

# GENERAL NOTES

It is anticipated that several mailboxes will require relocation to the approach side of the entrances. When this is done, the contractor shall be required to mount the mailbox on a 100 mm x 100 mm (4" x 4") wood post 1 m (40 inches) above the shoulder surface and extending to a minimum of 0.6 m (24 inches) into the embankment. This work shall be included in the contract unit price for the EARTH EXCAVATION. There are an estimated thirty-two mailboxes to be relocated.

If, during the grinding or resurfacing operations, the existing mailboxes become a hindrance, the Contractor shall be required to carefully remove and reinstall the mailboxes as directed by the Engineer. This work shall be included in the contract unit price for the INCIDENTAL HOT MIX ASPHALT SURFACING.

Noses of curbed corner islands noted as 1 & 2 on Highway Standard 606301 shall be ramped unless the curb function is for the protection of pedestrians, signals, light standards or sign truss supports.

Use M 6 curb on islands when located adjacent to a highway with speeds of 45 mph or less.

On large and intermediate islands, the variable curb and gutter flag will be paid for as Combination Concrete Curb and Gutter Type M6.24.

The Contractor shall install 18 inch diameter formed openings in the Concrete Median Surface and Solid Medians, spaced at intervals no greater than 250 feet, and/or as directed by the Engineer. An additional opening of the same size shall be placed immediately after all median noses. All existing pavement surfaces or other existing obstructions beneath these openings shall be removed by the Contractor. After the median is in place, core each opening down 4 feet and fill with dirt. All costs incurred shall be included in the contract unit price per Square Foot for CONCRETE MEDIAN SURFACE, 4 INCH or CONCRETE MEDIAN, TYPE SB-6 (SPECIAL).

The islands on this project are intermediate islands as shown on the Detail of Island sheet in the plans.

All frames and grates of drainage structures to be removed or filled shall be carefully salvaged and shall remain the property of the Illinois Department of Transportation, District 2.

The cost of making sewer connections to existing drainage structures shall be included in the various unit prices for STORM SEWER.

Valve Boxes shall be adjusted to the final grade as shown on the plans. The cost of adjusting Valve Boxes shall not be paid for separately but shall be included in the contract unit price for the various items of work.

Lateral distances from the centerline on all inlets are to the face of the inlet.

The new manhole lids on this project shall have the word "STORM", "SANITARY", or "WATER" on the lid. The word to be used is noted on the plans. It will be the Contractor's responsibility to determine the word to be used on other lids not noted on the plans. No additional compensation will be allowed for this work.

All proposed manholes on this project shall be cast in place or precast. This work will be paid for at the contract unit price Each for MANHOLE of the type and size specified.

The Contractor shall determine flowlines of existing sewer lines which are shown on the plans as estimated or unknown. This information is necessary before ordering inlets and manholes.

Where field tile is encountered, storm sewer or pipe drain will be used in accordance with Section 611. The minimum size for replacement will be 6" for Pipe Drains and 8" for Storm Sewer, but the size must be at least 2" larger than the adjoining tile. A Field Tile Junction Vault will be constructed at the right of way to connect the tile and storm sewer.

The underdrain system scheduled on this project is to be constructed in accordance with Section 601 of the Standard Specifications for Road and Bridge Construction, except when the Recurring Special Provision Pipe Underdrains is included, the fabric envelope encasement of the pipe shall be omitted.

Embankment quantities for the construction of the Traffic Barrier Terminals as shown in the plans are included in quantities for Earth Excavation.

The Contractor shall supply the Resident Engineer with the manufacturer's installation requirements for the type of Steel Plate Beam Guardrail Terminal Type 1 Special (Tangent) or Steel Plate Beam Guardrail Terminal Type 1 Special (Flared).

One 16d galvanized nail shall be used to toe nail the wood block out to the wood post on all Traffic Barrier Terminal Type I Specials.

The additional embankment required to build up the shoulder for the Traffic Barrier Terminal, as shown on the plans, shall be hauled from excess earth excavation from within the project and shall be placed prior to the installation of the terminal. The cost of this work shall be included in the contract unit price per cubic yard of Earth Excavation. An estimated 14.5 Cubic Yards of embankment is required at each terminal location.

Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180 degrees and only metal-backed delineators shall be permitted. Delineators shall be placed at the ends of approach guardrail terminal sections, and at each headwall or end section of AR Culverts. This work will be paid for at the contract unit price each for DELINEATORS.

The Contractor shall be responsible for collecting and maintaining an electronic log of all stakeout survey that is performed on the job, either by him/her or any sub-contractor performing the stakeout. Upon request, all logs shall be submitted to the Department. No additional compensation will be allowed for this work, but shall be considered included in the cost for CONSTRUCTION LAYOUT.

Pavement Marking shall be done according to Standard 780001, except as follows:

1. All words, such as ONLY, shall be 8 feet high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 8", not 7" shown in the detail of Typical Lane and Edge Lines.

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1 mile or as directed by the Engineer. The contractor shall contact the Chief of Surveys for the locations of all markers prior to placement. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 4 Each.

Permanent Survey Markers, Type II placed in urban areas should be placed in sidewalk areas. The marker shall be placed as shown on District Standard 66.2. The sidewalk shall be placed around the marker and flush with the top.

Permanent Survey Markers, Type II shall be cast-in-place as shown on District Standard 66.2. Option 2 would be to install a vaulted style monument as described by NGS as a 3D monument (Top Security Sleeve Rod Monument), with installation instructions provided by the District Chief of Surveys. If poured in place, the bottom of the marker shall be 5'-0" below the ground surface.

The Permanent Survey Markers, if possible, shall be installed at the beginning of the job and protected throughout.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The horizontal coordinates must be derived by GPS and the elevation derived using an electronic level. The meta data, such as the Geoid used, (NGS adjustment ie: 97 HARN, 03, 07), and the base point(s) name or number shall be submitted along with a complete collection log. If collected using RTK method, it will require either 3 collections (averaged) from 2 different bases, or a minimum of 3 collections (averaged), at least 2 hours apart, from the same base. If using a CORS type network, the collection procedure shall include localizing with check shots on at least 2 different HARN monuments both before and after collection. The level circuit shall be run from furnished mark to furnished mark and then adjusted. The error of closure shall be submitted with the electronic level notes in a recognized format approved by the Engineer and/or the Chief of Surveys. The Engineer shall submit this information to the District Chief of Surveys.

The temporary concrete barrier shall be anchored to the pavement with 6 anchors per section at the following locations:

IL RTE 2  
 STA. 252+99.04 to STA. 253+61.35    STA. 290+40.35 to STA. 290+77.50    STA. 293+76.82 to STA. 294+26.69  
 STA. 263+11.27 to STA. 263+73.67    STA. 306+90.00 to STA. 307+21.15    STA. 295+39.19 to STA. 295+89.06

Tree planting layout shall be performed by the District Landscape Architect. Mulch shall be placed 4" thick and to the diameter around the tree as shown on District Standard 92.1. The mulch shall be hardwood wood chips placed on weed barrier fabric. This work shall be included in the cost of the tree.

FILE NAME =	USER NAME = petp	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>FAP 742 (IL 2) GENERAL NOTES</b>	F.A.P.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
G:\2010\TRANS\B10T001\DDN\Cover and Schedules\001500-GEN.NOTES.dgn		DRAWN -	REVISED -			742	34R	WINNEBAGO	491	5	
		CHECKED -	REVISED -			CONTRACT NO. 64515					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: N/A	SHEET NO.	OF	SHEETS	STA.	TO STA.		