

GENERAL NOTES

- 1. SEE CROSS SECTIONS FOR SPECIAL DITCHES AND BACKSLOPES.
2. ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHWORK ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.
3. THE REMOVAL OF BITUMINOUS MATERIAL FOR THIS PROJECT WILL BE REMOVED UNDER PAVEMENT REMOVAL FOR THICKNESSES OF ASPHALT BEING 6-INCHES OR MORE AND WILL BE CONSIDERED PART OF EARTH EXCAVATION FOR THICKNESSES BEING LESS THAN 6-INCHES.
4. THE FINAL TOP 4-INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE A COHESIVE SOIL CAPABLE OF SUPPORTING VEGETATION. THE SOILS REPORT RECOMMENDS PLACING 12-INCHES OF TOPSOIL IN AREAS OF SIGNIFICANT CUTS AND PLACING 6-INCHES OF TOPSOIL EVERYWHERE ELSE. THE LOCATION TABLE IS INCLUDED IN THE TYPICAL SECTIONS PORTION OF THE PLAN SET.
5. 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.
6. 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.
7. 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.
8. THE THICKNESS SHOWN ON THE TYPICAL SECTIONS IS THE REQUIRED THICKNESS UPON COMPLETION OF FINAL TRIMMING. THE CONTRACTOR SHOULD ANTICIPATE ANY LOSS IN THICKNESS DUE TO THE CONSTRUCTION METHODS USED, AND ADJUST OPERATION ACCORDINGLY TO ASSURE THAT THE THICKNESS REQUIREMENTS ARE BEING MET. DEFICIENCIES IN THE THICKNESS OF THE LAYERS WILL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST.
9. 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 AND 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.
10. ALL EMBANKMENT CONSTRUCTED OF COHESIVE SOIL SHALL BE CONSTRUCTED WITH NOT MORE THAN 110% OF OPTIMUM MOISTURE CONTENT, DETERMINED BY STANDARD PROCTOR TEST. COHESIVE SOIL SHALL BE DEFINED AS ANY SOIL WHICH CONTAINS GREATER THAN 10% PARTICLES BY WEIGHT PASSING THE 75 mm (#200 SIEVE). THE 110% OF OPTIMUM MOISTURE LIMIT MAY BE WAIVED IN FREE-DRAINING GRANULAR MATERIAL WHEN APPROVED BY THE ENGINEER.
11. SUBBASE OR PIPE UNDERDRAINS SHALL BE FULLY INSTALLED, OPERATIONAL, AND SHALL HAVE AN OUTLET PRIOR TO THE PLACEMENT OF ANY RELATED PAVEMENT STRUCTURE.
11A. 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.
12. 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.
13. MILLING MACHINES ON THIS PROJECT SHALL BE CAPABLE OF REMOVING A LAYER OF HOT-MIX ASPHALT A MINIMUM 6' WIDE AND 1-1/2 INCHES IN DEPTH IN A SINGLE PASS.
14. 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 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 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 FOR THE CLASS OF CONCRETE INVOLVED OR OTHER UNIT PRICE ITEM OF THE WORK FOR WHICH IT IS REQUIRED.

15. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

Table with 6 columns: MIXTURE USE(S), SURFACE N 70, TOP BINDER, LOWER BINDER, SURFACE N50, BOT. SHOULDER. Rows include P.G., DESIGN AIR VOIDS, MIXTURE COMPOSITION (GRADATION MIXTURE), FRICTION AGGREGATE, and 20 YEAR ESAL.

- 16. THE CONTRACTOR WILL BE REQUIRED TO FURNISH 140 mm (5 1/2") HIGH BRASS STENCILS AS APPROVED BY 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 SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.
17. 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 SATISFACTORY 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.
18. 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.
19. A NATIONWIDE 404 PERMIT HAS BEEN ISSUED FOR THIS PROJECT AND THE CONDITIONS OF THAT PERMIT MUST BE ADHERED TO.
20. THE NEW NUMBERS FOR THE MUD CREEK STRUCTURES WILL BE (SB) SN 101-0177, (NB) SN 101-0178.
21. 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.
21A. 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.
21B. 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.
22. GROUNDWATER LEVELS MAY ENCRASH ON THE CONSTRUCTION LIMITS OF SEVERAL CULVERTS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTROL THE GROUNDWATER 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 PER STRUCTURE OR CULVERT PIPE BEING INSTALLED UNDER ROADWAY.
23. 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.
24. THE CURB IS REQUIRED ON THE BRIDGE APPROACH PAVEMENT AS SHOWN ON STANDARD 420401.
25. 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.
26. THE PROPOSED CULVERT PIPES FOR ENTRANCES AND SIDE ROADS SHALL BE PLACED IN-LINE WITH THE EXISTING OR PROPOSED DITCH LINE.
27. IT IS ANTICIPATED THAT SEVERAL MAILBOXES WILL REQUIRE RELOCATION TO THE APPROACH SIDE OF THE ENTRANCES, OR WITHIN A MAILBOX TURNOUT. WHEN THIS IS DONE, THE CONTRACTOR SHALL BE REQUIRED TO MOUNT THE MAILBOX ON A 4" X 4" WOOD POST 40-INCHES ABOVE THE SHOULDER SURFACE AND EXTENDING TO A MINIMUM OF 24-INCHES INTO THE EMBANKMENT. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE EARTH EXCAVATION. IT IS ESTIMATED 30 MAILBOXES WILL NEED TO BE RELOCATED.
28. CONNECTING BANDS FOR CORRUGATED METAL PIPES SHALL BE COATED WITH THE SAME MATERIAL AS THE PIPE SECTIONS. THE CONNECTING BANDS SHALL BE A MINIMUM OF 18" WIDE.
29. WORK ON NORTHWEST FRONTAGE ROAD "E" CAN NOT START BEFORE THE CROPS ARE PICKED UP FOR THE SEASON IN 2011.
29A. THE LEGEND ON ALL TYPICAL SECTIONS AND PLAN SHEETS FOR IL ROUTE 2 AND LATHAM ROAD SHOULD BE REVISED TO STATE THE FOLLOWING: HMA PAVEMENT (FULL-DEPTH), 12.5". THE BREAK DOWN IS AS FOLLOWS: (2" POLYMERIZED HMA SURFACE COURSE, MIX "D", N70, TOP LIFT BINDER 3" - POLYMERIZED HMA BINDER COURSE, IL-19, N70, MIDDLE LIFT BINDER 3.5" - HMA BINDER COURSE, IL-19, N70, BOTTOM LIFT BINDER 4" - HMA BINDER COURSE, IL-19, N70)

