

GENERAL NOTES

ALL WORK SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2007, (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2009; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS"; THE DETAILS IN THE PLANS AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

THE CONTRACTOR SHALL COOPERATE WITH THE CITY OF WOODSTOCK IF ANY MUNICIPAL UTILITY IMPROVEMENTS ARE REQUIRED WITHIN THE DURATION OF THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT OR PROTECTION IS NECESSARY.

THE LOCATION ON THE PLANS OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC AND PRIVATE UTILITIES IS APPROXIMATE AND THEIR EXACT LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT OR A PROFESSIONAL LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.

ALL ELEVATIONS ARE ON AN ASSUMED LOCAL DATUM.

WHENEVER ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ANY DRAINAGE STRUCTURES THAT WERE INSTALLED, RECONSTRUCTED OR ADJUSTED AS PART OF THIS CONTRACT SHALL BE FREE OF DIRT AND DEBRIS. THE COST OF THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN AN OPERATING CONDITION TEMPORARY OUTLETS AND CONNECTIONS FOR ALL DRAINS, SEWERS AND CATCH BASINS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

FULL DEPTH SAWING OF REMOVAL ITEMS AS NOTED ON THE PLANS, SPECIFIED IN THE STANDARD SPECIFICATIONS, OR AS REQUIRED BY THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

LIDS SHALL READ "WATER", "SANITARY", OR "STORM".

AT ALL BUTT JOINT LOCATIONS, THE EXISTING SURFACE SHALL BE CUT TO A MINIMUM THICKNESS OF 1 1/2 INCHES. ALL BUTT JOINTS REQUIRE SIGNING. RAMPING SHALL BE REQUIRED ON ALL STREETS WIDER THAN 30 FEET, IF NOT SCHEDULED FOR PAVING WITHIN 24 HOURS.

THE THICKNESS OF HMA MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HMA MIXTURES ARE TO BE PLACED.

THERE SHALL BE NO OVERNIGHT LANE CLOSURES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS CONTRACT.

ALL TYPE I AND II BARRICADES TO BE LEFT OVERNIGHT SHALL BE WEIGHTED DOWN WITH TWO (2) SANDBAGS EACH.

REMOVED PAVEMENT SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY AT THE CONTRACTOR'S EXPENSE AT LOCATIONS PROVIDED OR ARRANGED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

LOCATIONS OF COMBINATION CONCRETE CURB AND GUTTER (OTHER THAN SHOWN ON THE PLANS) WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. THE QUANTITIES PROVIDED ARE A REASONABLE ESTIMATE, BUT MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.

IF EXISTING PAVEMENT OR DRIVEWAY PAVEMENT IS DAMAGED DURING THE REMOVAL OF EXISTING CURB AND GUTTER, THE DAMAGED PAVEMENT SHALL BE REPLACED TO THE SATISFACTION OF THE ENGINEER. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR REPAIRS TO DAMAGED PAVEMENT.

A MAXIMUM OF 12" OF ADJUSTING RINGS WILL BE PERMITTED FOR ANY STRUCTURE ADJUSTMENT OR RECONSTRUCTION.

SUMMARY OF QUANTITIES

CODE NO.	ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
20800150	1	TRENCH BACKFILL	CU YD	5
XX007278	2	PARKWAY RESTORATION	SQ YD	376
28000510	3	INLET FILTERS	EACH	28
40600100	4	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	854
40600300	5	AGGREGATE (PRIME COAT)	TON	17
40600625	6	LEVELING BINDER (MACHINE METHOD), N50 (IL - 9.5mm)	TON	442
40603335	7	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL - 9.5mm)	TON	1076
44000198	8	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	8390
40600982	9	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	SQ YD	148
44000500	10	COMBINATION CURB AND GUTTER REMOVAL	FOOT	376
XX007984	11	CLASS D PATCHES, SPECIAL	TON	290
550A0050	12	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	20
XX003136	13	CATCH BASIN, TYPE C	EACH	4
XX008206	14	SPECIAL FRAME AND GRATE NO. 1	EACH	28
XX007985	15	SPECIAL FRAME, CLOSED LID	EACH	19
60250200	16	CATCH BASINS TO BE ADJUSTED	EACH	24
60252800	17	CATCH BASINS TO BE RECONSTRUCTED	EACH	4
60255500	18	MANHOLES TO BE ADJUSTED	EACH	17
60257900	19	MANHOLES TO BE RECONSTRUCTED	EACH	2
60603800	20	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	376
67100100	21	MOBILIZATION	L SUM	1
70101800	22	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
70300100	23	SHORT-TERM PAVEMENT MARKING	FOOT	1000
* 78000100	24	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	62
* 78000200	25	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3865
* 78000400	26	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	490
* 78000600	27	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	247
* 78000650	28	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	107
X0322256	29	TEMPORARY INFORMATION SIGNING	SQ FT	52

