

GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 742	37R-4	Ogle	867	10
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64E17				

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 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 56,036 cubic yards of earth will be hauled to the job from outside the project limits. A shrinkage factor of 25% has been used.

The topsoil excavation quantities have been adjusted to allow for 25% shrinkage of topsoil between removal and replacement.

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 4A 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 4A 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.

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.

Placement and compaction of the backfill for proposed across road culverts and existing across road culverts that are removed shall conform to Section 502.10 of the Standard Specifications, except that the material shall conform to Article 208.02 of the Standard Specifications, and shall be compacted to a minimum of 95% of the standard laboratory density. Any material conforming to the requirements of Article 1003.04 or 1004.05 which has been excavated from the trenches shall be used for backfilling the trenches. The entire excavation, within 2 feet outside of each shoulder, shall be backfilled with trench backfill material to the bottom of the proposed subgrade. This trench backfill material will not be measured for payment, but shall be included in the contract unit price for the class of concrete involved or other unit price item of the work for which it is required.

The subgrade on this project, exclusive of rock cut areas is scheduled to be improved to a 300 mm (12") depth according to Mechanistic Pavement Design. The areas scheduled to be improved to a depth greater than 300 mm (12") are estimated based on the original geotechnical investigation. The subgrade shall be processed in accordance with Article 301.03 of the Standard Specifications before the engineer shall determine the limits and the additional thickness of improvement required, if any. Any additional undercutting required after this evaluation shall be paid for as EARTH EXCAVATION.

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.

All embankment constructed of cohesive soil shall be constructed with not more than 110% of optimum moisture content, determined by the standard proctor test. Cohesive soil shall be defined as any soil which contains greater than 10% particles by weight passing the 75 μ m (#200 sieve). The 110% of optimum moisture limit may be waived in free-draining granular material when approved by the Engineer.

Sta. 1004+00 to Sta. 1034+00 the old road bed shall be scarified with deep plowing to a depth of 12". The cost of performing this work is included in the contract unit price for PAVEMENT REMOVAL.

The existing hot-mix asphalt surface on private and commercial entrances shall be bladed off or milled and disposed of outside the project limits. The cost of the blading, milling, rolling, and disposal is included in the contract unit price for INCIDENTAL HOT-MIX ASPHALT SURFACING.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	IL 72 Surface	IL 72 Leveling Binder	Sideroads/Overlooks/ Entrances/Incidental
PG:	PG 64-22	PG 64-22	PG 64-22
Design Air Voids	4.0 @ N50	4.0 @ N50	4.0 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5	IL 9.5 or 12.5
Friction Aggregate	D	N/A	C
20 Year ESAL	2.2	2.2	N/A

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

Install rumble strips in all shoulders in accordance with State Standard 642001. 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 located at Sta. 705+09 is 071-1205
 The new number for the structure located at Sta. 716+05 is 071-1208
 The new number for the structure located at Sta. 740+79 is 071-1163
 The new number for the structure located at Sta. 747+50 is 071-1204
 The new number for the structure located at Sta. 784+00 is 071-1206
 The new number for the structure located at Sta. 792+26 is 071-1207
 The new number for the structure located at Sta. 804+56 is 071-1134 Old SN 071-1108
 The new number for the structure located at Sta. 818+33 is 071-1210
 The new number for the structure located at Sta. 824+30 is 071-1211
 The new number for the structure located at Sta. 833+77 is 071-1135 Old SN 071-1107
 The new number for the structure located at Sta. 860+66 is 071-1212
 The new number for the structure located at Sta. 895+46 is 071-1213
 The new number for the structure located at Sta. 899+50 is 071-1214
 The new number for the structure located at Sta. 942+31 is 071-1215
 The new number for the structure located at Sta. 951+15 is 071-1216
 The new number for the structure located at Sta. 964+00 is 071-1128
 The new number for the structure located at Sta. 974+38 is 071-1136 Old SN 071-1106
 The new number for the structure located at Sta. 986+88 is 071-1217
 The new number for the structure located at Sta. 995+90 is 071-1209
 The new number for the structure located at Sta. 1010+58 is 071-1218
 The new number for the structure located at Sta. 1011+71 is 071-1137
 The new number for the structure located at Sta. 1023+85 is 071-1138 Old SN 071-1104
 The new number for the structure located at Sta. 1042+23 is 071-1129 Old SN 071-1103
 The new number for the structure located at Sta. 1050+36 is 071-1130 Old SN 071-1102