

GENERAL NOTES

- 1 BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).
- 2 THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
- 3 THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 4 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 RESIDENTIAL AREAS.
- 5 WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 40 MM (1 1/2 INCHES) WHERE THE SPEED LIMIT IS 80 KM/H (45 MPH) OR LESS AND 25 MM (1 INCH) WHERE THE SPEED LIMIT IS GREATER THAN 80 KM/H (45 MPH). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 75 MM (3 INCHES) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- 6 BUTT JOINTS WILL BE INSTALLED AT THE ENDS 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.
- 7 THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470A MINIMUM 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 8 THE RESIDENT ENGINEER SHALL CONTACT DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER AT (847) 741-9857 AT LEAST (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 9 REFER TO DISTRICT ONE 'TYPICAL PAVEMENT MARKINGS' (TC 13) AND RAISED REFLECTIVE PAVEMENT MARKERS (TC11) FOR ADDITIONAL DETAILS NOT SHOWN ON THESE PLANS.
- 10 MATCH EXISTING PAVEMENT MARKINGS AT PROJECT LIMITS.
- 11 POLYUREA PAVEMENT MARKINGS SHALL BE USED ON CONCRETE SURFACES AND THERMOPLASTIC PAVEMENT MARKINGS SHALL BE USED ON HMA SURFACES.
- 12 TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS THE ENGINEER SHALL CONTACT DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER, AT (847) 741-9857.
- 13 EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
- 14 FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
- 15 PERMANENT SEEDING SHALL NOT BE PLACED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION.
- 16 EROSION CONTROL MEASURES SHALL BE MAINTAINED AND REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE AND WORK AREAS ARE STABILIZED.
- 17 ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE
- 18 ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.
- 19 ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE OF THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- 20 THE WORK REQUIRED TO CONNECT PROPOSED STORM SEWER TO AN EXISTING DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.
- 21 THE QUANTITY FOR PAVEMENT REMOVAL INCLUDES PAVEMENT REMOVAL AND PAVED SHOULDER REMOVAL AS THEY APPEAR ON THE REMOVAL PLANS.

GENERAL NOTES

- 22 THE WORK REQUIRED TO CONNECT EXISTING STORM SEWERS TO PROPOSED DRAINAGE STRUCTURES WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS.
- 23 THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE PRESENCE OF DEPARTMENT OWNED UNDERGROUND ELECTRICAL CABLE WITHIN THE LIMITS OF THE PROPOSED IMPROVEMENT. THE CONTRACTOR SHALL REQUEST THE ILLINOIS DEPARTMENT OF TRANSPORTATION IN SCHAUMBURG A MINIMUM OF 72 HOURS NOTICE. THE DEPARTMENT IS NOT A MEMBER OF THE JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (JULIE) SYSTEM.
- 24 ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE SHALL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.
- 25 UNDERCUTTING SHALL BE PERFORMED UNDER PAVEMENT WIDENING, HMA SHOULDER, AGGREGATE SHOULDER, AND PAVED ENTRANCE/MAILBOX TURNOUT AREAS WHEN REQUIRED BY SOIL CONDITIONS. POROUS GRANULAR EMBANKMENT, SUBGRADE SHALL BE USED TO FILL UNDERCUT CAVITIES. UNDERCUTTING DEPTH SHALL RANGE BETWEEN 6" AND 12" BEYOND THE BOTTOM OF THE STANDARD SECTIONS FOUND IN THE TYPICAL SECTIONS.
- 26 THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 27 A 404 PERMIT APPLICATION HAS BEEN SUBMITTED BY THE DEPARTMENT FOR THE WORK SHOWN IN THE PLANS. THE PERMIT ISSUED TO THE DEPARTMENT DOES NOT COVER THE IN STREAM WORK BY THE CONTRACTOR. THEREFORE AFTER AWARD, THE CONTRACTOR WILL NEED TO SUBMIT THE WORK PLAN TO THE CORPS. THE CORPS WILL NOT BE PROVIDING AN APPROVAL UNLESS STATED OTHERWISE IN THE PERMIT AND IN STREAM WORK CAN COMMENCE AT THE CONTRACTOR'S DISCRETION. GUIDELINES ON ACCEPTABLE IN STREAM WORK TECHNIQUES CAN BE FOUND ON THE CORPS WEBSITE: <http://www.lrc.usace.army.mil/>
- 28 FOR WORK OUTSIDE THE LIMITS OF THE 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 & GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLANS.
- 29 FOR STORM SEWERS CONSTRUCTED UNDER ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.
- 30 THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF MONTGOMERY. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
- 31 TEMPORARY FENCE SHOULD BE ERECTED ALONG THE DRIPLINE OF THE TREES, SHRUBS, AND LANDSCAPED BEDS WITHIN THE LIMITS OF CONSTRUCTION DESIGNATED TO REMAIN TO ESTABLISH A "TREE PROTECTION ZONE" AND AROUND EXISTING WETLANDS TO ESTABLISH A "WETLAND PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE" AND "WETLAND PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
- 32 THE CONTRACTOR SHALL ATTACH AN ALUMINUM SIGN WITH THE FOLLOWING TEXT: "PROTECTED WETLAND - NO INTRUSION". THE SIGN(S) SHALL BE ATTACHED TO THE STAKES BY A METHOD APPROVED BY THE ENGINEER. THE SIGN(S) WILL BE PROVIDED BY THE DEPARTMENT AND SHALL BE PICKED UP BY THE CONTRACTOR FROM THE DISTRICT ONE ROADSIDE DEVELOPMENT ARCHITECT IN SCHAUMBURG, ILLINOIS. SCHEDULING THE PICKUP OF THE SIGNS CAN BE ARRANGED BY CONTACTING THE DISTRICT ONE ROADSIDE DEVELOPMENT UNIT AT (847)705-4171. WHEN WORK HAS BEEN COMPLETED, THE SIGN SHALL BE RETURNED TO THE DISTRICT ONE ROADSIDE DEVELOPMENT UNIT. THE COST OF PICKING UP, ATTACHING THE SIGNS TO THE TEMPORARY FENCE STAKES AND RETURNING THE SIGNS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY FENCE.

