

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	•	STEPHENSON	290	28
STA.		TO STA.		
FED. ROAD DIST. NO. 2		ILLINOIS	FED. AID PROJECT	

• 177-13, 4, 4-1-1

GENERAL NOTES (CONT.)

28. CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE YOUR RESPONSIBILITY TO MAKE THESE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.
29. SUBBASE DRAINS AND UNDERDRAIN SPECIALS SHALL BE FULLY INSTALLED, AND OPERATIONAL, AND OUTLETED PRIOR TO THE PLACEMENT OF ANY RELATED PAVEMENT STRUCTURE.
30. SEPTIC TANKS WITHIN THE RIGHT-OF-WAY, WHICH HAVE NOT BEEN REMOVED AND WILL NOT INTERFERE WITH CONSTRUCTION SHALL BE FILLED WITH FREE-FLOWING SAND AT THE DIRECTION OF THE ENGINEER. COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD OF EARTH EXCAVATION.
31. IT IS ANTICIPATED THAT ALL MAILBOXES WILL REQUIRE RELOCATION. THE FINAL LOCATION WILL BE TO THE APPROACH SIDE OF THE ENTRANCES. THE CONTRACTOR SHALL BE REQUIRED TO MOUNT THE MAILBOX ON A 4 X 4 WOOD POST 40 INCHES ABOVE THE SHOULDER SURFACE AND EXTENDING TO A MINIMUM OF 42 INCHES INTO THE EMBANKMENT. THE COST OF THIS WORK WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
32. 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).
33. ONE 8d GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE 1 SPECIALS.
34. 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. (DIST GN#75)
35. ACCESS TO ALL PROPERTIES SHALL BE MAINTAINED THROUGH THE LIFE OF THE PROJECT, INCLUDING THOSE REQUIRING ACCESS MODIFICATION ALONG U.S. ROUTE 20.
36. THE REMOVAL OF SILT TO MAINTAIN SILT FILTER FENCE WILL BE PAID FOR ACCORDING TO THE RECURRING SPECIAL PROVISION OF EROSION CONTROL.
37. A CONTINGENCY QUANTITY OF 500.0 LINEAL FEET OF TEMPORARY FENCE HAS BEEN INCLUDED FOR THOSE AREAS WHICH MIGHT CONTAIN LIVESTOCK, TO BE USED AS DIRECTED BY THE ENGINEER.
38. MULCH ON TEMPORARY SEEDING SHALL BE MULCH METHOD 2. (DIST GN#12)
39. A NATIONWIDE 404 PERMIT HAS BEEN ISSUED FOR THIS PROJECT AND THE CONDITIONS OF THAT PERMIT MUST BE ADHERED TO.
40. THE THICKNESS FOR THE BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) ADJACENT TO EXISTING PAVEMENT SHALL BE A MINIMUM OF 12". THE MATERIAL SHALL BE 2" BITUMINOUS CONCRETE SURFACE COURSE MIXTURE D, CLASS 1, AND THE REMAINING THICKNESS SHALL BE BITUMINOUS BINDER COURSE CLASS 1 OF THE TYPE SPECIFIED.
41. 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.
42. THESE ITEMS HAVE BEEN INCLUDED IN THIS CONTRACT AS CONTINGENCY ITEMS FOR LOCATING AND REPLACING EXISTING FARM TILE SYSTEMS CROSSING WITHIN THE PROPOSED RIGHT-OF-WAY:
 - EXPLORATION TRENCH (52" DEPTH) 200 LIN. FT.
 - FIELD TILE JUNCTION VAULTS, 3' DIA. 5 EACH
43. 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" AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
44. WETLAND MITIGATION WILL BE CONDUCTED WITH THE U.S. ROUTE 20 PAVING PLAN, JOB NO. C-92-012-03.
45. LAYOUT OF LOCATIONS FOR REPLACEMENT OF TREES WILL BE PROVIDED BY THE DISTRICT LANDSCAPE ARCHITECT ACCORDING TO THE SCHEDULE SHOWN IN DISTRICT STANDARD 90.4. MULCH SHALL BE PROVIDED IN A 1.5 M (5') DIAMETER CIRCLE CENTERED ON EACH TREE IN THE FORM OF 100 MM (4") THICK HARDWOOD WOODCHIPS PLACED ON WEED BARRIER FABRIC. THIS WORK WILL BE INCLUDED IN THE COST OF EACH TREE.
