

# GENERAL NOTES

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 4 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.

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 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. ~~This work will be included in the contract unit price per Cubic Yard for EARTH EXCAVATION.~~

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 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 of each end of the culvert. This trench backfill material will not be measured for payment, but shall be included in unit price item of the work for which it is required.

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 CA02 gradation. All aggregate subgrade thicknesses greater than 12 inches shall be constructed of CS02.

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.

Class C Patches shall be tied to the adjacent lane when the patches are more than 20 feet. The cost of the tie bars shall be included in the cost of the patch.

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 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 following Mixture Requirements are applicable for this project:

Location(s):	Resurfacing		Shoulders	Shoulders
	Surface	Level Binder	Top Lift	Lower Lift
Mixture Use(s):	PG-64-22	PG-64-22	PG-64-22	PG-64-22
PG:	PG-64-22	PG-64-22	PG-64-22	PG-64-22
Design Air Voids:	4.0 @ N50	4.0 @ N50	3.0 @ N50	3.0 @ N50
Mixture Composition (Mixture Gradation):	IL 9.5	IL 9.5 FG	IL 9.5 or 9.5FG	IL 19.0
Friction Aggregate:	C	N/A	C	N/A
Mixture Weight:	112 lbs/sq/in		112 lbs/sq/in	
Quality Management Program:	QCP	QCP (Mix only) QCQA (Density)	QCQA	QCQA
Sublot Size:	1,000 ton	1,000 ton	N/A	N/A
Number of Roller Passes <sup>1)</sup> :	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 for Performance (QCP) program.

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.

The area to be tacked or primed shall be limited to that which can be covered with 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.

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.

To help avoid excess drop offs at the edge of pavement, the existing aggregate wedge or shoulder is to be pulled up and rolled to match the edge of pavement before placing any bituminous material. All costs associated with pulling up the shoulders shall be considered included in the contract unit price per Ton for HOT-MIX ASPHALT SURFACE COURSE of the type specified.

Install rumble strips in all shoulders in accordance with State Standard 642006 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 structure at Sta. 488+07 is **037-1203**. The new number for the structure at Sta. 532+76 is **037-1196**. The new number for the structure at Sta. 605+98 is **037-1197**. The new number for the structure at Sta. 627+25 is **037-1198**. The new number for the structure at Sta. 689+75 is **037-2028**.

FILE NAME = 64F50.GN.DOCX	USER NAME = PLOT SCALE = PLOT DATE = 8/23/2017 1:18 PM	DESIGNED - Engineering Systems DRAWN - CHECKED - DATE - 8/30/2017 9:22 AM	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: 8px;">FAS Rte 1188 (US 150)</td> <td style="font-size: 8px;">SECTION 118RS-4 &amp; 118T-1</td> <td style="font-size: 8px;">COUNTY Henry</td> <td style="font-size: 8px;">TOTAL SHEETS 697</td> <td style="font-size: 8px;">SHEET NO. 16</td> </tr> <tr> <td colspan="5" style="font-size: 8px; text-align: center;">CONTRACT NO. 64F50</td> </tr> <tr> <td style="font-size: 8px;">SCALE:</td> <td style="font-size: 8px;">SHEET NO.</td> <td style="font-size: 8px;">OF</td> <td style="font-size: 8px;">SHEETS</td> <td style="font-size: 8px;">STA. TO STA.</td> </tr> </table>	FAS Rte 1188 (US 150)	SECTION 118RS-4 & 118T-1	COUNTY Henry	TOTAL SHEETS 697	SHEET NO. 16	CONTRACT NO. 64F50					SCALE:	SHEET NO.	OF	SHEETS	STA. TO STA.
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