

### GENERAL NOTES

1. ALL UNDERGROUND UTILITY LOCATIONS, INCLUDING BUT NOT LIMITED TO, SANITARY AND STORM SEWERS, WATER MAINS, AND THEIR SERVICE LINES, SHOWN ON THE PLANS ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE RESPECTIVE UTILITY COMPANIES FIELD LOCATE ALL UTILITIES, ASCERTAIN THEIR STATUS AND ADJUST OR RELOCATE THESE UTILITIES, AS NECESSARY, PRIOR TO STARTING CONSTRUCTION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL NOTIFY J.U.L.I.E. AT (800) 892-0123 AND ALL PUBLIC AND PRIVATE UTILITIES BEFORE STARTING CONSTRUCTION, INCLUDING, BUT NOT LIMITED TO:
  - A. NICOR GAS  
615 EASTERN AVENUE  
BELLWOOD, IL 60104-1898
  - B. COMMONWEALTH EDISON COMPANY  
1500 FRANKLIN BOULEVARD  
LIBERTYVILLE, IL 60048
  - C. SBC  
2004 MINER STREET  
DES PLAINES, IL 60616
  - D. EVANSTON WATER UTILITY  
555 LINCOLN STREET  
EVANSTON, IL 60201
  - E. CHICAGO TRANSIT AUTHORITY  
120 NORTH RACINE AVENUE  
CHICAGO, IL 60607-2010
  - F. THE CITY OF EVANSTON  
2100 RIDGE AVENUE  
EVANSTON, IL 60201
2. STEPS SHALL NOT BE PROVIDED FOR MANHOLES, CATCH BASINS AND VALVE VAULTS
3. PROCUREMENT OF ALL NECESSARY PERMITS, AND PAYMENT THEREOF, SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
4. DURING THE CONSTRUCTION OPERATION WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS, OR DRAINAGE STRUCTURES SO THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF THE CONSTRUCTION OPERATIONS ALL DRAINAGE STRUCTURES SHALL BE FREE FROM ALL DIRT AND DEBRIS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THIS PROJECT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR FAILURE TO VERIFY EXISTING DIMENSIONS OR CONDITIONS.
6. THE CONTRACTOR SHALL LIMIT HIS CONSTRUCTION ACTIVITIES TO THE WORK AREAS DESIGNATED ON THE PLANS. ANY DAMAGE TO AREAS OUTSIDE OF THESE LIMITS SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.
7. THE PROPOSED COMBINATION CONCRETE CURB AND GUTTER SHALL BE DEPRESSED ACROSS ALL DRIVEWAYS, HANDICAPPED RAMPS AND/OR AS DIRECTED BY THE ENGINEER. HANDICAPPED RAMPS SHALL BE PROVIDED AT ALL CROSS WALK LOCATIONS, AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS.
8. THE CONTRACTOR AT HIS OWN EXPENSE SHALL BE REQUIRED TO RELOCATE ALL ROAD SIGNS WHICH INTERFERE WITH HIS CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET SUCH SIGNS DURING HIS CONSTRUCTION OPERATIONS. ALL WORK INVOLVING SIGNS SHALL BE COVERED BY THE FOLLOWING REQUIREMENTS:
  - A. SIGNS SHALL NOT BE REMOVED UNTIL PROGRESS OF WORK NECESSITATES REMOVAL.
  - B. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER VISIBLE TO TRAFFIC ON THE ROADWAY. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND NEAT APPEARING FOR THE DURATION OF THE TEMPORARY SETTING.
  - C. ALL SIGNS MUST BE RE-ERECTED IN THEIR PERMANENT LOCATIONS AS DESIGNATED BY THE ENGINEER AS THE ROADWAY IS COMPLETED. THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
  - D. ALL SIGNS NOT REQUIRED FOR REUSE AFTER CONSTRUCTION IS COMPLETED SHALL REMAIN THE PROPERTY OF THE CITY OF EVANSTON. THE CONTRACTOR SHALL BE REQUIRED TO STORE THEM AT THE JOB SITE FOR PICKUP BY THE CITY.
  - E. ANY SIGN OR SIGN POST DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT HIS OWN EXPENSE. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A LIST OF ALL EXISTING DAMAGED SIGNS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
  - F. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER AN INVENTORY OF ALL SIGNS MOVED DURING CONSTRUCTION.

