

GENERAL NOTES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
303	129K	WINNEBAGO	585	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

ROADWAY

THE SUBGRADE ON THIS PROJECT, EXCLUSIVE OF ROCK CUT AREAS IS SCHEDULED TO BE IMPROVED TO A 12" DEPTH ACCORDING TO MECHANISTIC PAVEMENT DESIGN. THE AREAS SCHEDULED TO BE IMPROVED TO A DEPTH GREATER THAN 12" ARE ESTIMATED BASED ON THE ORIGINAL GEOTECHNICAL INVESTIGATION AND SHOWN IN THE TABLE BELOW. 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.

FROM	TO	DEPTH
142+33	149+50	18" WITH GROUND STABILIZATION FABRIC
151+50	153+50	12" WITH GROUND STABILIZATION FABRIC
153+50	158+00	18" WITH GROUND STABILIZATION FABRIC
167+50	185+50	18" WITH GROUND STABILIZATION FABRIC
188+50	193+00	18" WITH GROUND STABILIZATION FABRIC
193+00	204+50	24" WITH GROUND STABILIZATION FABRIC
204+50	214+50	18" WITH GROUND STABILIZATION FABRIC
220+00	231+04	18" WITH GROUND STABILIZATION FABRIC

EXCEPT FOR THE TOP 3", ALL AGGREGATE BASES AND SUBBASES 12" IN THICKNESS SHALL BE CONSTRUCTED OF AGGREGATE GRADATION CA-2. IF THE SPECIFIED THICKNESS EXCEEDS 12", THE BASES OR SUBBASES SHALL BE CONSTRUCTED OF TOPSIDE 6" BREAKER-RUN CRUSHED STONE WITH 70% TO 90% BY WEIGHT, PASSING THE 4" SIEVE AND 15% TO 40% BY WEIGHT, PASSING THE 2" SIEVE, EXCEPT FOR THE TOP 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 3" SHALL BE GRADATION CA-6 OR CA-10 REGARDLESS OF THICKNESS. THE WATER NECESSARY TO ACHIEVE COMPACTION IN ALL BUT THE TOP 3" LAYER MAY BE ADDED AFTER THE SUBBASE OR BASE COURSE IS PLACED ON THE GRADE.

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.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USES:	"IL 173 AND BIKE PATH MIX DESIGN"		
	SURFACE	BINDER	BIKE PATH
PG:	SBS PG 70-22	SBS PG 70-22	PG 58-22
RAP %	0%	0%	25%
DESIGN AIR VOIDS	4.2% AT N90	4.2% AT N90	3.0% AT N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 OR 12.5	IL 19.0	IL 9.5 OR 12.5
FRICITION AGGREGATE	D	N/A	C
20 YEAR ESAL	2.2	N/A	N/A

MIXTURE USES:	"RAMPS, I-90, AUXILIARY LANES, AND SHOULDERS MIX DESIGN"					
	RAMP TOP LIFT	AUX. LANE TOP LIFT	INTERMEDIATE BINDER	BINDER BOTTOM LIFT	SHLD TOP LIFT	SHLD BOTTOM LIFT
PG:	SBS PG 76-22	SBS PG 76-22	SBS PG 70-22	SBS PG 64-22	PG 64-22	PG 64-22
RAP %	0%	0%	0%	0%	10%	15%
DESIGN AIR VOIDS	4.0% AT N105	4.0% AT N105	4.0% AT N105	4.0% AT N90	4.0% AT N70	4.0 AT N70
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 12.5	IL 12.5	IL 19.0	IL 19.0	IL 9.5-12.5	IL 19.0
FRICITION AGGREGATE	F	D	N/A	N/A	D	N/A
20 YEAR ESAL	2.2	N/A	N/A	N/A	N/A	N/A

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 SURFACES 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 YARD FOR BITUMINOUS SHOULDER OF THE TYPE AND THICKNESS SPECIFIED ON THE PLANS.

INSTALL RUMBLE STRIPS IN SHOULDERS ALONG I-90 AS SHOWN ILLINOIS STATE TOLL HIGHWAY AUTHORITY STANDARD 03-27B.

