. TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT MR. DON CHIARUGI, AREA FIELD ENGINEER, AT (847) 741-9857.
16. PAVED SHOULDER REMOVAL SHALL INCLUDE THE REMOVAL OF THE EXISTING PORTLAND CEMENT SHOULDER AND EXISTING HMA VARIABLE THICKNESS OVERLAY.
17. ALL EXISTING WHEEL STOPS, BOLLARDS, AND SIGNS LOCATED OUTSIDE OF THE EXISTING RIGHT-OF-WAY AND WITHIN PROPOSED RIGHT-OF-WAY OR EASEMENTS SHALL BE REMOVED AND SATISFACTORILY DISPOSED OF ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. THE COST FOR THE REMOVAL AND DISPOSAL OF SUCH ITEMS THAT ARE NOT SPECIFICALLY INCLUDED IN A SEPARATE PAY ITEM SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR DRIVEWAY PAVEMENT REMOVAL.
18. THE PLATS OF HIGHWAYS INCLUDED IN THE CONTRACT PLANS ARE SUBJECT TO CHANGE. THE RESIDENT ENGINEER SHALL VERIFY THE RIGHT-OF-WAY AND EASEMENT INFORMATION SHOWN ON THE PLATS PRIOR TO CONSTRUCTION.
19. POURED-IN-PLACE CONCRETE DOMES WILL NOT BE ALLOWED AS A METHOD FOR INSTALLING DETECTABLE WARNINGS. DETECTABLE WARNINGS SHALL BE IN ACCORDANCE WITH THE LATEST STANDARDS OF THE CITY OF ELGIN AT THE TIME OF CONSTRUCTION.
20. THE LOCATIONS AND ELEVATIONS OF UTILITIES SHOWN ON THE PLANS ARE REPRESENTATIVE ONLY AND SHALL NOT BE CONSIDERED TO BE THE EXACT LOCATION OR ELEVATION OF THE FACILITY IN THE FIELD.
21. THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.
22. ANY WASTE GENERATED AS A SPECIAL WASTE OR A WASTE NOT CERTIFIED AS A NON-SPECIAL WASTE FROM THIS PROJECT SHOULD BE MANIFESTED OFF-SITE USING THE GENERATOR NUMBER ASSOCIATED WITH KANE COUNTY. THE GENERATOR NUMBER FOR KANE COUNTY IS 0898995009.
23. THE CONTRACTOR SHALL VERIFY THE EXISTING ELEVATIONS SHOWN IN THE PLANS WHERE THE PROPOSED PROFILE MEETS THE EXISTING PAVEMENT. THE ENGINEER SHALL BE NOTIFIED OF DISCREPANCIES BETWEEN THE EXISTING AND PROPOSED PAVEMENT ELEVATIONS, IN ADVANCE OF FINAL GRADING OPERATIONS, TO ALLOW APPROPRIATE ADJUSTMENTS TO BE MADE TO THE PROFILE. THE ELEVATIONS SHOWN ON THE PLANS ARE DERIVED FROM DIGITAL TERRAIN MODELING AND MAY REQUIRE ADJUSTMENT TO ENSURE A SMOOTH TRANSITION WHERE THE PROFILE MEETS THE EXISTING PAVEMENT.
24. THIS PROJECT WILL REQUIRE AUTHORIZATION UNDER NPDES PERMIT NUMBER ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES. A NOTICE OF INTENT MUST BE SUBMITTED TO IEPA 30 DAYS PRIOR TO THE START OF CONSTRUCTION.
25. THE TEMPORARY PAVEMENT SHOWN AS EXISTING PAVEMENT IS TO BE CONSTRUCTED IN CONTRACT #60K90 AS EITHER HMA OR PCC PAVEMENT. THAT CONTRACT HAS THE OPTION OF CONSTRUCTING THE TEMPORARY PAVEMENT ON US 20 OF EITHER 10-1/4" HMA PAVEMENT OR 8-1/4" PCC PAVEMENT AND THE TEMPORARY PAVEMENT ON MCLEAN BOULEVARD AND FLEETWOOD DRIVE OF EITHER 8" HMA PAVEMENT OR 7-1/2" PCC PAVEMENT. THE TYPICAL SECTIONS, CROSS SECTIONS, AND EARTHWORK CALCULATIONS ASSUME THAT THE TEMPORARY PAVEMENT TO BE CONSTRUCTED IN CONTRACT #60K90 WILL BE HMA PAVEMENT.
26. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
27. SEE EROSION CONTROL PLAN, DETAIL FOR STABILIZED CONSTRUCTION ENTRANCE SHEET 255 FOR NOTES REGARDING PAYMENT FOR STABILIZED CONSTRUCTION ENTRANCES.
28. WHEREEVER THE CALLOUTS "AGGREGATE SUBGRADE 12" AND "AGG SUBGRADE 12" APPEAR ELSEWHERE ON THE PLANS, THEY SHALL BE CONSTRUED TO MEAN AND SHALL BE PAID FOR AS AGGREGATE SUBGRADE IMPROVEMENT 12".

**COMMITMENTS**

NONE

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
 FAP ROUTE 345 / US ROUTE 20

**GENERAL NOTES**

FILE NAME =	USER NAME = #USER#	DESIGNED - SLH	REVISED -	SCALE: N.T.S.		SHEET NO.	OF	STA.	TO STA.	F.A.P. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 3
#FILE#		DRAWN - JFS	REVISED -									CONTRACT NO. 60H45		
	PLOT SCALE = #SCALE#	CHECKED - DDH	REVISED -											
	PLOT DATE = #DATE#	DATE - 02/22/12	REVISED -											

**TENG** & ASSOCIATES, INC.  
 ENGINEERS/ARCHITECTS/PLANNERS  
 CHICAGO, ILLINOIS

\NFS-804\KAPV\VALT.D-TRANS.07\2202\21379-801\CIVIL\CAD\G0H45\SHEET.DWG\H45-SHT-GENNOTE.BLDGN  
 KAPV\NTHM  
 \N60H45-BORDER.BLDGN  
 2-24-2012, 15:27:42