

**GENERAL NOTES**

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, AND THE LATEST EDITION THRU 2012 OF THE FOLLOWING STATE OF ILLINOIS SPECIFICATIONS: "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (REFERRED TO AS THE "STANDARD SPECIFICATIONS"), THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", THE "MANUAL OF TEST PROCEDURES FOR MATERIALS" AND THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS".
2. THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY. THE CONTRACTOR SHALL HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR SHALL ALSO VERIFY THE DEPTHS OF THE EXISTING UTILITIES IF NECESSARY. ANY RELOCATION OR LOWERING OF UTILITIES SHALL BE COORDINATED BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY OR SPRINKLER SYSTEM THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.
4. THE CONTRACTOR SHALL NOTIFY THE VILLAGE DIRECTOR OF PUBLIC WORKS AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS AND SHALL COORDINATE ALL CONSTRUCTION OPERATIONS WITH THE ENGINEER.
5. THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE OF SKOKIE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED NECESSARY.
6. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY RESIDENTS, BUSINESSES, AND THE ENGINEER WHEN ACCESS TO THEIR DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE ENGINEER TO RESIDENTS. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED. COMMERCIAL DRIVEWAY CLOSURE SHALL BE APPROVED BY THE ENGINEER AND AS SHOWN ON THE PLANS.
7. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE OWNERS, HIS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
8. ACCESS TO COMMERCIAL DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL AS TEMPORARY ACCESS (COMMERCIAL ENTRANCE).
9. ANY SIGNS THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REMOVED AND REPLACED AS NEAR AS POSSIBLE TO THEIR ORIGINAL LOCATION IN ACCORDANCE WITH VILLAGE STANDARDS AND ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. ALL SIGN PLACEMENT SHALL BE COORDINATED WITH THE ENGINEER.
10. EXISTING PAVEMENT, DRIVEWAY PAVEMENT, CURB AND GUTTER AND SIDEWALK TO REMAIN IN PLACE SHALL BE SAW CUT FULL DEPTH TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE PROPOSED AND EXISTING AND SHALL BE INCLUDED IN THE PRICE OF THE APPROPRIATE REMOVAL PAY ITEM.
11. IN AREAS WHERE THE EXISTING DRIVEWAY OR CURB AND GUTTER IS TO BE REMOVED AND REPLACED, THE REMOVAL AND DISPOSAL OF ANY ADDITIONAL MATERIAL REQUIRED TO ESTABLISH THE PROPOSED DRIVEWAY OR CURB AND GUTTER SUBGRADE ELEVATION SHALL BE INCLUDED IN THE PAY ITEMS DRIVEWAY PAVEMENT REMOVAL OR COMBINATION CURB AND GUTTER REMOVAL.
12. CURB AND GUTTER SHALL BE DEPRESSED AT DRIVEWAYS AND SIDEWALK RAMPS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS. EXCEPT CURB TRANSITIONS SHALL BE 6-FOOT MINIMUM. SIDEWALK RAMPS FOR ACCESS FOR THE DISABLED SHALL BE PROVIDED AT THE PROPOSED CROSSWALKS IN ACCORDANCE WITH THE IDOT HIGHWAY STANDARDS OR AS DETERMINED BY THE ENGINEER.
13. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM RAIL.
14. PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 8-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES DRIVEWAYS TRANSVERSE EXPANSION JOINTS. 3/4" SHALL BE PLACED EVERY 48 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 3-FEET. PRIOR TO THE INSTALLATION OF BOTH JOINTS, THE CONTRACTOR SHALL RECEIVE APPROVAL FROM THE ENGINEER. THIS WORK SHALL BE INCLUDED IN PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL.
