

**GENERAL NOTES**

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL CALL ELECTRICAL FIELD OFFICE AT 708-524-2145 TO TRANSFER THE MAINTENANCE OF THE ELECTRICAL SYSTEMS AND LOCATE THE UNDERGROUND ELECTRICAL CABLE OVER AND MAINTAIN BY IDOT.
- THE CONTRACTOR SHALL COORDINATE ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- BARRICADES: TYPE I, TYPE II, AND TYPE III BARRICADES SHALL BE WEIGHTED IN A MANNER APPROVED BY THE MANUFACTURER SO THEY ARE NOT MOVED BY TRAFFIC.
- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC, AIR TRAFFIC AND ADJOINING COMMERCIAL AREAS.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTORS' OWN EXPENSE.
- THE COST OF FULL OR PARTIAL DEPTH SAW CUTS REQUIRED FOR REMOVAL ITEMS SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE FOR THE ITEM.
- THE RESIDENT ENGINEER SHALL CONTACT MR. WALTER CZARNY (AREA TRAFFIC FIELD ENGINEER) (847) 715-8419, PRIOR TO INSTALLING ANY PERMANENT PAVEMENT MARKINGS.
- THE PAVEMENT ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OR SURFACE COURSE, UNLESS OTHERWISE INDICATED.
- 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.
- ALL SEWER AND WATER SERVICES CROSSED BY NEW STORM SEWERS SHALL BE PROPERLY LOCATED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE DONE TO SAID SERVICES NOT CONSIDERED TO BE IN CONFLICT WITH THE PROPOSED CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- CONTRACTOR SHALL COMPLY WITH THE F.A.A. REQUIREMENTS FOR GLIDE PATH RESTRICTIONS AND FORM 7460. SEE RUNWAY CLEAR ZONE SHEETS.
- CONTRACTOR SHALL TAKE EXTRA PRECAUTION TO AVOID ANY CONTACT WITH THE TRANSMITTER ANTENNA LOCATED IN LOOP RAMP 7 (SB MANNHEIM TO EB I-190). ANY DAMAGE TO THE ANTENNA SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR AT HIS OWN EXPENSE.
- AGGREGATE SUBGRADE IMPROVEMENT HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/ OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH AGGREGATE SUBGRADE IMPROVEMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. IF UNSTABLE AND/ OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.
- ALL ELEVATIONS REFER TO USGS MEAN SEA LEVEL DATUM.
- FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
- THE CITY OF CHICAGO IS TO MAKE ADJUSTMENTS TO THEIR STREET LIGHTING AND/OR TRAFFIC FACILITIES. THE CONTRACTOR SHALL COORDINATE HIS WORK AND COOPERATE WITH THE CITY OF CHICAGO IN THESE ADJUSTMENTS. THIS COORDINATION AND COOPERATION BY THE CONTRACTOR WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COSTS OF THE CONTRACT.

**GENERAL NOTES (CONTINUED)**

- TEMPORARY PAVEMENT MARKING SHALL CONSIST OF EPOXY OR POLYUREA PAVEMENT MARKING, AT THE OPTION OF THE CONTRACTOR. EPOXY OR POLYUREA PAVEMENT MARKING MATERIALS SHALL BE ACCORDING TO ARTICLES 1095.04 AND 1095.08 RESPECTIVELY OF THE STANDARD SPECIFICATIONS.
- WET REFLECTIVE TEMPORARY TAPE TYPE III SHALL BE USED ON THE FINAL WEARING SURFACE. TEMPORARY PAVEMENT MARKING CONSISTING OF EPOXY OR POLYUREA PAVEMENT MARKING SHALL NOT BE APPLIED TO THE FINAL WEARING SURFACE UNLESS AUTHORIZED BY THE ENGINEER FOR THE LATE SEASON APPLICATION WHERE TAPE ADHESION WOULD BE A PROBLEM.


