


GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2012; "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2012; "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" JULY 2009 SIXTH EDITION, 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 IDOT STANDARD. SHOULD A REVISED STANDARD EXIST THAT SUPERSEDES STANDARDS REFERENCED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR IS RESPONSIBLE FOR SEEKING CLARIFICATION FROM THE ENGINEER BEFORE PROCEEDING WITH THE ORDERING OF MATERIALS, SCHEDULING OF PERSONNEL, PERFORMING THE WORK OR ANY OTHER ACTIVITY RELATED TO THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THE CORRECT STANDARD BEFORE PERFORMING WORK. WHEN WORKING ON CANADIAN PACIFIC RAILWAY PROPERTY, CANADIAN PACIFIC RAILWAY (CPR) STANDARD SPECIFICATIONS, DETAILS, AND POLICIES SHALL BE FOLLOWED IN ADDITION TO THE DOCUMENTS LISTED ABOVE.
2. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 72 HOURS IN ADVANCE PRIOR TO BEGINNING WORK AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER. THE CANADIAN PACIFIC RAILWAY SHALL BE NOTIFIED AT LEAST 72 HOURS IN ADVANCE OF ANY WORK ON CPR PROPERTY. IN ADDITION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE FOR ANY TREE REMOVAL.
3. THE CONTRACTOR SHALL ENSURE ALL PERMITS HAVE BEEN OBTAINED PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR IS RESPONSIBLE FOR ANY DELAYS RESULTING FROM PERMIT ISSUES. TIME EXTENSIONS WILL NOT BE ALLOWED.
4. THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. IF THE CONTRACTOR FAILS TO ALLOW PROPER NOTIFICATION TIME RESULTING IN THE TESTING AGENCIES BEING UNABLE TO VISIT THE SITE AND PERFORM THE NECESSARY TESTING, THE CONTRACTOR MUST SUSPEND THE OPERATION FOR WHICH TESTING IS NECESSARY UNTIL THE TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. THE COST OF SUSPENDING WORK SHALL BE BORN BY THE CONTRACTOR AND NO COMPENSATION SHALL BE GIVEN.
5. THE CONTRACTOR SHALL LOCATE ALL CONTROL POINTS THAT ARE WITHIN THE SITE AND PROTECT CONTROL POINTS FROM DISTURBANCE. ONLY THE ENGINEER CAN AUTHORIZE THE REMOVAL OR DISTURBANCE OF ANY CONTROL POINT. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT AND NO COMPENSATION SHALL BE PAID.
6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
7. EXISTING CONDITIONS WERE TAKEN FROM THE BEST AVAILABLE INFORMATION OR MAPPING. INFORMATION SHOWN CONCERNING FEATURES AND UTILITIES IS NOT GUARANTEED ALL INCLUSIVE OR CORRECT. THE CONTRACTOR IS TO VERIFY THE FEATURES PRIOR TO CONSTRUCTION. EXISTING UTILITIES ARE TO BE MAINTAINED IN SERVICE AT ALL TIMES. THE LOCATION OF MATERIALS AND DIMENSIONS OF AN EXISTING FACILITIES AND OBSTRUCTIONS ARE BASED UPON LOCATION RECORDS AND ARE SHOWN ON THE DRAWINGS STRICTLY AS AN AID TO THE CONTRACTOR, BUT MUST NOT BE CONSTRUED AS BEING ACCURATE, CORRECT OR COMPLETE. ALL STRUCTURES ABOVE OR BELOW GROUND THAT ARE ENCOUNTERED DURING CONSTRUCTION ARE TO BE PROPERLY SUPPORTED AND MAINTAINED.
