

GENERAL NOTES

30. **USE OF CCDD FILL OPERATION**  
 IF THE CONTRACTOR CHOOSES TO DISPOSE OF UNCONTAMINATED SOIL OR UNCONTAMINATED SOIL MIXED WITH CLEAN CONSTRUCTION AND DEMOLITION DEBRIS (CCDD) AT A CCDD FILL OPERATION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PERFORM ALL NECESSARY FIELD AND LABORATORY ANALYSIS AND TO OBTAIN THE LICENSED PROFESSIONAL ENGINEER'S CERTIFICATION REQUIRED TO USE THE SITE AS PER PUBLIC ACT 96-1416. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

31. VERTICAL UNDERCLEARANCE LESS THAN 14'-9" AND ASSOCIATED ROADWAY DETOURS ARE NOT PERMITTED FROM NOVEMBER 15 TO MARCH 15.

32. ANY REFERENCE TO OMP REFERS TO O'HARE MODERNIZATION PROGRAM IMPROVEMENTS.

33. FOR WORK OUTSIDE THE LIMITS OF 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

**RAILROAD**

1. A MINIMUM CONSTRUCTION CLEARANCE OF 21' VERTICALLY ABOVE THE PLANE OF TOP-OF-RAIL AND 12' HORIZONTALLY AT RIGHT ANGLE FROM THE GAGE SIDE OF THE NEAREST RAIL WILL BE REQUIRED DURING CONSTRUCTION.

2. ALL WORK WITHIN THE CANADIAN PACIFIC RAILWAY'S RIGHT-OF-WAY SHALL COMPLY WITH THE CPR MINIMUM SAFETY REQUIREMENTS FOR CONTRACTORS WORKING ON RAILWAY PROPERTY. ALL WORK WITHIN THE UPRR RIGHT-OF-WAY SHALL COMPLY WITH UPRR SAFETY REQUIREMENTS. ALL WORK WITHIN THE METRA RIGHT-OF-WAY SHALL COMPLY WITH METRA SAFETY REQUIREMENTS

3. **THE ELEVATION OF THE EXISTING TOP-OF-RAIL PROFILE SHALL BE VERIFIED BEFORE BEGINNING CONSTRUCTION, THE COST OF WHICH IS CONSIDERED INCLUDED IN THE CONTRACT. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE RAILROAD PRIOR TO CONSTRUCTION.**

4. NO WORK IS ALLOWED WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT WHEN TRAINS ARE PRESENT. IF VARIATIONS FROM THIS REQUIREMENT ARE REQUIRED THE CONTRACTOR MUST COORDINATE WITH THE CPR, UPRR, AND METRA.

5. NO EXCAVATION IS ALLOWED WITHIN 12 FEET OF ANY TRACK. ALL EXCAVATIONS MUST BE SHORED IN ACCORDANCE WITH OSHA STANDARDS. SHORING FOR EXCAVATIONS ON RAILROAD RIGHT-OF-WAY MUST BE APPROVED BY THE ENGINEER AND/OR THE RAILROADS' CHIEF ENGINEER THROUGH THE RESIDENT ENGINEER.

6. ALL CONTRACTORS WORKING WITHIN 50 FEET OF THE RAILROAD TRACKS MUST HAVE THE PROPER AUTHORIZATION DOCUMENT IN HAND (ENGINEERING RIGHT-OF-ENTRY AGREEMENT OR PLAIN LANGUAGE RELEASE FORM).

7. **KEEP ALL DIRT AND OTHER FOREIGN MATERIALS OUT OF THE TRACK BALLAST SECTION. ALL BALLAST FOULED BY THE CONTRACTOR SHALL BE REMOVED AND REPLACED, THE COST OF WHICH IS CONSIDERED INCLUDED IN THE CONTRACT**

8. WHEN WORK IS SCHEDULED WITHIN 25 FEET OF THE NEAREST OPERATIONAL TRACK CENTERLINE, A RAILROAD FLAGGER IS REQUIRED. THREE DIFFERENT RAILROADS ARE WITHIN THE PROJECT AREA: UNION PACIFIC, CANADIAN PACIFIC, AND METRA. FLAGGING COORDINATION IS REQUIRED WITH EACH RAILROAD. CONTRACTOR IS RESPONSIBLE FOR ALL COORDINATION WITH RAILROADS.

9. SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAME AND TELEPHONE NUMBER OF THE CANADIAN PACIFIC RAILWAY ENGINEER IS GLYN HUGHES (630) 860-4969. THE NAME AND TELEPHONE NUMBER OF THE METRA CONTACT IS JACK RABENS (312)-322-4145.

