

GENERAL CONSTRUCTION NOTES PAVING AND STORM SEWERS

SPECIFICATIONS

THE JANUARY 1, 2012 EDITION OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" SHALL GOVERN ALL WORK ASSOCIATED WITH THIS PROJECT. THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" MAY GOVERN OTHER WORK ON THIS PROJECT AS INDICATED BY REFERENCE.

CARE IN EXCAVATION

CARE SHALL BE EXERCISED BY THE CONTRACTOR IN CARRYING OUT EARTH AND/OR TRENCHING OPERATIONS SO THAT LOCAL UTILITY SERVICES, WATER VALVES, MANHOLES, CATCH BASINS, INLETS, BUFFALO BOXES, AND OTHER STRUCTURES ARE NOT DAMAGED OR REMOVED. ANY DAMAGE DONE BY THE CONTRACTOR, WHETHER THE STRUCTURE OR SERVICE IS VISIBLE AT THE GROUND SURFACE OR NOT, SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH ARTICLES 105.07 AND 107.20.

NOTIFICATION OF PUBLIC UTILITIES

PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OFFICIALS OF THE PUBLIC WORKS DEPARTMENT OF THE LOCAL MUNICIPALITY, J.U.L.E. AT 1-800-892-0123 OR 811, AND OTHER PUBLIC AND PRIVATE UTILITIES SO THAT ARRANGEMENTS CAN BE MADE TO LOCATE THEIR VARIOUS FACILITIES WITHIN THE LIMITS OF CONSTRUCTION UNDER THIS CONTRACT, AS WELL AS TO PROVIDE ADEQUATE PROTECTION AND INSPECTION THERETO. IT SHALL BE THIS CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES IN THE FIELD.

TRAFFIC CONTROL DEVICES

BARRICADES AND WARNING SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 107.14 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

PROTECTION OF SIGNS AND PROPERTY

ALL TRAFFIC SIGNS, STREET SIGNS, ETC., THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AND PLACED AT NEW LOCATIONS AS DESIGNATED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. IN ADDITION, ALL MAIL BOXES THAT INTERFERE WITH CONSTRUCTION SHALL BE SIMILARLY RELOCATED AT NO ADDITIONAL COST IN ACCORDANCE WITH ARTICLES 107.20 AND 107.21 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".

SUPERINTENDENCE

SPECIAL ATTENTION IS DRAWN TO ARTICLE 105.06 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" WHICH REQUIRES THE CONTRACTOR TO HAVE A COMPETENT SUPERINTENDENT ON THE PROJECT SITE AT ALL TIMES, IRRESPECTIVE OF THE AMOUNT OF WORK. THE SUPERINTENDENT SHALL BE CAPABLE OF READING AND UNDERSTANDING THE PLANS AND SPECIFICATIONS, SHALL HAVE FULL AUTHORITY TO EXECUTE ORDERS TO EXPEDITE THE PROJECT AND SHALL BE RESPONSIBLE FOR SCHEDULING AND HAVING CONTROL OF ALL THE WORK AS THE AGENT OF THE GENERAL CONTRACTOR. FAILURE TO COMPLY WITH THIS PROVISION WILL RESULT IN A SUSPENSION OF WORK AS PROVIDED IN ARTICLE 105.07.

SAVING EXISTING IMPROVEMENTS

ALL PERMANENT TYPE PAVEMENTS OR OTHER PERMANENT IMPROVEMENTS WHICH ABOUT THE PROPOSED IMPROVEMENT AND MUST BE REMOVED, SHALL BE SAWS AS DIRECTED PRIOR TO REMOVAL. ALL ITEMS SO REMOVED SHALL BE REPLACED WITH SIMILAR CONSTRUCTION MATERIALS TO THEIR ORIGINAL CONDITION OR BETTER. PAYMENT FOR SAWING SHALL BE INCLUDED IN THE COST FOR THE REMOVAL OF EACH ITEM, AND REPLACEMENT WILL BE PAID FOR UNDER THE RESPECTIVE ITEMS IN THE CONTRACT UNLESS OTHERWISE INDICATED. SAW CUTTING FOR PATCHES WILL BE INCLUDED IN THE COST OF THE PATCHING ITEM. EXISTING DRIVEWAY PAVEMENT AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAWCUT TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND THE EXISTING, AND SUCH COST SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.

