

**GENERAL NOTES**

1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2007; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2011, "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 SUPERCEDES 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 STANDARD SPECIFICATIONS, POLICIES AND DETAILS 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. 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.
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. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
6. 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 EXISTING FACILITIES AND OBSTRUCTIONS ARE BASED UPON LOCATION RECORDS AND ARE SHOWN ON THE DRAWINGS STRICTLY AS 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.
7. 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.
8. 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.
9. 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.
10. THE CONTRACTOR MUST BE RESPONSIBLE FOR THE CONSTRUCTION, REPAIR, SNOW REMOVAL, AND/OR MAINTENANCE OF ALL HAUL ROADS TO AND FROM THE DESIGNATED ENTRANCE TO THE VARIOUS WORK SITES. THIS WORK WILL BE INCIDENTAL TO THE PROJECT.
11. THE CONTRACTOR SHALL STAGE THE WORK AS TO MAINTAIN INGRESS AND EGRESS TO ALL ABUTTING PROPERTIES AT ALL TIMES
12. ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR A FLUORESCENT SAFETY VEST AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
13. THE UNIT PRICES FOR ITEMS USED TO CONSTRUCT TEMPORARY PAVEMENT OR ACCESS ROADS SHALL INCLUDE ALL EQUIPMENT, LABOR AND MATERIAL REQUIRED TO PLACE, REMOVE, AND DISPOSE OF THE TEMPORARY PAVEMENT OR ACCESS ROAD.
14. 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.
15. WHERE ARTIFICIAL LIGHTING IS UTILIZED, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
16. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF 12 SANDBAGS PER BARRICADE.

DENOTES ITEMS OR WORK NOT PAID FOR SEPARATELY.

17. CONSTRUCTION ACTIVITIES MAY OCCUR BETWEEN 7:00 A.M. AND 7:00 P.M. MONDAY THROUGH FRIDAY AND FROM 8:30 A.M. TO 5:00 P.M. ON SATURDAYS. CONSTRUCTION ACTIVITIES ON SUNDAYS ARE PROHIBITED. NO WORK WILL BE PERFORMED ON FEDERAL HOLIDAYS OBSERVED IN ILLINOIS. CONSTRUCTION ACTIVITIES ARE IDENTIFIED AS THE OPERATION OF HEAVY EQUIPMENT, TO INCLUDE BUT NOT LIMITED TO ALL CONSTRUCTION TRUCKS AND EQUIPMENT.

18. 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.

19. 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 COMPENSTATION WILL BE PROVIDED.

20. 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.

**RAILROAD**

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

2. ALL DEMOLITION WITHIN THE CANADIAN PACIFIC RAILWAY (CPR) RIGHT-OF-WAY AND/OR DEMOLITION THAT MAY IMPACT THE CPR TRACKS OR OPERATIONS MUST BE APPROVED BY THE CPR'S CHIEF ENGINEER.

3. 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.

4. 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 RAILROAD'S CHIEF ENGINEER THROUGH THE RESIDENT ENGINEER.

5. 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).

6. 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

7. ALL WORKERS ON CANADIAN PACIFIC PROPERTY MUST BE CANADIAN PACIFIC RAILROAD SAFETY TRAINED AND WEAR RAILROAD APPROVED PERSONAL PROTECTIVE EQUIPMENT.

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.

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. ALL CONTRACTORS WORKING WITHIN METRA RIGHT-OF-WAY MUST OBTAIN A RIGHT-OF-ENTRY AGREEMENT. CONTACT METRA'S RIGHT-OF-WAY ADMINISTRATOR AT (312) 322-8006 FOR DETAILS. CONTRACTOR SHALL PAY ALL CHARGES AND FEES IN ACCORDANCE WITH ARTICLE 107.04 OF THE STANDARD SPECIFICATIONS.

12. 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.

13. METRA SIGNAL AND COMMUNICATIONS DEPARTMENTS MUST LOCATE ANY BURIED CABLES AND/OR EQUIPMNET BEFORE DIGGING MAY BEGIN ON RAILROAD PROPERTY, AND MUST PROVIDE PROTECTION FOR AND SUCH FACILITIES DURING THE ACTUAL CONSTRUCTION. J.U.L.I.E AND D.J.G.G.E.R. DO NOT LOCATE METRA/RAILROAD UTILITIES/FACILITIES.

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| FILE NAME =<br>...D168N06-SHT-GENNOTE-01.DGN | USER NAME = nrattem         | DESIGNED - MPK    | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>GENERAL NOTES<br/>CANADIAN PACIFIC RAILWAY</b> |             |      |        | F.A.U.<br>RTE.<br>1321 | SECTION<br>2010-134-T | COUNTY<br>DUPAGE   | TOTAL<br>SHEETS<br>40 | SHEET<br>NO.<br>3 |
|                                              | PLOT SCALE = 50.0000' / IN. | DRAWN - NMR       | REVISED - |                                                           | SCALE:                                            | SHEET NO. 1 | OF 1 | SHEETS | STA.                   | TO STA.               | CONTRACT NO. 60N06 |                       |                   |
|                                              | PLOT DATE = 3/25/2011       | CHECKED - LGP     | REVISED - |                                                           | [ILLINOIS] FED. AID PROJECT                       |             |      |        |                        |                       |                    |                       |                   |
|                                              |                             | DATE - 03/17/2011 | REVISED - |                                                           |                                                   |             |      |        |                        |                       |                    |                       |                   |