8. THE LOCATION OF VARIOUS ITEMS SUCH AS PAVEMENT, BARRIER WALLS, AND DRAINAGE STRUCTURES BUILT IN CONTRACTS UNDER CONSTRUCTION DURING THE PREPARATION OF THESE PLANS IS BASED ON THE PUBLISHED CONTRACT PLAN DRAWINGS AVAILABLE DURING DESIGN. THE CONTRACTOR MUST FIELD VERIFY LIMITS, LOCATIONS AND ELEVATIONS OF THESE PREVIOUSLY CONSTRUCTED ITEMS.
9. EXISTING GRADES AND ELEVATIONS REPORTED ON THE DRAWINGS ARE BASED ON BEST AVAILABLE INFORMATION. IF THE CONTRACTOR DOES NOT CONCUR WITH THE ELEVATION PROVIDED ON THE DRAWINGS, THE CONTRACTOR MUST NOTIFY THE ENGINEER IN WRITING PRIOR TO CONSTRUCTION. NO CONSTRUCTION WILL BE ALLOWED TO BEGIN UNTIL THESE CONFLICTS ARE RESOLVED.
10. ALL DEWATERING OF THE SITE AS NEEDED FOR THE CONTRACTOR'S OPERATIONS WILL NOT BE PAID FOR SEPARATELY, BUT CONSIDERED AS INCLUDED IN THE OVERALL CONTRACT PRICE.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION, REPAIR, SNOW REMOVAL, AND/OR MAINTENANCE OF THE WORK ZONE AND ALL HAUL ROADS TO AND FROM THE DESIGNATED ENTRANCE TO THE VARIOUS WORK SITES. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT AND NO COMPENSATION SHALL BE PAID.
12. THE CONTRACTOR SHALL STAGE THE WORK AS TO MAINTAIN INGRESS AND EGRESS TO ALL ABUTTING PROPERTIES AT ALL TIMES
13. ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE OVERALL CONTRACT PRICE.
14. THE UNIT PRICES FOR ITEMS USED TO CONSTRUCT TEMPORARY PAVEMENT OR ACCESS ROADS SHALL INCLUDE ALL EQUIPMENT, LABOR AND MATERIAL REQUIRED TO PLACE, REMOVE, MAINTAIN, AND DISPOSE OF THE TEMPORARY PAVEMENT OR ACCESS ROAD.

15. THE CONTRACTOR MUST COORDINATE OFF-SITE HAUL AND ACCESS ROUTES WITH THE PARTY HAVING JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE HAUL AND ACCESS ROUTES MUST BE MAINTAINED BY THE CONTRACTOR AND MUST BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. FENCING, DRAINAGE, GRADING, RESURFACING, OR OTHER WORK NECESSARY TO CONSTRUCT AND MAINTAIN HAUL ROUTES IS THE CONTRACTOR'S RESPONSIBILITY AT NO ADDITIONAL COST AND MUST BE APPROVED BY THE ENGINEER PRIOR TO THE WORK.
16. PRIOR TO PLACING HMA ADJACENT TO EXISTING PAVEMENT TO REMAIN, THE EXPOSED EDGE SHALL BE CLEANED OF LOOSE MATERIAL TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE HMA BEING PLACED.
17. DEPRESSED CURB WILL BE PLACED THROUGH ALL COMMERCIAL AND RESIDENTIAL DRIVEWAY ENTRANCES AND IN FRONT OF CURB RAMPS OR AS DIRECTED BY THE ENGINEER. DEPRESSED CURB WILL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE AS "CURB & GUTTER".
18. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ON SITE A WATER TRUCK OR SIMILAR EQUIPMENT TO CONTROL DUST, AS REQUIRED BY THE ENGINEER. THE CONTRACTOR SHALL BE REQUIRED TO CONTROL DUST DURING NON-WORKING HOURS. THE COST SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR DUST CONTROL WATERING.
