Revised: April 23, 2004

Designer Note: Check with Materials on usage. May only be needed on large projects, but use of this note should be at the discretion of Implementation (Materials). Article revised 7-1-94.

SOIL REPORT AVAILABILITY

All soils data collected and processed for the Soils Report made in conjunction with the design of this improvement is on file at the District Office where it is available for inspection by Contractors or prospective bidders. By submitting a bid, the Contractor acknowledges that the Soils Report has been made available and is aware of the report contents and appendices.

Effective August 1, 2003 Revised November 8, 2013

Designer Note: Include in all plans which have electronic files of plan sheets that may be provided to the Contractor.

AVAILABILITY OF ELECTRONIC FILES

MicroStation and GEOPAK files of this project will be made available to the Contractor after contract award. If there is a conflict between the electronic files and the printed contract plans and documents, the printed contract plans and documents shall take precedence over the electronic files. The Contractor shall accept all risk associated with using the electronic files and shall hold the Department harmless for any errors or omissions in the electronic files and the data contained therein. Errors or delays resulting from the use of the electronic files by the Contractor shall not result in an extension of time for any interim or final completion date or shall not be considered cause for additional compensation. The Contractor shall not use, share, or distribute these electronic files except for the purpose of constructing this contract. Any claims by third parties due to use or errors shall be the sole responsibility of the Contractor. The Contractor shall include this disclaimer with the transfer of these electronic files to any other parties and shall include appropriate language binding them to similar responsibilities.

Designer Note: To be used on those contracts with tree removal as a pay item. Discuss the use of this note on each project with Project Support and Construction before including. It is important to understand that the contractor cannot be required to remove trees until such time as the contract is awarded, executed, and the contractor is able to start work.

TREE REMOVAL - UTILITY RELOCATION

Tree removal may be necessary prior to utility companies being able to relocate their facilities outside the construction limits. The Contractor should coordinate any contract tree removal activities with the utility companies to eliminate conflicts and potential delays caused by utility tree removal activities or incomplete utility relocations.

Revised 2-9-96

Designer Note: Discuss usage with your Project Engineer. Don't include unless your plans contain elevations based on one of the datums. In most cases note #1 applies. Sometimes you will use note #2 - if more than one datum used. Article revised 7-1-94.

PLAN ELEVATIONS - U.S.G.S. MEAN SEA LEVEL DATUM

Use one of the following two options.

1. All elevations shown on the plans are established from U.S.G.S. mean sea level datum.

2. All elevations shown refer to U.S.G.S. datum at mean sea level unless otherwise noted.

Designer Note: Include the following general note on page 2 of the plans FOR ALL JOBS. This note should appear under the “Commitment” page title (at top of page). Commitments made for the project would then be listed below this statement.

See the Commitment Section and Example in the front of this book.

COMMITMENTS (title doesn’t show in printout)

Commitments are not to be altered without the written approval of all parties to which the commitment was made.

Designer Note: Primarily affects urban projects when residential driveways that might be closed in order to expedite work schedule. Commercial entrances normally are constructed one-half at a time or at least one entrance available at all times.

PROPERTY OWNER ACCESS REQUIREMENT

Access must be maintained to all existing properties during construction per Article 107.09 unless arrangements are made in writing by the Contractor with the property owners with a copy to the Engineer for short-term closures.

Designer Note: Usage to be determined by coordination with the Local Agency and Construction. The construction staging plan and agreement with Local Agencies must be developed prior to usage by the Designer.

CONSECUTIVE SIDE STREET (ROAD) CLOSURE - PROHIBITED

1. No two consecutive side streets (roads) may be closed at the same time during construction. The Contractor must alternate streets (roads).

2. Adjacent sideroads will not be closed simultaneously. BLR Standard 21 shall be used for all local road closures without any entrances within the closed area. BLR Standard 22 can be used where it is necessary to allow local traffic access.

GN:107.09B

Revised 10-23-06

Designer Note: Intended for use on urban projects. Discuss temporary surfacing requirements with Construction.

