

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420101-04	24' (7.2 M) JOINTED PCC PAVEMENT
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
420701-02	PAVEMENT FABRIC
515001-03	NAME PLATE FOR BRIDGES
542401-01	METAL END SECTION FOR PIPE CULVERTS
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
610001-05	SHOULDER INLET WITH CURB
630001-09	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE I (SPECIAL) GUARDRAIL TERMINALS
631031-09	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
664001-02	CHAIN LINK FENCE
666001-01	RIGHT OF WAY MARKERS
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701321-11	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

COMMITMENTS

NONE

GENERAL NOTES

- THE FINAL TOP 100 MM (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 7880 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25% HAS BEEN USED.
- 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.
- 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.
- THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 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 ON ALL FRONT SLOPES STEEPER THAN 1:3, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES.
- 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.
- EXCEPT FOR THE TOP 75 MM (3"), ALL AGGREGATE BASES AND SUBBASES 300 MM (12") IN THICKNESS SHALL BE CONSTRUCTED OF AGGREGATE GRADATION CA-2. IF THE SPECIFIED THICKNESS EXCEEDS 300 MM (12"), THE BASES OR SUBBASES SHALL BE CONSTRUCTED OF TOPSIZE 150 MM (6") BREAKER-RUN CRUSHED STONE WITH 70% TO 90% BY WEIGHT, PASSING THE 4" SIEVE AND 15% TO 40% BY WEIGHT, PASSING THE 50 MM (2") SIZE SIEVE, EXCEPT FOR THE TOP 75 MM (3"). THE BREAKER-RUN CRUSHED STONE SHALL BE REASONABLY UNIFORMLY GRADED FROM COARSE TO FINE AND BE TAKEN FROM A QUARRY LEDGE CAPABLE OF PRODUCING CLASS "D" QUALITY AGGREGATE. THE TOP 75 MM (3") SHALL BE GRADATION CA-6 OR CA 10 REGARDLESS OF THICKNESS. THE WATER NECESSARY TO ACHIEVE COMPACTION IN ALL BUT THE TOP 75 MM (3") LAYER MAY BE ADDED AFTER THE SUBBASE OR BASE COURSE IS PLACED ON THE GRADE.
- THE CONTRACTOR WILL BE REQUIRED TO FURNISH 140 MM (5 1/2") 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 AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 150 MM (6") INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.
- THE NEW NUMBER FOR THIS STRUCTURE WILL BE S.N. 071-0097
- 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.
- 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.
- 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.
- ALL FRAMES AND GRATES OF DRAINAGE STRUCTURES TO BE REMOVED OR FILLED SHALL BE CAREFULLY SALVAGED AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- THE OFFSETS FROM CENTERLINE AND RIM ELEVATIONS TO INLET BOXES OF THE TYPE SPECIFIED ARE TO THE EDGE OF SHOULDER (AT FLOW LINE OF CURB).
- EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR FURNISHED EXCAVATION.
- THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT) OR TRAFFIC BARRIER TERMINAL TYPE I SPECIAL (FLARED).
- 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.
- 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.
- PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
 - ALL WORDS, SUCH AS ONLY, SHALL BE 2.4 M (8 FEET) HIGH.
 - ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
 - THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 200 MM (8"), NOT 180 MM (7") AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
- 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 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.
- THE PERMANENT SURVEY MARKERS, IF POSSIBLE, SHALL BE INSTALLED AT THE BEGINNING OF THE JOB AND PROTECTED THROUGHOUT.
- 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 IE: 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 3 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 INFORMATION TO THE DISTRICT CHIEF OF SURVEYS
- TREE PLANTING LAYOUT SHALL BE PERFORMED BY THE DISTRICT LANDSCAPE ARCHITECT. MULCH SHALL BE PLACED 4" THICK AND TO THE DIAMETER AROUND THE TREE AS SHOWN ON DISTRICT STANDARD 92.1. THE MULCH SHALL BE HARDWOOD WOOD CHIPS PLACED ON WEED BARRIER FABRIC. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TREE.
- 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 300 MM (12 INCHES) INSIDE THE NEW RIGHT-OF-WAY LINE.

FILE NAME =	USER NAME = .USER.	DESIGNED - AKK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL-2 OVER THE BNSF RAILROAD GENERAL NOTES			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ts\5015-phase11-1-2&1-26\cvs\N1L-2\CADD	Sheets\0264D16-shr-GenNotes.dgn	DRAWN - AKK	REVISED -		742	38VBR-1	OGLE	87	2			
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		CONTRACT NO. 64D16							
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -		SCALE:	SHEET NO. 2 OF 87	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		