

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0085	00-00246-01-FP	MCHENRY	236	3
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
CONTRACT NO: 63266				

**GENERAL NOTES**

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND LOCAL AGENCIES.
- THE CONTRACTOR SHALL PROTECT EXISTING OR NEW UTILITIES WHEN CONSIDERED NECESSARY BY METHODS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY TO PREVENT SETTLEMENT, DISPLACEMENT, OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT THE COST THEREOF SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PUBLIC PROPERTY WITHOUT WRITTEN PERMISSION FROM THE MCHENRY COUNTY DIVISION OF TRANSPORTATION.
- ALL ELEVATIONS SHOWN ON THESE PLANS ARE ON THE USGS DATUM.
- THE SURFACE CONFIGURATION OF DRIVEWAY PAVEMENT WITHIN THE LIMITS OF THE BIKEPATH SHALL CONFORM TO THE FOLLOWING: THE PROFILE GRADE OF THE BIKEPATH HAS PRIORITY AND SHALL BE MAINTAINED ACROSS THE DRIVEWAY. THE BIKEPATH CROSS SLOPE THRU DRIVEWAY AREAS SHALL BE A MAXIMUM OF 1:50. THE DRIVEWAY PAVEMENT OUTSIDE THE LIMITS OF THE BIKEPATH SHALL SLOPE TO MEET THE BIKEPATH PROFILE GRADE. DRIVEWAY PAVEMENT WILL BE MEASURED AND PAID FOR ACCORDING TO THE SPECIAL PROVISION FOR HOT MIX ASPHALT DRIVEWAY PAVEMENT (MCDOT).
- PROPOSED COMMERCIAL DRIVEWAYS ARE COMPRISED OF 6 INCHES OF HOT-MIX ASPHALT, BASE COURSE, AND 2 INCHES OF HOT-MIX ASPHALT, SURFACE COURSE UNLESS OTHERWISE NOTED ON THE PLANS. PRIVATE DRIVEWAYS ARE COMPRISED OF 4 INCHES OF HOT-MIX ASPHALT, BASE COURSE, AND 2 INCHES OF HOT-MIX ASPHALT, SURFACE COURSE.
- 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER ITEMS OF WORK TO EXISTING CURBS & GUTTERS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED. ALL TRANSITIONS BETWEEN PROPOSED CURB AND SHOULDER SHALL BE 16 FOOT TRANSITIONS UNLESS OTHERWISE SHOWN ON THE PLANS.
- WHERE PROPOSED CURBS AND GUTTERS ARE NOT TYING INTO EXISTING CURB AND GUTTER OR ARE ENDING, THEY SHALL TRANSITION TO 0" HEIGHT OVER THE FINAL 5 FEET.
- PROTECTIVE COAT SHALL BE APPLIED IN ACCORDANCE WITH ARTICLE 420 OF THE STANDARD SPECIFICATIONS TO ALL EXPOSED SURFACES OF CURBS AND GUTTERS AND PCC SIDEWALKS.
- NO PAYMENT SHALL BE MADE FOR OVERHAUL FROM ANY SOURCE, BUT SHALL BE CONSIDERED INCLUDED WITH EARTH EXCAVATION.
- WHEREVER CONCRETE MASONRY WALLS, HEADWALLS, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED THEY SHALL BE REMOVED TO AN ELEVATION OF 1 FOOT BELOW THE ESTABLISHED GRADE OR SUBGRADE AS SHOWN ON THE PLANS. SUCH WORK SHALL BE CONSIDERED INCLUDED IN EARTH EXCAVATION.
- FIRE HYDRANTS TO BE MOVED SHALL BE PLACED ACCORDING TO THE DIRECTION OF THE ENGINEER.
- POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES), HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT ARE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL OF UNSUITABLE AND UNSTABLE SOILS AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED FROM THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.

