

**GENERAL NOTES:**

- ALL CONSTRUCTION SHALL BE DONE 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 LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD); THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS" (SSTCI); THE DETAILS IN THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL MAINTAIN ALL ROADWAYS OPEN TO TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, CABLE, AND GAS FACILITIES ( 48 HOURS NOTIFICATION IS REQUIRED). CONTACT PUBLIC WORKS, CITY OF MARKHAM AT (708)331-4905 (EXT. 243) FOR SEWER AND WATER LOCATIONS.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

5. NIGHT OPERATIONS: IF CONTRACTOR ELECTS TO UTILIZE ARTIFICIAL LIGHTING IN NIGHT OPERATIONS, HE SHALL EXERCISE THE UTMOST PRECAUTION IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS THE ADJOINING RESIDENTIAL AREAS.

6. ALL STORM SEWER CONNECTIONS WITH PIPES 27 INCHES IN DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. FOR PROPOSED STORM SEWER PIPES LARGER THAN 27 INCHES IN DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "WYE" PIPE CONNECTIONS (LABOR AND MATERIALS) FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE STORM SEWERS, OF THE TYPE AND SIZE SPECIFIED.

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

8. BUTT JOINTS MUST BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH DISTRICT 1 DETAIL BD-32 "BUTT JOINT AND HMA TAPER DETAILS" INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

9. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR VARIOUS HOT-MIX ASPHALT LIFTS.

10. ALL HORIZONTAL COORDINATES AND VERTICAL ELEVATIONS REFER TO NAD83 (CORS) ILLINOIS EAST ZONE HORIZONTAL DATUM AND NAVD88 VERTICAL DATUM, RESPECTIVELY.

11. STORM SEWER, WATER MAIN GRADE, IS TO BE USED AT LOCATIONS WHERE LATERAL 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.

12. STORM SEWER, RUBBER GASKET IS TO BE USED AT LOCATIONS WHERE THE WATER MAIN CROSSES BELOW THE SEWER, REGARDLESS OF VERTICAL SEPARATION OR WHERE THE BOTTOM OF THE WATER MAIN IS LESS THAN 18 INCHES ABOVE THE TOP OF THE SEWER.

13. A "BOXED" NOTE INDICATES AN ITEM OF WORK THAT IS NOT PAID FOR SEPARATELY, BUT IS PAID FOR AS PART OF ANOTHER ITEM LISTED IN THE SUMMARY OF QUANTITIES.

14. THE REMOVAL OF FIELD CULVERTS SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

15. 10 FT 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

16. THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO FULL SIZE PLANS AND NOT TO THE REDUCED SIZE PLANS.

17. DIMENSIONS: IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

18. IN LOCATIONS WHERE EXISTING DRAINAGE STRUCTURES, EXISTING STORM SEWERS AND EXISTING FLARED END SECTIONS ARE IN CONFLICT WITH THE INSTALLATION OF THE PROPOSED DRAINAGE STRUCTURES AND STORM SEWERS, REMOVAL OF THE EXISTING ITEMS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF DRAINAGE STRUCTURES OR STORM SEWERS, OF THE TYPE AND SIZE SPECIFIED.

19. THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND IDOT DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR AT HIS OWN EXPENSE. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. PRIOR TO CONSTRUCTION AND COORDINATE HIS ACTIVITIES WITH THE ENGINEER.

20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

21. ANY EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

22. FOR WATER MAIN SHUT OFFS, THE CONTRACTOR SHALL GIVE THE CITY OF MARKHAM A MINIMUM OF 48 HOURS NOTICE. THE VILLAGE OF MARKHAM SHALL PROVIDE NOTIFICATION FORMS AND DETERMINE THE LIMIT OF THE AFFECTED AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISTRIBUTION OF THE NOTIFICATION FORMS TO ALL AFFECTED RESIDENTS.

23. THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE CITY OF MARKHAM. UNAUTHORIZED USE IS SUBJECT TO ARREST AND PROSECUTION.

