F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	*	COOK	312	3
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
60A62	* (1919.15, 2021-922 PT1 & PT2) R-1			

GENERAL NOTES:

ROADWAY:

1. UTILITY LOCATIONS SHOWN ON THESE PLANS MAY NOT BE CORRECT OR COMPLETE. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE RESPECTIVE UTILITIES OF THE CITY OF CHICAGO. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "CUAN" (CHICAGO UTILITY ALERT NETWORK) AT 312-744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES (48 HOUR NOTIFICATION IS REQUIRED). CONTACT THE DEPARTMENT OF WATER MANAGEMENT PERMIT SECTION AT (312) 747-7893 FOR WATER AND SEWER LOCATIONS.
2. 10 FOOT TRANSITION LENGTHS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND 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.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
4. WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
5. ON STATE STANDARD 483001, SUBBASE GRANULAR MATERIAL, TYPE B, 24" SHALL BE USED AS THE IMPROVED SUBGRADE. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE UNDER THE SHOULDER SHALL BE INCLUDED IN THE COST PER SQ YARD OF "SUB-BASE GRANULAR MATERIAL, TYPE B, 24"".
6. USE NO. 6 EPOXY-COATED TIE BARS CONFORMING TO ARTICLE 1006.10(B)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINT AS SHOWN ON IDOT STANDARD 420001 AND FOR TYING THE CURB AND GUTTER SECTIONS TO THE MAINLINE SHOULDERS AND PAVEMENT AS SHOWN ON THE PLANS. THE TIE BARS WILL NOT BE PAID FOR SEPARATELY. TIE BARS USED FOR LONGITUDINAL CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE COST OF CONT REINFORCED PCC PAVEMENT, 14". TIE BARS USED WITH CURB AND GUTTER SHALL BE INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER OF THE TYPE SPECIFIED.
7. USE NO. 8 EPOXY-COATED TIE BARS IN LIEU OF NO. 6 BARS, CONFORMING TO ARTICLE 1006.10(B)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINT AS SHOWN ON IDOT STANDARD 420001 AND FOR TYING SHOULDER SECTIONS TO THE MAINLINE PAVEMENT, AS SHOWN ON THE PLANS. TIE BARS USED FOR LONGITUDINAL CONSTRUCTION JOINTS SHALL BE INCLUDED IN THE COST OF THE CONTINUOUSLY REINFORCED PCC PAVEMENT, 14". TIE BARS USED WITH THE SHOULDERS SHALL BE INCLUDED IN THE COST OF PCC SHOULDERS, 14.
8. FENCE REMOVAL SHALL BE CONSIDERED AS PART OF CLEARING.
9. THE VARIATION IN WIDTH OF THE COMBINATION CONCRETE CURB AND GUTTER AS SHOWN ON THE PLANS SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER OF THE TYPE SPECIFIED.
10. COMBINATION CURB AND GUTTER REMOVAL WILL BE MEASURED PER LINEAL FOOT. THE REMOVAL OF THE EXISTING BITUMINOUS OVERLAY OF THE GUTTER WILL NOT BE MEASURED FOR PAYMENT BUT IS INCLUDED IN THE CONTRACT UNIT PRICE FOR COMBINATION CURB AND GUTTER REMOVAL.
11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT NO GAP REMAINS BETWEEN PROPOSED FENCING OR WHERE PROPOSED FENCING TERMINATES AND EXISTING FENCE REMAINS IN PLACE.
12. THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ABUTTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.
13. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS. THE ENGINEER OR AND AUTHORIZED SURVEYOR AGENT WILL WITNESS OR OTHERWISE REFERENCE AND RESET MONUMENTS AS NECESSARY. ALL PROPERTY CORNERS EXCEPT THOSE WITHIN AREAS WHERE THE SCHEDULE, IF PROVIDED, SHOWS PLACEMENT OF R.O.W. MARKERS SHALL REMAIN UNDISTURBED.
14. ALL ELEVATIONS SHOWN ARE BASED ON THE CHICAGO CITY DATUM. THE CONVERSION EQUATION FROM CCD TO NAVD 88 IS: NAVD 88 ELEVATION = CCD + 579.19.
15. THE QUANTITY FOR BITUMINOUS MATERIALS (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.0004 TONS/SQ YD.
16. THE QUANTITY FOR AGGREGATE (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.002 TONS/SQ YD.
17. THE LOCATION OF VARIOUS ITEMS SUCH AS PAVEMENT, BARRIER WALLS, AND DRAINAGE STRUCTURES BUILT IN CONTRACTS UNDER CONSTRUCTION DURING THE PREPARATION OF THESE PLANS IS BASED ON THE PUBLISHED CONTRACT PLAN DRAWINGS AVAILABLE DURING DESIGN. THE CONTRACTOR MUST FIELD VERIFY LIMITS, LOCATIONS AND ELEVATIONS OF THESE PREVIOUSLY CONSTRUCTED ITEMS.
18. THE CONTRACTOR IS ALERTED THAT THERE ARE EXISTING CTA UTILITY FACILITIES WITHIN, ADJACENT TO, AND CROSSING UNDER THE EXPRESSWAY FROM THE FRONTAGE ROADS TO THE CTA OPERATING AREA. THE EXACT LOCATION OF THESE FACILITIES IS NOT KNOWN. THE CONTRACTOR MUST CONTACT THE CTA AT 312-681-3860 FOR LOCATIONS OF THESE FACILITIES BEFORE PROCEEDING WITH ANY WORK WITHIN OR ADJACENT TO THE CTA OPERATING AREA.
18. THE CONCRETE MEDIAN SURFACE, 6" (SPECIAL) AT GUARDRAIL LOCATIONS SHALL USE THE INTEGRAL RED CONCRETE WITHOUT THE BRICK PATTERN FINISH.
19. FINE GRADING OF THE EXISTING GRANULAR SUB-BASE CAP, AT LOCATIONS TO REMAIN, SHALL TAKE PLACE TO ENSURE A PROPER ELEVATION IS ACHIEVED. THE REMOVAL OR PLACEMENT OF MATERIAL TO ACHIEVE THIS ELEVATION SHALL BE INCLUDED AS PART OF THE FINE GRADING. FINE GRADING OF THE EXISTING GRANULAR SUB-BASE CAP SHALL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF STABILIZED SUB-BASE 6".

