

PAVEMENT STATIONING NUMBERS & PLACEMENT

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement and/or overlay. The numbers shall be approximately 3/4 Inch (20mm) wide, 5 Inches (125 mm) high and 5/8 Inch (15 mm) deep.

The pavement station numbers shall be installed as specified herein:

Interval - 200 feet (English stationing) or 100 meters (metric stationing)

Bottom of Numbers - 6 Inches (150 mm) from the inside edge of the pavement marking

Location:

- 2,3, & 5 Lane Pavements - right edge of pavement in direction of increasing stations
- Multi-Lane Divided Roadways - outside edge of pavement in both directions
- Ramps - along baseline edge of pavement

Position - stations shall be placed so they can be read from the adjacent shoulder

Format - English (Metric) pavement stations shall use this format "XXX (XX+X00)" where X represents the pavement station

This work will not be paid for separately, but will be considered included in the cost of the associated pavement and/or overlay pay items.

BUTT JOINT CUTTING TIME RESTRICTION

Butt joints shall not be milled more than three (3) days prior to placement of the HMA surface course.

PAVING SURFACE COURSE

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the hot-mix asphalt surface. No interruptions for side roads, entrances, turn lanes, etc. will be allowed.

FINAL FINISH ON P.C. CONCRETE PAVEMENT, TYPE B

A Type "B" final finish, obtained in accordance with Article 420.09(e)(2) of the Standard Specifications, shall be provided for the Portland Cement Concrete Pavement.

ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

The Contractor shall consult with the Engineer in regard to the exact length of the box/pipe culverts, storm sewers, and/or pipe drains required prior to ordering these items.

EXISTING DRAINAGE PIPES CONNECTED TO NEW STRUCTURES

In accordance with Section 602 of the Standard Specifications, the connecting of existing drain tiles, pipe culverts, or storm sewers to the proposed drainage system structures will not be paid for separately but shall be considered as included in the pay items provided.

TAPER REMOVAL @ FRAME & GRATES ADJUSTED BY OTHERS

At locations where frames and grates have previously been adjusted by others and they are surrounded by hot-mix asphalt tapers, the Contractor for this contract shall remove and dispose of the hot-mix asphalt taper material prior to the placement of the hot-mix asphalt surface course. This work will not be paid for separately, but will be considered as included in the cost of the HOT-MIX ASPHALT SURFACE COURSE pay item.

ADA SIDEWALK RAMPS

The Contractor shall verify ADA compliance of the proposed sidewalk ramps in the field, prior to installation.

SAW CUTTING

Saw Cutting will not be paid for separately, but will be considered included in the cost of the removal item involved.

TRANSITION PAYMENT METHOD - NEW/OLD CONSTRUCTION

Three meter (10 ft./3m) transitions shall be used to match proposed items of work to existing items in the field unless otherwise shown. The transition shall be paid for at the contract unit price for the proposed item of work specified.

SETTING OF SECTION CORNER MONUMENTATION

All section corner locations on this project shall be located and verified by a licensed Land Surveyor prior to any removal work being performed. The Land Surveyor shall locate the existing section corners through courthouse research, personal knowledge or through the assistance of local firms performing Land Surveying in the area. If the section corner does not exist through either its physical location or through ties in the field it shall not be reset, there shall be no calculating of section corners onto a project required.

Once paving and striping operations have been performed the section corner shall be reset at the direction of a licensed Land Surveyor. If any dimensions have been changed it shall be the responsibility of the surveyor to file a new monument record in the appropriate courthouse.

A copy of all drawings or monument records produced from this project shall be sent to the Chief of Surveys, Illinois Department of Transportation, Region Three/District Four, Peoria, Illinois.

The supplying, drilling, setting of disks, professional services, labor and any other additional work required to perform this work shall be paid for under pay item for Permanent Survey Markers, Type I.

Refer to District Four CADD Standard 667101 for details.

ENGINEERS FIELD OFFICE

Add the following sentence to the end of paragraph 670.02 (l) and 670.04 (e):
All of the telephone lines provided shall have unpublished numbers.

SIGNING

Sign locations may vary from the stations shown on the plans in accordance with directions from the Engineer at the time of construction. Sign locations may be adjusted in the field to avoid any found utilities.

All wood post locations shall be verified with the Bureau of Operations, Traffic Section, before installation.

NO PASSING ZONE VERIFICATION

The resident shall contact Operations to verify the location of no passing zones prior to placement of centerline striping.

TRAFFIC COUNTER LOOP DETECTOR INSTALLATION

The Resident Engineer and/or Contractor shall notify the Traffic Studies Technician in Program Development at least one week prior to the installation to determine exact location.

DRAINAGE & WATER NOTES

Offsets and top of frame or lid elevations on inlets, manholes, or catch basins located in the gutter, are given at the flow line. All stations are given from the center of the structures.

Offsets for manholes and catch basins, not located in the gutter, are given to the center of the structure. All stations are given from the center of the structures.


Frame elevations given on the plans are only to assist the contractor in determining the approximate overall height of the structure. Frames of all new, adjusted or reconstructed structures will be adjusted to the final elevation of the area in which they are located as part of the structure, adjustment or reconstruction cost.

Whenever during construction operations any loose material is deposited in the flow line of drainage structures such that the natural flow of water is obstructed, it shall be removed at the close of each working day. At the conclusion of construction operations, all utility structures shall be free from dirt and debris. The work specified above will not be paid for separately but shall be included in the contract.

All hydrants and auxiliary valves, frames, grates, lids and boxes removed from existing water service or sewer structures which are to be abandoned or adjusted with a new or different frame and lid shall be returned to the City.

Storm sewer shall be backfilled in accordance with Article 550.07 (Method 1) of the "Standard Specifications for Road and Bridge Construction", 2007 edition.

Where storm sewer main has a horizontal separation of less than 10 feet to a water main, or cross over/under a water main, the storm sewer and water main construction shall meet the requirements of the "Standard Specifications for Water and Sewer Main Construction in Illinois", most current edition.

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PLOT SCALE = NTS	CHECKED RB	REVISED -	585/22						(41Z, 135) R, N ₂ (ICS) I	FULTON	125	03	
PLOT DATE = 12/21/2010	DATE 12/21/2010	REVISED -	CONTRACT NO. 68877										
			SHEET NO. 02 OF 02 SHEETS						STA.	TO STA.	ILLINOIS FED. AID PROJECT D4-94-008-09		