

1. 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.
2. IT IS ESTIMATED THAT 905 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25 % HAS BEEN USED.
3. ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.
4. THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES.
5. PREVIOUSLY PUGMILLED STOCKPILES OF TYPE A OLDER THAN 1 MONTH WILL NOT BE APPROVED FOR USE UNTIL A MOISTURE CHECK IS RUN TO VERIFY MOISTURE CONTENT. MATERIAL SHIPPED TO PROJECTS WITHOUT BEING TESTED WILL NOT BE ACCEPTED.
6. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USES	SURFACE COURSE	LEVELING BINDER	BINDER COURSE	SHOULDER SURFACE	SHOULDER BASE
PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN=70	4.0% @ N DESIGN=70	4.0% @ N DESIGN=70	3.0% @ N DESIGN=50	2% @ N DESIGN=50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL-9.5 MM OR IL-12.5 MM	IL 9.5 MM OR IL 9.5 FG	IL 19.0 MM	IL-9.5 MM OR IL-12.5 MM	BAM OR IL 19.0
FRICTION AGGREGATE	D	N/A	N/A	C	N/A
20 YEAR ESAL	0.9	0.9	0.9	0.9	N/A

7. THE AREA TO BE PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA ON THE NEXT DAYS PRODUCTIVITY, BUT NO MORE THAN FIVE DAYS IN ADVANCE OF THE PLACEMENT OF THE HMA, UNLESS APPROVED BY THE ENGINEER.
8. REFLECTIVE CRACK CONTROL SHALL BE PLACED ON THE EXISTING SURFACE PRIOR TO ANY RESURFACING, UNLESS PAVEMENT IS MILLED, THEN IT WILL BE PLACED ON THE BINDER COURSE.
9. TO HELP AVOID EXCESS DROP OFFS AT THE EDGE OF PAVEMENT, THE EXISTING AGGREGATE WEDGE OR SHOULDER IS TO BE PULLED UP AND ROLLED TO MATCH THE EDGE OF PAVEMENT BEFORE PLACING ANY BITUMINOUS MATERIAL. ALL COSTS ASSOCIATED WITH PULLING UP THE SHOULDERS SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER TON FOR HOT MIX ASPHALT SURFACE COURSE OF THE TYPE SPECIFIED.
10. TWO APPLICATIONS OF 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.
11. A NATIONWIDE 404 PERMIT HAS BEEN ISSUED FOR THIS PROJECT AND THE CONDITIONS OF THAT PERMIT MUST BE ADHERED TO.
12. THIS STRUCTURE WILL RETAIN THE SAME NUMBER 098-0015.
13. 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.
14. THE THICKNESS FOR THE BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) ADJACENT TO EXISTING PAVEMENT SHALL BE A MINIMUM OF 12". THE MATERIAL SHALL BE 1 1/2" HOT-MIX ASPHALT SURFACE COURSE, AND THE REMAINING THICKNESS SHALL BE HOT-MIX ASPHALT BINDER COURSE.
15. REFLECTOR MARKERS TYPE B SHALL BE INSTALLED ON THE TOP OF BRIDGE PARAPET WALLS. THE MARKERS SHALL BE ACCORDING TO STANDARD 635011 AND THE COLOR AND SPACING ACCORDING TO STANDARD 635006, EXCEPT THE MINIMUM IS 2 PER SIDE.
16. CULVERT & BRIDGE FLOWS MUST BE MAINTAINED THROUGHOUT THE PROJECT. NORMAL FLOW SHALL BE ALLOWED TO PASS AT THE RATE IT ENTERS THE JOBSITE. HIGH FLOWS SHALL BE ALLOWED TO PASS WITHOUT CAUSING DAMAGE TO UPSTREAM PROPERTIES.
17. NOSES OF CURBED CORNER ISLANDS NOTED AS 1 & 2 ON HIGHWAY STANDARD 606301 SHALL BE RAMPED UNLESS THE CURB FUNCTION IS FOR THE PROTECTION OF PEDESTRIANS, SIGNALS, LIGHT STANDARDS OR SIGN TRUSS SUPPORTS.
18. USE M 6 CURB ON ISLANDS WHEN LOCATED ADJACENT TO A HIGHWAY WITH SPEEDS OF 45 MPH OR LESS.
19. ON LARGE AND INTERMEDIATE ISLANDS, THE VARIABLE CURB AND GUTTER FLAG WILL BE PAID FOR AS COMBINATION CONCRETE CURB AND GUTTER TYPE M6.24.

