

GENERAL NOTES

- SEE CROSS SECTIONS FOR SPECIAL DITCHES AND BACKSLOPES.
- 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.
- THE EXCAVATION QUANTITIES HAVE BEEN ADJUSTED TO ALLOW FOR 25% SHRINKAGE OF 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 EARTH MOVING 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 CUTTER, ON ALL BACK SLOPES AND AREAS BEHIND THE BACK SLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES.
- FERTILIZER NUTRIENTS SHALL BE APPLIED AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS SHALL BE INCLUDED IN THE COST OF THE SEEDING OR SODDING.
- PREVIOUSLY PUGMILLED STOCKPILES OF "TYPE A" AGGREGATE 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.
- 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 TOPSIZE 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.
- CLOSED EXPANSION JOINTS ON JOINED PAVEMENTS SHALL BE REESTABLISHED DURING THE PATCHING OPERATIONS. CLASS B PATCHES - WHEN THE PAVEMENT REQUIRES PATCHING AT THE LOCATION OF THE EXPANSION JOINT, A NEW JOINT SHOULD BE ESTABLISHED USING A DOWELED EXPANSION PATCH AS SHOWN ON HIGHWAY STANDARD 442101. WHEN THE JOINT IS CLOSED, BUT DOES NOT REQUIRE PATCHING, AN EXPANSION JOINT MAY BE FORMED BY SAWING THE PAVEMENT AND FILLING THE SAW CUT WITH A PREFORMED EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF SECTION 1051 OF THE STANDARD SPECIFICATIONS AS SHOWN ON STANDARD 420001.
- WHEN LAYING OUT FOR PATCHING, THE MINIMUM DISTANCE BETWEEN NEW PATCHES (SAW CUT TO SAW CUT) SHALL BE 15 FEET. WHEN PATCH SPACING IS LESS THAN 15 FEET, THE PAVEMENT BETWEEN PATCHES SHALL ALSO BE REMOVED AND REPLACED.
- ALL MANDATORY JOINT SEALING FOR CLASS A, CLASS B, AND CLASS B (HINGE JOINTED) PATCHES AS SHOWN ON THE PLANS WILL NOT BE MEASURED FOR PAYMENT. OPTIONAL SAWING OF THE JOINT FOR THE SEALANT RESERVOIR WILL NOT BE MEASURED FOR PAYMENT.

FOR ALL CONCRETE PATCHING THAT WILL NOT BE RESURFACED, THE CONCRETE SHALL BE STRUCK OFF FLUSH WITH THE EXISTING PAVEMENT SURFACE AT EACH END OF THE PATCH.

THE ENGINEER RESERVES THE RIGHT TO CHECK ALL PATCHES FOR SMOOTHNESS BY THE USE OF A 10' ROLLING STRAIGHT EDGE SET TO A 3/16" TOLERANCE IN THE WHEEL PATHS. ANY PATCH AREAS HIGHER THAN 3/16" MUST BE GROUND SMOOTH WITH AN APPROVED GRINDING DEVICE CONSISTING OF MULTIPLE SAWS. THE USE OF BUSHHAMMER OR OTHER IMPACT DEVICES WILL NOT BE PERMITTED. ANY PATCH WITH DEPRESSIONS GREATER THAN 3/16" SHALL BE REPAIRED IN A MANNER APPROVED BY THE ENGINEER.

THE MANDATORY SAW CUTS FOR PAVEMENT PATCHING ARE:

CLASS A PATCH: CUT TWO TRANSVERSE SAW CUTS AT EACH END OF THE PATCH; ONE FULL DEPTH AND ONE PARTIAL DEPTH. THE LONGITUDINAL EDGES OF THE PATCH SHALL BE CUT FULL DEPTH. WHEN THE PATCH IS ADJACENT TO A PCC SHOULDER, TWO SAW CUTS ALONG THE SHOULDER WILL BE REQUIRED.

CLASS B PATCH: CUT TWO TRANSVERSE SAW CUTS OUTLINING THE PATCH AND ONE TRANSVERSE PRESSURE RELIEF SAW CUT. THE LONGITUDINAL EDGES OF THE PATCH SHALL BE CUT FULL DEPTH. WHEN THE PATCH IS ADJACENT TO A PCC SHOULDER, TWO SAW CUTS ALONG THE SHOULDER WILL BE REQUIRED.

THE MANDATORY SAW CUTS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR SAW CUTS.

- THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE:	SURFACE	LEVEL BINDER	BINDER	TOP SHOULDER	BOTTOM SHLDR
PG:	PG 64-22	PG 64-22	PG 64-22	PG 58-22	PG 58-22
DESIGN AIR VOIDS	4.0 @ N70	4.0 @ N70	4.0 @ N70	3 @ N50	2 @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 OR 12.5	IL 9.5	IL 19.0	IL 9.5 OR 12.5	BAM
FRICTION AGGREGATE	D	N/A	N/A	C	N/A
20 YEAR ESAL	6.3	6.3	6.3	N/A	N/A
MIX UNIT WEIGHT	112 LBS/SY/TN			112 LBS/SY/TN	

- 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.
- 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.
- THE NEW NUMBER FOR THE STRUCTURE WILL BE 043-1076.
- THE CONTRACTOR SHALL SUBMIT FOUR COPIES OF THE REQUIRED SHOP DRAWINGS FOR REVIEW AND APPROVAL TO THE BUREAU OF BRIDGES AND STRUCTURES, 2300 SOUTH DIRKSEN, SPRINGFIELD, IL 62764. AFTER APPROVAL OF INITIAL SUBMITTAL, THE CONTRACTOR SHALL SUBMIT ONE SET OF SHOP DRAWINGS TO DAVE LIPPERT, ENGINEER OF MATERIALS, 126 EAST ASH STREET, SPRINGFIELD, IL 62706, AND EIGHT (8) SETS OF SHOP DRAWINGS TO BE DISTRIBUTED TO:
 - DISTRICT 2 DISTRICT ENGINEER (1)
 - FABRICATOR (1)
 - CONTRACTOR (2)
 - RESIDENT ENGINEER (2)
 - DISTRICT 2 BUREAU OF MATERIALS (2)
- THE REVIEW AND APPROVAL OF TEMPORARY SHEET PILING WILL REQUIRE 4 TO 6 WEEKS. THE CONTRACTOR SHALL SCHEDULE HIS WORK ACCORDINGLY.
- CULVERT, BRIDGE, & DITCH FLOWS MUST BE MAINTAINED THROUGHOUT THE PROJECT. NORMAL FLOWS SHALL BE ALLOWED TO PASS AT THE RATE IT ENTERS THE JOB SITE. HIGH FLOWS SHALL BE ALLOWED TO PASS WITHOUT CAUSING DAMAGE TO UPSTREAM PROPERTIES.
- A PRECAST BOX CULVERT IS NOT AN OPTION ON THE PROJECT DUE TO SOIL CONDITIONS.
- ALL FRAMES AND GRATES OF DRAINAGE STRUCTURES TO BE REMOVED OR FILLED SHALL BE DISPOSED OF BY CONTRACTOR.
- THE COST OF MAKING SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS CONTRACT UNIT PRICES FOR STORM SEWER.
- THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (TANGENT).
- ONE 16D GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE 1 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 EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR DELINEATORS.
- PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
 - ALL WORDS, SUCH AS ONLY, SHALL BE 2.4M (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: 2 EACH.
- PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2 THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELLOW THE GROUND SURFACE.
- THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL AND VERTICAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED BY A CLOSED LEVEL CIRCUIT. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE SURVEY CREW.

- THE TEMPORARY CONCRETE BARRIER SHALL BE ANCHORED TO THE PAVEMENT AT THE FOLLOWING LOCATIONS: STAGE 3 STA 107+18 TO STA 108+18 BOTH SIDES & STAGE 4 STA 107+18 TO STA 108+18.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.3 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

MEDIACOM 3900 - 26TH AVENUE MOLINE, IL 61265 (309) 743-4750	JO-CARROLL ENERGY P.O. BOX 390 / 793 US 20 WEST ELIZABETH, IL 61028 (815) 858-2207	NICOR GAS CO. 1844 FERRY ROAD NAPERVILLE, IL 60563 (630) 983-8676
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FRONTIER / CITIZENS COMMUNICATIONS 684 N. BROAD / P.O. BOX 12 LANARK, IL 61046 (815) 493-1101	CITY OF EAST DUBUQUE 303 SINSINNAWA AVENUE EAST DUBUQUE, IL 61025 (815) 747-3416
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- THE APPLICABLE PORTIONS OF ARTICLE 105.07 OF THE STANDARD SPECIFICATION SHALL APPLY EXCEPT FOR THE FOLLOWING: THE CONTRACTOR SHALL BE RESPONSIBLE TO LOCATE THE VERTICAL DEPTHS OF THE UNDERGROUND UTILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS. THIS WORK WILL NOT BE MEASURED OR PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR THE ITEM OF CONSTRUCTION INVOLVED.