DRAINAGE AND UTILITIES:

1. ALL PROPOSED LATERAL STORM SEWERS SHALL BE INSTALLED AT A MINIMUM OF 1% SLOPE UNLESS OTHERWISE INDICATED. CONNECTIONS TO EXISTING SEWERS OR STRUCTURES WILL BE INCLUDED WITH THE STORM SEWERS PAY ITEM.
2. ALL SEWERS TO BE ABANDONED SHALL BE FILLED WITH GROUT SLURRY AND PLUGGED AT THE UPSTREAM END.
3. THE CONTRACTOR SHALL USE TYPE A CATCH BASINS WITH FLAT SLAB TOP WHEREVER NECESSARY TO AVOID CONFLICTS WITH EXISTING UTILITIES.
4. PIPE UNDERDRAIN 6" (SPECIAL) SHALL BE USED FOR ALL PROPOSED UNDERDRAIN CONNECTIONS INTO EXISTING/PROPOSED DRAINAGE STRUCTURES.
5. ALL SEWER PLUGS WILL BE INCLUDED IN THE COST OF PLUG AND ABANDON EXISTING PIPE PAY ITEM.
6. STORM SEWER LENGTHS AND GRADES ARE CALCULATED FROM CENTER TO CENTER OF DRAINAGE STRUCTURES.
7. TOP OF FRAME ELEVATIONS ON DRAINAGE STRUCTURES SHALL BE MODIFIED TO MEET FINISHED SHOULDER AND CURB AND GUTTER FLOWLINE ELEVATIONS.
8. GRATES SHALL BE INSTALLED WITH THE VANES ORIENTED AS DIRECTED BY THE RESIDENT ENGINEER.
9. THE INVERT ELEVATIONS OF UNDERDRAIN CONNECTIONS TO THE EXISTING AND PROPOSED DRAINAGE STRUCTURES SHOWN SHALL BE DETERMINED BY THE CONTRACTOR BASED ON A MINIMUM LATERAL CONNECTING SLOPE OF 1%.
10. FOR CLARITY, PIPE UNDERDRAINS IN THE PLAN VIEW ARE NOT DRAWN IN THE EXACT INSTALLATION LOCATION, SEE TYPICAL SECTIONS AND DRAINAGE DETAILS FOR EXACT PIPE UNDERDRAIN LOCATION.
11. THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTORS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, INLETS AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL INSTALLATION IS COMPLETE INCLUDING PAVEMENT. THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
12. ALL REFERENCES IN THE PLANS TO STABILIZED SUB-BASE 6" SHALL BE INTERPRETED TO WEAN STABILIZED SUB-BASE 4 ½".