**GENERAL DRAINAGE NOTES**

- SEE DRAINAGE DETAIL SHEETS FOR DRAINAGE STRUCTURE OFFSET AND RIM ELEVATION LOCATION.
- THE COST OF MAKING SEWER AND UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES AND BREAKING NEW HOLES INTO EXISTING OR PROPOSED DRAINAGE STRUCTURES SHALL BE CONSIDERED INCLUDED IN THE COST FOR DRAINAGE WORK AND WILL NOT BE PAID SEPARATELY.
- QUANTITY OF TRENCH BACKFILL FOR STORM SEWER REMOVAL THAT IS PROVIDED IN SCHEDULE IS BASED ON LENGTH OF PIPE REMOVED. IF EXISTING STORM SEWER IS REMOVED AND REPLACED, TRENCH BACKFILL QUANTITY IS BASED ON PROPOSED STORM SEWER ONLY.
- PROPOSED RIM AND INVERT ELEVATIONS ARE BASED ON EXISTING OR THEORETICAL GRADES. ACTUAL FINAL GRADES ARE SUBJECT TO NOMINAL VARIATIONS. CONSTRUCTION OF PROPOSED CASTINGS TO FINAL GRADES IS INCLUDED IN THE COST OF THE RELATED DRAINAGE STRUCTURE. CONSTRUCTION OF PROPOSED PIPE INVERTS TO FINAL GRADES IS INCLUDED IN THE COST OF THE RELATED DRAINAGE PIPE.
- SUFFICIENT DRAINAGE FACILITIES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION TO FACILITATE SURFACE RUNOFF. WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTER, OR DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS ALL DRAINAGE STRUCTURES SO AFFECTED SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PLAN HIS OPERATIONS, WITH THE APPROVAL OF THE ENGINEER IN THE FIELD, SO AS TO UTILIZE THE FACILITIES PROVIDED TO PREVENT LOCAL FLOODING AND ENSURE PROPER SURFACE RUNOFF. ANY DITCH GRADING AND ANY BULKHEADING AS DIRECTED BY THE ENGINEER, NECESSARY TO PROVIDE FOR THE INTERIM DRAINAGE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- ALL STORM SEWERS, PIPE CULVERTS, CATCH BASINS, MANHOLES, INLETS AND SIMILAR STRUCTURES NEWLY CONSTRUCTED, ADJUSTED OR RECONSTRUCTED UNDER THE CONTRACT SHALL BE CLEANED OF ANY ACCUMULATION OF SILT, DEBRIS, OR FOREIGN MATTER OF ANY KIND AND SHALL BE FREE FROM SUCH ACCUMULATIONS AT THE TIME OF FINAL INSPECTION. THE COST OF ANY CLEANING REQUIRED TO COMPLY WITH THIS REQUIREMENT WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WORK.
- THE CONTRACTOR SHALL VERIFY EXISTING OUTLET STRUCTURE LOCATIONS AND INVERTS PRIOR TO STARTING UPSTREAM STORM SEWER CONNECTION AND CONSTRUCTION.
- FLARED END SECTIONS WILL BE INCLUDED IN THE LENGTH OF MEASUREMENT FOR STORM SEWER REMOVAL. THE REMOVAL OF GRATING FOR FLARED END SECTIONS WILL NOT BE MEASURED FOR PAYMENT, BUT THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PIPE CULVERT REMOVAL.

**DEPARTMENT OF AVIATION**

- THE CONTRACTOR MUST SUBMIT FAA FORM 7460 WITH THE CITY OF CHICAGO, DEPARTMENT OF AVIATION, PLANNING DIVISION FOR FAA PERMIT APPLICATION

**LEGEND:**

 COST INCLUDED IN SPECIFIED ITEM OF WORK

**COMMITMENTS**

- COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.
- THE SUBJECT IMPROVEMENTS IMPACT THE PACE BUS ROUTE 223 ON HIGGINS ROAD AND ROUTE 330 ON MANNHEIM ROAD. DURING CONSTRUCTION, A MINIMUM OF TWO LANES OF TRAFFIC, IN EACH DIRECTION, SHALL BE MAINTAINED. THE CONTRACTOR SHALL NOTIFY THE PACE REPRESENTATIVE TWO WEEKS IN ADVANCE OF THE START OF THE PROJECT SO PACE CAN INFORM CUSTOMERS.