TEMPORARY MATERIAL REQUIREMENTS - UTILITY AND DRIVEWAY CROSSINGS

Incidental hot-mix asphalt surface shall be used for all temporary side road crossings. Aggregate surface course may be used for all driveway crossings except during winter shutdown in accordance with Article 107.09.

Revised 7-1-94

Designer Note: If your project is to be cold milled and it is anticipated/scheduled such that it will not be completed with the final surface in one or more construction seasons, use the following General Note. This note assures that all milled areas have at least a LB/binder course placed, all lanes opened and properly marked, and manholes have been adjusted. Discuss with Construction before using. Revision: eliminated Rural/Urban selection - kept urban for all work. Article revised 7-1-94.

This can also be used for SMART and PPP projects to insure that milled surfaces are overlaid before winter shutdown.

WINTER SHUTDOWN RESTRICTIONS ON COLD MILLED PROJECTS

Prior to winter shutdown the following steps shall be taken:

- All cold milled surfaces shall be overlaid.

- All lanes shall be reopened to traffic.

- Manholes, where applicable, shall be adjusted to the elevation of the binder course/leveling binder to ease in plowing snow, and re-adjusted to finished grade in the Spring. The initial manhole adjustment will be paid for at the contract unit price and any re-adjustment, as directed by the Engineer, will be paid for in accordance with Article 109.04.

- Temporary or permanent pavement marking shall be placed as applicable.

Revised 7-1-94

Designer Note: Check with your Project Engineer and the Construction Field Engineer as to whether or not your job construction sequences are so demanding, both timewise and phasing, that the Contractor needs to prepare a Critical Path Schedule as well as a Progress Schedule to indicate he can accomplish the project in a timely manner. Article and D.N. revised 7-1-94.

CRITICAL PATH WORK SCHEDULE REQUIREMENT

The Contractor will submit to the Engineer a satisfactory progress schedule and critical path schedule which shall show the proposed sequence of work at the time of the pre-construction conference.

GN:201.01

Revised 10-15-01

Designer Note: If clearing is at isolated areas and outside of proposed excavation and/or embankment, this General Note requires the Contractor to restore the disturbed area to blend with the adjacent ground. Show/denote areas on plans to be cleared.

The Designer needs to provide reseeding or resodding elsewhere in the plans.

CLEARING

At locations where clearing is indicated on the plans beyond the limits of the proposed excavation or embankment, the Contractor shall restore the disturbed earth by blading and shaping to blend with the adjacent ground. The clearing will not be paid for separately but shall be included in the cost of the excavation pay items in the plans. Payment for reseeding or resodding will be as provided in the plans.

Designer Note: Include in all projects that involve any tree removal or potential for tree removal. Current tree removal policy requires that trees to be removed on a project be reviewed by the District's Tree Committee. Proposed work/tree removal is then coordinated with other public agencies and replacement trees provided in accordance with policy. Tree removal locations are then outlined in the Project Report.

This general note is intended to notify the Contractor and Resident Engineer that trees removed beyond established limits or locations without coordination with other agencies and the property owners could lead to problems with final acceptance of the project.

TREE REMOVAL

The District Four Tree Committee should be contacted and prior approval obtained for any tree removal beyond the limits/locations included in the plans.

Revised 08-12-05

Designer Note: Used only where last minute changes in typical sections are made and there is not sufficient time/manpower to correct the cross sections. Computations must include these additions/deductions to the earth quantities. Discuss usage with your Project Engineer. Every effort should be made to correct the plans and only use this note when absolutely no other option is available.

EARTHWORK QUANTITIES (TYPICAL SECTIONS VS CROSS SECTIONS)

The earthwork quantities shown on the plans have been computed to agree with the details as shown on the typical sections and not to the limits shown on the cross sections.

Revised 7-1-94

Designer Note: Use on small urban projects with small quantities of excavation [less than 1000 cubic meters (1300 cu. yds.)] and very minor grading. Revised Article and D.N. (metric) 7-1-94.

