

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1919.2B	COOK	119	3
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	CONTRACT 60371	

STATE STANDARDS

SHEET NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT REBARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420111-02	PCC PAVEMENT ROUNDOUTS
424001-05	SIDEWALK RAMPS ACCESSIBLE TO THE DISABLED
442201-03	CLASS C AND D PATCHES
515001-03	NAME PLATE FOR BRIDGES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
664001-02	CHAIN LINK FENCE
701101-02	MULTILANE OFF-ROAD OPERATIONS
701106-02	OFF ROAD OPERATIONS, MULTILANE MORE THAN 4.5 m AWAY FOR SPEEDS >= 45MPH
701301-03	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L 2W, SLOW MOVING OPERATIONS - DAY ONLY FOR SPEEDS >= 45MPH
701321-10	LANE CLOSURE, 2L 2W, BRIDGE REPAIR WITH BARRIER
701400-03	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-05	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-05	LANE CLOSURE, MULTILANE AT ENTRANCE OR EXIT RAMPS FOR SPEEDS > 45MPH
701446-01	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701501-05	URBAN LANE CLOSURE, 2L 2W, UNDIVIDED
701601-04	URBAN LANE CLOSURE, MULTILANE 1W OR 2W WITH NON TRAVERSABLE MEDIAN
701606-06	URBAN LANE CLOSURE, MULTILANE 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-04	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
704001-05	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS (SIGNS, MARKERS, AND DELINEATORS)
720016-02	MAST ARM MOUNTED STREET NAME SIGNS

GENERAL NOTES (CONTINUED)

EXTREME CAUTION IS TO BE TAKEN TO ENSURE THAT NO FACILITY OWNED AND MAINTAINED BY THE DEPARTMENT IS DAMAGED DURING CONSTRUCTION. IF ANY DAMAGE OCCURS TO ANY FACILITIES, THE DEVELOPER AND CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE COST OF REPAIRING OR REPLACING THEM.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE CITY OF CHICAGO. 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.

TEMPORARY FENCE SHALL BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES AND IS TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

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 DAMAGE TO THE REMAINING TREE STRUCTURE. THE EXPENSE OF ANY REQUIRED HAND EXCAVATION AS DESCRIBED ABOVE, SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT LINE ITEM BEING REMOVED OR INSTALLED AT THAT LOCATION.

TREE ROOT PRUNING IS TO BE USED ON EXISTING TREES TO PREVENT THE RIPPING UP OF ROOTS WHEN TRENCHING OR EXCAVATION IS WITHIN THE ROOT ZONE OF ADJACENT TREES TO REMAIN TO REMAIN. SUPPLEMENTAL WATERING OF TREES SHOULD BEGIN IMMEDIATELY AFTER ROOT PRUNING OF THE TREES HAS OCCURRED.

THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING TREES WHICH WILL NOT BE REMOVED. ANY DAMAGE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.

USE NO. 25 (#8) EPOXY-COATED TIE BARS CONFORMING TO ARTICLE 1006.10(B)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINT GROUTED-IN-PLACE TIE BAR AS SHOWN ON STATE STANDARD 420001 AND FOR TIEING PC CONCRETE WIDENING TO EXISTING CONCRETE PAVEMENT AS SHOWN ON THE PLANS. THE TIE BARS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PAVEMENT ITEMS BEING CONSTRUCTED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DEFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 40 mm (1 1/2 INCHES) WHERE THE SPEED LIMIT IS 80 KM/H (45 MPH) OR LESS AND 25 mm (1 INCH) WHERE THE SPEED LIMIT IS GREATER THAN 80 KM/H (45 MPH). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 75 mm (3 INCHES) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

BUTT JOINTS WILL 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.

ALL DIMENSIONS ARE SHOWN IN MILLIMETERS UNLESS OTHERWISE NOTED.

THE LOCATIONS AND ELEVATIONS OF EXISTING SEWERS AND SEWER STRUCTURES SHOWN ON THE PLANS AND PROFILES HAVE BEEN OBTAINED FROM DRAWINGS AND ATLASES AND THE INFORMATION IS NOT GUARANTEED. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING AND PROTECTING ALL SEWER AND STRUCTURES.

SAW CUTS REQUIRED FOR PAVEMENT REMOVAL OR HOT-MIX ASPHALT SURFACE REMOVAL WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL AND HOT-MIX ASPHALT SURFACE REMOVAL- BUTT JOINT.

3 METER TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO THE 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.

ALL DIMENSIONS SHOWN ON THE PLANS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

WHERE NEEDED, THE CONTRACTOR SHALL DETERMINE THE ELEVATIONS AT THE PERSPECTIVE PROPERTY LINES BEFORE SETTING THE TOP OF CURB ELEVATIONS AND, ADJUST THE CURB EXPOSURE AND/OR GUTTER ELEVATIONS IN ORDER TO PROVIDE ADEQUATE GRADES AS APPROVED BY THE ENGINEER.

GENERAL NOTES (CONTINUED)

THE DEPARTMENT DOES NOT GUARANTEE THE COMPLETENESS OR ACCURACY OF THE INFORMATION SHOWN ON THE PLANS REGARDING PUBLIC AND PRIVATE UTILITIES, SUCH AS SEWERS, MANHOLES, CATCH BASINS, INLETS, GAS LINES, WATER MAINS, TELEPHONE LINES, ELECTRICAL DUCTS LINES AND OTHER UTILITY SYSTEMS. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UTILITIES THAT MAY INTERFERE WITH CONSTRUCTION OPERATIONS AND REPORT TO THE DEPARTMENT ANY OMISSIONS AND DIFFERENCES FROM THE LOCATIONS SHOWN ON THE PLANS. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL PROTECT EXISTING AND NEW UTILITIES USING METHODS APPROVED OF BY THE ENGINEER. THE CONTRACTOR SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY TO PREVENT SETTLEMENT DISPLACEMENT OR CHANGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES WILL BE INCLUDED IN THE COST OF THE CONTRACT.

