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GENERAL NOTES:

- PRIOR TO NEW WORK THE CONTRACTOR SHALL FIELD CHECK ALL DIMENSIONS AND ELEVATIONS AND VERIFY THE LOCATION AND ELEVATION OF EXISTING UTILITY LINES AND STRUCTURES TO BE CONNECTED TO PROPOSED WORK. DISCREPANCIES SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
- ALL FIELD TILES ENCOUNTERED DURING EXCAVATION SHALL BE PROMPTLY REPORTED TO THE ENGINEER. ANY DAMAGED FIELD TILES SHOULD BE REPAIRED PER THE DIRECTION OF THE ENGINEER. COST SHALL BE INCIDENTAL TO THE CONSTRUCTION CONTRACT.
- PAVEMENT AND CURBS TO REMAIN SHALL BE PROTECTED FROM DAMAGE, AND, IF DAMAGED, SHALL BE REPLACED PROMPTLY IN CONFORMANCE WITH IDOT STANDARD SPECIFICATIONS IN MATERIALS AND WORKMANSHIP.
- HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, AGGREGATE BASE COURSE AND HOT-MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
- THE LOCATION AND ELEVATION OF EXISTING UTILITIES ARE APPROXIMATE AND ARE PROVIDED BY THE OWNERS. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR THROUGH THE OWNERS OF THE UTILITIES.
- THE CONTRACTOR SHALL CONTACT THE IDOT ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A SATISFACTORY PROGRESS SCHEDULE AND CRITICAL PATH SCHEDULE WHICH SHALL SHOW THE PROPOSED SEQUENCE OF WORK AT THE TIME OF THE PRE- CONSTRUCTION CONFERENCE. ANY CHANGES TO THE TRAFFIC SEQUENCING THAT MAY AFFECT RAILROAD SIGNALS NEED TO BE REVIEWED AND APPROVED BY THE ILLINOIS COMMERCE COMMISSION, IDOT AND THE RAILROAD.
- WHENEVER, DURING CONSTRUCTION OPERATIONS, LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF GUTTERS, DRAINAGE STRUCTURES, DITCHES ECT., SUCH THAT THE NATURAL FLOW LINE OF WATER IS OBSTRUCTED, THE LOOSE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATION, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST IF THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE ADDED COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIAL CREATED AS A RESULT THEREOF.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811, COOK COUNTY, THE VILLAGE OF LYNNWOOD, AND THE TOWNSHIP OF BLOOM FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH ALL UTILITY COMPANIES AND GOVERNMENT AGENCIES AFFECTED BY THE WORK.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN CONSENT FROM THE DEPARTMENT.
- FULL-DEPTH SAW CUTS SHALL BE USED TO REMOVE EXISTING PAVEMENT AND APPURTENANCES FROM MATERIAL TO REMAIN IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS. THE COST OF THE FULL-DEPTH SAWING SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
- REMOVAL OF EXISTING COMBINATION CURB AND GUTTER SHALL BE PAID FOR AS "COMBINATION CURB AND GUTTER REMOVAL" REGARDLESS OF THE CURB AND GUTTER TYPE.
- THE CONTRACTOR SHALL PROTECT AND RELOCATE EXISTING MAILBOXES WHICH INTERFERE WITH THE WORK IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT THE POST OFFICE TO COORDINATE MAILBOX RELOCATION.
- WHEREVER CONCRETE MASONRY WALLS, RETAINING WALLS OR OTHER OBSTRUCTIONS ARE ENCOUNTERED, THEY SHALL BE REMOVED TO AN ELEVATION OF 1 FOOT BELOW THE ESTABLISHED GRADE OR SUBGRADE AS SHOWN ON THE PLANS. THIS WORK SHALL BE CONSIDERED INCLUDED IN "EARTH EXCAVATION".
- NO ADDITIONAL COMPENSATION WILL BE MADE FOR REMOVAL OF STUMPS OR TREE ROOTS THAT ARE IN CONFLICT WITH THE PROPOSED IMPROVEMENTS.
- ALL DIMENSIONS, INCLUDING RADII, ARE GIVEN TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIAL AND BEGINNING CONSTRUCTION.
- EXISTING AGGREGATE DRIVEWAY APRONS SHALL BE REPLACED WITH HOT-MIX ASPHALT DRIVEWAY APRONS. HMA AND PCC DRIVEWAY APRONS SHALL BE REPLACED IN KIND.

