

GENERAL NOTES CONT.

SEQUENCE OF CONSTRUCTION

1. THE FOLLOWING IS A SUGGESTED SEQUENCE OF CONSTRUCTION. THE CONTRACTOR WILL BE ALLOWED TO MODIFY THE PROPOSED SEQUENCE PROVIDED ACCESS TO THE RESIDENTS IS AVAILABLE AT THE END OF EACH DAY.
2. THE CONTRACTOR SHALL PERFORM HIS WORK IN A MANNER CAUSING MINIMAL INCONVENIENCE TO THE RESIDENTS, BUSINESSES AND MOTORING PUBLIC. ON STREETS WHERE CURB AND GUTTER IS TO BE CONSTRUCTED OR SIDEWALKS REPLACED, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE SIDE OF THE STREET ONLY. ONCE THE CURB AND GUTTER AND/OR SIDEWALK IS COMPLETE, THE CONTRACTOR MAY MOVE TO THE OTHER SIDE OF THE STREET TO START THE CURB AND GUTTER AND SIDEWALK CONSTRUCTION.
3. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS AND THE BUSINESSES WHEN ACCESS TO THEIR DRIVEWAYS OR ENTRANCES WILL BE TEMPORARILY CLOSED DUE TO CONCRETE CURB AND GUTTER CONSTRUCTION OR SIDEWALKS ARE TO BE INSTALLED. THE CONTRACTOR SHALL CONTACT THE PROPERTY OWNER 48 HOURS PRIOR TO REMOVING THE HARD SURFACES. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES (KNOCK ON DOORS WHEN A DRIVEWAY OR ENTRANCE IS ABOUT TO BE CLOSED).
4. THE CONTRACTOR SHALL NOT BE ALLOWED TO CLOSE A DRIVEWAY FOR MORE THAN 72 HOURS UNDER ANY CIRCUMSTANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING BARRICADES TO PREVENT TRAFFIC FROM USING DRIVEWAYS DURING THIS PERIOD. ACCESS TO DRIVEWAYS AND STREET PARKING WILL BE RESTRICTED TO ONE SIDE OF THE STREET AT A TIME.
5. THE CONTRACTOR SHALL FILL HOLES CREATED BY THE REMOVAL OF DRIVEWAY PAVEMENT WHERE NEW GUTTER OR UTILITY HAS BEEN CONSTRUCTED WITH AGGREGATE BASE COURSE (CA-6 CRUSHED) SO THAT RESIDENTS CAN USE THEIR DRIVEWAYS UNTIL THE START OF INSTALLATION OF THE CONCRETE GUTTER AND/OR DRIVEWAY PAVEMENT.

8. TRENCH BACKFILL WILL BE USED TO THE TOP OF THE TRENCH, MATCHING THE EXISTING PAVEMENT ELEVATION, AND MAINTAINED BY THE CONTRACTOR TO PROVIDE A SMOOTH RIDING SURFACE WITHOUT POTHOLES UNTIL THE PATCH CAN BE CONSTRUCTED.
9. CLASS D PATCHES, 6 INCH WILL THEN BE CONSTRUCTED ABOVE THE TRENCH PRIOR TO RESURFACING.

