

GENERAL NOTES

- SEVENTY-TWO (72) HOURS BEFORE STARTING EXCAVATION, THE CONTRACTOR SHALL CALL DIGGER (CHICAGO UTILITY ALERT NETWORK) AT (312) 744-7000 TO HAVE THE LOCATION OF EXISTING UNDERGROUND UTILITIES MARKED IN THE FIELD.
- A MINIMUM OF SEVENTY-TWO (72) HOURS PRIOR TO ANY PLACEMENT OR RELOCATION OF MAINTENANCE OF TRAFFIC DEVICES, CONTACT ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) DISTRICT 1 BUREAU OF TRAFFIC.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS TO PERFORM WORK.
- CONTRACTOR TO PROVIDE 10 FOOT TRANSITIONS TO MEET EXISTING CURB AND GUTTER AND BARRIER WALL.
- ALL ELEVATIONS IN THE PLANS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- THE IDOT HIGHWAY STANDARDS LATEST REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
- CONFLICTS MAY OCCUR BETWEEN THE ROADWAY PLANS AND RIGHT-OF-WAY PLANS. THE RIGHT-OF-WAY PLANS SHALL TAKE PRECEDENCE IN CONFLICTS IN RIGHT-OF-WAY OR EASEMENTS. THE ROADWAY PLANS SHALL TAKE PRECEDENCE IN ITEMS FOR CONSTRUCTION.
- EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND THE SUE SURVEYS. ALL UNDERGROUND UTILITIES MUST BE CONSIDERED APPROXIMATE.
- 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 CONTRACTORS EXPENSE.
- THE CONTRACTOR MUST COORDINATE WORK WITH RAILROADS AND UTILITIES IN ADVANCE OF WORKING IN THE VICINITY OF THEIR FACILITIES, AND ALLOW SUFFICIENT TIME FOR THEM TO PERFORM ADJUSTMENTS TO THEIR FACILITIES IN ACCORDANCE WITH THE CONTRACTOR'S SCHEDULE. COORDINATION EFFORTS SHALL BE INCLUDED IN THE COST OF THE CONTRACT BID PRICE.
- THE CONTRACTOR MUST CALL THE IDOT ELECTRICAL MAINTENANCE CONTRACTOR TO LOCATE IDOT FACILITY CABLES.
- CHICAGO TRANSIT AUTHORITY (CTA) REPRESENTATIVE WILL BE MR. DAVID HEARD, MANAGER CONSTRUCTION MANAGEMENT OVERSITE. CONTRACTOR SHALL NOTIFY CTA REPRESENTATIVE 72 HOURS IN ADVANCE OF THE TIME HE INTENDS TO ENTER UPON THE CTA RIGHT-OF-WAY FOR THE PERFORMANCE OF ANY WORK.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO CHICAGO TRANSIT AUTHORITY (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 PIER 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. A MINIMUM VERTICAL CLEARANCE OF 14'-6" OF THE HIGH RUNNING RAIL OF THE CTA TRACK SHALL BE PROVIDED AT ALL TIMES.
- COMMONWEALTH EDISON (COMED) UTILIZES TWO EXISTING DUCT PACKAGES NEAR THE CENTERLINE OF MORGAN STREET AND SUPPORTED ACROSS THE EISENHOWER (I-290) BY THE MORGAN STREET BRIDGE STRUCTURE. THE CONDUITS WILL BE REMOVED AND REPLACED AS PART OF THE BRIDGE RECONSTRUCTION. THE CABLES WILL REMAIN LIVE THROUGHOUT CONSTRUCTION AND WILL BE TEMPORARILY SUPPORTED DURING EXISTING BRIDGE DEMOLITION AND PROPOSED BRIDGE CONSTRUCTION. TEMPORARY STRUCTURES ARE INCLUDED WITHIN THE WORK OF THIS CONTRACT. COORDINATION WITH COMED IS IMPERATIVE.
- THE PROPOSED EMBANKMENT SHALL BE BENCHED INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER. SEE DISTRICT 1 DETAILS FOR BENCHING DETAIL.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 INCH WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH, WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).