CONSTRUCTION LAYOUT STAKES

THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH WOODEN STAKES OR OTHER LAYOUT MATERIALS FOR LAYOUT OF THE LINES AND GRADES OF THE PROJECT. FAILURE TO PROVIDE STAKES IN A TIMELY MANNER WILL RESULT IN A DELAY IN TAKEOUT WHICH WILL BE APPLICABLE AGAINST THE TIME LIMIT FOR COMPLETION SHOWN IN THE PROJECT SPECIFICATIONS. LINE AND GRADE WILL BE ESTABLISHED BY THE ENGINEER AT REGULAR INTERVALS ON PERMANENTLY PAVED SURFACES, SIDEWALKS OR STAKES AT THE ENGINEER'S OPTION, ALL WITHIN THE PUBLIC RIGHT-OF-WAY AND SHALL BE TRANSFERRED BY THE CONTRACTOR TO THE ACTUAL LINE OF CONSTRUCTION.

PROJECT SAFETY

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).

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 CONTRACTOR SHALL COMPLY WITH AND OBSERVE THE RULES AND REGULATIONS OF O.S.H.A. AND APPROPRIATE AUTHORITIES REGARDING SAFETY PROVISIONS. THE CONTRACTOR, ENGINEER, AND OWNER SHALL EACH BE RESPONSIBLE FOR THEIR OWN RESPECTIVE AGENTS AND EMPLOYEES.

THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS, OR FOR ANY SAFETY PRECAUTIONS USED BY THE CONTRACTOR. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE DOCUMENTS AND SPECIFICATIONS.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

MISCELLANEOUS

ALL PATCHING ON THE HOT-MIX ASPHALT PORTAINS OF THIS PROJECT WILL BE MARKED OUT AND CONSTRUCTED AFTER MILLING. A PROOF ROLL WILL BE REQUIRED PRIOR TO PATCHING.

SIDEWALKS SHALL BE INCREASED TO 7" THICKNESS AT ALL DRIVEWAYS.

PROTECTIVE COAT SHALL BE USED ON ALL PORTLAND CEMENT CONCRETE SURFACE IN ACCORDANCE WITH ARTICLES 420.21, 420.22, AND 420.23 OF THE STANDARD SPECIFICATIONS.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

MWRDGC NOTES

METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO
LOCAL SEWER SYSTEMS SECTION

TYPICAL GENERAL NOTES

- The MWRD Local Sewer Systems Section Field Office must be notified at least two (2) working days prior to the commencement of any work (call 708/588-4055).
- Elevation datum is U.S.G.S.
Conversion equation is N/A
- No floor drains
- No footing drains/downspouts
- All sanitary sewer pipe materials and joints (and storm sewer pipe materials and joints in a combined sewer area) shall conform to:

Pipe Material Spec. Joint Spec.

Vitrified Clay Pipe
VCP (C-700) C-425
VCP (No-Bel)(C-700) C-425
Joint D-1784

Concrete Pipe (C-14)
RCP (C-76) C-443
ACP (C-428) D-1869

ABS Sewer Pipe
Solid Wall 6" dia. SDR 23.5
ABS D-2751 D-2751

ABS Composite/Truss Pipe
8" - 15" dia.
ABS D-2680 D-2680

PVC Gravity Sewer Pipe
6" - 15" dia. SDR 26
D-2241 D-3139
AWWA-C-900 D-3139

18" - 27" dia. F/oy=46
F-679 D-3212 or
D-2855

CISP A-74 C-564
DIP A-21.51 A-21.11

(Note: The District has approved less common pipe materials on a qualified basis in addition to those above. Please contact the District if considering using pipe not listed above.)