SEQUENCE OF CONSTRUCTION - ROADWAY CULVERTS

1. THE FOLLOWING IS A SUGGESTED SEQUENCE OF CONSTRUCTION. THE CONTRACTOR WILL BE ALLOWED TO MODIFY THE PROPOSED SEQUENCE PROVIDED THE ROADWAY IS DRIVE-ABLE IN BOTH DIRECTIONS AT THE END OF EACH DAY.
2. UPON THE START OF CULVERT REPLACEMENT WORK ALL TRAFFIC WILL BE SHIFTED TO ONE SIDE OF THE ROAD WITH FLAGGERS PER THE APPLICABLE HIGHWAY STANDARDS.
3. THE CONTRACTOR WILL REMOVE THE PIPE CULVERT WITHIN THE WORK AREA. THE CONTRACTOR WILL THEN CONSTRUCT THE BEDDING, LAY THE NEW PIPE AND HAUNCH IT INTO PLACE. THE ENDS OF THE PROPOSED CULVERT WILL BE CAPPED WITH A PIECE OF 5/8" PLYWOOD. THE PIPE CULVERTS WILL THEN BE BACKFILLED WITH CA-6 CRUSHED AGGREGATE OR STONE AND COMPACTED TO MATCH THE EXISTING ROADWAY SURFACE ELEVATION.
4. THE CONTRACTOR WILL APPROPRIATELY ADJUST MAINTENANCE OF TRAFFIC SIGNAGE AND OPEN THE ROAD TO TWO-WAY TRAFFIC PRIOR TO LEAVING THE JOB SITE AT THE END OF THE DAY.
5. ALL TRAFFIC WILL BE SHIFTED TO THE OTHER SIDE OF THE ROAD WITH FLAGGERS PER THE APPLICABLE HIGHWAY STANDARDS.
6. THE CONTRACTOR WILL REMOVE THE PIPE CULVERT WITHIN THE WORK AREA ON THE OTHER SIDE OF THE ROAD. THE CONTRACTOR WILL THEN CONSTRUCT THE BEDDING, LAY THE NEW PIPE AND HAUNCH IT INTO PLACE. THE ENDS OF THE PROPOSED CULVERT WILL BE CAPPED WITH A PIECE OF 5/8" PLYWOOD. THE PIPE CULVERTS WILL THEN BE BACKFILLED WITH CA-6 CRUSHED AGGREGATE OR STONE AND COMPACTED TO MATCH THE EXISTING ROADWAY SURFACE ELEVATION.
7. THE CONTRACTOR WILL APPROPRIATELY ADJUST MAINTENANCE OF TRAFFIC SIGNAGE AND OPEN THE ROAD TO TWO-WAY TRAFFIC PRIOR TO LEAVING THE JOB SITE AT THE END OF THE DAY.

PLAN	DATE	BY	REVISIONS	NOTED	CHECKED	DATE
NOTE BOOK NO.						

PROFILE	DATE	BY	REVISIONS	NOTED	CHECKED	DATE
NOTE BOOK NO.						

HRG PROJECT NO.: 170709
 HRG PROJ. CONTACT: 170709-171-gm, Bl/gm
 PLOT DRIVER: 170709-171-gm, Bl/gm
 PEN TABLE: 170709-171-gm, Bl/gm



USER NAME = dstancz	DESIGNED -	REVISED - 1/2/18
	DRAWN - DMS	REVISED -
PLOT SCALE = N.T.S.	CHECKED -	REVISED -
PLOT DATE = 1/2/2018	DATE - 1/2/18	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

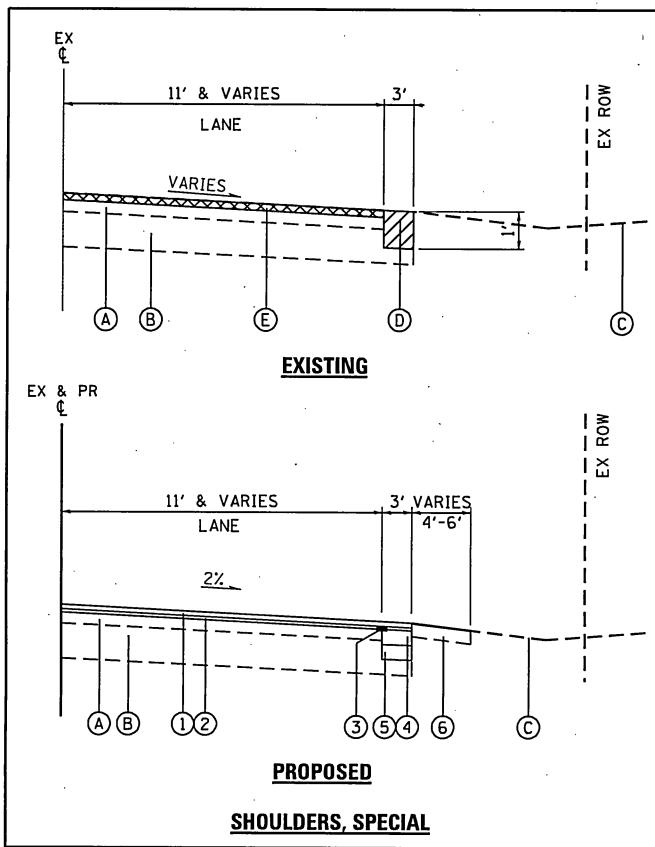
**RINGWOOD ROAD
 GENERAL NOTES**

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
D166/408	17-00005-00-RS	MCHENRY	29	3
CONTRACT NO.			61E36	
SCALE: N.T.S.	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