24. ANY ABANDONED UTILITY OR SEWER ENCOUNTERED DURING CONSTRUCTION OR ANY EXISTING UTILITY OR SEWER ABANDONED AS PART OF THE CONSTRUCTION THAT IS NOT BEING FILLED WITH C.L.S.M., AS PER PLAN, SHALL BE PLUGGED AS DIRECTED BY THE ENGINEER AND ABANDONED IN PLACE. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

25. DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS, THE WORK SPECIFIED ABOVE WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

26. THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, AND CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE SHALL PROVIDE AND MAINTAIN A PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE. THIS WORK SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

27. FENCE: EXISTING FENCE THAT HAS TO BE DISCONNECTED AND/OR REMOVED FOR THE CONTRACTOR'S OPERATION SHALL BE RECONNECTED AND/OR REPLACED BY THE CONTRACTOR IN KIND AT NO ADDITIONAL COST TO THE DEPARTMENT. TEMPORARY FENCE SHOULD BE INSTALLED IF EXISTING FENCE IS REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. ANY RIGHT-OF-WAY MARKERS DISTURBED BY THE CONTRACTOR'S OPERATION SHALL BE REESTABLISHED BY A REGISTERED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE.

28. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY IDOT AND/OR CCHD AT LEAST 10 DAYS IN ADVANCE OF ANY CONSTRUCTION NEAR DEPARTMENT OWNED ELECTRICAL, COMMUNICATIONS, OR TRAFFIC CONTROL CABLES. IDOT AND/OR CCHD ELECTRICIANS WILL LOCATE ANY POSSIBLE INTERFERING CABLES. ANY BURIED CABLE AT OR NEAR A PROPOSED CONSTRUCTION LOCATION SHALL FIRST BE EXPOSED BY THE CONTRACTOR BY HAND DIGGING, ONCE EXPOSED, AND IF THE ENGINEER DETERMINES THERE IS A CONFLICT, THE CONTRACTOR SHALL RELOCATE THE CABLES. IF THE CONTRACTOR CUTS OR DAMAGES ANY CABLES, EITHER THROUGH CARELESSNESS OR FAILURE TO FOLLOW THE ABOVE PROCEDURE, HE SHALL THEN BE HELD RESPONSIBLE FOR THE REPAIRING OF ALL DAMAGES AT HIS EXPENSE, TO THE SATISFACTION OF THE AGENCY.

29. THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ADJUTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.

30. NO PAYMENT WILL BE MADE FOR RESTORATION BEYOND THE LIMITS SHOWN ON THE PLANS.

31. THE ENGINEER SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT 847-705-4470 AND THE CCHD AT 708-388-1893 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

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

33. TEMPORARY CONCRETE BARRIER: THE BARRIER UNIT AT EACH END OF THE INSTALLATIONS SHALL BE SECURED TO THE PAVEMENT OR SHOULDER USING THREE (3) ANCHORING PINS. THE COST OF SECURING THE BARRIER IS TO BE INCLUDED IN THE COST OF THE CONCRETE BARRIER.

34. ANY EXISTING UTILITY ADJUSTMENT AGREEMENTS AND SCHEDULES FOR THE ADJUSTMENT OF UTILITIES, WHICH MAY AFFECT THE WORK, WILL BE MADE AVAILABLE TO THE BIDDERS UPON REQUEST.

35. THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF 0.10 GAL/SQ YD.

36. THE CONTRACTOR SHALL USE IDOT GRADATION FA-6 TRENCH BACKFILL FOR FILLING TRENCHES THAT HAVE STORM SEWERS TO BE REMOVED.

37. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING AND PRESERVING THE PROJECT'S SURVEY CONTROL POINTS AND BENCHMARKS. RELOCATING AND REPLACING CONTROL POINTS AND BENCHMARKS SHALL BE THE CONTRACTORS RESPONSIBILITY AT HIS OWN EXPENSE.

38. ALL TRENCHES AND OPENINGS MADE IN THE KEDZIE AVENUE ROADWAY SHALL BE BACKFILLED AND ADEQUATELY COMPACTED IN ACCORDANCE WITH METHOD 1 SPECIFIED IN ARTICLE 550.07 OF THE STATE STANDARD SPECIFICATIONS.

