GENERAL NOTES

- 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
- 2. 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.
- 3. 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 COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES BID AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 4. IT IS ESTIMATED THAT 210 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25% HAS BEEN USED.
- 5. THE TOPSOIL EXCAVATION QUANTITIES HAVE BEEN ADJUSTED TO ALLOW FOR 25% SHRINKAGE OF TOPSOIL BETWEEN REMOVAL AND REPLACEMENT.
- 6. 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 1A. 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.
- 7. 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.
- 8. PLACEMENT AND COMPACTION OF THE BACKFILL FOR PROPOSED ACROSS ROAD CULVERTS AND EXISTING ACROSS ROAD CULVERTS THAT ARE REMOVED SHALL CONFORM TO ARTICLE 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 FOR TRENCH BACKFILL 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 AT EACH END OF THE CULVERT. THIS TRENCH BACKFILL MATERIAL WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE ITEM OF THE WORK FOR WHICH IT IS REQUIRED.
- 9. ALL "AGGREGATE SUBGRADE IMPROVEMENT" (SECTION 303), SHALL BE COMPLETED IN ACCORDANCE WITH ARTICLES 311.04, 311.05, 311.05(a), 311.06 AND 311.07. ALL AGGREGATE SUBGRADE THICKNESSES EQUAL TO OR LESS THAN 12 INCHES SHALL BE CONSTRUCTED OF AGGREGATE OF CAO2 GRADATION. ALL AGGREGATE SUBGRADE THICKNESSES GREATER THAN 12 INCHES SHALL BE CONSTRUCTED OF CSO2.
- 10. CLOSED EXPANSION JOINTS ON JOINTED PAVEMENTS SHALL BE RE-ESTABLISHED 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 DOWELLED 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.
- 11. 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.
- 12. ALL MANDATORY JOINT SEALING FOR CLASS B 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.

12. CONT'D THE ENGINEER RESERVES THE RIGHT TO CHECK ALL PATCHES FOR SMOOTHNESS BY THE USE OF A 10' ROLLING STRAIGHT EDGE SET TO A 16" TOLERANCE IN THE WHEEL PATHS. ANY PATCH AREAS HIGHER THAN 16" MUST BE GROUND SMOOTH WITH AN APPROVAL 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 CLASS B PAVEMENT PATCHING ARE:

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.

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

- 13. THE EXISTING HOT-MIX ASPHALT ON PRIVATE AND COMMERCIAL ENTRANCES SHALL BE BLADED OFF OR MILLED AND DISPOSED OF OUTSIDE THE PROJECT LIMITS. THIS COULD BE THE ENTIRE ENTRANCE OR TAPERED AT THE END DEPENDING ON IF THE MAINLINE IS RESURFACED OR MILLED AND RESURFACED. THE COST OF THE BLADING, MILLING, ROLLING AND DISPOSAL IS INCLUDED IN THE CONTRACT UNIT PRICE FOR "INCIDENTAL HOT-MIX ASPHALT SUBFACING".
- 14. THE DROP OFF THAT OCCURS AT ENTRANCE EDGES AS A RESULT OF RESURFACING OF THE ENTRANCE SHALL BE CORRECTED USING AGGREGATE SHOULDER MATERIAL. THIS WORK SHALL BE PAID FOR BY THE TON FOR AGGREGATE SHOULDERS OF THE TYPE SPECIFIED IN THE PLANS.
- 15. 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.
- 16. AREAS OF SLAG MIXTURE ARE EXPECTED TO BE MILLED ON THIS PROJECT. RAP CONTAINING SLAG MIXTURE MUST BE STOCKPILED SEPARATELY.
- 17. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