- All sanitary sewer construction (and storm sewer construction in combined sewer areas), requires stone bedding with stone 1/4" to 1" in size, with minimum bedding thickness equal to 1/4 the outside diameter of the sewer pipe, but not less than four (4) inches nor more than eight (8) inches. Materials shall be CA-11 or CA-13 and shall be extended at least 12" above the top of the pipe when using PVC.
- Non-shear "Band-Seal" or similar flexible-type couplings shall be used in the connection of sewer pipe of dissimilar materials.
- When connecting to an existing sewer main by means other than an existing wye, tee, or an existing manhole, one of the following methods shall be used:
 - Circular saw-cut of sewer main by proper tools ("Shower-Top" machine or similar) and proper installation of hub-wye saddle or hub-tee saddle.
 - Remove an entire section of pipe (breaking only the top of one bell) and replace with a wye or tee branch section.
 - With pipe cutter, neatly and accurately cut out desired length of pipe for insertion of proper fitting, using "Band-Seal" or similar couplings to hold it firmly in place.
- Wherever a sanitary/combined sewer crosses under a water main, the minimum vertical distance from the top of the sewer to the bottom of the water main shall be 18 inches. Furthermore, a minimum horizontal distance of 10 feet between sanitary/combined sewers and water mains shall be maintained unless: the sewer is laid in a separate trench, keeping a minimum 18" vertical separation; or the sewer is laid in the same trench with a water main located at the opposite side on a bench of undisturbed earth, keeping a minimum 18" vertical separation. if either the vertical or horizontal distances described above cannot be maintained or the sewer crosses above the water main, the sewer shall be constructed to water main standards.
- All existing septic systems shall be abandoned. Abandoned tanks shall be filled with granular material or removed.
- All sanitary manholes, and also storm manholes in combined sewer areas, shall have a minimum inside diameter of 48 inches, and shall be cast-in-place or pre-cast reinforced concrete. Resilient connectors, conforming to ASTM C-923, shall be used between manhole and pipe(s) for all sanitary and combined sewer structures.

BENCHMARKS

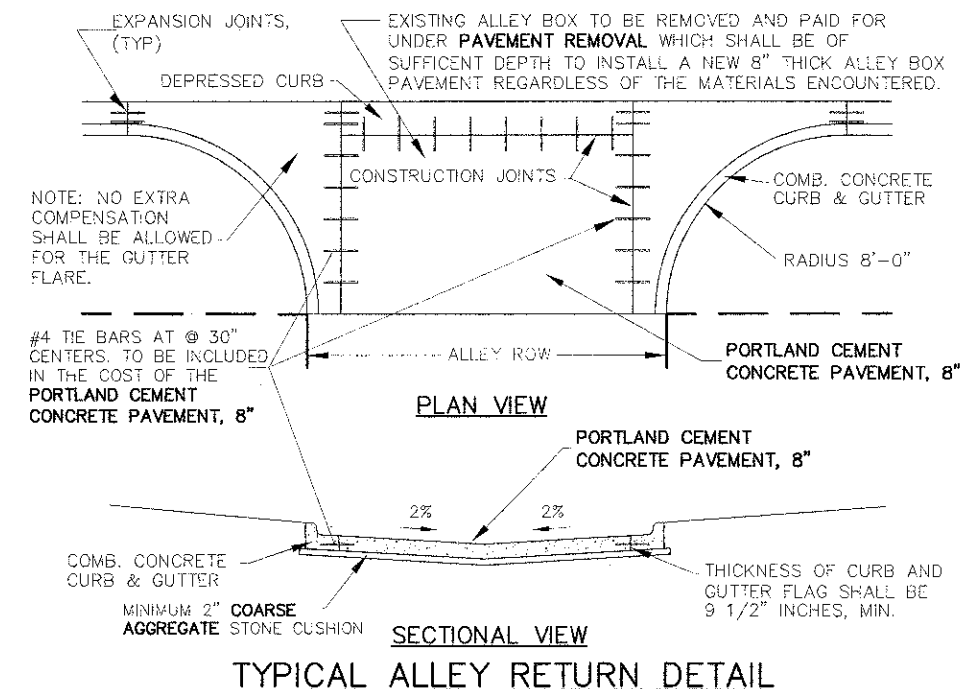
- TOP OF NW BOLT ON FIRE HYDRANT AT NE CORNER OF 28th STREET AND EAST AVENUE
USGS DATUM: ELEV.=609.73
- TOP OF NW BOLT ON FIRE HYDRANT AT SW CORNER OF CERMAK ROAD AND EAST AVENUE
USGS DATUM: ELEV.=616.92