GENERAL NOTES (CONTINUED)

- ALL ROADWAY WIDTHS AND RADII SHOWN ON THE PLANS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- RIM ELEVATIONS AND OFFSETS TO CATCH BASINS, INLETS, AND MANHOLES ARE TO THE EDGE OF PAVEMENT OR TO THE CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.
- WHEN THE PAVEMENT CONSTRUCTED IS PORTLAND CEMENT CONCRETE BASE COURSE OR PORTLAND CEMENT CONCRETE PAVEMENT, IT SHALL NOT BE OPENED TO TRAFFIC, INCLUDING CONSTRUCTION TRAFFIC, UNTIL AFTER THE SPECIFIED CURING PERIOD AS DEFINED IN ARTICLE 701.17(c) OF THE STANDARD SPECIFICATIONS AND UNTIL THE JOINTS HAVE BEEN SEALED.
- PROTECTIVE COAT SHALL BE APPLIED IN ACCORDANCE WITH ARTICLE 420.18 OF THE STANDARD SPECIFICATIONS TO CONCRETE MEDIAN SURFACES AND BARRIER, APPROACH AND SHOULDER SLABS, AND ALL EXPOSED SURFACES OF CURBS AND GUTTERS.
- THE ENTIRE AREA WHICH IS TO RECEIVE BITUMINOUS MATERIALS (PRIME COAT) SHALL BE SWEEP CLEAN BEFORE THE MATERIAL APPLICATION. SWEEPINGS SHALL NOT BE DEPOSITED IN THE GUTTER OR ON THE CURB, PARKWAY, OR SIDEWALK, BUT SHALL BE PICKED UP AND DISPOSED OF PROPERLY BEYOND THE LIMITS OF THE PROJECT ON THE SAME DAY THAT SWEEPING IS DONE. THIS WORK SHALL BE INCLUDED IN THE COST OF BITUMINOUS MATERIALS (PRIME COAT). NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
- ALL REINFORCEMENT BARS, DOWEL BARS, AND TIE BARS SHOULD BE EPOXY COATED UNLESS OTHERWISE NOTED IN THE PLANS.
- IF ANY UNUSUAL MATERIALS ARE UNCOVERED OR THERE ARE SUSPICIONS OF EXISTING UNDERGROUND STORAGE TANKS, THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK (LUST) CLEANUPS OR THAT IS PREQUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.
- DRAINAGE GRADES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS.
- CONNECTING EXISTING STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM SHALL BE CONSIDERED INCLUDED IN THE PROPOSED DRAINAGE ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE ON JOB SITE DURING CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING PLANT MATERIAL.
- REMOVAL OF EXISTING BICYCLE RACKS, CHICAGO TRANSIT AUTHORITY (CTA) APPURTENANCES, AND NEWSPAPER STANDS SHALL BE INCLUDED IN THE COST OF REMOVAL OF EXISTING STRUCTURES NO. 1. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE COURSE AND BINDER COURSE IS 112 LB / 50 YD / IN.
- AN ESTIMATED QUANTITY OF 250 TONS OF AGGREGATE FOR TEMPORARY ACCESS HAS BEEN INCLUDED IN THIS CONTRACT FOR THE PURPOSE OF MAINTAINING ACCESS TO PRIVATE PROPERTY AND SIDE ROADS THROUGH CONSTRUCTION OPERATIONS DURING THIS CONTRACT.
- THE QUANTITY FOR BITUMINOUS MATERIALS (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.0004 TON/50 YD.
- THE QUANTITY FOR AGGREGATE (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.002 TON/50 YD.
- THE CONTRACTOR MUST MAINTAIN ACCESS TO DRIVEWAY ENTRANCE AT 933 W. VAN BUREN STREET PARKING GARAGE NORTH OF THE MORGAN STREET AND TILDEN STREET INTERSECTION AT ALL TIMES.

CITY OF CHICAGO - GENERAL NOTES

- THE CONVERSION OF NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) TO CITY OF CHICAGO DATUM IS APPROXIMATELY 579.19 FEET.
- ALL WORK MUST CONFORM TO THE MOST CURRENT CITY OF CHICAGO STANDARDS FOR CONSTRUCTION IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, (ADA) AVAILABLE ON THE CITY OF CHICAGO WEBSITE.

CITY OF CHICAGO - GENERAL NOTES (CONTINUED)

- CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MINIMUM CURB HEIGHT OF 3 INCHES AND MAXIMUM OF 9 INCHES.
- TEMPORARY HOT-MIX ASPHALT RAMPS MUST BE CONSTRUCTED AROUND ALL UTILITY STRUCTURES REGARDLESS OF SHAPE WHEN THE ROAD IS OPEN TO TRAFFIC PRIOR TO PLACEMENT OF BINDER AND/OR SURFACE COURSE. THE RAMPS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE TEMPORARY HMA RAMP DETAILS AND REMOVED PRIOR TO PLACEMENT OF BINDER AND/OR SURFACE COURSE.
- THE LOCATIONS AND ELEVATIONS OF EXISTING SEWERS AND SEWER STRUCTURES SHOWN ON THE PLANS AND PROFILES HAVE BEEN OBTAINED FROM DRAWINGS AND ATLAS AND THE INFORMATION IS NOT GUARANTEED. 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 PROJECT FOR ANY CONFLICTS DUE TO THE PROPOSED IMPROVEMENTS. ANY CONFLICT SHOULD BE RESOLVED WITH THE DEPARTMENT OF WATER MANAGEMENT PRIOR TO START OF CONSTRUCTION.
- 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 WATER MANAGEMENT. THE SEWER FLOWS MUST BE MAINTAINED AT ALL TIMES.
- IN CASE OF ANY DAMAGE TO THE CITY'S SEWER SYSTEM, PRIVATE AND PUBLIC DRAIN CONNECTIONS, THE CONTRACTOR SHALL CONTACT THE CHICAGO DEPARTMENT OF WATER MANAGEMENT IMMEDIATELY AT (312) 747-8117 OR (312) 747-7893. THE CONTRACTOR SHALL AT HIS/HER OWN EXPENSE, REPLACE THE AFFECTED SEWERS, DRAIN CONNECTIONS, AND SEWER STRUCTURES AS NECESSARY. THE SEWER FLOW MUST BE MAINTAINED AT ALL TIMES.
- 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 MANAGEMENT.
- THE WATER MAIN SHUTDOWN REQUIRED TO PERFORM THE WORK WILL ONLY BE ALLOWED BETWEEN OCTOBER 1ST AND MAY 1ST. THE WORK MUST BE SUBSTANTIALLY COMPLETE IN ORDER TO PLACE THE WATER MAIN BACK INTO SERVICE ON OR BEFORE MAY 1ST. CONTACT CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT FOR SHUTDOWN OF WATER MAIN AT (312) 744-5070. CONTACT SHALL BE MADE NO LESS THAN 7 DAYS PRIOR TO DESIRED SHUTDOWN.
- AS-BUILT PLANS MUST BE SUBMITTED RIGHT AFTER WORK COMPLETION. FINAL PAYMENT SHALL NOT BE MADE TO THE CONTRACTOR UNTIL THE DEPARTMENT OF WATER MANAGEMENT ACKNOWLEDGES RECEIPT OF AS-BUILT PLANS.
- WHERE SECTION, SUBSECTION, SUBDIVISION OR PROPERTY MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE DEPARTMENT OF TRANSPORTATION OF ANY DAMAGE TO CITY OWNED AND MAINTAINED TRAFFIC SIGNS, SIGNALS, GUARDRAILS, FENCES, ETC.
- THE CONTRACTOR SHALL SAWCUT A MINIMUM DEPTH OF ONE AND A HALF INCHES (1 1/2") WITH A CONCRETE SAWING MACHINE, TO PREVENT THE SURFACE FROM SPALLING WHEN THE SURFACE COURSE AND THE BASE COURSE ARE BROKEN. THE WORK SHALL BE DONE IN SUCH A MANNER THAT A STRAIGHT JOINT IS SECURED. THE CONTRACTOR SHALL SAWCUT THE PAVEMENT FULL DEPTH FOR PATCHES AND AROUND STRUCTURES. AT CONCRETE CURB AND GUTTER CONTRACTOR SHALL SAWCUT TO THE BASE OF THE CURB AND GUTTER. ALL SAWCUTTING REQUIRED WHETHER OR NOT SPECIFIED ON THE PLANS SHALL BE INCLUDED IN THE COST OF THE ADJACENT REMOVAL PAY ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
- 1/2-INCH THICK EXPANSION JOINTS SHALL BE PLACED BETWEEN THE SIDEWALK AND ALL STRUCTURES SUCH AS LIGHT STANDARDS, TRAFFIC LIGHT STANDARDS, AND MANHOLES WHICH EXTEND THROUGH THE SIDEWALK UNLESS OTHERWISE NOTED ON THE PLANS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE SIDEWALK PAY ITEM. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
- FLOW RESTRICTORS SHALL BE INSTALLED IN ALL CATCH BASINS OUTSIDE OF THE CENTRAL BUSINESS DISTRICT EXCEPT IN CLOSE PROXIMITY TO VIADUCT AREAS, BUS STOPS, OR EMERGENCY ENTRANCES. THE COST OF THE RESTRICTORS SHALL BE INCLUDED IN THE COST OF THE CATCH BASIN.

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DIBW25-shr-Gannote-03
USER NAME: chrus
PLOT SCALE: 50.0000' / in.
PLOT DATE: 7/16/2013

DESIGNED - AFC	REVISED - 7/19/2013
DRAWN - AFC	REVISED -
CHECKED - DBM	REVISED -
DATE - 6/17/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-007R	COOK	317	4
CONTRACT NO. 60W25				
ILLINOIS FED. AID PROJECT				