19. THE ENGINEER MUST APPROVE THE LOCATIONS OF TOPSOIL STOCKPILES WITHIN THE RIGHT-OF-WAY.
20. THE CONTRACTOR SHALL SAW CUT PAVEMENT, CURB AND GUTTER, SIDEWALK, AND DRIVEWAY PAVEMENT AS INDICATED ON THE PLANS TO SEPARATE THE EXISTING MATERIAL TO BE REMOVED TO A DEPTH AS SHOWN ON THE PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER. CARE SHALL BE TAKEN BY THE CONTRACTOR NOT TO DAMAGE THE REMAINING MATERIALS DIRECTLY ADJACENT TO THE MATERIAL TO BE REMOVED. ANY DAMAGE TO THE EXISTING MATERIAL RESULTING FROM THE REMOVAL OPERATION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. SAW CUTTING SHALL NOT TO BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE REMOVAL ITEM.
21. 10-FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
22. WHERE ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL NOT CAUSE ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
23. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF TWELVE SANDBAGS PER BARRICADE.
24. THE REMOVAL AND DISPOSAL OF EXISTING ENTRANCE CULVERTS SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. THIS ITEM WILL NOT BE MEASURED FOR PAYMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
25. CHICAGO O'HARE INTERNATIONAL AIRPORT WILL BE IN OPERATION WHILE CONSTRUCTION UNDER THIS CONTRACT IS TAKING PLACE. TIMING AND COORDINATION OF THE WORK IS AN ESSENTIAL FEATURE OF THIS CONTRACT AND WILL REQUIRE THE COMPLETION OF ALL WORK HEREIN SPECIFIED SO AS TO OFFER THE LEAST OBSTRUCTION AND/OR IMPEDIMENT TO THE AIRPORT TRAFFIC AND THE GENERAL OPERATION OF THE AIRPORT. ALL EXISTING UTILITIES SERVING THE AIRPORT MUST REMAIN IN CONTINUOUS OPERATION DURING THE EXECUTION OF THE WORK, UNLESS REMOVED UNDER THIS OR A SEPARATE CONTRACT.
26. THE CONTRACTOR'S SUPERINTENDENT MUST BE ON THE CONSTRUCTION SITE AT ALL TIMES DURING THE WORKING HOURS WHILE THIS PROJECT IS IN PROGRESS. THE CONTRACTOR'S SUPERINTENDENT MUST BE THE DESIGNATED RESPONSIBLE CONTRACTOR REPRESENTATIVE AND MUST BE AVAILABLE IN CASE OF EMERGENCIES ON A TWENTY-FOUR (24) HOUR BASIS.
27. THE CONTRACTOR MUST COMPLY WITH ALL FEDERAL, STATE, LOCAL, CANADIAN PACIFIC RAILWAY, UNION PACIFIC RAILROAD, AND METRA SAFETY REGULATIONS. AS WELL AS THOSE SPECIFIED IN THE CONTRACT DRAWINGS AND SPECIFICATIONS.
28. THE ENGINEER SHALL CONTACT MR. DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER, AT (847) 741-9857 A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
29. REMOVAL AND DISPOSAL OF UNSTABLE AND/OR UNSUITABLE MATERIAL WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL" WHICH PRICE SHALL INCLUDE OTHER ITEMS OF WORK INCLUDED UNDER THE GENERAL HEADING OF EARTHWORK IN THE STANDARD SPECIFICATIONS FOR WHICH NO PAYMENT WILL BE MADE, BUT WILL BE CONSIDERED AS INCLUDED IN THE OVERALL CONTRACT PRICE.

☐ DENOTES ITEMS OF WORK NOT TO BE PAID FOR SEPARATELY

 <p>HDR ENGINEERING, INC.</p>	USER NAME * USER	DESIGNED - MPK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE * #SCALE#	DRAWN - ML	REVISED -		1321	32VB	DUPAGE	388	4			
	PLOT DATE * 11/2/2012	CHECKED - LGP	REVISED -		SCALE: NTS SHEET NO. 1 OF 3 SHEETS STA. TO STA.			CONTRACT NO. 60W01				
		DATE - 11-02-2012	REVISED -		ILLINOIS FED. AID PROJECT							