NOSES OF CURBED CORNER ISLANDS NOTED AS 1 & 2 ON HIGHWAY STANDARD G06301 SHALL BE RAMPED UNLESS THE CURB FUNCTION IS FOR THE PROTECTION OF PEDESTRIANS, SIGNALS, LIGHT STANDARDS OR SIGN TRUSS SUPPORTS.

THE ISLAND ON THIS PROJECT IS AN INTERMEDIATE ISLAND AS SHOWN ON THE STANDARD DETAIL SHEET.

USE M-6.06 CURB AND GUTTER ON ALL SIDES OF ISLANDS WHEN ISLAND IS OFFSET SHOULDER WIDTH, BUT OFFSET SHOULD NOT BE GREATER THAN 8 FEET EDGE TO FACE. USE M-6 CURB ON ISLANDS WHEN LOCATED ADJACENT TO A HIGHWAY WITH SPEEDS OF 45 MPH OR LESS. ON LARGE AND INTERMEDIATE ISLANDS, THE VARIABLE CURB AND GUTTER FLAG WILL BE PAID FOR AS COMBINATION CONCRETE CURB AND GUTTER TYPE M6.24.

THE CONTRACTOR SHALL INSTALL AN 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 ONE FOOT BEHIND THE BACK OF CURB. ALL EXISTING PAVEMENT SURFACES OR 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 FILL WITH DIRT. ALL COSTS INCURRED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR CONCRETE MEDIAN SURFACE (4 INCH).

THE CONTRACTOR SHALL INSTALL 18" DIAMETER FORMED OPENINGS IN THE CONCRETE MEDIAN SURFACE, SPACED AT INTERVALS NO GREATER THAN 250 FEET, 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) OR CONCRETE MEDIAN, TYPE SB-6.24 (SPECIAL).

THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (TANGENT) OR STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (FLARED). ONE 16D GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE 1 SPECIALS.

DELINEATORS ALONG IL 173 SHALL BE INSTALLED AS SHOWN IN DISTRICT 2 DETAIL 37.4, AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED. DELINEATORS ALONG I-90 SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF AR CULVERTS, IN ACCORDANCE WITH ILLINOIS STATE TOLL HIGHWAY AUTHORITY STANDARD SD 03-18. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.

SIGN LOCATIONS MAY VARY FROM THE STATIONS SHOWN ON THE PLANS IN ACCORDANCE WITH DIRECTIONS FROM THE ENGINEER AT THE TIME OF CONSTRUCTION. SIGN LOCATIONS MAY BE ADJUSTED IN THE FIELD TO AVOID ANY FOUND UTILITIES.

PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:

- ALL WORDS, SUCH AS ONLY, SHALL BE 8" HIGH.
- ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.

ROADWAY (CONT.)

THE CONTRACTOR WILL BE REQUIRED TO FURNISH 5/8" 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.

AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES (IDNR), THE ALIGNMENT AND CONSTRUCTION LIMITS OF THE BIKE PATH SHALL BE STAKED OUT AND A JOINT REVIEW HELD WITH IDNR, IDOT FIELD STAFF, REPRESENTATIVES FROM THE IDOT ENVIRONMENTAL UNIT AND THE CONTRACTOR ON THE PROJECT. THIS REVIEW WILL BE HELD FOR THE BENEFIT OF THE IDNR TO REVIEW THE ALIGNMENT OF THE BIKE PATH AND MAKE CHANGES TO THE ALIGNMENT TO ALLOW IDNR TO MINIMIZE THE IMPACTS THAT THE CONSTRUCTION OF THE BIKE PATH WILL CAUSE. ALL CONTRACTOR ACTIVITIES SHALL STAY WITHIN THE CONSTRUCTION LIMITS OF THE BIKE PATH.

BRIDGE

THE NEW NUMBER FOR THE NB BRIDGE SHALL BE 101-9964. THE NEW NUMBER FOR THE SB BRIDGE SHALL BE 101-9963.