- 20. THE AREA TO BE TACKED OR PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED BY HMA ON THE NEXT DAY'S PRODUCTION, BUT NO MORE THAN FIVE DAYS IN ADVANCE OF THE PLACEMENT OF THE HMA, UNLESS APPROVED BY THE ENGINEER.
- 21. REFLECTIVE CRACK CONTROL SHALL BE PLACED ON THE EXISTING SURFACE PRIOR TO RESURFACING ON THE FRONTAGE ROADS.
- 22. TO HELP AVOID EXCESS DROP OFFS AT THE EDGE OF PAVEMENT, AGGREGATE SHOULDER MATERIAL OF THE TYPE SPECIFIED IN THE PLANS SHALL BE PLACED PRIOR TO ANY BITUMINOUS MATERIAL. THE AGGREGATE MATERIAL SHALL BE PLACED FLUSH WITH THE EXISTING PAVEMENT OR AT THE ELEVATION OF ANY PROPOSED MILLING. AT NO TIME SHALL THE AGGREGATE SHOULDER MATERIAL BE HIGHER THAN THE EXISTING EDGE OF PAVEMENT. THIS WORK SHALL BE PAID FOR BY THE TON FOR AGGREGATE SHOULDERS OF TYPE SPECIFIED
- 23. A NATIONWIDE 404 PERMIT HAS BEEN ISSUED FOR THIS PROJECT AND THE CONDITIONS OF THAT PERMIT MUST BE ADHERED TO.
- 24. THE NEW NUMBER FOR THIS STRUCTURE WILL BE S.N. 101-2050
- 25. CULVERT & BRIDGE FLOWS MUST BE MAINTAINED THROUGHOUT THE PROJECT. NORMAL FLOW SHALL BE ALLOWED TO PASS AT A RATE IT ENTERS THE JOBSITE, HIGH FLOWS SHALL BE ALLOWED TO PASS WITHOUT CAUSING DAMAGE TO UPSTREAM PROPERTIES.
- 26. 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 EARTH EXCAVATION.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS										
LOCATIONS:	IL 251 RESURFACING		FRNT RD RESURFACING		SHLDR RESURFACING		C.E. RESURFACING	TEMP PAVEMENT		
MIXTURE USES:	SURFACE	BINDER	SURFACE	LEVEL BINDER	SURFACE	BINDER	SURFACE	SURFACE		
PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22		
DESIGN AIR VOIDS:	4.0 @ N70	4.0 @ N70	4.0 @ N50	4.0 @ N50	4.0 @ N50	3.0 @ N50	4.0 @ N50	4.0 @ N50		
MIXTURE COMPOSITION (MIXTURE GRADATION)	IL 9.5	IL 19.0	IL 9 . 5	IL 9.5 OR IL 9.5FG	IL 9.5	IL 19.0	IL 9 . 5	IL 9 . 5		
FRICTION AGGREGATE	F	N/A	С	N/A	С	N/A	С	С		
MIXTURE WEIGHT	123 LBS/SY-IN	112 LBS/SY-IN	112 LBS/SY-IN	112 LBS/SY-IN	112 LBS/SY-IN	112 LBS/SY-IN	112 LBS/SY-IN	112 LBS/SY-IN		
QUALITY MANAGEMENT PROGRAM:	QCP	QCP	QCP	QCP	QCP	E QC/QA $\frac{1}{2}$	QC/QA	QC/QA		
SUBLOT SIZE:	1000	1000	1000	1000	1000	<pre>> N/A }</pre>	N/A	N/A		
NUMBER OF ROLLER PASSES":	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		

- 1) WHEN A NUMBER OF ROLLER PASSES IS SPECIFIED, THE CONTRACTOR MAY OPT TO USE INTELLIGENT COMPACTION IN LIEU OF DENSITY TESTING UNDER THE QUALITY CONTROL PERFORMANCE (QCP) PROGRAM.
- 18. THE CONTRACTOR SHALL PLACE TEMPORARY HOT-MIX ASPHALT TAPERS ALONG ALL SIDES OF 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, 3¾"".
- 19. 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.
- 27. THE PROPOSED PIPES FOR ENTRANCES AND SIDE ROADS SHALL BE PLACED IN LINE WITH THE EXISTING OR PROPOSED DITCH LINE.
- 28. 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.
- 29. IF, DURING THE GRINDING OR RESURFACING OPERATIONS, THE EXISTING MAILBOXES BECOME A HINDRANCE, THE CONTRACTOR SHALL BE REQUIRED TO CAREFULLY REMOVE AND REINSTALL THE MAILBOXES AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE INCIDENTAL HOT MIX ASPHALT SURFACING.

	DESIGNED - DJC	REVISED -
KNIGHT	DRAWN - DJC	REVISED -
	CHECKED - DMS	REVISED -
Engineers & Architects	DATE - 12/14/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES			SECTION	COUNTY	TOTAL SHEETS	SHEE.
			105RS-6 & 105BR-1	WINNEBAGO	154	3
				CONTRACT NO	. 64D 7 0	
SHEET NO. 1 OF 1 SHEETS STA.	TO STA.	FED ROAD DIS	T NO ILLINOIS EED A	ID PROJECT		