15. DURING CONSTRUCTION, THE CONTRACTOR WILL BE PERMITTED TO LIMIT ON-STREET PARKING IN ORDER TO COMPLETE CONSTRUCTION OPERATIONS. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WITH THE ENGINEER A MINIMUM OF 48 HOURS IN ADVANCE. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PLACE ADVANCE SIGNS TO ALERT RESIDENTS AND CUSTOMERS OF THE CONSTRUCTION WORK. THE PLACEMENT OF THESE SIGNS SHALL TAKE PLACE 48 HOURS IN ADVANCE IN ORDER TO ALLOW SUFFICIENT TIME FOR RESIDENTS AND GENERAL PUBLIC TO REVISE THEIR PARKING PATTERNS.
16. INCIDENTAL HOT-MIX ASPHALT SURFACING SHALL BE USED IN AREAS WHERE PROPOSED SIDEWALK OR DRIVEWAYS ADJUT EXISTING HMA PARKING LOTS OR PROPOSED CURB AND GUTTER IS REMOVED AND REPLACED WHERE IT IS NECESSARY TO REMOVE THE HMA SURFACE TO COMPLETE INSTALLATION. AN APPLICATION OF BITUMINOUS MATERIALS (PRIME COAT) SHALL BE DONE PRIOR TO PLACING HMA.
17. ALL EXTRANEOUS HMA ABUTTING EXISTING SIDEWALK TO BE REMOVED SHALL BE REMOVED TO THE LIMITS REQUIRED TO INSTALL NEW SIDEWALK AND INCLUDED IN THE COST OF SIDEWALK REMOVAL.
18. ALL EXISTING HMA DRIVEWAY/PARKING LOT PAVEMENT REQUIRED TO BE REMOVED WITHIN THE EXISTING R.O.W. IN ORDER TO CONSTRUCT THE PROPOSED DRIVEWAY PAVEMENT SHALL BE PAID FOR AS DRIVEWAY PAVEMENT REMOVAL.
19. HANDHOLES USED FOR STREET LIGHTING SHALL HAVE THE WORDS "STREET LIGHTING" EMBOSSED ON THE COVER AND INCLUDED IN THE COST OF HANDHOLES.
20. CARE IS TO BE TAKEN SO AS NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUIT, DETECTORS AND/OR EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUIT, DETECTORS AND/OR EQUIPMENT IS DAMAGED, THE CONTRACTOR SHALL REPAIR AND/OR REPLACE THE CONDUIT, DETECTORS AND/OR EQUIPMENT AT NO ADDITIONAL COST.
21. THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR WIRE MARKERS AND SHALL TAG ALL WIRE ACCORDINGLY.
22. EQUIPMENT GROUND CONDUCTORS SHALL BE SPLICED AND/OR BONDED AT EACH LIGHT POLE OR OTHER PIECE OF EQUIPMENT.
23. THE LIGHTING SYSTEM SHALL BE CONSTRUCTED IN PHASES. LIGHTING SHALL BE MAINTAINED OPERATIONAL ON ONE SIDE OF THE ROAD AS THE OPPOSITE SIDE IS BEING CONSTRUCTED.
24. A 1/2-INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB, AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK, AND AROUND CONCRETE FOUNDATIONS. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT OR PCC SIDEWALK.
25. A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION.
26. THE CONTRACTOR SHALL NOTIFY IDOT BUREAU OF MATERIALS (PHONE 847-705-4337) AT LEAST 24-HOURS PRIOR TO THE PLACEMENT OF HMA OR CONCRETE.
27. FOR STEEL BARS CERTIFICATION, PLEASE CONTACT IDOT BUREAU OF MATERIALS AT (847) 705-4361.
28. ALL EXISTING LANDSCAPING ITEMS IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION AND SHALL BE INCLUDED IN THE COST OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS REMOVED BUT NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.
29. THE CONTRACTOR SHALL UTILIZE A MECHANICAL SWEEPER TO CLEAN STREETS AFFECTED BY CONTRACTORS OPERATIONS, INCLUDING HAUL ROUTES, AT LEAST TWICE A WEEK AND ADDITIONALLY AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF MOBILIZATION.
30. PRIOR TO CONSTRUCTION OF ANY PROPOSED FOUNDATIONS, THE CONTRACTOR SHALL EXCAVATE AND LOCATE THE EXISTING UTILITIES TO VERIFY THEIR LOCATION, SIZE, AND DEPTH TO INSURE THAT GRADE CONFLICTS WILL NOT OCCUR. THE COST OF THIS EXPLORATION SHALL BE INCLUDED IN THE COST OF THE PROPOSED FOUNDATION CONSTRUCTION.
