

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES.

ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, FIRE DEPARTMENTS AND THE CITY OF AURORA ENGINEERING AND PUBLIC WORKS DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR TWO WEEKS PRIOR TO THE START OF CONSTRUCTION.

THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO FULL SIZE PLANS AND NOT TO THE REDUCED SIZE PLANS. REDUCED SIZED PLANS CAN BE PRINTED TO SCALE FOR USE IN THE FIELD.

IN COMPLIANCE WITH THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (I.E.P.A.) FOR A CONSTRUCTION PROJECT WHICH DISTURBS ONE ACRE OR MORE TOTAL LAND AREA, THE CONTRACTOR SHALL FOLLOW THE STORM WATER POLLUTION PREVENTION PLAN AS CONTAINED IN THE CONTRACT DOCUMENT.

WARNING SIGNS (OVERHEAD ELECTRIC) SHALL BE PLACED AT LOCATIONS OF OVERHEAD ELECTRIC LINES CROSSING THE ROADWAY. SIGNS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEMS OF WORK BEING PERFORMED.

WHEN DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL USE THE FOLLOWING METHOD TO ALLAY DUST AND PREVENT A NUISANCE WITHIN THE LIMITS OF THE CONSTRUCTION SITE. DUST SHALL BE CONTROLLED BY THE UNIFORM APPLICATION OF SPRINKLED WATER AND SHALL BE APPLIED ONLY WHEN DIRECTED BY THE ENGINEER, IN A MANNER MEETING HIS APPROVAL. CALCIUM CHLORIDE SHALL NOT BE USED FOR THIS PURPOSE. ALL EQUIPMENT USED FOR THIS WORK SHALL MEET WITH THE ENGINEER'S APPROVAL. THIS WORK SHALL CONSIST OF THE EXCLUSIVE CONTROL OF DUST RESULTING FROM CONSTRUCTION OPERATIONS AND IS NOT INTENDED FOR USE IN THE COMPACTION OF EARTH EMBANKMENTS, AS SPECIFIED UNDER ARTICLE 205.06 OF THE STANDARD SPECIFICATIONS. NO EXTRA COMPENSATION SHALL BE ALLOWED THE CONTRACTOR FOR THIS WORK.

THE CONTRACTOR SHALL KEEP EXISTING ADJACENT STREETS CLEAN OF DIRT, MUD, AND OTHER DEBRIS AND, WHEN NECESSARY, CLEAN SAID PAVEMENTS ON A DAILY BASIS OR WHEN DIRECTED BY THE ENGINEER. NO EXTRA COMPENSATION SHALL BE ALLOWED THE CONTRACTOR FOR THIS WORK.

EXISTING UTILITIES ARE SHOWN ON THE PLANS ACCORDING TO INFORMATION OBTAINED FROM THE LOCAL AGENCIES, OWNERS, AND FIELD SURVEYS. THE ACCURACY AND COMPLETENESS OF SAID INFORMATION IS NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE EXISTENCE, NATURE AND EXACT LOCATIONS OF ALL UTILITY LINES AND APPURTENANCES WITHIN THE LIMITS OF THE IMPROVEMENTS.

THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTIVE MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS AND APPURTENANCES THAT MUST BE KEPT IN OPERATION. IN PARTICULAR, THE CONTRACTOR WILL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES AND SEWERS WHICH ARE STILL IN SERVICE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEMS OF WORK BEING PERFORMED.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN DRAINAGE FLOWS AT ALL TIMES DURING THE PERFORMANCE OF THE WORK. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. THE COST OF MAINTAINING DRAINAGE FLOWS SHALL BE INCLUDED IN THE CONTRACT.

THE STATION/OFFSET/ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY TO THE STRUCTURES TO SET THE FRAME AND GRATES IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE; ELEVATION INDICATES RIM GRADES.

THE COST OF MAKING STORM SEWER CONNECTIONS TO EXISTING OR PROPOSED DRAINAGE STRUCTURES OR PIPES, OR DISCONNECTING USING PLUGS SHALL BE INCLUDED IN THE COST OF STORM SEWER BEING CONNECTED.