EARTH EXCAVATION - INCIDENTAL TO CURB, GUTTER & DRIVEWAY

Earth excavation and backfill for proposed curb and gutters and driveway pavements shall be included in the unit cost of the various items.

Effective June 1, 1999 Revised August 2, 2013

Designer Note: Use when borrow is required or where waste material will be generated from construction activities. Waste materials may include, but not limited to, the following removal items: pavement removal, pavement patching activities, and concrete removal items.

ENVIRONMENTAL REVIEWS

Prior to the use of any proposed borrow areas, use areas (temporary access roads, detours, run-arounds, etc.) and/or waste areas, the Contractor shall file the required environmental resource request surveys according to Section 107.22 of the Standard Specifications. These surveys are required in order for the Department to conduct cultural and biological resource surveys for the proposed site.

Prior to any waste materials being removed from the construction site the required environmental resource surveys will need to be obtained and filed by the Contractor. Excess waste products removed from the construction site shall be disposed of as required in Section 202.03 of the Standard Specifications.

Any protruding metal bars shall be removed prior to the disposal of broken concrete at approved disposal sites.

The required environmental resource documentation shall include the following:

- BDE Form 2289 (Cultural and Natural Resources Review of Borrow Areas)
- BDE Form 2290 (Waste/Use Area Review)
- A location map showing the size limits and location of the use area
- Color photographs depicting the use area
- Borrow Area Entry Agreement form – D4 PI0101

Please note that a minimum of four weeks shall be allowed for the District to obtain the required waste site environmental clearances and five weeks for the required borrow site environmental clearances.

Revised: August 3, 2007

Designer Note: Can be used on major slope grading projects. Discuss with Operations (Landscape) prior to using. The ripping operation helps stabilize and reduces potential for erosion. Metric revisions 8/3/07.

SEEDING - SIDESLOPE RIPPING

All slopes steeper than 3 to 1 and over 15 ft. (4.5 m) in height shall be ripped. This shall consist of ripping between 18 inches to 24 inches (450 mm to 600 mm) deep normal to the slope. The interval of ripping along the slope shall be 12 ft. (3.6 m). This work shall be done after the seed bed has been prepared but before any fertilizer or seed has been applied. The fertilizer and seed shall be applied within a 24-hour period after the ripping has been done. This work will not be paid for separately but will be included in the cost of the various items of seeding involved.

Revised 8-1-12

Designer Note: Discuss with Construction. Separate aggregate pay items may not always be necessary if minimal quantities of aggregate are used for such items of work as entrances, side roads, mailbox turnouts, etc. Specify which type aggregate description from below is the primary work. Include the smaller quantities in the primary quantities plan total.

If your project is using the Aggregate **Wedge** Shoulder pay item, this item may be RAP according to the Standard Specifications. If RAP is not appropriate for locations such as private entrances, then use an Aggregate Surface pay item for the entrances.

Description:

1. Base Course
2. Surface Course
3. Shoulders

This general note applies to only Type B aggregate usage. Assure all CADD drawings concur with the pay item selected.

AGGREGATE (DESCRIPTION), TYPE B

Aggregate (Description), Type B shall be required for all granular construction of side roads, entrances, and mailbox turnouts, whether or not portions of the surfaces thus constructed are to be covered with a bituminous surface, except where noted differently on the plans.

Revised 7-1-94

Designer Note: Use when reconstructing/building-up existing driveways with aggregate. Always provide same type replacement material as existing (aggregate, concrete or bituminous) type. Revised Article 7-1-94.

AGGREGATE FOR DRIVEWAY REPLACEMENT

The material used for construction of permanent aggregate driveways shall be gravel or crushed stone, as directed by the Engineer, to replace in kind the existing aggregate driveways.

No additional compensation shall be provided for this requirement but shall be considered as included in the cost of the pay item for the aggregate as specified on the plans.

Designer Note: Include this note in all projects containing bridge deck resurfacing.

BRIDGE OVERLAY NOTIFICATION

After placement of the bridge deck overlay, the Resident Engineer shall notify the District Bridge Maintenance Engineer of the “as constructed” milling depth and overlay thickness for updating the Illinois Highway Information System.

