

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	(102)BR-3	WHITESIDE	57	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NUMBER: 64426				

GENERAL NOTES

See cross sections for special ditches and backslopes.

The removal of Bituminous Surfacing not on a rigid type base removed in conjunction with the base shall be removed as EARTH EXCAVATION. The removal of Bituminous Surfacing on a rigid type base removed in conjunction with the base shall be included in the contract unit price for PAVEMENT REMOVAL of the type specified.

The final top four inches of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

It is estimated that 520 cubic yards of earth will be hauled to the job from outside the project limits. A shrinkage factor of 25% has been used.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 6 (modified) shall be used. Class 6 (modified) shall be used on front slopes and ditch bottoms. Class 4 shall be used on all back slopes and areas behind the back slope, and beyond the toe of front slope on fill sections without ditches.

Fertilizer Nutrients shall be applied at the rate specified in Sections 250 and 252 of the Standard Specifications. This shall be included in the cost of the SEEDING or SODDING.

Mulch Method II shall be applied over all seeded areas.

When mulch with emulsified asphalt is applied, it will be the contractor's responsibility to cover or protect all traffic signs, guardrail and curbs. Any signs, guardrail or curbs which become covered with asphaltic material shall be cleaned by the Contractor at his own expense.

The following Mixture Requirements are applicable for this project:

Mixture Use(s):	<u>SURFACE COURSE:</u> BIT. CONC. SURF. CSE. SUPERPAVE, MIX "C", N50	<u>LEVELING BINDER:</u> LEVELING BINDER, SUPERPAVE, N50	<u>SHOULDER SURFACE:</u> BIT. CONC. SURF. CSE. SUPERPAVE, MIX "C", N50	<u>SHOULDER LOWER LIFT:</u> BIT. SHLD. SUPERPAVE
PG:	PG 64-22	PG 64-22	PG 58-22	PG 58-22
RAP% (Max)	15%	25%	30%	50%
Design Air Voids	4.2% @ N50	4.2% @ N50	3.0% @ N50	2.0% @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 OR 12.5	IL 9.5	IL 9.5 OR 12.5	BAM
Friction Aggregate	C	N/A	C	N/A
20 Year ESAL	2.3	2.3	N/A	N/A

The Contractor will be required to furnish 5/2" high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways. The stations shall be placed 6" inside the pavement marking edge so they can be read from shoulder. This work will be included in the cost of the final pavement surface.

Guardrail posts may be driven through bituminous shoulders if the shoulder is not damaged as determined by the Engineer. If the shoulder is being damaged, the Contractor shall core holes in the shoulder according to Article 630.06 of the Standard Specifications.

Install a "TO ACTUATE SIGNAL" sign for the traffic signal detector loops. The detail of this sign is included in the plans. This work will be included in the cost of TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

Bituminous and Aggregate prime coat shall be placed in accordance with Section 406 of the Standard Specifications. The cost of the prime coats shall be included in the contract unit price per ton for LEVELING BINDER (MACHINE METHOD) of the type specified.

A Nationwide 404 Permit has been issued for this project and the conditions of that permit must be adhered to.

The new number for this structure will be S.N. 098-0109.

Three (3) trees are proposed to be replaced within the project limits. The layout shall be performed by the District Landscape Architect. Mulch shall consist of hardwood chips, spread at a width of five (5) feet, four (4) inches thick, with weed barrier, to be included in the cost per EACH tree. An alternate planting site shall be at the I-88/IL Route 40 Interchange location.

COMMITMENTS

No commitments have been made for this project.

The thickness for the Bridge Approach Pavement Connector (Flexible) shall be a minimum of 12". The material shall be 1/2" Bit. Conc. Surf. Cse., Superpave, Mixture "C", N50, and the remaining thickness shall be Leveling Binder, Superpave, N50. The work will be paid for at the contract unit price per Sq. Yd. for BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE).

Strip Reflective Crack Control shall be placed at all locations where the original pavement was widened as shown in the plans.

During construction operations the existing field entrance at Station 554+93.00 RT shall be closed. The Property Owner shall access the parcel from the existing field entrance along Hahnaman Road just west of the project limits.

The proposed pipe for the field entrance shall be placed in line with the proposed ditch line.

Where field tile is encountered, storm sewer or pipe drain will be used in accordance with Section 611. The minimum size for replacement will be 6" for Pipe Drains and 8" for Storm Sewer, but the size must be at least 2" larger than the adjoining tile. A Field Tile Junction Vault will be constructed at the right of way to connect the tile and storm sewer. The following quantities have been included in case field tile is encountered:

- Exploration Trench 52" Depth - 200 FOOT
- Field Tile Junction Vaults - 2 EACH
- Storm Sewer Special, 8" - 200 FOOT
- Storm Sewer Special, 10" - 200 FOOT
- Storm Sewer Special, 12" - 200 FOOT

A quantity of 10 (NW), 10 (NE), 10 (SW) and 10 (SE) Cubic Yards of Furnished Excavation has been included to provide shoulder widening for the TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (FLARED), if the Engineer determines that the excavated materials from the job are insufficient to bring the shoulders to the proper slope and width.

The Contractor shall be responsible for ensuring that the flapgates are in working order at all times. A quantity of one (1) EACH for Flap Gate 24", and Flap Gate 30", has been provided in the event replacement is required. Checking the flapgates shall be included in the cost for replacement of flapgates.

The Contractor shall supply the Resident Engineer with the manufacturer's installation requirements for the type of Steel Plate Beam Guardrail Terminal Type 1 Special (Flared).

One 8d galvanized nail shall be used to toe nail the wood block out to the wood post on all traffic Barrier Terminal Type 1 Specials.

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.

Temporary Seeding for Erosion Control shall be provided for the project and as directed by the Engineer. This work shall be included in the cost for EARTH EXCAVATION.

Saw cutting shall be included in the cost per Square Yard for PAVEMENT REMOVAL.

Aggregate Base Course, Type B, is provided in the plan quantities and shall be used only as needed when directed by the Engineer.

Right-of-way markers will be erected with the back face of the marker on the right-of-way line unless the new right-of-way line has been surveyed and pinned, in which instance the right-of-way markers will be erected 12 inches inside the new right-of-way line.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

SBC, AT&T, COM ED, FRONTIER COMMUNICATIONS, LIGHTCORE, MID-AMERICAN PIPELINE, NICOR GAS

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.

SURVEY MARKERS

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: 1 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.

REVIEWED

ENGINEER OF PROJECT DEVELOPMENT	DATE
ENGINEER OF PROJECT IMPLEMENTATION	DATE
ENGINEER OF OPERATIONS	DATE
ENGINEER OF LOCAL ROADS	DATE

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES & COMMITMENTS

SCALE: NONE
DATE: AUGUST, 2005

DRAWN BY: JH
CHECKED BY: FML