

GENERAL NOTES

Milling machines on this project shall be capable of removing a layer of bituminous a minimum 6' wide and 1-1/2 inches in depth in a single pass.

Areas of slag mixture are expected to be milled on this project. RAP containing slag mixture must be stockpiled separately.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE USE	AC TYPE	% AIR VOIDS	GRADATION MIX	20 YEAR ESAL
IL ROUTE 2				
HMA PAVEMENT - IL ROUTE 2 OVERLAY				
HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N70 (1.5")	PG 64-22	4.0 @ N70	IL 9.5 OR 12.5	3.2
LEVELING BINDER (MACHINE METHOD), N70 (1")	PG 64-22	4.0 @ N70	IL 9.5	3.2
HMA PAVEMENT - BIKEPATH				
HOT-MIX ASPHALT SURFACE COURSE, IL9.5FG, N50 (2")	PG 58-22	3.0 @ N50	IL 9.5FG	N/A
HMA SHOULDERS - IL ROUTE 2 OVERLAY				
HOT-MIX ASPHALT SURFACE COURSE, MIX 'C', N50 (2.5")	PG 58-22	3.0 @ N50	IL 9.5 OR 12.5	N/A
US 20 RAMPS				
HMA PAVEMENT - US 20 RAMP RECONSTRUCTION				
HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N70 (1.5")	PG 64-22	4.0 @ N70	IL 9.5 OR 12.5	3.2
HOT-MIX ASPHALT BINDER COURSE, N70 (2.25")	PG 64-22	4.0 @ N70	IL 19.0	3.2
HOT-MIX ASPHALT BINDER COURSE, N70 (3.75")	PG 64-22	4.0 @ N70	IL 19.0	3.2
HMA PAVEMENT - US 20 RAMP OVERLAY				
HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N70 (2")	PG 64-22	4.0 @ N70	IL 9.5 OR 12.5	3.2
HMA SHOULDERS - US 20 RAMP RECONSTRUCTION				
HOT-MIX ASPHALT SURFACE COURSE, MIX 'C', N50 (2")	PG 58-22	3.0 @ N50	IL 9.5 OR 12.5	N/A
HOT-MIX ASPHALT BINDER COURSE, N50 (2.5")	PG 58-22	2.0 @ N50	BAM or IL 19.0	N/A
HOT-MIX ASPHALT BINDER COURSE, N50 (3")	PG 58-22	2.0 @ N50	BAM or IL 19.0	N/A
HMA SHOULDERS - US 20 RAMP OVERLAY				
HOT-MIX ASPHALT SURFACE COURSE, MIX 'C', N50 (2")	PG 58-22	3.0 @ N50	IL 9.5 OR 12.5	N/A
ONYX PARKWAY				
HOT-MIX ASPHALT SURFACE COURSE, MIX 'C', N50 (1.5")	PG 58-22	3.0 @ N50	IL 9.5 OR 12.5	3.2
HOT-MIX ASPHALT BINDER COURSE, N50 (2.5")	PG 58-22	3.0 @ N50	IL 19.0	3.2
S. MAIN STREET OVERLAY, SHELL ACCESS & DRIVEWAYS				
HOT-MIX ASPHALT SURFACE COURSE, MIX 'C', N50	PG 58-22	3.0 @ N50	IL 9.5 OR 12.5	3.2
TEMPORARY PAVEMENT				
HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N50	PG 64-22	4.0 @ N50	IL 9.5 OR 12.5	3.2

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES IS 112 lb/sy-in

The Contractor shall place temporary hot-mix asphalt tapers along all sides of the utility structures protruding above the milled surface. The temporary tapers shall extend 2' outside of the castings, except for the approach side to traffic shall have a 4' taper length. Hot-mix asphalt meeting the approval of the Engineer shall be used, no cold millings will be allowed. The cost of the material, placement, maintenance, removal and disposal of said work will be included in the Pay Item for Hot-Mix Asphalt Surface Removal.

The Contractor will be required to furnish 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 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 area to be primed shall be limited to that which can be covered with HMA the same day, unless otherwise permitted by the Engineer.

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.

On full depth pavement, shoulder widths of 6 ft. or less may be placed, at the Contractor's option, simultaneously with the adjacent traffic lane for both the binder and surface courses, provided the cross slope of both the pavement and shoulder can be satisfactorily obtained. The shoulder will be paid for at the contract unit price per Square Yard for HOT-MIX ASPHALT SHOULDERS of the thickness specified on the plans.

Install rumble strips in all shoulders in accordance with State Standard 642001-02. Rumble Strips shall be placed on shoulders on both sides of the pavement.

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

The new number for the structure at Sta. 294+79 will be 101-1332.

The new number for the structure at Sta. 243+41 will be 101-1333.

The boring logs for this structure indicate that groundwater levels may encroach on the construction limits of this culvert. It shall be the responsibility of the contractor to control the ground water and divert the stream flow during construction in order to keep the construction area free of water. The method of controlling the water shall be subject to approval of the Engineer and the cost shall be included in the contract unit price for Precast Concrete Box Culverts.

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.

Box culverts that are stage constructed and undercut by more than 2 feet shall have lean concrete placed on the rock fill at the stage line. The concrete shall retain the rock fill until the second stage rock fill is placed. This work will be included in the pay item for the type of rock fill used.

Precast grated inlet specials may be substituted in lieu of cast-in-place units with floors upon receipt of manufacturer's shop drawings which have been approved by the Department. The Contractor shall be responsible for verifying necessary dimensions on the existing drainage structure required for the attachment. No additional cost for this substitution shall be allowed.

The Contractor shall clean out all existing and proposed culverts and stream flows to the right of way lines on the entire section at the completion of the job. The cost shall be included in the contract unit price for STORM SEWER of the type and size specified.

The Contractor shall remove all entrance culverts in condition for reuse which are not to be left in place. They shall be cleaned and stored along the right of way as directed. In no case shall they be roughly handled or shoved by heavy machinery. Unusable material shall be disposed of by the Contractor at his expense. Cost of the work to be included in the contract unit price for 12" PIPE CULVERT REMOVAL, 18" PIPE CULVERT REMOVAL, END SECTIONS TO BE REMOVED, AND CONCRETE HEADWALL REMOVAL..

The proposed pipes for entrances and side roads shall be placed in line with the existing or proposed ditch line.

FILE NAME =	USER NAME = patp	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 742 (IL 2) GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
G:\2010\TRANS\1010\1010\1010\Cover and Schedule\081500-GEN_NOTES.dgn		DRAWN -	REVISED -			742	34R	WINNEBAGO	491	4
PLOT SCALE = 10,0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64515				
PLOT DATE = 1/25/2012		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
						SCALE: N/A	SHEET NO.	OF SHEETS	STA.	TO STA.