**GENERAL NOTES (CONT.)**

- ALL MAILBOXES TO BE TEMPORARILY RELOCATED, PER ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS, SHALL BE ERECTED AT TEMPORARY LOCATIONS AS DIRECTED BY THE ENGINEER.
- TYPE I, TYPE II, AND TYPE III BARRICADES SHALL BE WEIGHTED IN A MANNER APPROVED BY THE MANUFACTURER SO THEY ARE NOT MOVED BY TRAFFIC.
- BUTT JOINTS SHALL 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.
- THE STAGE LINE INDICATED ON THE CROSS SECTIONS IS THE BASIS FOR THE EARTHWORK QUANTITIES SHOWN ON THE EARTH WORK SCHEDULE.
- WHERE SECTION, SUBSECTION, SUBDIVISION OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES AND OTHER UTILITIES SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTORS' RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE AND COMMERCIAL ENTRANCES FOR PROPERTY ABUTTING THE HIGHWAY OR STREET BEING IMPROVED AT ALL TIMES DURING CONSTRUCTION. WHEN A PROPERTY HAS ONLY A SINGLE ENTRANCE, THE CONTRACTOR SHALL CONSTRUCT THE PROPOSED ENTRANCE ONE HALF AT A TIME IN ORDER TO MAINTAIN ACCESS. WHEN A PROPERTY HAS MULTIPLE ENTRANCES, ONE OF THE ENTRANCES SHALL REMAIN OPEN AT ALL TIMES.
- THE CONTRACTOR SHALL VERIFY THE ELEVATIONS SHOWN IN THE PLANS WHERE PROPOSED IMPROVEMENT MEETS THE EXISTING PAVEMENT OR GROUND. THE ENGINEER SHALL BE NOTIFIED OF DISCREPANCIES BETWEEN THESE ELEVATIONS IN SUFFICIENT TIME PRIOR TO FINAL GRADING OR PAVING TO ALLOW ELEVATION ADJUSTMENT TO BE MADE TO MEET FIELD CONDITIONS. THE EXISTING PAVEMENT AND GROUND ELEVATIONS SHOWN ON THE PLANS ARE DERIVED FROM COMPUTER TERRAIN MODELING AND MAY REQUIRE ADJUSTMENT TO MEET THE EXISTING PAVEMENT OR GROUND ELEVATION. ELEVATION ADJUSTMENTS DUE TO EXISTING PAVEMENT OR GROUND ELEVATION DISCREPANCIES SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION AND SHALL BE CONSIDERED AS INCLUDED IN THE WORK FOR THE GRADING AND PAVING PAY ITEMS PROVIDED IN THE CONTRACT.
- THE WORK OF REMOVING SIGN PANELS SHALL INCLUDE THE REMOVAL OF THEIRS SUPPORTS. THE COST OF REMOVAL OF SUPPORTS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR REMOVE SIGN PANEL, OF THE TYPE SPECIFIED.
- REMOVAL OF EXISTING FENCES, EXCEPT AT THE LOCATIONS SPECIFIED IN THE CONTRACT SPECIAL PROVISIONS, WILL BE INCLUDED IN THE WORK OF CLEARING IN ACCORDANCE WITH SECTION 201 OF THE STANDARD SPECIFICATIONS.