9. PROPER DRAINAGE SHALL BE MAINTAINED IN THE IMPROVEMENT AREA DURING CONSTRUCTION. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
10. FRAME ELEVATIONS ARE GIVEN ONLY TO ASSIST IN DETERMINING THE APPROXIMATE OVERALL HEIGHT AT THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE STRUCTURE COST.
11. THE COST OF THE REMOVAL OF ANY EXISTING POLES, POSTS, TREE STUMPS (WITH A DIAMETER LESS THAN 6 INCHES) OR OTHER OBSTRUCTIONS WHICH INTERFERE WITH THE PROPOSED IMPROVEMENTS AND WHICH ARE NOT PAID UNDER SEPARATE PAY ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
12. THE CONTRACTOR SHALL PLACE WARNING SIGNS PRIOR TO PLACEMENT OF PRIME COAT AND COMMENCEMENT OF PAVING OPERATIONS OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE A SEPARATE PAY ITEM, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
13. WHERE BITUMINOUS OVERLAYS ARE PLACED ON INTERSECTING STREETS, THE CONTRACTOR SHALL COORDINATE CONSTRUCTION TO ALLOW A HOT JOINT BETWEEN THE TWO OVERLAYS; OR HE SHALL SAW CUT TO A MINIMUM DEPTH OF 1-1/2" TO PROVIDE A UNIFORM VERTICAL FACE TO BUTT THE SECOND OVERLAY AGAINST.
14. THE CONTRACTOR SHALL NOT REMOVE THE EXISTING SURFACE COURSE FOR BUTT JOINTS MORE THAN 24 HOURS PRIOR TO PLACING THE NEW SURFACE COURSE.
15. THE CONTRACTOR SHALL OBTAIN AUTHORIZATION FROM THE ENGINEER BEFORE BEGINNING WORK ON ANY STREET.
16. WHEN PAVING IN THE VICINITY OF SCHOOLS OR PUBLIC BUILDINGS, THE CONTRACTOR SHALL SCHEDULE THE APPLICATION OF PRIME COAT TO BE DONE NOT LESS THAN 30 MINUTES NOR MORE THAN TWO HOURS BEFORE THE PLACEMENT OF THE BITUMINOUS CONCRETE MATERIAL.
17. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ALL PAVEMENT OPENINGS, OPEN HOLES, EQUIPMENT AND RUBBLE LEFT IN THE PUBLIC RIGHT-OF-WAY. THE CONTRACTOR SHALL MAINTAIN HIGH VISIBILITY OF ALL TEMPORARY HAZARDS TO PEDESTRIANS AND MOTORISTS.
18. THE THICKNESS OF THE BITUMINOUS COURSES SHOWN ON STREETS TO BE RESURFACED IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE ON WHICH THE BITUMINOUS COURSE IS PLACED.
19. ALL DRIVEWAYS, CARRIAGE WALKS, AND SERVICE WALKS ADJACENT TO THE NEW CURB AND GUTTER AND MARKED FOR REMOVAL WILL BE RECONSTRUCTED TO PROVIDE GENTLE SLOPES AND PROFILES AS DIRECTED BY THE ENGINEER.
20. ALL PARKWAYS DISTURBED BY CONSTRUCTION OPERATIONS SHALL BE PROPERLY GRADED AND RECEIVE FOUR INCHES OF TOPSOIL AND SODDING.
21. PLACEMENT OF TOPSOIL SHALL BE COMPLETED WITHIN 10-15 DAYS AFTER THE COMPLETION OF CURB AND GUTTER, PAVING AND/OR DRIVEWAY REPLACEMENT OPERATIONS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. SODDING SHALL BE PLACED EITHER PRIOR TO JUNE 15 OR AFTER SEPTEMBER 15.
22. THE CONTRACTOR MAY BE REQUIRED TO PUT A GRADE BREAK IN THE SCREED AND ADJUST THE CONTROLS OF HIS PAVING MACHINE TO ALLOW THE REQUIRED THICKNESS OF ASPHALT OVER THE FULL PAVEMENT CROSS SECTION.
23. THE CONTRACTOR SHALL BE REQUIRED TO CLEAN THE SURFACE OF EACH SUCCESSIVE NEW BITUMINOUS COURSE PRIOR TO PLACEMENT OF THE NEXT BITUMINOUS COURSE AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
24. ALL CURB AND GUTTER REMOVAL AND REPLACEMENT SHALL BE COMPLETED PRIOR TO PLACING ANY BITUMINOUS MATERIAL ON THAT STREET.
25. FRAMES, LIDS AND GRATES OF EXISTING CATCH BASINS, INLETS, MANHOLES AND VALVE VAULTS WHICH ARE TO BE ABANDONED OR REPLACED IN THIS PROJECT SHALL BE SALVAGED AND REMAIN THE PROPERTY OF THE CITY OF EVANSTON. THE CONTRACTOR SHALL DELIVER THESE CASTINGS TO A FACILITY DESIGNATED BY THE VILLAGE.
26. FRAMES AND GRATES FURNISHED UNDER THIS CONTRACT SHALL BE GRAY IRON CASTINGS CONFORMING TO THE SPECIFICATIONS FOR GRAY IRON CASTINGS, ASTM A-48, CLASS 35. CIRCULAR LIDS FOR DRAINAGE STRUCTURES AND VAULTS SHALL HAVE LARGE (2-1/2 INCH NOMINAL) PICK HOLES. FRAMES AND GRATES ON INLETS AND CATCH BASINS SHALL BE EAST JORDAN IRON WORKS 1050, TYPE M1 GRATE OR EQUAL. FRAMES AND GRATES ON MANHOLES AND VAULTS SHALL BE EAST JORDAN IRON WORKS 1050 FRAME AND 1020 EXTRA HEAVY DUTY COVER OR EQUAL.
27. ALL FRAMES AND GRATES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION WILL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
28. STATION AND OFFSETS FOR DRAINAGE STRUCTURES IN THE CURB LINE ARE GIVEN FROM THE CENTERLINE TO THE EDGE OF PAVEMENT.