**FAA COMMITMENTS**

- THE O'HARE AIR TRAFFIC CONTROL TOWER (ATCT), AIR TRAFFIC MANAGER (ATM) SHALL BE INVITED TO ALL CONSTRUCTION PLANNING, PRECONSTRUCTION, AND/ OR CONSTRUCTION MEETINGS TO ADDRESS AND RESOLVE ALL ATCT PROJECT RELATED CONCERNS.
- THIS CONSTRUCTION ACTIVITY WILL OCCUR IN CLOSE PROXIMITY TO A FEDERAL AVIATION ADMINISTRATION (FAA) OPERATIONAL NATIONAL AIRSPACE SYSTEM (NAS) FACILITY. THE CONTRACTOR MUST INSURE THAT THIS FAA FACILITY, AS WELL AS ASSOCIATED UNDERGROUND CABLE LOCATED NEAR THE NORTHEAST CORNER OF THE CONSTRUCTION SITE, ARE AVOIDED. IN ADDITION, FAA REPRESENTATIVES MUST HAVE FULL ACCESS, WITHOUT INTERRUPTION, TO THIS NAS FACILITY AT ALL TIMES. IF ANY BLOCKING OF PRIMARY ACCESS TO THIS FACILITY IS ANTICIPATED AT ANY TIME DURING THE CONSTRUCTION PERIOD, AN ALTERNATE ACCESS ROUTE MEETING WITH FAA'S APPROVAL MUST BE PROVIDED. THIS REVIEW AND APPROVAL MUST BE OBTAINED FROM FAA'S SECTOR MANAGEMENT OFFICE (SMO), MR. ANTHONY B. HARTS. MR. HARTS CAN BE REACHED AT (773) 601-7635.
- THE CONTRACTOR MUST NOTIFY FAA'S MR. HARTS AT LEAST SEVENTY TWO (72) HOURS PRIOR TO THE CONSTRUCTION ACTIVITY TO IDENTIFY AND PROTECT UNDERGROUND FAA CABLES IF THAT BECOMES NECESSARY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAND DIGGING TO LOCATE FAA CABLING AND SHALL PROVIDE ADEQUATE PROVISIONS TO PROTECT ALL FAA CABLES EXPOSED DURING THE PROPOSED WORK. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- ANY DAMAGE TO FAA CABLES, ACCESS ROADS, OR TO FAA FACILITIES DURING THE CONSTRUCTION WILL REQUIRE THE CONTRACTOR TO REPLACE THE DAMAGED CABLES, ACCESS ROAD, OR FAA FACILITIES TO THE FAA'S REQUIREMENTS, AND AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR WILL FOLLOW AC 150/5370-2E OR MOST CURRENT EDITION, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" REQUIREMENTS.

CONTRACTOR SHALL MILL BEFORE PATCHING.

**HOT-MIX ASPHALT REQUIREMENTS**

MIXTURE TYPE	PERCENT AIR VOIDS $N_m$	THICKNESS
<b>PAVEMENT RESURFACING</b>		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5mm)	4% @ 90 GYR	1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	4% @ 90 GYR	2 1/4"
<b>PAVEMENT WIDENING</b>		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5mm)	4% @ 90 GYR	1 3/4"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	4% @ 90 GYR	2 1/4"
<b>PATCHING</b>		
CLASS D PATCHES (HOT-MIX ASPHALT BINDER IL-19mm)	4% @ 70 GYR	11"
<b>STABILIZED SUBBASE</b>		
STABILIZED SUBBASE HOT-MIX ASPHALT IL-19.0, N50 (IL 9.5mm)	3% @ 50 GYR	4 1/2"
<b>TEMPORARY PAVEMENT</b>		
TEMP PAVEMENT (HOT-MIX ASPHALT BINDER COURSE, IL-19mm)	4% @ 70 GYR	9 1/2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm)	4% @ 70 GYR	2"
<b>SHOULDERS</b>		
HOT-MIX ASPHALT SHOULDERS (HOT-MIX ASPHALT BINDER COURSE, IL-19mm)	4% @ 50 GYR	10 3/4"

- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/INCH THICKNESS.
- 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 "PERCENT OF RAP" SEE SPECIAL PROVISIONS.
- PC CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ART. 1020 OF THE STANDARD SPECIFICATIONS 8 3/4" THICK.

G-04



USER NAME: mikosir	DESIGNED: LLS/MMK	REVISED: -
PLOT SCALE: 1:1	DRAWN: MMK	REVISED: -
PLOT DATE: 24-OCT-2012	CHECKED: LLS	REVISED: -
	DATE: 10/19/12	REVISED: -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, COMMITMENTS, AND  
MIXTURE REQUIREMENTS

F.A.P. RTE. 330	SECTION 0106-WRS	COUNTY COOK	TOTAL SHEETS 537	SHEET NO. 5
SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 60P35	
ILLINOIS FED. AID PROJECT				