- 30. 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.
31. 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.
32. THE ISLANDS ON THIS PROJECT ARE SMALL ISLANDS AS SHOWN ON THE DETAIL OF INTERSECTION DETAIL SHEET SHOWN IN THE PLANS.
33. THE CONTRACTOR SHALL INSTALL A 450 mm (18") DIAMETER FORMED OPENING IN THE CONCRETE MEDIAN SURFACE OF THE ISLAND AS DIRECTED BY THE ENGINEER. ALSO, A 75 mm (4") DIAMETER FORMED OPENING SHALL BE INSTALLED IN EACH CORNER OF THE ISLAND 300 mm (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 450 mm (18") OPENING SHALL BE CORED DOWN 1.2 m (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.
34. ALL FRAMES AND GRATES OF DRAINAGE STRUCTURES TO BE REMOVED OR FILLED SHALL BE CAREFULLY SALVAGED AND SHALL REMAIN THE PROPERTY OF CONTRACTOR.
35. LATERAL DISTANCES FROM THE CENTERLINES/BASELINES ON ALL INLETS IN A CURB LINE ARE TO THE EDGE OF PAVEMENT. LATERAL DISTANCES FROM THE CENTERLINES/BASELINES ON ALL CATCH BASINS OR MANHOLES ARE TO THE CENTER OF LID.
36. 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 VAULT WILL BE CONSTRUCTED AT THE RIGHT-OF-WAY TO CONNECT THE TILE AND STORM SEWER.
37. EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR EARTH EXCAVATION.
38. THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR ALL TRAFFIC BARRIER TERMINALS BEING USED ON THIS PROJECT.
39. ONE 16D GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE I SPECIALS.
40. DELINEATORS SHALL BE INSTALLED AS SHOWN IN STANDARD 635001, EXCEPT THAT THE POST SHALL BE ROTATED 180 DEGREES AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED. DELINEATORS SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.
41. THE SUMMARY OF QUANTITIES INCLUDES AN UNDISTRIBUTED AMOUNT (50LF OF EACH SIZE) OF PIPE UNDERDRAIN, SIZES 6-INCH THROUGH 12-INCH AND 5 FIELD TILE JUNCTION VAULTS, 2' DIA. AND STORM SEWERS PROTECTED CLASS A, SIZES 6-INCH THROUGH 12-INCH, EXPLORATION TRENCH 52-INCH DEPTH 400 L.F. AND MISCELLANEOUS CONCRETE 5 CU.YD. FOR FIELD TILE ENCOUNTERS.
41A. 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.
42. ROADWAY EMBANKMENT LOCATED IN MUD CREEK FLOODPLAIN SHALL BE COMPLETED AS EARLY AS POSSIBLE DURING THE PROJECT AND ALLOWED TO SETTLE FOR 6 MONTHS, PRIOR TO CONSTRUCTING THE BRIDGE APPROACH PAVEMENTS AND ANY PERMANENT PAVEMENT.
43. THE FOLLOWING ROUTES ARE CONSIDERED GOOD NEIGHBOR ROUTES AND THE DISTRICT GOOD NEIGHBOR POLICY WILL APPLY TO THEM:
- OLD RIVER ROAD FROM IL ROUTE 2 TO GLEASMAN ROAD
- GLEASMAN ROAD FROM OLD RIVER ROAD TO ROCKTON AVENUE
- ROCKTON AVENUE FROM GLEASMAN ROAD TO ELMWOOD ROAD
- ELMWOOD ROAD FROM ROCKTON AVENUE TO IL ROUTE 2.

LEGEND:

BOXED ITEMS INDICATE WORK NOT PAID FOR SEPARATELY, BUT INCLUDED AS PART OF ANOTHER PAY ITEM OR COST ASSOCIATED WITH THE CONTRACT.

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Rev. 10-3-11

Form containing project details: DESIGNED STS/GC, DRAWN RDT, CHECKED CC, DATE 01-14-11, STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION, ILLINOIS ROUTE 2 GENERAL NOTES, SCALE: NTS, SHEET NO. 4 OF 530 SHEETS, STA. TO STA., F.A.P. RTE. 734, SECTION 77-2-2 & 77-2B-1, COUNTY WINNEBAGO, TOTAL SHEETS 530, SHEET NO. 4, CONTRACT NO. 64813, FED. ROAD DIST. NO., ILLINOIS/FED. AID PROJECT.