

GENERAL NOTES

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 CONSTRUCTION.

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 LIMIT OF REMOVAL.

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 BITUMINOUS LIFTS.

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 LBS/50 YD.³/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 WORKER PROTECTION.

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 TAPE 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 UTILITY 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 OTHER 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.

DUE TO CLOSE PROXIMITY OF EXISTING UTILITIES WHICH WILL REMAIN IN PLACE ALONG NE RETAINING WALL, CONTRACTOR SHALL SUBMIT A PLAN FOR PROTECTION OF EXISTING UTILITIES TO IDOT FOR APPROVAL, PRIOR TO DRIVING PILES OR EXCAVATION AT THAT LOCATION. IT IS CONTRACTOR'S RESPONSIBILITY TO PROTECT EXISTING UTILITIES DURING CONSTRUCTION. THE COST OF PROTECTION OF EXISTING UTILITIES & REPAIR OR REPLACEMENT DUE TO DAMAGE CAUSED BY THE CONTRACTOR WILL NOT BE PAID SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF "DRIVING SOLDIER PILES (HP SECTION)" LOCATIONS OF EXISTING UTILITIES SHOWN AT THE PLANS ARE APPROXIMATE. IT IS CONTRACTOR'S RESPONSIBILITY TO LOCATE EXISTING UTILITIES IN THE FIELD PRIOR TO START OF CONSTRUCTION ACTIVITIES.

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 IS NOT ACTUALLY WORKING.

| | | | | |
|-----------------------|---------|--------------------|------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 303 | 29R-T | McHENRY | 88 | 3 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |
| JOB D-91-190-01 | | CONTRACT NO. 62202 | | |

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION US 14 - MOKELER CREEK TO N. OF IL. 173 AND AT UPRR GENERAL NOTES |
|-----------|------|---|
| NAME | DATE | |
| | | SCALE: NONE DATE FEBRUARY, 2005 DRAWN BY R.A.D. CHECKED BY DR, SSJ |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

SOODAN & ASSOCIATES INC.
Architects, Engineers & Construction Consultants

Plotted by: jslmhp
...\\s05-gp02e2.r1 snt 02/10/2005 03:36:36 PM