31. LINE AND GRADE STAKES WILL BE SET ONE TIME BY THE SURVEYOR OR ENGINEER. THE CONTRACTOR SHALL NOTIFY THE SURVEYOR THAT STAKES WILL BE NEEDED AT LEAST 3 WORKING DAYS IN ADVANCE OF STARTING THEIR WORK (ADDITIONAL NOTIFICATION SHALL BE PROVIDED PRIOR TO THE START OF INITIAL PROJECT CONSTRUCTION OPERATIONS). ANY REQUIRED RESTAKING WILL BE PERFORMED BY THE SURVEYOR AT THE EXPENSE OF THE CONTRACTOR REQUIRING THE RESTAKING. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT STAKES PROVIDED FOR THEIR USE AND TO REPORT TO THE ENGINEER ANY SPECIFIC INSTANCES OF DAMAGED OR ALTERED STAKES AND/OR MONUMENTS PROVIDED.
32. DETECTABLE WARNINGS SHALL BE CONSTRUCTED WITH THE INSTALLATION OF A CAST-IN-PLACE 24" X 48" DETECTABLE WARNING COMPRISED OF TWO 24" BY 24" SQUARE CAST IRON PLATES AS MANUFACTURED BY NEENAH FOUNDRY COMPANY, MODEL R-4984, OR APPROVED EQUAL. THE PANEL SHALL COMPLY WITH ADA REQUIREMENTS. THE DOMES LOCATED ON THE PLATE SHALL BE PARALLEL TO THE PAVEMENT CROSSWALK WITH THE CLOSEST CORNER AT THE BACK OF CURB. INSTALLATION SHALL BE ACCORDING TO THE MANUFACTURE'S RECOMMENDATIONS.
33. ALL SANITARY MANHOLES TO BE ADJUSTED SHALL ALSO REPLACE OR ADD AN EXTERNAL CHIMNEY SEAL, PAID FOR AS SANITARY MANHOLES FRAME AND ADJUSTMENT SEALING.
34. A QUANTITY OF SEDIMENT CONTROL DRAINAGE STRUCTURE INLET FILTERS HAS BEEN INCLUDED IN THE PLANS FOR EROSION CONTROL. ALL INLET STRUCTURES SHALL BE PROTECTED THROUGHOUT CONSTRUCTION. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED.
35. TREE INSTALLATION SHALL INCLUDE WATERING BAGS TO BE FILLED ONCE PER WEEK DURING ESTABLISHMENT PERIOD OR AS DIRECTED BY THE ENGINEER.
36. ANY FILL REQUIRED TO ESTABLISH THE PROPOSED SIDEWALK SUBGRADE SHALL BE OF MATERIAL APPROVED BY THE ENGINEER AND SHALL BE INCLUDED IN THE PAY ITEM REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.
37. AT LOCATIONS OF REMOVAL OF EXISTING TREES ALL FILL REQUIRED TO ESTABLISH THE PROPOSED SIDEWALK SUBGRADE SHALL BE OF MATERIAL APPROVED BY THE ENGINEER AND SHALL BE INCLUDED IN THE PAY ITEM TREE REMOVAL.
38. CONDUIT AND UNIT DUCT MUST BE POSITIONED IN THE FIELD TO AVOID CONFLICT WITH TREES, BUSHES, DRAINS AND OTHER UTILITIES AND LANDSCAPING.
39. ELECTRIC HANDHOLES ARE FOR THE PURPOSE OF PULLING CABLES ONLY. NO UNDERGROUND SPLICES OR SPLICES IN HANDHOLES ARE PERMITTED.
40. LIGHTING UNIT SETBACKS ARE FROM BACK OF CURB TO CENTER OF POLE FOUNDATION. SETBACK SHALL BE 4'-0" UNLESS OTHERWISE NOTED.
41. GALVANIZED STEEL CONDUITS INSTALLED UNDER ROADWAYS SHALL EXTEND 3 FEET BEYOND THE BACK OF CURB OR EDGE OF PAVEMENT AS APPLICABLE.
42. LIGHTING UNIT LOCATIONS MAY BE ADJUSTED UP TO 5 FEET PARALLEL TO THE ROADWAY TO AVOID INSTALLATION CONFLICTS FOUND IN THE FIELD. PRIOR TO ADJUSTING LIGHTING UNIT LOCATIONS THE CONTRACTOR SHALL RECEIVE APPROVAL FROM THE ENGINEER. HOWEVER, 4' BACK OF CURB SHALL BE MAINTAINED. UTILIZE OFFSET FOUNDATION IF NECESSARY.
43. LIGHTING UNIT DUCT SHALL NOT PASS THROUGH PROPOSED TREE WELLS. UNIT DUCT SHALL BE RUN BEHIND PROPOSED TREE WELLS OR ALONG THE BACK OF CURB.
44. ALL TRAFFIC SIGNS AND SIGNALS SHALL BE VISIBLE FROM ONE BLOCK AWAY (AT LEAST 250') AT THE END OF THE PROJECT. CRITICAL TRAFFIC SIGNS, AS DETERMINED BY THE ENGINEER, SHALL BE VISIBLE AT ALL TIMES AND SHALL BE RELOCATED IMMEDIATELY IF DIRECTED BY THE ENGINEER. THE ENGINEER WILL CONDUCT A VISUAL INSPECTION OF SIGN PLACEMENT AFTER PROPOSED TREES AND LIGHT POLES HAVE BEEN INSTALLED AND WILL DIRECT THE CONTRACTOR TO RELOCATE ANY OBSTRUCTED SIGNS. SIGNS MAY BE PLACED ON NEW POSTS OR ATTACHED TO LIGHT POLES. THIS WORK WILL BE INCLUDED IN THE CONTRACT IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
45. CONTACT MR. ARVIND SHAH AT (847) 827-7824 PRIOR TO RELOCATION OF ANY COOK COUNTY HIGHWAY DEPARTMENT SIGNS FOR REVIEW.