INDEX OF HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-01	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-01	MID BLOCK CURB RAMPS FOR SIDEWALKS
424021-01	DEPRESSED CORNER FOR SIDEWALKS
424026-01	ENTRANCE/ALLEY PEDESTRAIN CROSSINGS
442201-03	CLASS C AND D PATCHES
604001-03	FRAMES & LIDS-TYPE 1
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB & GUTTER
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701501-06	URBAN LANE CLOSURE, 2 L, 2 W UNDIVIDED
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-02	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

SPECIAL PROJECT NOTES

- ALL SAWCUTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS FOR WHICH THE WORK APPLIES.
- ALL EXISTING FRAMES AND LIDS THAT ARE TO BE REPLACED (AS DIRECTED BY THE ENGINEER), SHALL BE SALVAGED TO THE CONTRACTOR.
- ALL COMED HANDHOLES AND MWRDGC MANHOLES TO BE ADJUSTED (BY OTHERS).
- MEET EXISTING CURB AND FLOW LINE ELEVATIONS AT REPLACEMENT LIMITS.
- NEW CURB AND GUTTER SHALL BE BACKFILLED WITH SUITABLE MATERIAL AT LOCATIONS REQUIRING SOD RESTORATION AND SHALL BE CONSIDERED INCLUDED IN THE COST OF "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-12".
- "TOPSOIL FURNISH AND PLACE, 4 INCH" SHALL BE INSTALLED IN SOD RESTORATION AREAS DIRECTLY BACK OF NEW CURB AND GUTTER.
- IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE WITH THE CHICAGO CENTRAL & PACIFIC RAILROAD WHENEVER CONSTRUCTION ACTIVITY IS WITHIN 25 FEET OF THE RAILROAD RIGHT-OF-WAY. THE CONTRACTOR SHALL RETAIN FLAGMEN EMPLOYED AND DESIGNATED BY THE CHICAGO CENTRAL & PACIFIC RAILROAD TO MONITOR ON-COMING TRAIN TRAFFIC, AND ADVISE CONTRACTOR PERSONNEL WHEN ACTIVITY ON OR NEAR THE RAILROAD RIGHT-OF-WAY MAY PROCEED. THIS ITEM WILL BE PAID FOR ACCORDING TO ARTICLE 107.12 AND WILL BE REIMBURSED ACCORDING TO ARTICLE 109.05.



TYPICAL ALLEY RETURN DETAIL

Frank Novotny & Associates, Inc.
Civil Engineer
Professional Design Permit No. 184-000028

FILE NAME	CITY OF BERWYN	USER NAME	DESIGNED	REVISION
	EAST AVENUE		AMS	JEF 3-13-13
	31st STREET TO CERMAK ROAD		DRAWN	JFP 4-5-13
	RESURFACING		CHECKED	JFP
			DATE	2-1-13

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL CONSTRUCTION NOTES,
INDEX OF HIGHWAY STANDARDS, SPECIAL PROJECT NOTES,
MWRDGC NOTES, TYPICAL ALLEY RETURN DETAIL, BENCHMARKS**

SCALE	SHEET NO.	OF SHEETS	STA.	TO STA.
NONE				

F.A.J. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2779	09-00167-00-RS	COOK	31	2
CONTRACT NO. 63837				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT M-4003(087)				