GENERAL NOTES

1 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 432 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 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. 1

7 All embankment constructed of cohesive soil shall be constructed with not more than 110% of optimum moisture content, determined by the standard proctor test. Cohesive soil shall be defined as any soil which contains greater than 10% particles by weight passing the 75 um (#200 sieve). The 110% of optimum moisture limit may be waived in free-draining granular material when approved by the Engineer.

8 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.

9 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.

10 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.

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

11 Cost of removal and disposal of material from the temporary patch shall be included in AGGREGATE BASE COURSE, TYPE B.

12 Areas of slag mixture are expected to be milled on this project. RAP containing slag mixture must be stockpiled separately.

13 The following Mixture Requirements are applicable for this project:

MIXTURE USE(S)	RESURFACING / COMPOSITE WIDENING [1]		SHOULDERS [2]		MULTIUSE PATH
	SURFACE	BINDER	TOP LIFT	LOWER LIFTS	SURFACE
PG:	SBS PG 70-28	SBS PG 70-28	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0 @ N90	3.5 @ N50	4.0 @ N50	4.0 @ N50	3.0 @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5	IL 4.75	IL 9.5	IL 19.0	IL 9.5FG
FRICTION AGGREGATE	F	N/A	C	N/A	N/A
20 YEAR ESAL	4.1	4.1	N/A	N/A	0
MIX UNIT WEIGHT	123 LBS/SY/IN		112 LBS/SY/IN		
QUALITY MANAGEMENT PROGRAM:	QCP		QCQA		QCQA
SUBLOT SIZE	1,000	1,000	N/A	N/A	N/A
NUMBER OF ROLLER PASSES [3]		7			

[1] SEE TYPICAL SECTIONS FOR PCC THICKNESS.
[2] WHEN REQUIRED.
[3] WHEN 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.

14 The Contractor shall place temporary hot-mix asphalt tapers along all sides 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.

15 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.

16 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.

17 The soils report and profiles are available at the District Office for Contractor's review.

18 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.

19 Use M 6 curb on islands when located adjacent to a highway with speeds of 45 mph or less.

20 On large and intermediate islands, the variable curb and gutter flag will be paid for as Combination Concrete Curb and Gutter Type M6.24.

21 The Contractor shall install a 18" diameter formed opening in the Concrete Median Surface of the Island as directed by the Engineer. Also, a 4" diameter formed opening shall be installed in each corner of the Island 1' 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 18" opening shall be cored down 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.

22 The Contractor shall install 18" diameter formed openings in the Concrete Median Surface, spaced at intervals no greater than 250', and/or as directed by the Engineer. All existing pavement surfaces or other existing obstructions beneath these openings shall be removed by the Contractor. After the median is in place, core each opening down 4' and fill with dirt. All costs incurred shall be included in the contract unit price per Square Foot for CONCRETE MEDIAN SURFACE, 4 INCH.

23 The cost of making storm sewer connections to existing drainage structures shall be included in the various contract unit prices for STORM SEWER.

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

25 The new manhole lids on this project shall have the word "STORM", "SANITARY", or "WATER" on the lid. The word to be used is noted on the plans. It will be the Contractor's responsibility to determine the word to be used on other lids not noted on the plans. No additional compensation will be allowed for this work.

26 All proposed manholes on this project shall be cast-in-place or precast. This work will be paid for at the contract unit price Each for MANHOLE of the type and size specified.

27 The Contractor shall determine flowlines of existing sewer lines which are shown on the plans as estimated or unknown. This information is necessary before ordering inlets and manholes.

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ENGINEERING CONSULTANT
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USER NAME = Roadway	DESIGNED - EPS	REVISED -
	DRAWN - NT	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - DJO	REVISED -
PLOT DATE = 6/12/2020	DATE - 6/15/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 20 BUS (E STATE STREET)
GENERAL NOTES

SCALE: N.T.S. | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
517	(2Y-1)N	WINNEBAGO	306	3
		CONTRACT NO. 64L14		
	ILLINOIS FED. AID PROJECT			

1 REV. 9/3/20