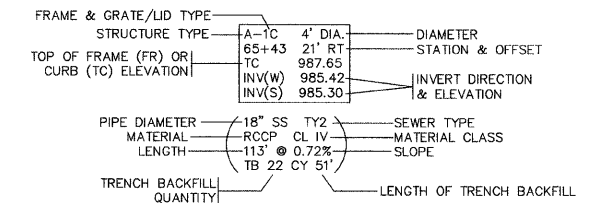
* SPECIALTY ITEMS

F.A.U. ROUTE	MUNICIPAL SECTION	COUNTY	TOTAL SHEET SHTS. NO.
043	08-00108-00-RS	McHENRY	6 2
GENERAL NOTES AND SUMMARY OF QUANTITIES			
F.H.W.A. REG.5 ILLINOIS PROJECT M-9003(181)			

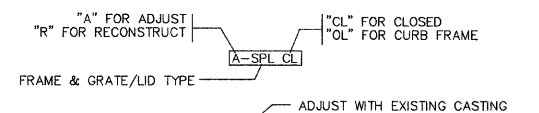
LEGEND

- EXISTING BUSH
- EXISTING DECIDUOUS TREE
- STREET ADDRESS
- EXISTING DRAINAGE MANHOLE
- PROPOSED DRAINAGE MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED INLET
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING UNDERGROUND GAS
- EXISTING LIGHT STANDARD
- EXISTING HANDHOLE
- MAIL BOX
- EXISTING POWER POLE
- DEPRESSED CURB
- BITUMINOUS SURFACE REMOVAL
- PAVEMENT REMOVAL
- CURB AND GUTTER REMOVAL
- SIDEWALK REMOVAL
- DETECTABLE WARNINGS

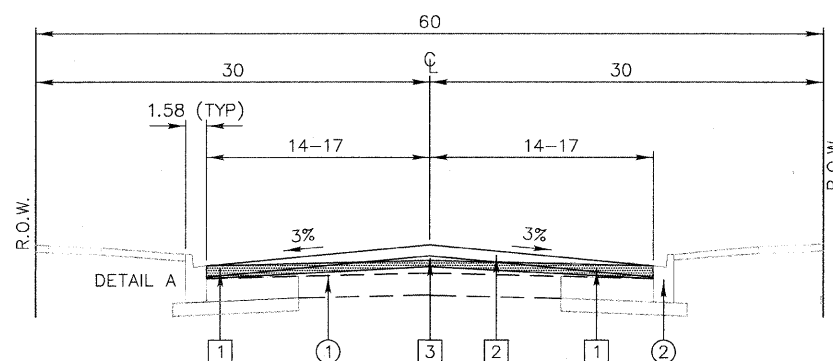
SEWER STRUCTURE AND PIPE NOTATION



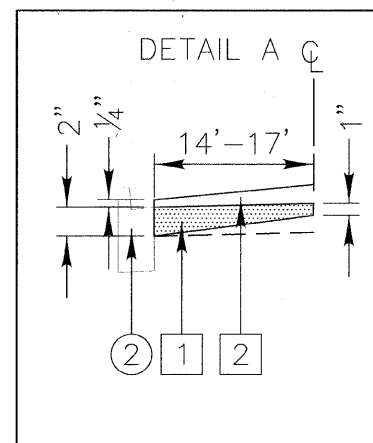
STRUCTURE ADJUSTMENT/RECONSTRUCTION/REMOVAL NOTATION



PROPOSED TYPICAL SECTION - CALHOUN STREET
STATION 17+25 TO STATION 39+12



- ① EXISTING BITUMINOUS PAVEMENT AND WEARING SURFACE
- ② EXISTING COMBINATION CURB & GUTTER, B-6.12
- 1 HMA SURFACE REMOVAL, VARIABLE DEPTH
- 2 HMA SURFACE COURSE, MIX "D" N50, (2%)
- 3 LEVELING BINDER (MACHINE METHOD), N50 (3/4" AND VARIES)



HOT-MIX ASPHALT SELECTION CHART

MIXTURE TYPE	AC TYPE	PERCENT AIR VOIDS
HMA SURFACE COURSE, MIX D, N50 (IL-9.5mm)	PG 64-22	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50 (IL-9.5mm)	PG 64-22 *	4% @ 50 GYR.
CLASS D PATCHES, SPECIAL **	PG 64-22 *	4% @ 70 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ.IN.

* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

** (HMA BINDER IL-19mm)