CONTRACTOR'S SEAL TO BE PLACED IN SPACES PROVIDED FOR THIS PURPOSE IN THE CONTRACT DOCUMENTS.  
 STATE OF ILLINOIS PROFESSIONAL ENGINEERING BOARD  
 LICENSE NO. 047-00172-1 EXP. 12/31/2012  
 REGISTERED PROFESSIONAL ENGINEER  
 9/19/2012



DESIGNED - DSH	REVISED - 8-3-12 PER CCHD
DRAWN - MAC	REVISED - 8-3-12 PER IDOT
CHECKED - MDW	REVISED - 9-19-12 PER CCHD
DATE - 5-14-12	FILE - 100751-Gen-note.sht

**VILLAGE OF SKOKIE, ILLINOIS**  
**F.A.U. ROUTE 1332 E. OAKTON STREET**  
**FROM F.A.P. 350 U.S. ROUTE 41 (SKOKIE BOULEVARD) TO LOWELL AVENUE**  
**STREETScape IMPROVEMENTS**

**GENERAL NOTES**  
 SCALE: NONE STA. TO STA.

F.A.U. RTE. 1332	SECTION 11-00286-00-LS	COUNTY COOK	TOTAL SHEETS 29	SHEET NO. 3
C-91-149-12		CONTRACT NO. 63737		FED. AID PROJECT TE-0001689