

GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 309 (US 30)	7HBR-1 & 7VBR	Whiteside	146	15
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #84883				

Tie bars shall be installed to tie PCC appurtenance to adjacent existing concrete pavement.

Tie the following to the existing concrete pavement

Length, size, and spacing of Tie Bars

Gutter or Curb & Gutter	Std. 606001	600 mm (24") long No. 20 (No. 6) @ 600 mm (24") centers
PCC Base Course	Std. 353001	600 mm (24") long No. 20 (No. 6) @ 750 mm (30") centers
PCC Pavement	Std. 420101	600 mm (24") long No. 20 (No. 6) @ 750 mm (30") centers

Tie bars to be installed in accordance with the applicable portions of Article 420.10(b) of the Standard Specifications. See Highway Standard 420001 for detail on longitudinal construction joint grouted-in-place tie bar. The cost of the tie bars to be included in the cost of the PCC appurtenance adjacent to the existing pavement.

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.

Stock Piles of "Type A" older than 1 month will not be approved for use until a moisture check is run to verify moisture content. Materials shipped to project without being tested will not be accepted.

The contractor shall submit four copies of the required shop drawings for review and approval to the Bureau of Bridges and Structures, 2300 South Dirksen Parkway, Springfield, IL 62764. After approval of initial submittal, the contractor shall submit one set of shop drawings to Eric Harm, Engineer of Materials, 126 East Ash Street, Springfield, IL 62706, and eight (8) sets of shop drawings to be distributed to:

District 2 District Engineer (1)
Fabricator (1)
Contractor (2)
Resident Engineer (2)
District 2 Bureau of Materials (2)

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.

The curb is required on the bridge approach pavement as shown on Standard 420401.

Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180° 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.

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1.6 Km (1 mile) or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 2 Each.

Permanent Survey Markers, Type II shall be cast-in-place as shown on Highway Standard 667101.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The Engineer shall submit this information to the Survey Crew.

Work on this project will be in progress at the same time as work on the structure carrying US 30 over the Mississippi River west of this project. Work on these projects shall be scheduled to keep interference between all the projects to a minimum. The contractors shall inform each other of progress of the projects and give fair warning to the other contractors when a problem might be encountered.

The pavement removal includes the removal of the bridge approach pavement on both structures.

The existing pavement on US 30 and ramps consist of approximately 10" PCC Base Course and 5" bituminous overlay.

Before signing the detour route on the Iowa side (US 67), the District 2 detour signing personnel shall contact Iowa DOT detour signing, Mr. Steve Wilson, at (319) 364-0235 two weeks before the detour is going to be used so that they can sign the detour on the Iowa side.

COMMITMENTS

1. The Iowa D.O.T. would like as much notice as possible regarding the timing of the detour so that they may assist the City of Clinton in their planning (see TMA, Figure 6).
2. The detour route should temporarily be marked as a Class II truck route for the duration of the detour (see TMA Approval, Figure 6).