**DRAINAGE NOTES**

- INVERT ELEVATION FOR EXISTING PIPES HAVE BEEN SHOWN ON THE PLANS WHEN SURVEY INFORMATION WAS AVAILABLE. THE CONTRACTOR SHALL VERIFY THE INVERT ELEVATIONS FOR EXISTING PIPES IN THE FIELD AT THE TIME OF CONSTRUCTION AND SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
- FOR INSTALLATION OF PROPOSED DRAINAGE STRUCTURES IN THE EXISTING SEWERS A PORTION OF THE EXISTING PIPE SHALL BE CUT AND REMOVED. THE PROPOSED STRUCTURE SHALL BE PROVIDED WITH ADEQUATELY SIZED OPENING SUCH THAT THE EXISTING PIPE MAY BE CONNECTED AT ITS EXISTING INVERT ELEVATION. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR THE TYPE AND KIND OF DRAINAGE STRUCTURE TO BE INSTALLED.
- FOR PROPOSED STORM SEWER OR PIPE CULVERT CONNECTIONS TO EXISTING PIPES, BOX CULVERT, OR STRUCTURES, THE CONNECTION AND REMOVAL OF CONCRETE TO MAKE NECESSARY HOLES IN THE EXISTING PIPES, EXISTING BOX CULVERTS, OR EXISTING STRUCTURES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR STORM SEWERS OR PIPE CULVERTS OF THE DIAMETER, TYPE, AND CLASS SPECIFIED, AND OF THE PARTICULAR KIND OF MATERIAL WHEN SPECIFIED.
- REMOVAL OF MANHOLES, CATCH BASINS AND ANY OTHER EXISTING DRAINAGE STRUCTURES SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "DRAINAGE STRUCTURE REMOVAL", REGARDLESS OF SHAPE, DEPTH OR SIZE OF THE STRUCTURE.
- TOP OF GRATE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLANS WERE DETERMINED BY COMPUTER TERRAIN MODELING. REVISION OF THE TOP OF GRATE ELEVATION, BY THE ENGINEER AT THE TIME OF CONSTRUCTION, TO MEET FIELD CONDITIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION AND SHALL BE CONSIDERED AS INCLUDED IN THE WORK FOR THE DRAINAGE STRUCTURE.
- REMOVAL OF EXISTING UNDERDRAINS AND HEADWALLS FOR UNDERDRAINS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION.
- THE CONTRACTOR SHALL VERIFY THE INVERTS, SIZES, AND MATERIAL FOR ALL EXISTING STORM SEWERS THAT ARE BEING CONNECTED TO THE PROPOSED STORM SEWER SYSTEM.
- THE CONTRACTOR SHALL PROVIDE POSITIVE TEMPORARY DRAINAGE UNTIL THE FINAL SURFACE IS PLACED. THE COST OF WORK REQUIRED TO PROVIDE POSITIVE TEMPORARY DRAINAGE SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROPOSED WORK, UNLESS OTHERWISE SPECIFIED. TEMPORARY DRAINAGE STRUCTURES AND PIPE SHALL BE PAID FOR SEPARATELY.
- SEE DRAINAGE SCHEDULE SHEET 72 FOR DETAILS ON OFFSET AND STRUCTURE LOCATIONS.
- SEE DRAINAGE DETAIL SHEET 86 FOR STRUCTURES WITH RESTRICTOR PLATES. THE COST OF THE RESTRICTOR PLATES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR THE TYPE AND KIND OF DRAINAGE STRUCTURE TO BE INSTALLED.
- ENTIRE DRAINAGE SYSTEM WITHIN THE PROJECT LIMITS MUST BE CLEANED PRIOR TO MCDOT ACCEPTANCE.
- ALL OPEN DRAINAGE STRUCTURES SHALL CONTAIN THE TEXT "DUMP NO WASTE" AND "DRAINS TO WATERWAYS" PER MCDOT NPDES BMP'S. SEE SPECIAL PROVISIONS.
- EXCAVATION TO BE USED FOR EMBANKMENTS SHALL NOT BE STOCKPILED UNLESS PERIMETER EROSION BARRIER IS UTILIZED.
- PERIMETER EROSION BARRIER UTILIZED FOR EMBANKMENT MATERIAL THAT IS STOCKPILED FOR THE CONVENIENCE OF THE CONTRACTOR WILL NOT BE MEASURED FOR PAYMENT AND THE COST OF THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION. PERIMETER EROSION BARRIER UTILIZED FOR EMBANKMENT MATERIAL THAT IS STOCKPILED AT THE DIRECTION OF THE ENGINEER WILL BE PAID FOR SEPARATELY.
- PRECAST REINFORCED CONCRETE FLARED END SECTIONS WILL BE INCLUDED IN THE LENGTH OF MEASUREMENT FOR PIPE CULVERT REMOVAL. REMOVAL OF GRATING FOR PRECAST CONCRETE FLARED END SECTIONS WILL NOT BE MEASURED FOR PAYMENT BUT THE COST OF THE WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PIPE CULVERT REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ATTORNEY: J. DON...  
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REVISIONS	
NAME	DATE

MCHENRY COUNTY DIVISION OF TRANSPORTATION  
WALKUP ROAD F.A.U. 0085

**GENERAL NOTES**

SCALE: N.T.S. DRAWN BY: MCD  
DATE: 12/01/09 CHECKED BY: KA

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