20. THE CONTRACTOR SHALL INSTALL A 18" DIAMETER FORMED OPENING IN THE CONCRETE MEDIAN SURFACE OF THE ISLAND AS DIRECTED BY THE ENGINEER. ALSO, A 4" DIAMETER FORMED OPENING SHALL BE INSTALLED IN EACH CORNER OF THE ISLAND 1' BEHIND THE BACK OF CURB. ALL EXISTING PAVEMENT SURFACES OF OTHER EXISTING OBSTRUCTIONS BENEATH THESE OPENINGS SHALL BE REMOVED BY THE CONTRACTOR. AFTER THE MEDIAN IS IN PLACE THE 18" OPENING SHALL BE CORED DOWN 4' AND FILLED WITH DIRT. ALL COSTS INCURRED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR CONCRETE MEDIAN SURFACE, 4 INCH.
21. THE ISLANDS ON THIS PROJECT ARE LARGE ISLANDS AS SHOWN ON THE DETAIL OF ISLAND SHEET IN THE PLANS.
22. THE CONTRACTOR SHALL INSTALL 18" DIAMETER FORMED OPENINGS IN THE CONCRETE MEDIAN SURFACE, SPACED AT INTERVALS NO GREATER THAN 250', AND/OR AS DIRECTED BY THE ENGINEER. ALL EXISTING PAVEMENT SURFACES OR OTHER EXISTING OBSTRUCTIONS BENEATH THESE OPENINGS SHALL BE REMOVED BY THE CONTRACTOR. AFTER THE MEDIAN IS IN PLACE, CORE EACH OPENING DOWN 4' AND FILL WITH DIRT. ALL COSTS INCURRED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR CONCRETE MEDIAN SURFACE, 4 INCH.
23. THE EXCAVATED MATERIALS FROM EARTH EXCAVATION WIDENING, GRADING AND SHAPING DITCHES, AND EXCAVATING AND GRADING SHOULDERS SHALL BE USED TO BUILD UP THE SHOULDER THROUGHOUT THE JOB TO CONFORM WITH THE TYPICAL SECTIONS AND SHOULDER WIDENING FOR TERMINALS AS SHOWN ON THE PLANS.
24. EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR FURNISHED EXCAVATION.
25. THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE I SPECIAL (FLARED).
26. ONE 16D GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE I SPECIALS.
27. 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.
28. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND MAINTAINING AN ELECTRONIC LOG OF ALL STAKEOUT SURVEY THAT IS PERFORMED ON THE JOB, EITHER BY HIM/HER OR ANY SUB-CONTRACTOR PERFORMING THE STAKEOUT. UPON REQUEST, ALL LOGS SHALL BE SUBMITTED TO THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK, BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR CONSTRUCTION LAYOUT.
29. PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
 1. ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
 2. ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
 3. THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
30. PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT INTERVALS OF 1 MILE OR AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE. ESTIMATED: 2 EACH.
31. PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2. OPTION 2 WOULD BE TO INSTALL A VAULTED STYLE MONUMENT AS DESCRIBED BY NGS AS A 3D MONUMENT (TOP SECURITY SLEEVE ROD MONUMENT), WITH INSTALLATION INSTRUCTIONS PROVIDED BY THE DISTRICT CHIEF OF SURVEYS. IF POURED IN PLACE, THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELOW THE GROUND SURFACE.
32. THE PERMANENT SURVEY MARKERS, IF POSSIBLE, SHALL BE INSTALLED AT THE BEGINNING OF THE JOB AND PROTECTED THROUGHOUT.
33. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED USING AN ELECTRONIC LEVEL. THE META DATA, SUCH AS THE GEOID USED, (NGS ADJUSTMENT 1E: 97 HARN, 03, 07), AND THE BASE POINT(S) NAME OR NUMBER SHALL BE SUBMITTED ALONG WITH A COMPLETE COLLECTION LOG. IF COLLECTED USING RTK METHOD, IT WILL REQUIRE EITHER 3 COLLECTIONS (AVERAGED) FROM 2 DIFFERENT BASES, OR A MINIMUM OF 5 COLLECTIONS (AVERAGED), AT LEAST 2 HOURS APART, FROM THE SAME BASE. IF USING A CORS TYPE NETWORK, THE COLLECTION PROCEDURE SHALL INCLUDE LOCALIZING WITH CHECK SHOTS ON AT LEAST 2 DIFFERENT HARN MONUMENTS BOTH BEFORE AND AFTER COLLECTION. THE LEVEL CIRCUIT SHALL BE RUN FROM FURNISHED MARK TO FURNISHED MARK AND THEN ADJUSTED. THE ERROR OF CLOSURE SHALL BE SUBMITTED WITH THE ELECTRONIC LEVEL NOTES IN A RECOGNIZED FORMAT APPROVED BY THE ENGINEER AND/OR THE CHIEF OF SURVEYS. THE ENGINEER SHALL SUBMIT THIS

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USER NAME = dennis	DESIGNED - VLF	REVISED -
PLOT SCALE = 40,0000 // IN.	DRAWN - DJW	REVISED -
PLOT DATE = 10/12/2012	CHECKED - MAG	REVISED -
	DATE - 10-12-12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES			
SCALE: N/A	SHEET 1 OF 2 SHEETS	STA. TO STA.	

F.P.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	101 BR-3	WHITESIDE	113	3
CONTRACT NO. 64C17				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				