STORM SEWER, WATER MAIN REQUIREMENTS IS TO BE USED AT LOCATIONS WHERE:
 - HORIZONTAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10- FEET AND THE WATER MAIN INVERT IS LESS THAN 18-INCHES ABOVE THE STORM SEWER CROWN;
 -OR WHEN WATER MAIN CROSSES OVER STORM SEWER AND THE WATER MAIN INVERT IS LESS THAN 18-INCHES ABOVE THE STORM SEWER CROWN;
 -OR WHEN WATER MAIN CROSSES UNDER STORM SEWER AND THE WATER MAIN CROWN IS LESS THAN 18-INCHES UNDER THE STORM SEWER
 THE STORM SEWER SHALL BE ENCASED IN WATER MAIN QUALITY PIPE.

THE CONTRACTOR SHALL DETERMINE WHEN FLAT SLAB TOPS ARE REQUIRED ON MANHOLES AND CATCH BASINS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR FLAT SLAB TOPS.

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

"AGGREGATE SUBGRADE IMPROVEMENT" AND "GEOTECHNICAL FABRIC FOR GROUND STABILIZATION" HAVE BEEN PROVIDED FOR IN THE CONTRACT QUANTITIES. THE ACTUAL NEED FOR THE REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT AND GEOTECHNICAL FABRIC WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHALL BE TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITIES SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

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 ITEM OF WORK SPECIFIED.

THE CONTRACTOR SHALL MAKE ALL FULL DEPTH SAW CUTS REQUIRED FOR THE REMOVAL OF PAVEMENTS, CONCRETE CURB AND GUTTERS, SIDEWALKS AND DRIVEWAYS AS SPECIFIED, OR AS DIRECTED BY THE ENGINEER. THE COST SHALL BE CONSIDERED INCLUDED IN THE COST FOR REMOVAL OF THE SPECIFIED ITEM IN THE CONTRACT.

BENCHMARKS FOR THE PROJECT ARE DESCRIBED IN THE PLANS. ALL BEARINGS AND COORDINATES REFERENCED IN THE PLAN DRAWINGS AND ALL CONTROL COORDINATES ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83(2007). ALL ELEVATIONS ARE BASED ON NATIONAL GEODESIC VERTICAL DATUM 1929 (NGVD29)

THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE RESIDENT ENGINEER SHALL CONTACT MR. DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER AT (847) 741-9857 A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PAVEMENT MARKINGS.

ALL TEMPORARY CONCRETE BARRIER WALLS SHALL BE PINNED CONTINUOUSLY TO THE PAVEMENT (EXCLUDING BRIDGE DECKS) IN ALL SIX SLOTS IN THE SAME MANNER AS THE FIRST AND LAST SECTION OF WALL. THIS IS REQUIRED TO BE ANCHORED PER STANDARD 704001 WHEN THERE IS A HAZARD SUCH AS A FIXED OBJECT OR DROP-OFF WITHIN 3.5 FEET OF THE WALL. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER WALL PAY ITEM.

A MINIMUM WAITING PERIOD OF 30 DAYS SHALL BE IMPLEMENTED AFTER THE COMPLETION OF THE EMBANKMENTS AND PRIOR TO PLACEMENT OF THE APPROACH SLAB. SETTLEMENT PLATFORMS SHALL BE INSTALLED AT THE MAXIMUM HEIGHT OF EACH EMBANKMENT TO MONITOR THE SETTLEMENT AND PROVIDE DATA FOR WHEN CONSTRUCTION CAN RESUME. THE COST WILL BE INCLUDED IN THE COST OF THE FURNISHED EXCAVATION.

THERE ARE EXISTING 138 KV AND 345 KV LINES WITHIN THE PROJECT LIMITS. THE CONTRACTOR NEEDS TO BE AWARE THAT NO OUTAGE OR PROTECTION CAN BE PROVIDED TO THESE FACILITIES. THE PLANS INCLUDE PAY ITEMS FOR MICRO PILES FOR THIS REASON. PER COMED AND OSHA REQUIREMENTS, WITHOUT THE ON-SITE PRESENCE OF A REPRESENTATIVE OF COMED, ALL CONTRACT ACTIVITIES MUST STAY 30 FEET IN ANY DIRECTION FROM THE 345 KV LINES AND ANY COMED CONDUCTORS AND 20 FEET FROM THE 138 KV LINES. WITH ON-SITE COMED SUPERVISION, ALL CONTRACT ACTIVITIES MUST STAY 20 FEET IN ANY DIRECTION FROM THE 345 KV LINES AND ANY COMED CONDUCTORS AND 13 FEET FROM THE 138 KV LINES.