GENERAL NOTES:

- PRIOR TO PLACING HOT-MIX ASPHALT ADJACENT TO EXISTING PAVEMENT TO REMAIN, THE EXPOSED EDGE SHALL BE CLEANED OF LOOSE MATERIAL AND PRIME COAT APPLIED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE HMA BEING PLACED.
- THE THICKNESS OF HOT-MIX ASPHALT SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT IS PLACED.
- PROTECTIVE COAT SHALL BE APPLIED IN ACCORDANCE WITH SECTION 420 OF THE STANDARD SPECIFICATIONS TO CONCRETE PAVEMENT SURFACES, MEDIAN SURFACES, ALL EXPOSED SURFACES OF CURBS AND GUTTERS, PCC DRIVEWAYS, AND PCC SIDEWALKS, ANY PART OF THIS ITEM CAN BE DELETED OR ANOTHER ADDED AT THE DISCRETION OF THE ENGINEER.
- 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.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE DISTURBED. THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED EACH LOCATION.
- THE RESIDENT ENGINEER SHALL CONTACT MS. PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, AT (708) 597-9800 AT LEAST 2 WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- TOP OF FRAME ("RIM") ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF EACH STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATIONS OF THE AREAS IN WHICH THEY ARE LOCATED, AS PART OF THE STRUCTURE COST.
- ALL AREAS OF PLANNED TREATMENT SHOULD BE VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION BY A QUALIFIED SOILS INSPECTOR. ALL POTENTIALLY UNSTABLE/ UNSUITABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL (SSM). ANY AGGREGATE SUBGRADE IMPROVEMENTS (CY) AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION QUANTITIES NOT USED DURING CONSTRUCTION SHOULD BE DELETED FROM THE CONTRACT.
- THE M.S.E. WALL SUPPLIER SHALL INCLUDE IN THE DESIGN A LOAD TRANSFER SYSTEM TO ACCOMODATE THE POSTS FOR THE TRAFFIC BARRIER TERMINALS. CONTRACTOR TO COORDINATE WITH M.S.E. WALL SUPPLIER REGARDING THE INSTALLATION OF THE TRAFFIC BARRIER TERMINALS.
- FOR WORK OUTSIDE THE LIMITS OF THE 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.
- THE CONTRACTOR WILL BE RESPONSIBLE TO HAVE ALL RAILROAD SIGNAL WIRES LOCATED BEFORE ANY DIGGING IS DONE ON RAILROAD PROPERTY. THIS MUST BE REQUESTED FIVE DAYS IN ADVANCE OF ANY DIGGING BY SUBMITTING THE PROPER FORM TO MARY ELLEN CARMODY AT maryellen.carmody@cn.co. FORM IS INCLUDED WITH RIGHT OF ENTRY WHICH IS INCLUDED IN THE SPECIAL PROVISIONS.
- THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONARY AND PROTECTIVE MEASURES REQUIRED TO MAINTAIN AND PROTECT EXISTING UTILITIES, SEWERS, MAINS AND APPURTENANCES THAT MUST BE KEPT IN OPERATION. IN PARTICULAR, THE CONTRACTOR SHALL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES, SEWERS AND MAINS WHICH ARE STILL IN SERVICE. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND UTILITY COMPANY IF IT IS DETERMINED THAT TEMPORARY BRACING OR SUPPORT OF THE UTILITIES IS REQUIRED. THE PROTECTION AND/OR TEMPORARY BRACING OR SUPPORT OF UTILITIES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- NO SEEDING SHALL BE PLACED WITHIN 14 FEET FROM THE CENTERLINE OF THE NEAREST RAIL OR AT LOCATIONS WHERE BALLAST OR SUB-BALLAST ARE LOCATED VIA A NOTE OR DIMENSION LINE(S).