

GENERAL NOTES

See cross sections for special ditches and backslopes.

The removal of Bituminous Surfacing less than 6 Inch thickness 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 or a thickness of 6 inches or more on a flexible 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.

No earth will be hauled to the job from outside the project limits. The excavation quantities have been adjusted to allow for 33% shrinkage 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 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.

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. Impervious material shall be used on the outer 3 feet of each end of the culvert. 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 12" depth according to Mechanistic Pavement Design. The areas scheduled to be improved to a depth greater than 12" are estimated based on the original geotechnical investigation. The subgrade shall be processed in accordance with Article 301.04 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 3", all aggregate bases and subbases 12" in thickness shall be constructed of aggregate gradation CA-2. If the specified thickness exceeds 12", the bases or subbases shall be constructed of topline 6" breaker-run crushed stone with 70% to 90% by weight, passing the 4" sieve and 15% to 40% by weight, passing the 2" size sieve, except for the top 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 3" shall be gradation CA-6 or CA 10 regardless of thickness. The water necessary to achieve compaction in all but the top 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 #200 sieve. The 110% of optimum moisture limit may be waived in free-draining granular material when approved by the Engineer.

The following Mixture Requirements are applicable for this project:

MIXTURE USES:	TEMPORARY PAVEMENT			VISITOR CENTER	TOP SHOULDER	BOTTOM SHOULDER	ROCKTON ROAD	CROSSOVER
	SURFACE	BINDER	LEVEL BINDER	SURFACE	SURFACE	BINDER	SURFACE	SURFACE
PG:	64-22	64-22	64-22	PG 64-22	PG 58-22	PG 64-22	PG 64-22	PG 64-22
RAP %	0%	0%	0%	0%	0%	0%	0%	0%
DESIGN AIR VOIDS	4.0% AT N90	4.0% AT N90	4.0% AT N90	4.0% AT N90	3.0% AT N50	2.0% AT N50	4.0% AT N70	4.0% AT N70
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 OR 12.5	IL 19.0	IL 9.5	IL 9.5 OR 12.5	IL 9.5 OR 12.5	BAM OR IL 19.0	IL 9.5 or 12.5	IL 9.5 or 12.5
FRICITION AGGREGATE	MIX D	NA	NA	MIX D	MIX C	NA	D	D
20 YEAR ESAL	NA	NA	NA	5.1	NA	NA	5.1 (ROCKTON RD)	NA
MIX UNIT WEIGHT	112 LB/SY/IN			112 LB/SY/IN	112 LB/SY/IN		112 LB/SY/IN	112 LB/SY/IN

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 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 on the next days productivity, but no more than five days in advance of the placement of the HMA, unless approved 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 SB bridge structure will be 101-0193. The new number for the NB bridge structure will be 101-0194. The new number for the box culvert will be 101-1095.

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.

The Contractor shall sandblast the top of the beams upon removal of the bridge deck. This work will be included in the cost of removing the bridge deck.

A quantity of 120 Tons of Hot-Mix Asphalt Surface Course, Mix "C", N50 has been included to resurface the service road at the Visitor Center. The thickness shall be 2-1/2". An additional 1 Ton of Bituminous Materials (Prime Coat) has also been added. No typical sections were created for the resurfacing.

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.

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

The Contractor shall straighten or cut off the ends of existing entrance culverts that will have new metal end sections installed. The cost of this will be included in the contract unit price Each for END SECTIONS of the size specified.

Connecting bands for corrugated metal pipes shall be metal and shall be coated with the same material as the pipe sections. The connecting bands shall be a minimum of 18" wide.

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.

Use M 6.06 or M 4.06 curb and gutter on all sides of islands when island is offset shoulder width, but offset should not be greater than 8 feet edge to face.

Use M 4 curb on islands when located adjacent to high-speed traffic (50 mph or greater), except use M 6 on islands where traffic signals supports, sign truss supports, or any other post with a foundation generally larger than a standard highway sign is proposed. A stop sign is a standard highway sign.

Use M 6 curb on islands when located adjacent to a highway with speeds of 45 mph or less.

On large and intermediate islands, the variable curb and gutter flag will be paid for as Combination Concrete Curb and Gutter Type M6.24.

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' foot 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.

The Islands on this project are Intermediate Islands as shown on Standard 606301-04.

The Contractor shall install 18" diameter formed openings in the Concrete Median Surface, spaced at intervals no greater than 250 feet, 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.

All frames and grates of drainage structures to be removed or filled shall be carefully salvaged and shall remain the property of the Contractor. Frames and grates on the Tollway shall remain the property of the Tollway.

The cost of making sewer connections to existing drainage structures shall be included in the various contract unit prices for STORM SEWER.

The cost of removing existing Storm Sewer during the installation of new storm sewers shall be included in the contract unit price for the STORM SEWER being installed.

Lateral distances from the centerline on all inlets are to the face of the inlet.

The new manhole lids on this project shall have the word "STORM", "SANITARY", or "WATER" on the lid. The word to be used is noted on the plans. It will be the Contractor's responsibility to determine the word to be used on other lids not noted on the plans. No additional compensation will be allowed for this work.

All proposed manholes on this project shall be cast in place or precast. This work will be paid for at the contract unit price Each for MANHOLE of the type and size specified.

The Contractor shall determine flowlines of existing sewer lines which are shown on the plans as estimated or unknown. This information is necessary before ordering inlets and manholes.

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. See the Summary of Quantities for the estimated quantities.

The underdrain system scheduled on this project is to be constructed in accordance with Section 601 of the Standard Specifications for Road and Bridge Construction, except CA 16 shall be used in lieu of FA1 or FA2 for trench backfill. The CA 16 shall be according to Article 1004.05 and Article 1004.01 of the Standard Specifications, except in the table, Course Aggregate Gradation, the percent passing the No. 16 sieve shall be 4 ± 4%. The trench shall be wrapped using a fabric envelope meeting the requirements of Article 1080.05 of the Standard Specifications. Fabric encasing the pipe shall be eliminated. The underdrain shall be installed after the Stabilized Sub-Base Hot Mix-Asphalt, 4", and shall be backfilled with either CA7 or CA11.



USER NAME = .USERNAME.	DESIGNED -	REVISED -
FILE NAME = #FILE#	DRAWN - BSL	REVISED -
PLOT SCALE = 50.0000' / IN.	CHECKED - PDS	REVISED -
PLOT DATE = 10/20/2011	DATE - 10-21-2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: N/A	SHEET NO.	OF	SHEETS	STA.	TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	(X2-1) R	WINNEBAGO	510	5
CONTRACT NO. 64C29				
ILLINOIS FED. AID PROJECT				