PRIOR TO CONSTRUCTION, AND AS DIRECTED BY THE ENGINEER THE CONTRACTOR SHALL MAINTAIN ALL SURFACE DRAINAGE WITHIN THE PROJECT LIMITS. ALL STORM SEWER FLOW MUST BE MAINTAINED AT ALL TIMES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

PRIOR TO CONSTRUCTION OPERATIONS, TEMPORARY FILTER MUST BE PROVIDED AT MANHOLES, CATCH BASINS AND INLETS TO PREVENT ENTRY OF ASPHALT/DEBRIS INTO THE SEWER SYSTEM.

THE IMPROVEMENT IMPACTS CTA BUS ROUTE #111. DURING CONSTRUCTION, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED. CONTRACTOR IS TO INFORM THE CTA/RTA 28 DAYS IN ADVANCE OF THE START OF CONSTRUCTION.

ALL UTILITY RELOCATIONS OR ADJUSTMENTS SHALL BE PERFORMED BY THE RESPECTIVE UTILITY OWNERS AT THEIR EXPENSE AND SHALL NOT BE CONSIDERED AS PART OF THIS CONTRACT UNLESS OTHERWISE SHOWN, THE CONTRACTOR SHALL NOTIFY THE AFFECTED UTILITIES AND SCHEDULE WORK ACCORDINGLY. THIS COORDINATION WILL BE INCLUDED IN THE COST OF THE CONTRACT.

DURING HOT-MIX ASPHALT SURFACE REMOVAL AND SUBSEQUENT RESURFACING, THE MILLING MACHINE SHALL HAVE AN EFFECTIVE MEANS FOR REMOVING ALL LOOSE AND EXCESS MATERIAL FROM THE SURFACE, WHILE PREVENTING DUST FROM ESCAPING INTO THE AIR. THIS WORK SHALL BE INCLUDED IN THE COST FOR HMA SURFACE REMOVAL.

A QUANTITY FOR PAVEMENT PATCHING, CLASS C, HAS BEEN ESTIMATED AT THE RATE THAT IS SHOWN ON THE SCHEDULE OF QUANTITIES. ALL AREAS OF PAVEMENT PATCHING SHALL BE PERFORMED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER BEFORE AND AFTER PLACEMENT. ALL PAVEMENT PATCHING SHALL BE COMPLETED PRIOR TO MILLING OPERATIONS.

COMMITMENTS

BEFORE UNDERGROUND SEWER WORK IS STARTED, A PERMIT FROM THE CHICAGO DEPARTMENT OF SEWERS WILL BE OBTAINED.

GENERAL NOTES

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, THE CITY OF CHICAGO AND THE CTA/RTA.

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL C.U.A.N. AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. IN ADDITION, THE CONTRACTOR SHALL CONTACT THE CITY OF CHICAGO FOR FIELD LOCATIONS OF WATER MAIN, SANITARY SEWER AND ALL CITY UTILITIES. (48 HOURS NOTIFICATION SHALL BE REQUIRED.)

THE CONTRACTOR SHALL COORDINATE ANY LANE CLOSURES ON I-57 WITH OTHER CONCURRENT (I-57) PROJECTS AND THE BUREAU OF TRAFFIC AT IDOT.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN CONSENT FROM THE DEPARTMENT.

WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.

THE CONTRACTOR SHALL SUBTRACT 176.574 m FROM THE ELEVATIONS SHOWN ON THE PLANS TO OBTAIN CITY OF CHICAGO DATUM (CCD).

THE RESIDENT ENGINEER AND THE CONTRACTOR SHALL FIELD-VERIFY THE CITY'S EXISTING SEWER FACILITIES INCLUDING PUBLIC AND PRIVATE DRAIN CONNECTIONS IN THE LIMITS OF THE REFERENCED PROJECT FOR ANY CONFLICTS DUE TO PROPOSED IMPROVEMENTS. ANY CONFLICT SHOULD BE RESOLVED WITH THE DEPARTMENT OF WATER MANAGEMENT PRIOR TO THE START OF CONSTRUCTION.

THERE ARE NUMEROUS MANHOLES, CATCH BASINS AND INLETS WHICH MUST BE PROTECTED FROM ENTRY OF ASPHALT/DEBRIS INTO THE SEWER SYSTEM DURING CONSTRUCTION. THE CONTRACTOR MUST MARK LOCATIONS OF ALL SEWER STRUCTURES ON THE SIDEWALK BEFORE STARTING PAVEMENT REMOVAL/REPLACEMENT. A PERMIT FROM THE DEPARTMENT OF WATER MANAGEMENT SHOULD BE OBTAINED IN ADVANCE FOR ANY UNDERGROUND SEWER WORK INCLUDING ADJUSTMENT OF STRUCTURES, REMOVAL OR REPLACEMENT OF FRAMES AND LIDS, TELEVISION SURVEYS, CLEANING, LINING AND INSPECTIONS BY A LICENSED SEWER CONTRACTOR AT 333 S. STATE STREET, SUITE 410, CHICAGO, ILLINOIS 60604.

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
STATE STANDARDS,
GENERAL NOTES AND COMMITMENTS
115th STREET

DRAWN BY: PRH

DATE: JANUARY 16, 2009

CHECKED BY: JMH



FILE: g:\2904\civil\exhib\1\2904003.dgn
DATE: 20-AUG-08 14:24