39. EXISTING TRAFFIC SIGNALS ARE TO REMAIN IN OPERATION DURING CONSTRUCTION. EXISTING TRAFFIC SIGNAL PLANS ARE PROVIDED FOR REFERENCE.

40. EXISTING DRAINAGE STRUCTURES, EXISTING STORM SEWERS AND EXISTING FLARED END SECTIONS TO REMAIN SHALL BE RECONNECTED WITH THE DRAINAGE SYSTEM. THIS WORK SHALL BE INCLUDED IN THE COST OF DRAINAGE STRUCTURES OR STORM SEWERS, OF THE TYPE AND SIZE SPECIFIED.

**GENERAL NOTES - LANDSCAPE**

- AREAS TO BE SEEDED BETWEEN NOVEMBER 1 AND APRIL 1 SHALL REQUIRE DORMANT SEEDING, WHICH SHALL BE INCLUDED IN THE COST OF SEEDING, CLASS 2A OR SEEDING, CLASS 3.

**GENERAL NOTES - SEDIMENT AND EROSION CONTROL**

- EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURED SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES, WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS.
- THE EROSION CONTROL MEASURES SHOWN ARE ONLY A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN THE CONTRACTOR AND THE ENGINEER.
- THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURED PRIOR TO STRIPPING EXISTING VEGETATION.

**GENERAL NOTES - CRACK SEALING**

- THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE SPECIAL PROVISION FOR "TREATMENT OF CRACKS" FOR WORK RELATED TO THE SEALING OF TRANSVERSE AND LONGITUDINAL CRACKS WITHIN THE EXISTING PAVEMENT AREAS. IT IS THE INTENT OF THE DEPARTMENT TO REHABILITATE EXISTING CRACKS PRIOR TO OVERLAYING WITH LEVELING BINDER (MACHINE METHOD) OR BINDER COURSE.
- ALL PAVEMENT CRACKS THAT ARE LESS THAN 1/2 INCH WIDE SHALL BE SEALED WITH CRACK FILLING AT THE DIRECTION OF THE ENGINEER. THE COST OF ROUTING SHALL NOT BE PAID FOR SEPARATELY, BUT BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE BID, PER POUND, FOR CRACK FILLING, WHICH SHALL INCLUDE ROUTING, CLEANING THE CRACKS, FURNISHING AND POURING THE SEALANT.
- ALL OPEN CRACKS AND JOINTS IN THE PAVEMENT HAVING A WIDTH OF 1/2 INCH AND GREATER SHALL BE CLEANED AND FILLED WITH MIXTURE FOR CRACKS, JOINTS AND FLANGWAYS AT THE DIRECTION OF THE ENGINEER, AND AT LEAST 24 HOURS PRIOR TO PLACING THE LEVELING BINDER (MACHINE METHOD) OR BINDER COURSE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT BID PRICE, PER TON, FOR MIXTURE FOR CRACKS, JOINTS AND FLANGWAYS.

**GENERAL NOTES - SHOULDER RUMBLE STRIP**

- PRIOR TO INSTALLATION OF THE RUMBLE STRIP, THE CONTRACTOR SHALL CONTACT THE IDOT DESIGN PROJECT MANAGER AT (847) 705-4523 TO VERIFY CONSTRUCTION REQUIREMENTS. IT IS ANTICIPATED THAT THIS ITEM MAY BE DELETED FROM THIS CONTRACT AND INSTALLED AS PART OF FUTURE WORK. WRITTEN CONFIRMATION FROM IDOT WILL BE REQUIRED.

**DEFINITIONS**

IDOT: ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CCHD: COOK COUNTY HIGHWAY DEPARTMENT

TYLIN INTERNATIONAL	USER NAME = #USER#	DESIGNED - EMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	KEDZIE AVENUE PROJECT		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN - EMK	REVISED -		57	1313.1B-1	COOK	162	3		
	PLOT DATE = 5/4/2011	CHECKED - SES	REVISED -		CONTRACT NO. 60K14						
	DATE - 5/5/2011	DATE - 5/5/2011	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
SCALE: NTS				SHEET NO. 1 OF 1 SHEETS		STA. TO STA.					

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