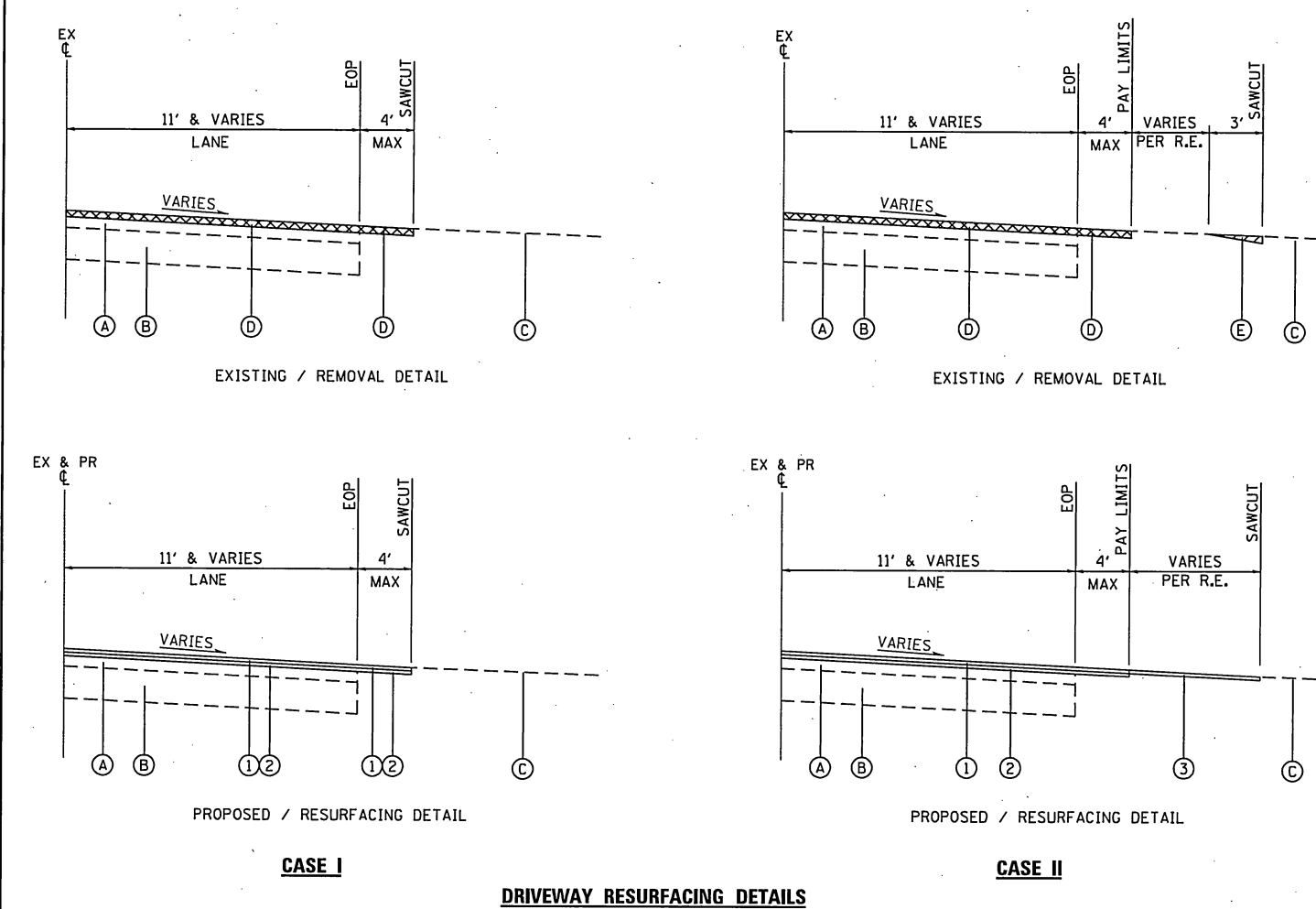
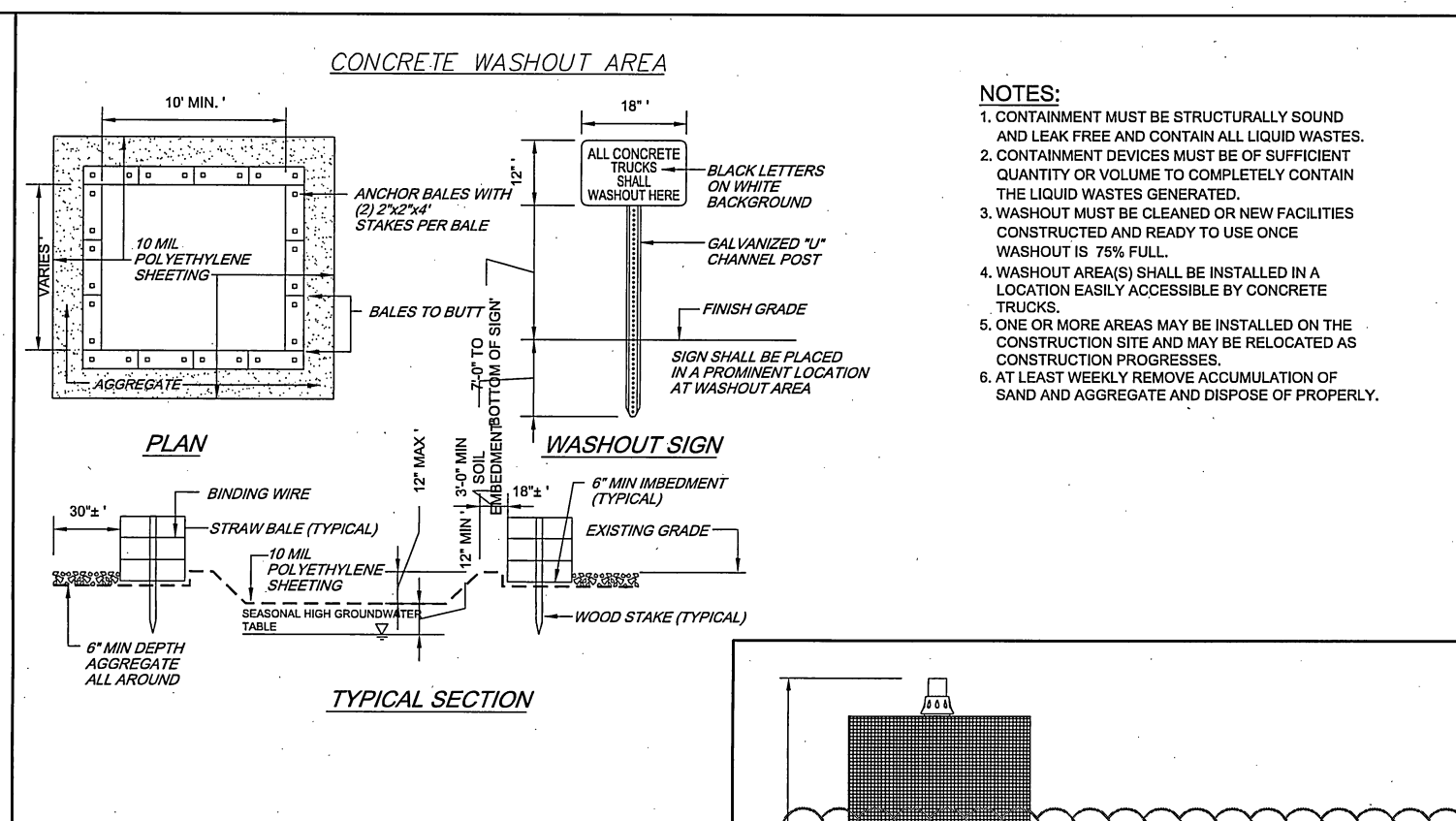
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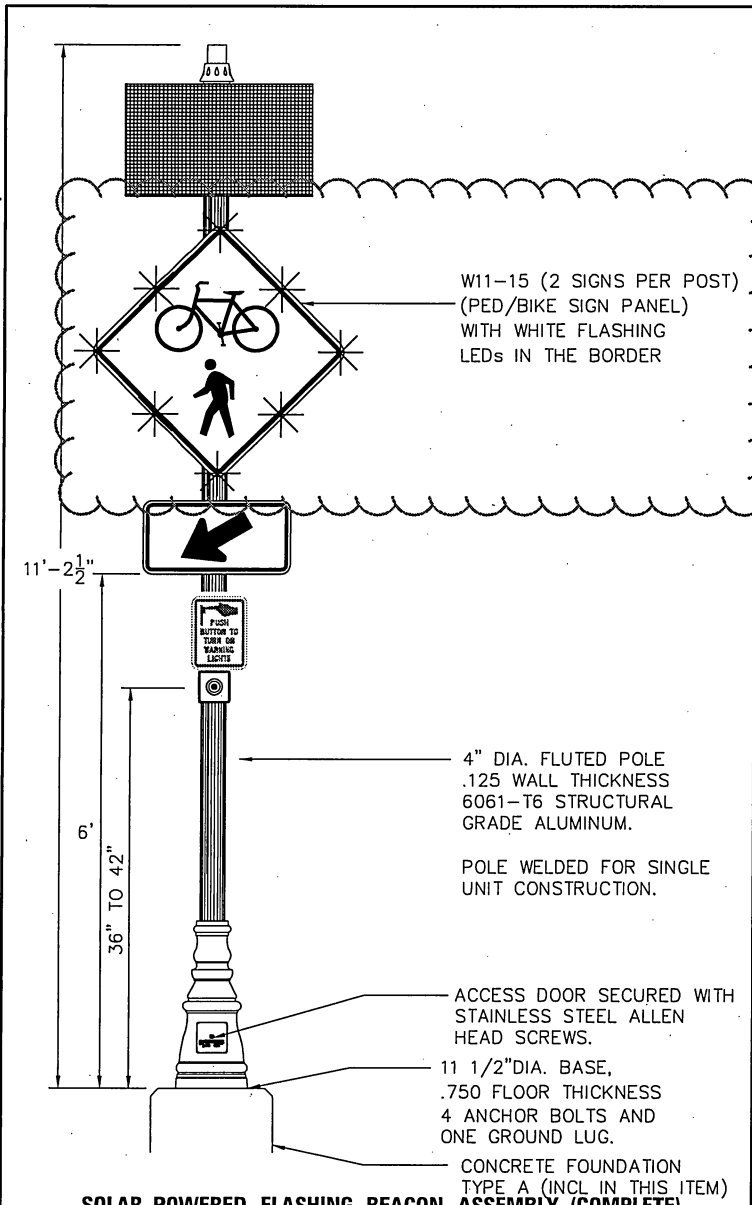
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 HRG CONTACT: 170709-01-001.dwg
 FILE NAME: 170709-01-001.dwg
 PLOT DRIVER: ulsoft_wdprt69
 PEN TABLE: plottbl.tbl