GN:406.03

Effective March 6, 1995

Designer Note: Use this general note on all jobs involving new concrete or bituminous pavement or a bituminous overlay.

The entire metric station should be shown on metric projects to avoid confusion with existing English stationing.

PAVEMENT STATION 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 (20 mm) 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 included in the cost of the associated pavement and/or overlay pay items.

Effective: January 1, 2011
Revised: April 26, 2013

Designer Note: Use on all HMA contracts.

POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) RATES

Surface Type	Estimated Truck Application Rate	Residual Rate
Milled (HMA or PCC)	0.10 gal/sy (0.0004 ton/sy)	0.05 gal/sy
Existing Pavement	0.05 gal/sy (0.00022 ton/sy)	0.025 gal/sy
Fog Coat (between lifts)	0.05 gal/sy (0.00022 ton/sy)	0.025 gal/sy

Note: Estimated truck application rate is used for estimating quantities.

GN:406.10

Effective: 10-23-06
Revised: 01-01-11

Designer Note: This General Note should be added to all contract plans using QC/QA Hot-Mix Asphalt.

Consult the District Mixtures Control Engineer for guidance in choosing hot-mix asphalt mixture types to use for your specific project. See Materials mixture requirements.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

Mixture Use(s):	
RAP % (Max):	
AC/PG:	
Design Air Voids:	
Mixture Composition: (Gradation Mixture)	
Friction Aggregate	

Notes: Individual lift thickness of each mix type will be no less than 3 times nominal maximum aggregate size and no more than 6 times nominal maximum aggregate size.

Designer Note: Use on resurfacing contracts where a minimum vertical clearance must be maintained. The Designer should check with the Bureau of Operations (Traffic) and then, if necessary specify the minimum vertical clearance required in accordance with the applicable policy. The designated height is to be inserted (*).

MINIMUM VERTICAL CLEARANCE

The Contractor shall verify the existing structure vertical clearance prior to placing bituminous overlay under any structure. A minimum (*) vertical clearance shall be maintained under all structures.

Revised 7-1-94

Designer Note: Discuss with Construction. Use only when there are butt joints required that are not being done in conjunction with cold milling operations. Very restrictive time frame and should be discussed with Construction. Applies to projects with one lift construction - Surface Course. Pay items should be provided for either/both P.C. Concrete or Bituminous Concrete Removal - Butt Joint depending on surface(s) being removed. Revised Article and D.N. 7-1-94.

BUTT JOINT CUTTING TIME RESTRICTION

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

GN:406.19

Designer Note: Prohibits the Contractor from stopping mainline paving operations for miscellaneous work. Able to obtain a smoother riding surface with continuous operation. All projects requiring surface course should include - very few exceptions.

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.

GN:420.11

Revised 10-23-06

Designer Note: The final finish on all P.C. Concrete pavement should be Type A unless Type B is specified.

The plans, Special Provisions, or General Notes should specify a Type B final finish for urban roads and streets, designed for speeds less than 40 MPH (65 km/h), which do not have unusual traffic maneuvering requirements, steep grades or sharp curves. The Type B final finish shall be obtained in accordance with Article 420.09(e)(2) of the Standard Specifications. Discuss usage with your Project Engineer.

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.

GN:440.00

Revised 10-23-06

Designer Note: Insert into any project with an existing bridge deck wearing surface containing asbestos. To be used in conjunction with the Interim Special Provision entitled "Asbestos Waterproofing Membrane and Asbestos Hot-Mix Asphalt Surface Removal" (see designer note for that ISP). Designer is to insert the applicable bridge structure numbers into this special provision as indicated by **.

