

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- 10 FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL. ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR (4) WEIGHTED SANDBAGS PER BARRICADE.
- ALL STORM SEWER CONNECTIONS WITH PIPES 27 INCHES DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. FOR PROPOSED STORM SEWER PIPES LARGER THAN 27 INCHES DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "WYE" PIPE CONNECTIONS FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR THE STORM SEWERS.
- 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 45MPH. 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).
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- THE COST OF MAKING ANY SEWER CONNECTIONS TO AN EXISTING DRAINAGE STRUCTURE OR PIPE SHALL BE INCLUDED IN THE COST OF THE NEW SEWER OR STRUCTURE.
- 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 CLSM 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.
- 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 FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- CONTRACTOR SHALL MAINTAIN THE CONVEYANCE OF ALL FLOWS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE AND PUBLIC DRAINS, SEWERS, CULVERTS, AND OTHER DRAINAGE FACILITIES. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. THE CONTRACTOR 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 THAT THE PERMANENT CONNECTIONS WITH SEWERS OR CULVERTS ARE BUILT AND IN SERVICE. THIS WORK WILL BE INCLUDED IN THE COST OF THE CONTRACT.

- THE ELEVATIONS SHOWN IN THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.
- ROADWAY WIDTHS AND RADII ARE GIVEN TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
- 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.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN IN THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK WILL BE AT THE CONTRACTOR'S EXPENSE.
- THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.
- THE CONCRETE GUTTER TRANSITION ON RAMP 6 SHALL BE INCLUDED IN THE COST OF CONCRETE GUTTER, TYPE B.
- 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 AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR JPC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLANS.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO CTA TRACK ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY THE MINIMUM HORIZONTAL CLEARANCE DIMENSIONS FROM CENTERLINE OF TRACK TO THE FACE OF THE PROPOSED WALL PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. THE ALLOWABLE HORIZONTAL PERMANENT CLEARANCE SHALL BE 7'-2" MINIMUM FROM CENTERLINE OF TRACK TO EDGE OF PIER, AND THE ALLOWABLE HORIZONTAL TEMPORARY CLEARANCE DURING CONSTRUCTION SHALL BE 6'-1" FROM CENTERLINE OF TRACK TO EDGE OF PIER.

CITY OF CHICAGO

- ALL CATCH BASINS IN THE CITY OF CHICAGO MUST MEET THE DEPARTMENT OF SEWERS STANDARDS.
- PERMITS FROM THE DEPARTMENT OF SEWERS ARE REQUIRED FOR ALL UNDERGROUND STORM, UNDERGROUND STORM, SANITARY OR COMBINED SEWER SYSTEM CONSTRUCTION; AND FOR ALL WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF SEWERS PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION. THE LICENSED SEWER CONTRACTOR/SUBCONTRACTOR MUST SUBMIT TWO SETS OF PLANS APPROVED BY THE DEPARTMENT OF SEWERS FOR THE ISSUE OF SEWER PERMIT TO SUITE 410, 333 SOUTH STATE STREET, CHICAGO, IL 60604-3971. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF SEWERS.
- IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF SEWERS AT (312) 747-7892 OR (312) 747-7893.
- BENCH MONUMENT LOCATIONS WITHIN THE LIMITS OF THE IMPROVEMENT CAN BE FROM THE DEPARTMENT OF SEWERS AT 410, 333 SOUTH STATE STREET CHICAGO, IL 60604-3971. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF REPLACING ANY BENCH MONUMENT DAMAGED OR DESTROYED DURING CONSTRUCTION.
- SIDEWALK ACCESSIBILITY RAMPS SHALL NOT BE CONSTRUCTED DIRECTLY OVER EXISTING OR PROPOSED DRAINAGE STRUCTURES.
- ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES BE REPLACED WITH NEW DEPARTMENT OF SEWERS STANDARD FRAMES AND GRATES OR LIDS. OLD FRAMES AND GRATES OR LIDS SHALL BE DELIVERED TO THE DEPARTMENT OF SEWERS AT 39TH STREET AND ASHLAND AVENUE.
- PERFORATED LIDS SHALL BE PLACED ON ALL MANHOLES AND CATCH BASINS.

- CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER AND/OR DEPARTMENT OF SEWERS.
- CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MINIMUM CURB HEIGHT OF 75 MM (3")
- BACKFILL MATERIAL UNDER SIDEWALKS SHALL BE FA-2.
- THE CONTRACTOR IS RESPONSIBLE FOR THE ADEQUATE PROTECTION OF THE EXISTING SEWERS, DRAIN CONNECTIONS, SEWER STRUCTURES AND BENCH MONUMENTS DURING CONSTRUCTION OF NEW UTILITIES AND/OR ADJUSTMENTS TO EXISTING UTILITIES AND THE USE OF HEAVY EQUIPMENT WITHIN THE LIMITS OF THE PROJECT.
- MANHOLES, CATCH BASINS AND INLETS MUST BE PROTECTED FROM ENTRY OF ASPHALT/DEBRIS INTO THE SEWER SYSTEM DURING CONSTRUCTION. THE CONTRACTOR SHALL MARK LOCATIONS OF ALL SEWER STRUCTURES ON THE SIDEWALK BEFORE STARTING PAVEMENT REMOVAL/REPLACEMENT. ADJUSTMENT OF FRAMES AND LIDS OF SEWER STRUCTURES MUST BE COMPLETED PRIOR TO STREET RESURFACING.
- IN LOCATIONS WHERE THE MAIN SEWER IS NOT BEING REPLACED AND THE EXISTING DRAINAGE FACILITIES ARE DISTURBED OR DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE AND REPLACE THE DAMAGED FACILITIES AT HIS/HER EXPENSE TO THE SATISFACTION OF THE DEPARTMENT OF SEWERS. THE SEWER FLOWS MUST BE MAINTAINED AT ALL TIMES.
- AS-BUILT PLANS MUST BE SUBMITTED SOON AFTER WORK COMPLETION. FINAL PAYMENT SHALL NOT BE MADE TO THE CONTRACTOR UNTIL THE DEPARTMENT OF SEWERS ACKNOWLEDGES RECEIPT OF AS-BUILT PLANS.
- THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER AND KENNETH P. MARTIN OF THE CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION (312) 744-7863 TO REMOVE AND SALVAGE THE EXISTING PRE-CAST AND IRRIGATION COMPONENTS IN THE EXISTING LANDSCAPED AREAS SOUTH OF I-90. THE CONTRACTOR SHALL SALVAGE THE RPZ, VALVES, METERS, AND CONTROLLERS FOR THE CDOT IRRIGATION SYSTEM. PAYMENT FOR THE SALVAGE OF THE IRRIGATION SYSTEM SHALL BE INCLUDED IN THE PAY ITEM FOR MEDIAN REMOVAL (SPECIAL).
- 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 PROJECTS FOR ANY CONFLICTS DUE TO THE PROPOSED IMPROVEMENTS. ANY CONFLICT SHOULD BE RESOLVED WITH THE DEPARTMENT OF WATER MANAGEMENT PRIOR TO START OF CONSTRUCTION.

CONTRACTOR SHALL MILL BEFORE PATCHING

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS	THICKNESS
PAVEMENT RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5 mm)	4% @ 90 GYR	1-3/4"
POLYMERIZED LEVELING BINDER (MACHINE METHOD), (IL-4.75), N50	3.5% @ 50 GYR	3/4"
I-90 RAMP 6 AND BRYN MAWR SPUR RAMP		
STABILIZED SUBBASE HOT-MIX ASPHALT	2% @ 30 GYR	4-1/2"
SHOULDER RECONSTRUCTION		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm)	4% @ 70 GYR	1-1/2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	4% @ 70 GYR	4-1/2"
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19MM)	4% @ 90 GYR	10"
COMMERCIAL ENTRANCES		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	4% @ 50 GYR	2"
HOT-MIX ASPHALT BASE COURSE, (HMA BINDER IL-19mm)	4% @ 50 GYR	8"
TEMPORARY PAVEMENT		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5mm)	4% @ 50 GYR	2"
TEMPORARY PAVEMENT (HMA BINDER IL-19mm)	4% @ 50 GYR	8"

THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ IN. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS. "P.C.C. TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ART. 1020 OF THE STANDARD SPECIFICATIONS"; THE THICKNESS SHALL BE 10".

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND
MIXTURE REQUIREMENTS

F.A.U. RTE. 2746	SECTION 1616B	COUNTY COOK	TOTAL SHEETS 404	SHEET NO. 3
60314				