DUE TO THE OVERHEAD 345 KV AND 138 KV ELECTRIC LINES, CONVENTIONAL METHODS USING CRANES TO ERECT THE STEEL SUPERSTRUCTURE MAY NOT BE MOST EFFECTIVE OR POSSIBLE. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN WORKING AROUND THESE FACILITIES AND ANY OTHER UNDERGROUND FACILITIES AND SHALL INSURE CONFLICTS WITH CRANES AND OTHER EQUIPMENT ARE AVOIDED ENTIRELY. THE COST TO COMPLY WITH THESE REQUIREMENTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF HIGHWAY STRUCTURE PAY ITEMS.

ANY PROPOSED ACTIVITY IN THE VICINITY OF A HIGHWAY-RAIL GRADE CROSSING MUST ADHERE TO THE GUIDELINES SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) UNDER SECTION 6C.18: WORK IN THE VICINITY A GRADE CROSSING WHICH STATES: "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE."

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 PCC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLANS.

THE CONTRACTOR WILL NEED TO INSTALL TEMPORARY MATS OVER ENBRIDGE PIPELINE, NICOR GAS MAIN AND ONEOK PIPELINE TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION AND THE WEIGHT OF CONSTRUCTION EQUIPMENT. THE WORK REQUIRED TO PROTECT THE UTILITIES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEMS OF WORK BEING PERFORMED.

THE CONTRACTOR WILL BE RESPONSIBLE TO HAVE ALL RAILROAD SIGNAL WIRES LOCATED BEFORE ANY DIGGING IS DONE ON RAILROAD PROPERTY. THIS MUST BE REQUESTED 5 DAYS IN ADVANCE OF ANY DIGGING BY SUBMITTING THE PROPER FORM TO MARY ELLEN CARMODY AT MARYELLEN.CARMODY@CN.CA. FORM IS INCLUDED WITH ROE.

ALL CONSTRUCTION RELATED ACTIVITIES SHALL BE IN COMPLIANCE WITH SPECIAL PROVISIONS FOR WORK ON CN PROPERTY, INCLUDING SAFETY, SAFETY TRAINING, FLAGGING REQUIREMENTS, TEMPORARY SHORING (AS NECESSARY) ETC. ANY TEMPORARY STRUCTURE THAT AFFECTS THE CN PROPERTY OR TRACKS (E.G. SHORING) SHALL BE SUBMITTED FOR CN REVIEW AND APPROVAL. ALL PLANS THAT ARE SUBMITTED TO CN MUST BE STAMPED BY APPROPRIATE LICENSED ENGINEER AND BE RECEIVED AT LEAST 2 WEEKS PRIOR TO COMMENCEMENT OF THE WORK. NO WORK SHALL COMMENCE PRIOR TO CN WRITTEN APPROVAL.

FINAL DESIGN SPECS, PLANS, AND AS-BUILT PLANS SHALL BE SUBMITTED TO CN FOR RECORDS, IN ELECTRONIC FORMAT BOTH IN PDF AND AUTOCAD (OR EQUIVALENT) AT THE CONCLUSION OF THE PROJECT. THIS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE ITEMS OF WORK BEING PERFORMED.

THE REMOVAL OF THE MODULAR BLOCK RETAINING WALL WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

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

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.

THE EXISTING COM ED ACCESS ROAD CANNOT BE CUT OFF/CLOSED UNTIL THE ADVANCE CONTRACT 60783 WORK IS COMPLETED AND THE NEW COM ED ACCESS ROAD IS COMPLETED AND OPERATIONAL.

WHENEVER THE PAY ITEM DESCRIPTION IN THE PLANS STATES: PARAPET RAILING, IT IS INTENDED TO MEAN: PARAPET RAILING, SPECIAL.

WHENEVER THE PAY ITEM DESCRIPTION IN THE PLANS STATES: BICYCLE RAILING, IT IS INTENDED TO MEAN: BICYCLE RAILING, SPECIAL.

WHENEVER THE PAY ITEM DESCRIPTION IN THE PLANS STATES: BRIDGE FENCE RAILING (SIDEWALK), IT IS INTENDED TO MEAN: BRIDGE FENCE RAILING (SPECIAL).

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USER NAME * URS	DESIGNED - MB	REVISED - 04/14/2014 SPF
PLOT SCALE * 1/8"=1'-0"	DRAWN - KJB	REVISED -
PLOT DATE * 4/14/2014	CHECKED - SPF	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	652-A	DUPAGE	383	3
CONTRACT NO. 60R06			ILLINOIS FED. AID PROJECT	