ASBESTOS BRIDGE WEARING SURFACE REMOVAL

The structures listed below have bridge wearing surfaces containing asbestos. Removal of the wearing surfaces of these structures shall follow the requirements of the special provision entitled "Asbestos Waterproofing Membrane and Asbestos Hot-Mix Asphalt Surface Removal". A completed "Notification of Demolition and Renovation" form (available at http://www.epa.state.il.us/air/asbestos/index.html) must be submitted by the Contractor to the Illinois EPA at least 10 working days prior to commencing any work that would disturb any of the bituminous materials containing asbestos.

STRUCTURES CONTAINING ASBESTOS
**

Designer Note: Discuss usage with your Project Engineer. Intended as on-site method to remove/dispose of 450 mm (18”) shoulder widening on narrow pavement. Revised Article and metric 7-1-94.

SAW CUT - 18" (450 mm) SHOULDER REMOVAL - IN-PLACE WHEEL SAW GRINDING PERMITTED

A full depth saw cut shall be required at the joint between the pavement that is to be left in place and the existing shoulder that is to be removed. The Contractor may have the option of using a wheel saw to grind up the existing shoulder and leave the finely ground pieces on site under the new shoulder and on the foreslope, with the approval of the Engineer. Maximum size of pieces shall be no more than 3" (75 mm). Larger pieces shall be picked up/removed from the jobsite. No additional compensation will be allowed for variations in assumed thickness. This work shall not be paid for separately, but shall be included in the cost of the removal items.

GN: 442.00

Designer Note: Insert this General Note into projects where additional overlay is being placed in lieu of extensive pavement patching.

ADDITIONAL HOT-MIX ASPHALT OVERLAY IN LIEU OF PATCHING

An additional thickness of hot-mix asphalt overlay is being placed on this project to allow pavement patching to be either eliminated or reduced to a very limited quantity. The intent of this treatment is to minimize or eliminate the need for any pavement patching.

Revised 7-1-94

Designer Note: Use with reflective crack control to define where to be placed. Specify note that applies. Can be either area or strip crack control as specified elsewhere. Revised Article 7-1-94.

REFLECTIVE CRACK CONTROL PLACEMENT

1. Reflective crack control treatment shall be placed on the existing surface.

2. _____ shall be placed on the cold milled surface.

3. _____ shall be placed on the leveling binder.

4. _____ shall be placed on the binder course.

Effective: April 23, 2010

Designer Note: Use this when there is a structure with a structure number within your job limits that will have to be crossed with a MTD or milling machine. The designer shall notify the Bridge Office of the structures to be crossed and what will be crossing it and request the Bridge Office to check the structures ability to handle the load.

CROSSING EXISTING STRUCTURES WITH EQUIPMENT

The following structures SN _____, SN _____ may be crossed with _____ *(choose a, b, or c from below)*.

Options:

a. loaded MTD
b. unloaded MTD
c. milling machine

Any structures not listed above shall be verified by the resident prior to beginning work.

Revised 7-1-94

Designer Note: Requires that an existing name plate is to be salvaged for reuse. Check with the Bridge Engineer as a new name plate may also be required. Show on the plans where name plates are to be installed. Revised Article 7-1-94.

NAME PLATE RELOCATION ON METAL PLATE BRIDGE RAIL

Name plates that will be removed as a result of this work shall be relocated on the Metal Plate Bridge Rail or concrete parapet wall as directed by the Engineer. The cost of removing and replacing the name plates, including all necessary fasteners, will not be measured or paid for separately but will be considered incidental to the contract.

Revised 7-1-94

Designer Note: Intended for use to eliminate Contractor ordering “plan quantity” without discussing with the Resident Engineer for adjustments required. Revised Article, D.N. and G.N. 7-1-94.

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.

Revised 7-1-94

Designer Note: To be used when new structures (i.e. inlets, manholes, etc.) are to be built and the existing drainage system is to be connected. The connection will not be paid for separately but will be included in the cost of the respective structure work. Revised Section and Article 7-1-94.

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.

GN:603.00

Revised 10-23-06

Designer Note: Use when there is hot-mix asphalt tapers around frames and grates previously adjusted by others and these tapers will have to be removed by the contractor prior to hot-mix asphalt surface placement.

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.