29. ALL LIDS TO BE USED ON WATER SYSTEM STRUCTURES SHALL HAVE THE WORD "WATER" CAST INTO THE LID. THIS SHALL BE CONSIDERED INCIDENTAL TO THE FRAME AND CLOSED LID PROVIDED.
30. GENERAL LOCATIONS OF MOST CURB AND GUTTER, DRIVEWAY, AND SIDEWALK REMOVAL AND REPLACEMENT FOR THE STREETS TO BE REHABILITATED OR REPAIRED HAVE BEEN SHOWN ON THE PLANS. HOWEVER, ADDITIONAL AREAS REQUIRING REMOVAL AND REPLACEMENT MAY BE DETERMINED BY THE ENGINEER IN THE FIELD. PAVEMENT REMOVAL AND REPLACEMENT WILL ALSO BE DETERMINED BY THE ENGINEER IN THE FIELD. THE CONTRACT QUANTITIES HAVE BEEN ADJUSTED TO INCLUDE ALLOWANCES FOR WORK DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION.
31. ON THE STREETS TO BE REHABILITATED OR REPAIRED, ANY WORK WITHIN THE CURB AND GUTTER RETURN SHALL MATCH THE EXISTING RETURN RADIUS UNLESS OTHERWISE NOTED ON THE PLANS.
32. THE CONTRACTOR SHALL BE REQUIRED TO MOVE ANY DECORATIVE ROCKS, PAVER BRICKS, OR LANDSCAPE ITEMS THAT INTERFERE WITH CONSTRUCTION. UPON COMPLETION OF THE CONSTRUCTION, THE CONTRACTOR SHALL MOVE THESE ITEMS BACK TO THEIR ORIGINAL LOCATION AND TO THEIR ORIGINAL CONDITION. THIS WORK WILL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT.
33. THE CONTRACTOR SHALL BE REQUIRED TO PRESERVE AND RESTORE ANY DECORATIVE GROUND COVER IN THE PARKWAY THAT INTERFERES WITH CONSTRUCTION AS INCIDENTAL TO THE CONTRACT.
34. SIDEWALKS SHALL BE THICKENED TO 6 INCHES ACROSS THE DRIVEWAYS AND WILL BE PAID FOR AS P.C.C. SIDEWALK, 6 INCHES.
35. ALL DIMENSIONS ARE FROM THE BASELINE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN. ALL RADII SHOWN ARE FROM THE EDGE OF PAVEMENT (GUTTER FLAG).
36. EXPENSE INVOLVED IN CONNECTING PROPOSED SEWERS TO EXISTING SEWERS OR PROPOSED SEWERS TO EXISTING SEWER STRUCTURES OR PROPOSED SEWER STRUCTURES TO EXISTING SEWERS WITH A CONCRETE COLLAR OR AS SPECIFIED BY THE ENGINEER SHALL BE CONSIDERED INCIDENTAL TO THE ITEM BEING CONNECTED.
37. ONLY PRECAST ADJUSTMENT RINGS WILL BE ALLOWED FOR THE ADJUSTMENTS OF CATCHBASINS, MANHOLES, VALVE VAULTS AND INLETS. NO MORE THAN 2 RINGS FOR A TOTAL ADJUSTMENT OF 11 INCHES WILL BE ALLOWED.
38. THE REMOVAL OF ANY EXISTING STORM SEWERS TO BE ABANDONED OR REMOVED SHALL BE PAID FOR AS "STORM SEWER REMOVAL" REGARDLESS OF DIAMETER. THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 551 OF THE STANDARD SPECIFICATIONS, EXCEPT THE PIPE SHALL NOT BE SALVAGED.
39. THE USE OF THE EXISTING MAILBOXES ON ASBURY AVENUE SHALL BE MAINTAINED BY THE CONTRACTOR PER THE REQUIREMENTS OF THE UNITED STATES POSTAL SERVICE (USPS) DURING CONSTRUCTION. WHEN CONSTRUCTION IS COMPLETED, THE EXISTING MAILBOXES SHALL BE RESET AT THEIR PROPER LOCATION PER THE REQUIREMENTS OF THE USPS. ANY DAMAGE TO THE EXISTING MAILBOXES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED/REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