10. **ALL RAILROAD EMBANKMENT LIFTS SHALL BE COMPACTED TO NOT LESS THAN 95 PERCENT OF THE STANDARD LABORATORY DENSITY IRRESPECTIVE OF EMBANKMENT HEIGHT. THE COST OF WHICH IS CONSIDERED INCLUDED IN FURNISHED EXCAVATION**

11. THE TIMING AND DURATION OF THE WORK PERFORMED BY CPR AND METRA IS SUBJECT TO WEATHER CONDITIONS, AVAILABILITY OF RAILROAD STAFF, AND OTHER FACTORS. THE CONTRACTOR SHALL CLOSELY COORDINATE HIS WORK AND PLANNED SCHEDULE WITH THE RAILROADS CONCERNING WORK TO BE PERFORMED BY THE RAILROADS. NO ADDITIONAL TIME WILL BE ALLOWED IN THE CONTRACTOR'S SCHEDULE FOR MEETING THE COMPLETION DATE FOR THIS PROJECT DUE TO VARIATIONS IN DURATION AND TIMING OF THE WORK DONE BY THE RAILROADS.

**TREE REMOVAL AND PROTECTION**

1. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE VILLAGE OF BENSENVILLE. 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.

2. **THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. HAND EXCAVATION SHALL BE PERFORMED IF MAJOR ROOTS ARE PRESENT. MAJOR ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT AN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA IN A MANNER THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC TO THE REMAINING TREE STRUCTURE. THE EXPENSE OF ANY REQUIRED HAND EXCAVATION AND/OR THE CUTTING OF MAJOR TREE ROOTS, AS DESCRIBED ABOVE, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT LINE ITEM BEING REMOVED OR INSTALLED AT THAT LOCATION. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.**

3. ALL TREES ARE DESIGNATED TO BE SAVED UNLESS OTHERWISE NOTED ON THE PLANS, AND SHALL BE PROTECTED IN ACCORDANCE WITH THE PROVISIONS OF ARTICLE 201 OF THE STANDARD SPECIFICATIONS.

4. **ALL CLEARING AND REMOVAL OF BUSHES, HEDGES AND TREES UNDER 6" IN DIAMETER SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.**

**DRAINAGE**

1. **IF ANY LOOSE MATERIAL IS DEPOSITED IN DRAINAGE STRUCTURES AND THE FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS ALL DRAINAGE STRUCTURES (NEW AND EXISTING) SHALL BE FREE FROM ALL DIRT AND DEBRIS. THIS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.**

2. **IF EXISTING DRAINAGE FACILITIES ARE DAMAGED OR DISTURBED BY THE CONTRACTOR, HE/SHE SHALL PROVIDE TEMPORARY OUTLETS AND CONNECTIONS FOR PRIVATE OR PUBLIC DRAINS, SEWERS AND CATCH BASINS UNTIL THE PERMANENT CONNECTIONS ARE IN PLACE AT NO ADDITIONAL COMPENSATION.**

3. **THE COST OF MAKING SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES AND EXISTING WINGWALLS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE STORM SEWERS BEING CONSTRUCTED.**

4. **CONNECTION OF THE EXISTING DRAIN TILES, PIPE CULVERTS OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.**

5. **THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EXISTING DRAINAGE AT NO ADDITIONAL COMPENSATION.**

6. THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION AT THE FLOWLINE OF THE CURB. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR EACH STRUCTURE TO SET THE FRAME AND GRATE IN THE PROPOSED LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF STRUCTURE.

7. **AT LOCATIONS WHERE THE PROPOSED STORM SEWER CROSSES OVER UTILITIES, A 4" STYROFOAM CUSHION SHALL BE PLACED UNDER THE STORM SEWER WHEN DIRECTED TO DO SO BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.**

DENOTES ITEMS OF WORK NOT TO BE PAID FOR SEPARATELY



USER NAME * user	DESIGNED - MPK	REVISED -
	DRAWN - ML	REVISED -
PLOT SCALE * #SCALE#	CHECKED - LGP	REVISED -
PLOT DATE * 11/27/2012	DATE - 11-02-2012	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL NOTES  
 IL ROUTE 19 (IRVING PARK RD.) AND YORK RD.

SCALE: NTS SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1321	32VB	DUPAGE	388	5
CONTRACT NO. 60W01			ILLINOIS FED. AID PROJECT	