

GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 22 (IL 78)	6M&TS	Henry	257	17
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64640				

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.

The ends of existing storm sewers to be removed shall be plugged at the locations shown in the plans, or as directed by the Engineer. Plugging shall consist of sealing the ends of the pipe with Class SI Concrete or brick and mortar in a manner satisfactory to the Engineer. This work shall be included in the contract unit price for STORM SEWER REMOVAL.

Locations along the project with monolithic curb shall be saw cut (full depth) approximately 6" inside of the curb face, or as directed by the Engineer. The cost for this work shall be included in the removal item.

The Contractor shall keep construction traffic on the aggregate sub-base to a minimum. All damage caused by the Contractor, either by early pavement removal and exposing the sub-grade to the elements or excessive construction traffic, shall be corrected by the Contractor at their cost.

Use B-6.06 along the side of the intermediate island adjacent to the right turn lane and B-6.24 along the tangent sections adjacent to IL Route 78 and 81. Cost to be included in Island Special, per District Standard.

Prior to final pavement striping, Bureau of Operations (Kurt Glazier at 815/284-5478) shall be contacted two weeks in advance to lay out No Passing Zones for the project.

The Contractor shall not disturb monitoring well located at Sta. 898+93.91 Lt. offset 40.93 ft. on 5th Street.

Inlet Special No. 3 or No. 5 lids placed within sidewalks shall match the scope of the sidewalk and shall have sharp 90 degree corners on the lid to minimize tripping hazards. Expansion material 1/2 shall be placed along the edges of the lid at full sidewalk depth.

Locations noted in the Typical Sections for Geotechnical Fabric for Ground Stabilization or Geotechnical Reinforcement are locations noted in the District Soil Survey that required base course thicknesses increased due to poor soil stability readings. These locations would typically be increased in thickness of aggregate base course, but with the use of geotechnical fabrics, the thicknesses will remain at 12" and stability is achieved by the geotechnical fabrics. This is a cost savings to the Department and contractor to minimize earth excavation, especially in locations with contaminated soils. The following are guides to be used in the field when poor soil conditions are encountered.

- 15" top size Breaker Run Aggregate = 12" Sub-base Granular Material, Type A with Geotechnical Fabric for Ground Stabilization
- 18" top size Breaker Run Aggregate = 12" Sub-base Granular Material, Type A with Geotechnical Reinforcement

Consult the District Geotechnical Section for assistance in the field.

Temporary Paint Pavement Marking has been provided for winter shut-down pavement markings if final Polyurea Pavement Markings can not be applied. Pay quantities are the same, but may be altered in the field. Removal of temporary paint pavement markings shall be included in the cost of the FINAL PAVEMENT MARKINGS.

Removal of Portland Cement Concrete areas with Bituminous Surface Removal shall be paid for per Square Yard of BITUMINOUS SURFACE REMOVAL with no additional compensation.

Fence Remove and Re-erect is included in the cost of work associated with removal.

An estimated 5 each for Domestic Water Service Boxes to be Moved are provided in the plan quantities and shall be used when directed by the Engineer.

An estimated 10 each for Valve Vaults to be Adjusted are provided in the plan quantities and shall be used when directed by the Engineer.

The City of Kewanee shall supply new Type I Frame with Closed Lids for all Sanitary Manholes to be Adjusted with new Type I Frame, Closed Lid. The lids shall have the word "SANITARY" and the contractor shall notify the Kewanee City Engineer at 309/856-5986 prior to work incorporating the frame and lid, in order for the City to order them.

Valve Vaults to be removed at Sta. 1356+85 7' Lt. and 2' Rt. shall have the water valves left intact and shall not be damaged. The valves are stuck in the open position and shall be carefully backfilled per Article 602.11.

Layout for tree replacement shall be performed by the District Landscape Architect. Mulch shall be hardwood wood chips, 5 foot width, 4 inches thick with weed barrier fabric and will be included in the cost of tree replacement.. An alternate planting site will be on IL 78 north of Kewanee.

Program #5
(Arch. Size)
Enlarge
200%
Enlarge 107%