


GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGES OF MCCOOK, LYONS AND SUMMIT.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
5. ANY DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
6. 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.
7. ALL PAVEMENT PATCHING WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
8. THE CONTRACTOR SHALL SWEEP AND CLEAN THE PAVEMENT SURFACE, PER ARTICLE 107.15 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTING AND ORDERING OF MATERIALS.
10. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 AND EXPRESSWAYS TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
11. THE RESIDENT ENGINEER SHALL CONTACT JERNARD PERKINS, AREA TRAFFIC FIELD ENGINEER, AT (708) 524-2145, A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
12. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ADJUTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROPERTY.
13. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
14. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
15. THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS WERE DEVELOPED FROM PREVIOUS PLANOMETRICS AND AERIAL PHOTOGRAPHY FURNISHED BY THE DEPARTMENT AND IS NOT THE RESULT OF A GROUND SURVEY. ALIGNMENT TIES HAVE BEEN ESTABLISHED FOR THE IL 171 BASELINE. THEREFORE, ALL ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS IS FOR REFERENCE PURPOSES ONLY. THE RELATIVE ACCURACY OF THE INFORMATION IS UNKNOWN AND CANNOT BE GUARANTEED. THE CONTRACTOR MAY BE REQUIRED TO ADJUST LAYOUT TO MATCH ACTUAL FIELD CONDITIONS AND THE INTENT OF THE PLANS, ALIGNMENTS AND BASELINES.
16. VERTICAL BARRICADES WILL REMAIN IN PLACE ALONG THE EDGES OF PAVEMENT AS SHOWN IN THE SUGGESTED MOT PLANS UNTIL THE SURFACE COURSE AND PROPOSED PAVEMENT MARKING EDGE LINES HAVE BEEN COMPLETED.
17. DRAINAGE ADJUSTMENT, CLEANING OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
18. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH REVISED TRAFFIC PATTERNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PAVEMENT MARKING REMOVAL.
19. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)" AS SHOWN IN THE PLANS.
20. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKINGS.
21. THE MAXIMUM ALLOWABLE DIFFERENTIAL IN ELEVATION BETWEEN ADJACENT OPEN TRAFFIC LANES SHALL BE 1 1/2 INCHES FOR A VERTICAL MILLED FACE, OR 2 INCHES FOR A LIFT OF HMA RESURFACING.
22. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
23. UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.
24. CLEANING OF LONGITUDINAL AND TRANSVERSE CRACKS (REMOVAL OF COLD PATCH MATERIALS AND BLOWING) SHALL BE INCIDENTAL TO THE PAY ITEM MIXTURE FOR CRACKS, JOINTS AND FLANGE WAYS.
25. THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS (USACE) 404 PERMIT THAT WILL BE SECURED BY THE DEPARTMENT. AS A CONDITION OF THIS PERMIT, THE CONTRACTOR WILL NEED TO SUBMIT AN IN-STREAM WORK PLAN TO THE DEPARTMENT FOR APPROVAL. GUIDELINES ON ACCEPTABLE IN-STREAM WORK TECHNIQUES CAN BE FOUND ON THE USACE WEBSITE. THE USACE DEFINES AND DETERMINES IN-STREAM WORK. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT AN IN-STREAM WORK PLAN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
26. EPOXY PAVEMENT MARKINGS SHALL BE USED FOR ALL THE APPLICATIONS IN THIS CONTRACT, EXCEPT ON THE CROSSOVERS WHICH REQUIRE WET REFLECTIVE TEMPORARY PAVEMENT MARKINGS.
27. THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRDGC) HAS MANY FACILITIES LOCATED WITHIN THE PROJECT LIMITS. THESE FACILITIES SHALL BE LOCATED PRIOR TO BEGINNING OF WORK. MINIMUM HORIZONTAL/VERTICAL CLEARANCE OF TWO FEET SHALL BE MAINTAINED BETWEEN MWRDGC SEWERS AND ANY PROPOSED WORK. MWRDGC PERSONAL SHALL HAVE 24 HOUR-A-DAY UNRESTRICTED ACCESS TO ALL MWRDGC FACILITIES. NO ACCESS HATCHES AND MANHOLE COVERS ON MWRDGC STRUCTURES AND MANHOLES WITHIN THE PROJECT LIMITS SHALL BE BURIED OR COVERED. NO DEBRIS SHALL ENTER MWRDGC STRUCTURES, SEWERS OR FACILITIES. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL MWRDGC FACILITIES FROM ALL CONSTRUCTION OPERATIONS AND EQUIPMENT. FOR ANY QUESTIONS REGARDING ACCESS TO MWRDGC FACILITIES OR FIELD LOCATION, CONTACT MR. RAFIQ BASARIA, SENIOR CIVIL ENGINEER, AT (708) 588-0480. THE CONTRACTOR SHALL COORDINATE WITH THE MWRDGC MAINTENANCE AND OPERATION DEPARTMENT PRIOR TO BEGINNING ANY WORK NEAR THE MWRDGC RAILROAD LINE NORTH OF THE SANITARY AND SHIP CANAL. CONTACT MR DANIEL COLLINS, SUPERVISING CIVIL ENGINEER, AT (708)588-4300.
28. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENTS, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND THE BARS IN PAVEMENT, SHOULDERS, CURB AND GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLANS.
29. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION II.G.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
30. THE CONTRACTORS ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE. ALL TREE PROTECTION, TREE REMOVAL, PRUNING AND ROOT PRUNING SHALL BE SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE OR REMOVE ANY TREES UNLESS SPECIFICALLY DIRECTED BY THE ENGINEER.
31. THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. MAJOR ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT AN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXCAVATION AREA IN A MANNER THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC TO THE REMAINING TREE STRUCTURE. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
32. THE CONTRACTOR SHALL ERECT A TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" AND AROUND EXISTING WETLANDS TO ESTABLISH A "WETLAND PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE" AND "WETLAND PROTECTION ZONE". REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
33. THE CONTRACTOR SHALL ATTACH AN ALUMINUM SIGN WITH THE FOLLOWING TEXT: PROTECTED WETLAND NO INTRUSION. THE SIGN(S) SHALL BE ATTACHED TO THE STAKES BY A METHOD APPROVED BY THE ENGINEER. THE SIGN(S) WILL BE PROVIDED BY THE DEPARTMENT AND SHALL BE PICKED UP BY THE CONTRACTOR FROM THE DISTRICT ONE ROADSIDE DEVELOPMENT ARCHITECT IN SCHAUMBURG, ILLINOIS. SCHEDULING THE PICKUP OF THE SIGNS CAN BE ARRANGED BY CONTACTING THE DISTRICT ONE ROADSIDE DEVELOPMENT UNIT AT (847)705-4171. WHEN WORK HAS BEEN COMPLETED, THE SIGN SHALL BE RETURNED TO THE DISTRICT ONE ROADSIDE DEVELOPMENT UNIT. THE COST OF PICKING UP, ATTACHING THE SIGNS TO THE TEMPORARY FENCE STAKES AND RETURNING THE SIGNS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY FENCE.
34. THE CONTRACTOR SHALL NOT STORE ANY CONSTRUCTION MATERIAL ON THE ACCESS ROAD DURING CONSTRUCTION. THE CONTRACTOR SHALL KEEP THE ACCESS ROAD OPEN AT ALL TIMES, AND AT THE COMPLETION OF THE PROJECT, LEAVE THE ACCESS ROAD IN SUBSTANTIALLY THE SAME CONDITION AS IT WAS PRIOR TO THE START OF CONSTRUCTION.
35. THE COAST GUARD MUST BE CONTACTED AT LEAST 30 DAYS PRIOR TO ANY WORK IN OR OVER THE SANITARY AND SHIP CANAL TO COORDINATE VESSEL PASSAGES AND ISSUE NOTICE TO MARINERS. CONTACT MR. SCOT STRIFFLER, BRIDGE PROGRAM MANAGER, NINTH COAST GUARD DISTRICT AT (216) 902-6087.

COMMITMENTS

1. THE NAVIGATIONAL LIGHTS LOCATED ON THE UNDERSIDE OF THE IL 171 BRIDGES OVER THE SANITARY AND SHIP CANAL (S.N. 016-0487) AND S.N. 016-0486) MUST REMAIN IN SERVICE DURING CONSTRUCTION.
2. THE COAST GUARD WILL NEED TO APPROVE ANY WORK BELOW THE LOW STEEL OF THE IL 171 BRIDGES OVER THE SHIP AND SANITARY CANAL.

Rev Sheet 9-4-14

FILE NAME =	DESIGNED - AAA	REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES & COMMITMENTS	F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...\\D160J16-shs-general notes.dgn	DRAWN - TMB	REVISED -				3/2/2013	2013-0388-R	COOK	821	3	
USER NAME = tblank	CHECKED - JMM	REVISED -				SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.		CONTRACT NO. 60J16		ILLINOIS FEO. AID PROJECT	
PLOT DATE = 8/7/2014	DATE - 6/23/2014	REVISED -									