46. FOR THOSE TREES IDENTIFIED ON THE PLANS AS "TO BE SAVED" CARE SHALL BE USED TO AVOID IMPACTS AND TO MINIMIZE ROOT SYSTEM DAMAGE DURING ADJACENT EXCAVATION.
47. NOT USED
48. ALL FIELD ENTRANCES ON US ROUTE 20 SHALL REMAIN OPEN UNTIL REVISED ACCESS IS ESTABLISHED. THE CURRIER ROAD CONNECTION TO US ROUTE 20 SHALL BE REMOVED AFTER THE TOWER ROAD MODIFICATIONS ARE COMPLETE.
49. A MINIMUM OF 48 HOURS IN ADVANCE IS REQUIRED FOR NON EMERGENCY WORK.
50. INSTALL RUMBLE STRIPS IN ALL SHOULDERS IN ACCORDANCE WITH STATE STANDARD 642001. RUMBLE STRIPS SHALL BE PLACED ON SHOULDERS ON BOTH SIDES OF THE PAVEMENT.
51. THE COST OF MAKING SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS CONTRACT UNIT PRICES FOR SLOTTED DRAIN 12".
52. THE MATERIAL FOR BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) SHALL BE THE SAME AS THE ADJACENT FLEXIBLE PAVEMENT.
53. IN AREAS WHERE THE PROFILE GRADE IS LESS THAN 0.4%, THE PIPE UNDERDRAINS, 4", WILL BE CONSTRUCTED WITH A MINIMUM SLOPE OF 0.4%.
54. PREVIOUSLY PUGMILLED STOCKPILES OF "TYPE A" OLDER THAN 1 MONTH WILL NOT BE APPROVED FOR USE UNTIL A MOISTURE CHECK IS RUN TO VERIFY MOISTURE CONTENT. MATERIAL SHIPPED TO PROJECTS WITHOUT BEING TESTED WILL NOT BE ACCEPTED.
55. WHEN LAYING OUT FOR PATCHING, THE MINIMUM DISTANCE BETWEEN NEW PATCHES (SAW CUT TO SAW CUT) SHALL BE 15 FEET. WHEN PATCH SPACING IS LESS THAN 15 FEET, THE PAVEMENT BETWEEN PATCHES SHALL ALSO BE REMOVED AND REPLACED.
56. REFLECTIVE CRACK CONTROL SHALL BE PLACED ON THE EXISTING SURFACE PRIOR TO ANY RESURFACING, UNLESS PAVEMENT IS MILLED THEN IT WILL BE PLACED ON THE BINDER COURSE.
57. ON FULL DEPTH PAVEMENT, SHOULDER WIDTHS OF 1.8 M (6 FT) OR LESS MAYBE PLACED, AT THE CONTRACTOR'S OPTION, SIMULTANEOUSLY WITH THE ADJACENT TRAFFIC LANE FOR BOTH THE BINDER AND SURFACE COURSES, PROVIDED THE CROSS SLOPE OF BOTH THE PAVEMENT AND SHOULDER CAN BE SATISFACTORILY OBTAINED. THE SHOULDER WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR BITUMINOUS SHOULDERS OF THE THICKNESS SPECIFIED ON THE PLANS.
58. NOT USED
59. THE ADDITIONAL THICKNESS OF PROPOSED PAVEMENT REQUIRED TO MATCH THE BRIDGE APPROACH PAVEMENT, SHOWN IN STANDARD 420401, SHALL BE INCLUDED IN THE COST OF THE PROPOSED PAVEMENT AND NOT PAID FOR SEPARATELY.
60. USE M-6 CURB ON ISLANDS WHEN LOCATED ADJACENT TO A HIGHWAY WITH SPEEDS OF 45 MPH OR LESS.
61. ON LARGE AND INTERMEDIATE ISLANDS, THE VARIABLE CURB AND GUTTER FLAG WILL BE PAID FOR AS COMBINATION CONCRETE CURB AND GUTTER TYPE M6.24.
62. RURAL MINIMUM ISLAND AREA = 100 SQ FT.
URBAN ISLAND AREA = USUALLY 75 SQ FT BUT NOT LESS THAN 50 SQ FT.
(ISLAND AREA INCLUDES THE CONCRETE MEDIAN SURFACE AND THE CURB.)
63. THE ISLANDS ON THIS PROJECT ARE INTERMEDIATE ISLANDS AS SHOWN ON THE DETAIL OF ISLAND SHEET IN THE PLANS.
64. 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.
65. THE QUANTITY FOR THE TREE REMOVAL INCLUDED IN THIS CONTRACT IN THE AREA OF THE WETLAND SITE IS ESTIMATED. THE RESIDENT ENGINEER AND THE CONTRACTOR SHALL COORDINATE THE TREE REMOVAL AND OTHER WORK ON THE WETLAND SITE WITH THE DISTRICT ENVIRONMENTAL UNIT.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		GENERAL NOTES US ROUTE 20 SCALE: VERT. HORIZ. DATE 10/28/05
DRAWN BY		CHECKED BY