40. STAGING PROCEDURES PRESENTED ARE THE SUGGESTED SEQUENCE OF OPERATIONS. AT HIS/HER OPTION, THE CONTRACTOR MAY SUBMIT AN ALTERNATE STAGING PROPOSAL TO THE ENGINEER FOR APPROVAL.
41. ALL TEMPORARY PAVEMENT MARKINGS PROPOSED WITHIN THE WORK AREA SHALL BE COMPLETED PRIOR TO THE CONSTRUCTION STAGE CHANGE.
42. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
43. TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION WITHIN TWO (2) HOURS FROM THE TIME OF NOTIFICATION.
44. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE CITY OF EVANSTON.
45. 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
46. 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).
47. SAW CUTTING OF PAVEMENTS, SHOULDERS, ETC., SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN, STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED TO THE ITEM REMOVED, INCLUDING PAVEMENT REMOVAL REQUIRED FOR PAVEMENT PATCHES.
48. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION. IN PARTICULAR, THE CONTRACTOR WILL TAKE ADEQUATE MEASURES TO PREVENT THE UNDERMINING OF UTILITIES AND SEWERS WHICH ARE STILL IN SERVICE.
49. WHERE REQUIRED BY RESTRICTIVE DEPTHS, PRECAST REINFORCED CONCRETE FLAT SLAB TOPS SHALL BE USED FOR MANHOLES AND CATCH BASINS.
50. THE CONTRACTOR SHALL CONTROL DUST RESULTING FROM CONSTRUCTION OPERATIONS BY APPLYING A UNIFORM APPLICATION OF SPRINKLED WATER AS REQUIRED OR DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
51. ALL PIPE SLOPES ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. LENGTH OF PIPE WILL BE MEASURED PER ARTICLE 550.08
52. ONLY CA-6 WILL BE ALLOWED FOR TRENCH BACKFILL MATERIAL. ONLY METHOD 1 OF ARTICLE 550.07 WILL BE ALLOWED TO COMPACT CA-6

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THE CITY OF EVANSTON  
ASBURY AVENUE BRIDGE IMPROVEMENTS

GENERAL NOTES

SCALE: N.T.S. DRAWN BY: DLP  
DATE: OCTOBER, 2004 CHECKED BY: RAY