Designer Note: Use this note when there are median and island pay items to clarify when to use ramped noses versus barrier noses.

MEDIAN AND ISLAND NOSES

When constructing median and island noses the following criteria should be followed:

- Barrier curb shall be used to construct noses when the median or island surrounds a mast arm or other non-breakaway foundation.

- Ramped noses shall be used on medians or islands with breakaway posts.

GN:606.04

Revised 10-23-06

Designer Note: Review with Traffic - determine sign post hole locations needed and show on the plans.

SIGN POST HOLES

Vertical holes shall be constructed in the island pavement and/or concrete median of the type specified or concrete median surface 4 inches (100 mm). The holes shall by 24 inches (600 mm) in diameter or 24 inches (600 mm) square and they shall be free of any obstruction, except earth, for a depth of 5 feet (1.5 m) at the locations shown on the plans or as directed by the Engineer. Any holes not used for the placement of signs shall be filled and compacted flush with the top of the island pavement, concrete median of the types specified, or concrete median surface 4 inches (100 mm). The top 3 inches (75 mm) of said compacted fill shall consist of a hot-mix asphalt mixture. All holes in which the sign posts are installed at the time of this contract shall be similarly filled.

This work, including any required pavement removal necessary to construct the sign post holes, will not be paid for separately but shall be included in the contract unit price per square foot (square meter) for ISLAND PAVEMENT and/or CONCRETE MEDIAN of the type specified, or CONCRETE MEDIAN SURFACE, 4 inches (100 mm).

GN:606.14

Revised 10-23-06

Designer Note: Review conditions/pay items with your Project Engineer and Construction before using. Clearly spell out what transitions you want on the plans, then use this General.

TRANSITION PAYMENT METHOD - NEW/OLD CONSTRUCTION

Ten feet (10 ft.) (3 m) 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.

Revised 7-1-94

Designer Note: If there is fencing to be done, check with Land Acquisition to find out if R.O.W. commitments have been made as to the requirements for erecting the new fencing prior to the removal of the existing fences. Show fencing runs on plans if so committed. If there are no right of way commitments, you may still want to use this general note, but you should get Construction's input before inserting. Revised Article, D.N. and G.N. 7-1-94.

WOVEN WIRE FENCE REPLACEMENT COMMITMENT

The woven wire fence shall be installed prior to the removal of the existing farm fences. The Contractor shall provide a pull post at the intersection of new and existing fences. When so directed by the Engineer, the Contractor shall install the woven wire fence prior to commencing any other work in the area. The Contractor shall perform any clearing and minor grading as directed by the Engineer to provide a smooth ground surface for the proposed fence.

Effective: January 1, 2011

Designer Note: Use on all contracts where right-of-way markers are being installed.

RIGHT-OF-WAY MARKERS

When installing right-of-way makers, care shall be taken to not disturb any existing property/right-of-way pins. If a property/right-of-way pin is found at the location of a proposed right-of-way marker, the marker shall be placed one (1) foot in front of the pin.

Effective: April 23, 2010

Designer Note: This note shall be used when including the re-setting of a section corner that currently exists on a project that will be disturbed by construction activities. Only use after discussing with Paul Fields and Project Engineer to ensure it is best done during construction. Include CADD Standard 667101 in the plans.

SETTING OF SECTION CORNER MONUMENTATION

All section corner location 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 the 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.

Designer Note: Insert into all contracts which include a field office.

ENGINEERS FIELD OFFICE

Add the following sentence to the end of paragraph 670.02 (i) and 670.04 (e):

All of the telephone lines provided shall have unpublished numbers.

Designer Note: Discuss usage with the Traffic Design Engineer and your Project Engineer.

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.

Effective April 23, 2010

Designer Note: Use this note when overlaying two lane roadways with no passing zones.

NO PASSING ZONE VERIFICATION

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

Revised 1-31-94

Designer Note: Use in conjunction with traffic counter installations/details in plans/show plan location. The District CADD details for loop detector installations should also be included in the plans. Any questions, discuss with Programming/Traffic Count Unit.

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.