COMMITMENTS

- 1 NO COMMITMENTS HAVE BEEN MADE FOR THIS PROJECT.

THE CONTRACTOR SHALL MILL BEFORE PATCHING

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT WIDENING AND RESURFACING (US 30)	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5 mm); 2"	4.0% @ 90 Gyr.
LEVELING BINDER (MACHINE METHOD), N70; 3/4" AND VARIES	4.0% @ 70 Gyr.
HMA BASE COURSE, 10" OR HMA BASE COURSE WIDENING, 10" (HMA BINDER IL-19mm)	4.0% @ 90 Gyr.
PAVEMENT WIDENING AND RESURFACING (IL 31)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm); 2"	4.0% @ 70 Gyr.
LEVELING BINDER (MACHINE METHOD), N70; 1" AND VARIES	4.0% @ 70 Gyr.
HMA BASE COURSE, 10" OR HMA BASE COURSE WIDENING, 10" (HMA BINDER IL-19mm)	4.0% @ 70 Gyr.
PAVEMENT RESURFACING (IL 31)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm); 2"	4.0% @ 70 Gyr.
LEVELING BINDER (MACHINE METHOD), N70; 1" AND VARIES	4.0% @ 70 Gyr.
FULL DEPTH PAVEMENT (US 30)	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5 mm); 2"	4.0% @ 90 Gyr.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90; TOP 2-1/4"	4.0% @ 90 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90; 8-1/2" (IN 2 LIFTS)	4.0% @ 90 Gyr.
FULL DEPTH PAVEMENT (IL 31)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm); 2"	4.0% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 10-3/4" (IN 3 LIFTS)	4.0% @ 70 Gyr.
FULL DEPTH PAVEMENT (RAMPS)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm); 2"	4.0% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 10-1/2" (IN 3 LIFTS)	4.0% @ 70 Gyr.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4.0% @ N50 Gyr.
HMA BASE COURSE (HMA BINDER IL-19 mm); CE - 8" (IN 2 LIFTS)	4.0% @ N50 Gyr.
PATCHING	
CLASS "D" PATCHES (HMA BINDER IL 19mm)	4.0% @ 70 Gyr.
HOT-MIX ASPHALT SHOULDERS, 12-3/4" (US 30 & IL 31)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm); 2"	4.0% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 10-3/4" (IN 3 LIFTS)	4.0% @ 70 Gyr.
HOT-MIX ASPHALT SHOULDERS, 12-1/2" (RAMPS)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm); 2"	4.0% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 10-1/2" (IN 3 LIFTS)	4.0% @ 70 Gyr.
TEMPORARY PAVEMENT*	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4.0% @ 50 Gyr.
TEMPORARY PAVEMENT (HMA BINDER, IL-19mm), 8" (IN 2 LIFTS)	4.0% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES IS 112 LBS/SQ YD/IN. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" 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 SPECIAL PROVISIONS.

*PCC TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ARTICLE 1020 OF THE STANDARD SPECIFICATIONS. PCC THICKNESS SHALL BE 8".

*TEMPORARY PAVEMENT USING EITHER HMA OR PCC OPTION SHALL BE PLACED ON A 4" AGGREGATE BASE COURSE. THE COST OF THE AGGREGATE BASE COURSE SHALL BE INCLUDED IN THE COST OF EITHER TEMPORARY HMA OR PCC PAVEMENT.

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USER NAME = 1654	DESIGNED - JWB	REVISED -
	DRAWN - JWB	REVISED -
PLOT SCALE = 100.0000' / IN.	CHECKED - RS	REVISED -
PLOT DATE = 6/15/2012	DATE - 06/15/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. ROUTE 30 AT IL ROUTE 31
GENERAL NOTES, COMMITMENTS, & HMA MIXTURE REQUIREMENTS**

SCALE: N.T.S.

SHEET NO. --

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	(10 & 11 VB) R-3	*	507	3
* KANE AND KENDALL		CONTRACT NO. 60133		
ILLINOIS FED. AID PROJECT				