GENERAL NOTES

1. SEVENTY-TWO (72) HOURS BEFORE STARTING EXCAVATION, THE CONTRACTOR SHALL CALL CUAN (CHICAGO UTILITY ALERT NETWORK) AT (312) 744-7000 TO HAVE THE LOCATION OF EXISTING UNDERGROUND UTILITIES MARKED IN THE FIELD.

2. 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.

3. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS TO PERFORM WORK.

4. TEN FOOT 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.

5. ALL ELEVATIONS IN THE PLANS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). THE CONVERSION OF NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) TO CITY OF CHICAGO DATUM IS APPROXIMATELY 579.19 FEET.

6. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR THE CITY OF CHICAGO.

7. THE CONTRACTOR SHALL PROVIDE AN ENGINEER'S FIELD OFFICE FOR THIS CONTRACT. SEE ENGINEERS FIELD OFFICE TYPE A (SPECIAL) SPECIAL PROVISION FOR ADDITIONAL INFORMATION.

8. THE IDOT HIGHWAY STANDARDS LATEST REVISION NUMBERS SHALL APPLY TO THIS PROJECT.

9. 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.

10. 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.

11. 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 UTITLITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK WILL BE AT THE CONTRACTOR'S EXPENSE.

12. THE CONTRACTOR SHALL 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.

13. THE CONTRACTOR MUST CALL THE IDOT ELECTRICAL MAINTENANCE CONTRACTOR TO LOCATE IDOT FACILITY CABLES.

14. CHICAGO TRANSIT AUTHORITY (CTA) REPRESENTATIVE WILL BE MR. RICHARD HERNDOBLER, MANAGER CAPITAL CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY CTA REPRESENTATIVE AT 312-681-3921, 72 HOURS IN ADVANCE OF THE TIME HE INTENDS TO ENTER UPON THE CTA RIGHT-OF-WAY OR DIRECTLY ABOVE CTA RAIL TUNNELS FOR THE PERFORMANCE OF ANY WORK. SEE CTA FLAGGING AND COORDINATION SPECIAL PROVISION FOR ADDITIONAL INFORMATION..

15. PLAN DIMENSIONS AND DETAILS RELATIVE TO CHICAGO TRANSIT AUTHORITY (CTA) TRACK AND TUNNELS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. PROPOSED CONSTRUCTION OCCURS ADJACENT AND OVER TO OPERATING CTA TRACKS WITHIN TUNNELS. SPECIAL CARE MUST BE USED DURING CONSTRUCTION OPERATIONS AROUND THE CTA INFRASTRUCTURE. ALL EXCAVATIONS NEAR THE CTA INFRASTRUCTURE MUST UTILIZE HAND DIGGING OR OTHER METHODS APPROVED IN ADVANCE BY THE CTA. ANY PROPOSED EQUIPMENT OR MATERIAL STORAGE, EQUIPMENT OPERATIONS OR OTHER ACTIVTIES DEEMED TO BE CONCERNS BY THE CTA REPRESENTATIVE OR THE ENGINEER SHALL BE APPROVED BY THE CTA AT LEAST 72 HOURS IN ADVANCE. APPROVAL SHALL BE BASED UPON A REVIEW IDENTIFIED IN THE CTA FLAGGING AND COORDINATION SPECIAL PROVISION. ADDITIONALLY, CTA, AT THEIR DISCRETION, MAY POST PERSONNEL WITHIN THEIR TUNNEL FACILITIES DURING CONTRACTOR OPERATIONS ABOVE OR ADJACENT TO THE TUNNEL INFRASTRUCTURE.

16. THE PROPOSED EMBANKMENT SHALL BE BENCHED INTO THE EXISTING SLOPES TO THE SATISFACTION OF THE ENGINEER. SEE DISTRICT 1 DETAILS FOR BENCHING DETAIL.

17. THE ACTUAL NEED FOR "AGGREGATE SUBGRADE IMPROVEMENT" SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHALL BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.4 OF THE STANDARD SPECIFICATIONS AND THE UNDERCUT GUIDELINES IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) DISTRICT 1 AGGREGATE SUBGRADE IMPROVEMENT SPECIAL PROVISION. IF UNSTABLE AND/OR UNSUITABLE MATERIALS ARE ENCOUNTERED AT THE PROPOSED SUBGRADE LEVEL, THESE SOILS SHALL BE REMOVED AND REPLACED WITH AGGREGATE SUBGRADE IMPROVEMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. ANY AGGREGATE SUBGRADE IMPROVEMENT NOT NEEDED AT THE TIME OF CONSTRUCTION SHOULD BE DELETED FROM THE CONTRACT WITH NO EXTRA COMPENSATION TO THE CONTRACTOR.

