

The Engineer shall contact Randy Laninga at 309-671-4477 to schedule the installation of additional signs needed for the pedestrian crossing at the intersection of Bus. 24 and IL 8.

Before the Contractor closes the left turn lane from eastbound IL 8 to McCluggage Road, the Contractor and the Engineer shall contact Randy Laninga at 309-671-4477 to discuss modifying signal timing to allow for left turns from a temporary left turn lane during the closure of the permanent left turn lane.

When the existing drainage structures located in the shoulder of westbound IL 8 (Sta. 278+00 Lt and Sta. 281+50 Lt) are removed, any pipes draining into these structures shall be tied into the new inlets. This work shall be included in the cost of the new drainage structures.

The control points and benchmarks included in these plans are taken from contract 68370, which is scheduled to be let in January, 2012. The control points and benchmarks provided are located west of this contract (see the Control Points and Benchmarks sheet).

The Class SI Concrete (Outlets) to be constructed on McCluggage Road shall be constructed according to District CADD Standard 606101, except that the transition portion will vary from the standard to match into the combination concrete curb and gutter, type b-6.24. Also, the transition length of the outlet varies from the standard.

The removal of pavement markings on existing surfaces that are not going to be milled or removed shall be done by water blasting.

Tie bars shall be used in the proposed widening to tie it to the existing pavement. Tie bars shall also be used in the proposed curb and gutter to tie it to the existing pavement or the proposed widening. Tie bars shall be installed as shown in Highway Standard 420001. The cost of this work shall be included in the cost of the various proposed concrete items involved, as noted in Article 508.07 of the Standard Specifications.

The proposed back of curb on IL 8 is 37.8 feet from the IL 8 centerline. This constant offset will provide a straight curb line. There will be minor variation in offset between the edge of the existing pavement and the leading edge of the proposed gutter. This difference shall be made up in the width of the gutter. Any additional width (up to 1 foot maximum) shall be included in the cost of the proposed curb and gutter. Any additional width shall be left down 1 1/2" from the top of the gutter to allow for the placement of HMA surface course.

FILE NAME = D412345-aht-coover.dgn	USER NAME = horstkj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROJECT SPECIFIC NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000' / 1" =	DRAWN -	REVISED -			399	(35,36)N-1	TAZEWELL	60	5
	PLOT DATE = 12/19/2011	CHECKED -	REVISED -			CONTRACT NO. 68A66			ILLINOIS FED. AID PROJECT	
	DATE -	REVISED -	SCALE:			SHEET	OF	SHEETS	STA.	TO STA.