

# GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 2079 (US 52)	(16,17,18)RS-3 & (16BR)M-1	Carroll & Ogle	232	3
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64237				

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 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 AR culverts shall conform to Section 502.10 of the Standard Specifications, except that the material shall conform to the Interim Special Provision for COARSE AGGREGATE FOR TRENCH BACKFILL, BACKFILL AND BEDDING, and shall be compacted to a minimum of 95% of the standard laboratory density. 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.

When laying out for patching, the minimum distance between new patches (saw cut to saw cut) shall be 4.6 m (15 feet). When patch spacing is less than 4.6 m (15 feet), the pavement between patches shall also be removed and replaced.

The existing hot-mix asphalt 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.

Milling machines on this project shall be capable of removing a layer of bituminous a minimum 6' wide and 1½ inches in depth in a single pass.

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.

Work on this project will be in progress at the same time as work on IL 64 culvert replacement west of Mt. Vernon Road. 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.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Surface	Level Binder	Binder
PG:	64-22	64-22	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 19.0
Friction Aggregate	C	N/A	N/A
20 Year ESAL	0.3	0.3	0.3

Mixture Uses(s):	Top Shoulder	Bottom Shoulder	Incidental
PG:	58-22	58-22	64-22
Design Air Voids	3.0 @ N50	2.0 @ N50	4.0 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	BAM	IL 9.5 or 12.5
Friction Aggregate	C	N/A	N/A
20 Year ESAL	N/A	N/A	N/A

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.

On full depth pavement, shoulder widths of 1.8 m (6 ft) or less maybe 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 satisfactorily obtained. The shoulder will be paid for at the contract unit price per Square Meter (Square Yard) for HOT-MIX ASPHALT SHOULDERS of the thickness specified on the plans.

The material necessary to backfill the culvert extensions shall be obtained from Grading and Shaping Ditches and shall be included in the contract unit price for EARTH EXCAVATION. The contractor shall be required to chisel plow the abandoned Brookville Road 24" deep. This chisel plowing shall be included in the cost of EARTH EXCAVATION.

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.

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

It is anticipated that several mailboxes will require relocation to the approach side of the entrances. When this is done, the contractor shall be required to mount the mailbox on a 100 mm x 100 mm (4" x 4") wood post 1 m (40 inches) above the shoulder surface and extending to a minimum of 0.6 m (24 inches) into the embankment. This work shall be included in the contract unit price for the EARTH EXCAVATION. There are an estimated 5 mailboxes to be relocated.

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.

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

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 150 mm (6") for Pipe Drains and 200 mm (8") for Storm Sewer, but the size must be at least 50 mm (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.

The excavated materials from earth excavation widening, grading and shaping ditches, and excavating and grading shoulders shall be used to build up the shoulder throughout the job to conform with the typical sections and shoulder widening for terminals as shown on the plans.

Program #5  
(Arch. Size)  
Enlarge  
200%  
Enlarge 107%