PROJECT COMMITMENTS:

1. IDOT WILL CONTINUE TO COORDINATE WITH THE CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION (CDOT) AND THE CHICAGO TRANSPORTATION AUTHORITY (CTA) USING THE "DAN RYAN EXPRESSWAY LANDSCAPE GUIDELINES", PREPARED BY CDOT AS GUIDELINES THROUGHOUT PHASE II OF THE PROJECT (PREPARATION OF CONTRACT PLANS) ON THE AESTHETICS AND LANDSCAPING TREATMENTS.
2. THE ILLINOIS STATE GEOLOGICAL SURVEY (ISGS) CONDUCTED A PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT (PESA) IN WHICH THEY ASSESSED A HIGH RISK FOR THE OCCURRENCE OF HAZARDOUS MATERIALS. A SPECIAL WASTE WAVER HAS BEEN APPROVED WHICH ALLOWS DESIGN APPROVAL TO BE GRANTED PRIOR TO THE COMPLETION OF SPECIAL WASTE STUDIES. THERE ARE STILL OUTSTANDING SPECIAL WASTE ISSUES THAT MUST BE ADDRESSED. THE ENVIRONMENTAL STUDIES UNIT SHOULD BE CONTACTED AT (847) 705-4101 TO DISCUSS THESE ISSUES. TO DETERMINE THE IMPLICATIONS OF FUTURE DESIGN CHANGES, PLEASE REFER TO THE PESA REVIEW COVER MEMOS FOR ISGS #1106A, AS DEPICTED IN EXHIBIT 7 - SPECIAL WASTE WAIVER IN THE CLASS OF ACTION DETERMINATION (ECAD).
3. IDOT HAS COMMITTED TO ADDRESS CONSTRUCTION RELATED AIR QUALITY CONCERNS. THESE STRATEGIES INCLUDE REQUIRING DETAILED DUST CONTROL PLANS, REQUIRING THE USE OF CLEANER BURNING DIESEL FUELS ON CERTAIN DIESEL POWERED CONSTRUCTION EQUIPMENT AND/OR THE INSTALLATION OF EXHAUST EMISSION SCRUBBERS, AND THE REDUCTION OF CONSTRUCTION EQUIPMENT IDLING TIMES. THESE STRATEGIES ARE ADDRESSED IN SPECIAL PROVISIONS INCLUDED IN THIS CONTRACT AND DEVELOPED FOR THE DAN RYAN RECONSTRUCTION PROJECT.
4. IDOT HAS COMMITTED TO REDUCE TIRE-PAVEMENT HIGHWAY TRAFFIC NOISE FOR THE FINISHED PROJECT BY INCLUDING A SPECIAL APROVISION TO INCORPORATE VARIABLE WIDTH AND SKEWED "TINING" OF THE NEW CONCRETE PAVEMENT.
5. IDOT REQUIRES THE PREPARATION (BY THE CONTRACTOR) OF PRE-CONSTRUCTION PHOTO AND/OR VIDEO LOGS OF STRUCTURES DIRECTLY ADJACENT TO THE HIGHWAY R.O.W. TO DOCUMENT STRUCTURAL CONDITION PRIOR TO DAN RYAN RECONSTRUCTION.

CTE | AECOM

REVISIONS	
NAME	DATE
1 ADDENDUM 1	7/27/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
63RD STREET TO GARFIELD BLVD (NB LOCAL LANES)

GENERAL NOTES & PROJECT COMMITMENTS

SCALE: NONE DRAWN BY: NJH
DATE: June 9, 2006 CHECKED BY: RMG

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