18. ALL ROADWAY WIDTHS AND RADII SHOWN ON THE PLANS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

19. a) ALL STORM SEWER CONNECTIONS WITH PIPES 27 INCHES IN DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "ELBOW" PIPES. FOR PROPOSED STORM SEWERS LARGER THAN 27 INCHES IN DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "ELBOW" PIPE CONNECTIONS FOR PROPOSED STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR THE STORM SEWERS.

    b) STORM SEWER (WATER MAIN REQUIREMENTS) IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 FT AND THE VERTICAL SEPARATION IS LESS THAN 1.5 FT. DUCTILE IRON PIPE WITH RUBBER GASKET JOINTS SHALL BE USED FOR ALL STORM SEWER (WATER MAIN REQUIREMENTS).

    c) OFFSETS AND TOP OF FRAME ELEVATIONS FOR STRUCTURES WHICH ARE LOCATED IN THE GUTTER ARE GIVEN AT THE EDGE OF PAVEMENT. OFFSETS AND TOP OF FRAME OR LID ELEVATIONS FOR STRUCTURES NOT LOCATED IN THE GUTTER ARE GIVEN TO THE CENTER OF THE GRATE OR LID. STRUCTURES LOCATED IN THE GUTTER SHALL BE TURNED SO THAT THE FRAME IS FURTHEST FROM THE CENTER LINE OF THE ROAD UNLESS OTHERWISE NOTED ON THE PLANS.

20. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

21. 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.

22. 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.

23. ALL REINFORCEMENT BARS, DOWEL BARS, AND TIE BARS SHOULD BE EPOXY COATED UNLESS OTHERWISE NOTED IN THE PLANS.

24. 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.

25. DRAINAGE GRADES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS.

26. CONNECTING EXISTING DRAINAGE SYSTEMS TO PROPOSED DRAINAGE SYSTEMS SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEMS. CARE SHALL BE TAKEN BY THE CONTRACTOR TO NOT DAMAGE THE EXISTING DRAINAGE SYSTEMS. ANY DAMAGE CAUSED BY THE CONTRACTOR TO THE EXISTING DRAINAGE SYSTEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THE CONTRACTORS OWN EXPENSE AND TO THE SATISFACTION OF THE ENGINEER. NO ADDITIONAL COMPENSATION SHALL BE PROVIDED.

27. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE ON JOB SITE DURING CONSTRUCTION.

28. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING EXISTING PLANT MATERIAL.

29. AN ESTIMATED QUANTITY OF 250 TONS OF AGGREGATE FOR TEMPORARY ACCESS HAS BEEN INCLUDED IN THIS CONTRACT FOR THE PURPOSE OF MAINTAINING CONSTRUCTION POINTS OF ACCESS IN THE CIRCLE INTERCHANGE AREA AND FOR MAINTAINING ANY NECESSARY ACCESS TO PRIVATE PROPERTIES AND SIDE STREETS DURING THIS CONTRACT.

30. 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.

31. REMOVAL OF EXISTING REGULATORY, WARNING, AND/OR TRAFFIC SIGNS WHICH INTERFERE WITH CONSTRUCTION AND/OR CONFLICT WITH CONSTRUCTION TRAFFIC PATTERNS DESCRIBED IN THE MAINTENANCE OF TRAFFIC PLANS OR DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE LUMP SUM CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

32. FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.

33. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY ACCORDING TO ART. 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

34. SAW CUT (FULL DEPTH) SHALL BE REQUIRED AT THE JOINT BETWEEN PAVEMENT, SIDEWALK, CURB AND GUTTER, MEDIAN, DRIVEWAY PAVEMENT, HOT-MIX ASPHALT SURFACES TO BE REMOVED AND THAT LEFT IN PLACE OR AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS.

35. UNLESS OTHERWISE NOTED, ALL COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 ALONG THE MAINLINE AND MAINLINE RAMPS SHALL BE DEPRESSED.

36. 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 REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR WILL NEED TO 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 SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

NOTE:

BOXED ITEMS ARE INCLUDED IN THE COST OF THE CONTRACT OR ITEM SPECIFIED.