- EXISTING LEGEND**
- (A) EXISTING HOT-MIX ASPHALT PAVEMENT; ±6"
 - (B) EXISTING AGGREGATE BASE COURSE; ±12"
 - (C) EXISTING GROUND
 - (D) AGGREGATE SHOULDER REMOVAL; 12" (PER CU YD)
 - (E) HOT-MIX ASPHALT SURFACE REMOVAL; 2 3/4"
- PROPOSED LEGEND**
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 3/4" (PER TON)
 - (2) POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50; 1" (PER TON)
 - (3) STRIP REFLECTIVE CRACK CONTROL TREATMENT; 24" WIDTH (PER FOOT)
 - (4) PORTLAND CEMENT CONCRETE BASE COURSE 6" (PAID PER SO YD AS SHOULDERS, SPECIAL)
 - (5) AGGREGATE BASE COURSE, TYPE B 6 (PAID PER SO YD AS SHOULDERS, SPECIAL)
 - (6) GRADING AND SHAPING SHOULDERS, SPECIAL (PER FOOT)



- EXISTING LEGEND**
- (A) EXISTING HOT-MIX ASPHALT PAVEMENT; ±6"
 - (B) EXISTING AGGREGATE BASE COURSE; ±12"
 - (C) EXISTING DRIVEWAY PAVEMENT
 - (D) HOT-MIX ASPHALT SURFACE REMOVAL; DEPTH VARIES (SEE RESURFACING PLANS)
 - (E) HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL (PER SO YD)
- PROPOSED LEGEND**
- (1) PROPOSED RESURFACING; HMA SURFACE COURSE
 - (2) PROPOSED RESURFACING; HMA BINDER COURSE
 - (3) INCIDENTAL HOT-MIX ASPHALT SURFACING (PER TON)



	USER NAME = dstenz DESIGNED - DRAWN - DMS CHECKED - DATE - 1/2/18	REVISED - 1/2/18 REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONSTRUCTION DETAILS RINGWOOD ROAD		F.A.J. RTE. 0166/4083 SECTION NO. 17-00005-00-RS COUNTY MCHENRY CONTRACT NO. 61E36
	PLOT SCALE = N.T.S. PLOT DATE = 1/2/2018	DATE - 1/2/18 REVISED -		SCALE: N.T.S. SHEET NO. 1 OF 9 SHEETS STA. TO STA.	TOTAL SHEETS 29 SHEET NO. 20	