THE CONTRACTOR SHALL SUBMIT FOUR COPIES OF THE REQUIRED SHOP DRAWINGS FOR REVIEW AND APPROVAL TO THE BUREAU OF BRIDGES AND STRUCTURES, 2300 SOUTH DIRKSEN PARKWAY, SPRINGFIELD, IL 62764. AFTER APPROVAL OF INITIAL SUBMITTAL, THE CONTRACTOR SHALL SUBMIT ONE SET OF SHOP DRAWINGS TO ERIC HARM, ENGINEER OF MATERIALS, 126 EAST ASH STREET, SPRINGFIELD, IL 62706, AND EIGHT SETS OF SHOP DRAWINGS TO BE DISTRIBUTED TO: DISTRICT 2 DISTRICT ENGINEER (1), FABRICATOR (1), CONTRACTOR (2), RESIDENT ENGINEER (2), DISTRICT 2 BUREAU OF MATERIALS (2).

ONCE THE SHOP DRAWINGS PERTAINING TO THE TWO STRUCTURES ARE REVIEWED BY THE BUREAU OF BRIDGES AND STRUCTURES, THE BUREAU OF BRIDGES AND STRUCTURES SHALL FORWARD THE SHOP DRAWINGS TO ISTHA FOR THEIR REVIEW AND COMMENT.

THE REVIEW AND APPROVAL OF TEMPORARY SHEET PILING WILL REQUIRE 4 TO 6 WEEKS. THE CONTRACTOR SHALL SCHEDULE HIS WORK ACCORDINGLY.

AT BRIDGE EXPANSION JOINTS, IF TEMPORARY EXPANSION JOINT BULKHEADS ARE ATTACHED TO ADJACENT DECK SLABS OR ABUTMENTS FOR SUPPORT, THE CONTRACTOR SHALL CUT THE ATTACHMENTS AS SOON AS THE CONCRETE HAS SET TO PREVENT JOINT DAMAGE DUE TO HORIZONTAL CONTRACTION OR EXPANSION.

ISTHA STANDARD DRAWING ST 04-4 SHALL BE REFERENCED FOR THE BRIDGE APPROACH PAVEMENT.

COMMITMENTS

NO PERMANENT RIGHT-OF-WAY ACQUISITION ACTIVITIES (OTHER THAN APPROVED EASEMENTS) WILL TAKE PLACE IN ROCK CUT STATE PARK.

NO PROJECT WORK, INCLUDING EQUIPMENT AND MATERIAL STORAGE, DRIVING VEHICLES AND EQUIPMENT SHALL TAKE PLACE BEYOND THE EXISTING IL 173 RIGHT-OF-WAY ALONG ROCK CUT STATE PARK, EXCEPT WHERE NECESSARY TO CONSTRUCT THE BIKE PATH FOR IDNR.

AT THE START OF THE IL 173/I-90 INTERCHANGE PROJECT, THE ROCK CUT STATE PARK BOUNDARY/IDOT ROW (ABOUT RIGHT STATION 142+32 TO 191+25) SHALL BE MARKED IN THE FIELD WITH SNOW FENCING OR SOMETHING SIMILAR. THIS SHALL BE PAID FOR AS TEMPORARY FENCING PER STANDARD SPECIFICATION SECTION 201.10(C)(1). (A PORTION OF THE FENCE MAY BE REMOVED FOR BIKE PATH CONSTRUCTION.)

GOOD NEIGHBOR POLICY

THE GOOD NEIGHBOR POLICY SHALL BE IMPLEMENTED ON THE DETOUR ROUTE ON THIS PROJECT. THE FOLLOWING ITEMS ARE ESTIMATED FOR THE REPAIR OF ANY DAMAGE THAT MAY OCCUR TO THE DETOUR ROUTE WHEN TRAFFIC IS ROUTED ON IT:

40600200 BITUMINOUS MATERIALS (PRIME COAT)	1.5 TON
40800040 INCIDENTAL BITUMINOUS SURFACING	765 TON
48100100 AGGREGATE SHOULDERS, TYPE A	260 TON

THESE ITEMS ARE TO BE USED AS DIRECTED BY THE ENGINEER.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		GENERAL NOTES
SCALE:	VERT. N/A HORIZ. N/A	DRAWN BY KRL
DATE	SEPTEMBER 14, 2005	CHECKED BY PDS