PER SB699 (90 DAY UTILITY RELOCATION LAW), ONCE RIGHT-OF-WAY IS CLEAR TO AWARD THE PROJECT, A NOTICE WILL BE SENT TO THE UTILITY COMPANIES INSTRUCTING THEM TO HAVE THEIR FACILITIES RELOCATED WITHIN 90 DAYS. ESTIMATED DATE RELOCATION COMPLETE = LETTING DATE + 135 DAYS

- CONSTRUCTION EQUIPMENT SHALL BE STAGED ON PAVED SURFACES. CONTRACTOR SHALL NOT BE ALLOWED TO WORK FROM THE WATERWAY.

- TIE BARS SHALL BE INSTALLED TO TIE PCC APPURTENANCE TO ADJACENT EXISTING CONCRETE PAVEMENT.

Tie the following to the existing concrete pavement		Length, size, and spacing of Tie Bars
GUTTER OR CURB & GUTTER	STD. 606001	24" LONG NO. 6 @ 24" CENTERS
PCC BASE COURSE	STD. 353001	24" LONG NO. 6 @ 30" CENTERS
PCC PAVEMENT	STD. 420101	24" LONG NO. 6 @ 30" CENTERS

TIE BARS TO BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 420.05(b) OF THE STANDARD SPECIFICATIONS. SEE HIGHWAY STANDARD 420001 FOR DETAIL ON LONGITUDINAL CONSTRUCTION JOINT GROUDED-IN-PLACE TIE BAR. THE COST OF THE TIE BARS TO BE INCLUDED IN THE COST OF THE PCC APPURTENANCE ADJACENT TO THE EXISTING PAVEMENT.

- CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE YOUR RESPONSIBILITY TO MAKE THESE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.

- THE CONTRACTOR SHALL REMOVE ALL SIGNS WITHIN CONSTRUCTION LIMITS IN CONDITION FOR REUSE. THE RESIDENT ENGINEER WILL PERFORM SIGN INVENTORY FOR ALL SIGNS WITHIN THE PROJECT LIMITS AND NOTE ANY DAMAGED SIGNS PRIOR TO START OF WORK. THE RESIDENT ENGINEER WILL NOTIFY THE APPROPRIATE AGENCY OF ANY DAMAGED SIGNS IN ORDER TO PROVIDE NEW SIGNS. THE CONTRACTOR SHALL REMOVE ALL SIGNS WITHIN CONSTRUCTION LIMITS IN CONDITION OF REUSE AND REINSTALL THESE SIGNS AFTER COMPLETION OF CONSTRUCTION IN COORDINATION WITH THE CITY OF EAST DUBUQUE AND THE DEPARTMENT OF TRANSPORTATION AND AS DIRECTED BY THE RESIDENT ENGINEER.

- A RAILROAD FLAGGER WILL BE REQUIRED WHEN CONSTRUCTION IS WITHIN 25 FEET OF TRACKS.

- WORK ON THIS PROJECT WILL BE IN PROGRESS AT THE SAME TIME AS WORK ON CONTRACT NO. 64D92. THE REMOVAL AND REPLACEMENT OF A BOX CULVERT (SN 043-1080) CARRYING US 20 (EB) OVER A DRAINAGE DITCH LOCATED 0.9 MILES WEST OF SAND RIDGE RD. ALSO INCLUDED IN THIS PROJECT IS RECONSTRUCTION AND SLIGHT REALIGNMENT OF APPROXIMATELY 0.9 MILES OF US 20 EASTBOUND LANES. WORK ON THESE PROJECTS SHALL BE SCHEDULED TO KEEP INTERFERENCE BETWEEN ALL THE PROJECTS TO A MINIMUM. THE CONTRACTORS SHALL INFORM EACH OTHER OF PROGRESS OF THE PROJECTS AND GIVE FAIR WARNING TO THE OTHER CONTRACTORS WHEN A PROBLEM MIGHT BE ENCOUNTERED. SPECIAL ATTENTION APPLIES TO ARTICLE 701.05 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION FOR GAPS BETWEEN SUCCESSIVE LANE CLOSURES SHALL NOT BE LESS THAN 2 MILES IN LENGTH.

FILE NAME = G:\ENG\06-6790-13_TASK7\C1\Sh\1\DI164C68_SHT002_GEN.dgn	USER NAME = #USER#	DESIGNED: KAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = #SCALE#	DRAWN BY: CKL/TMF	CHECKED BY: KAC	REVISED -			301	43T&M	JODAVIESS	80	2
PLOT DATE = 12/1/2009	DATE: 11/13/2009	REVISED -	REVISED -			CONTRACT NO. 64C68				
						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		