

# GENERAL NOTES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
595	1 - 1	ROCK ISLAND	239	3
STA. 75+60.93		TO STA. 116+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
				CONTRACT # 84986

## EXCAVATION

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 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.

IT IS ESTIMATED THAT 0 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS.  
IT IS ESTIMATED THAT 14,547 CUBIC YARDS OF EARTH WILL BE HAULED AWAY FROM THE JOB AND WASTED OUTSIDE THE PROJECT LIMITS.  
A SHRINKAGE FACTOR OF 25% HAS BEEN USED.

THE CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING ENTRANCE CULVERTS ALONG THE PROJECT AT AN APPROVED LOCATION. COST OF THIS WORK TO BE INCLUDED IN THE CONTRACT UNIT COST PER CUBIC YARD FOR EARTH EXCAVATION.

NO OVERHAUL HAS BEEN COMPUTED AND NONE SHALL BE PAID FOR FROM ANY SOURCE.

PLAN QUANTITIES FOR EARTHWORK ARE SHOWN IN SCHEDULE OF QUANTITIES.

## PAVEMENT

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE(S):	IL 5 & 30TH STREET			34TH & INDIAN HILL ROAD		TEMP PVMT
	SURFACE	TOP BINDER	BTM BINDER	SURFACE	BIT BASE CSE	SURFACE
PG:	SBS 64-28	SBS 64-28	PG 64-22	PG 58-28	PG 58-28	PG 64-22
RAP%: (MAX)	15	25	25	15	30	15
DESIGN AIR VOIDS	4.2 @ N50	4.2 @ N50	4.2 @ N50	3 @ N50	2 @ N50	4.2 @ N50
GRADATION COMPOSITION	IL 9.5 OR 12.5	IL 19.0	IL 19.0	IL 9.5 OR 12.5	BAM	IL 9.5 OR 12.5
FRICTION AGGREGATE	D	N/A	N/A	C	N/A	C
20 YEAR ESAL	2.2/0.3	-	-	0.11	N/A	N/A

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.

## ISLANDS

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 ISLANDS ON THIS PROJECT ARE INTERMEDIATE ISLANDS.

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.

## SEEDING

THE CONTRACTOR SHALL SEED OR SOD ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 1 SHALL BE USED, EXCEPT WHERE SODDED. SEE EROSION CONTROL SHEETS.

MULCH ON TEMPORARY SEEDING SHALL BE MULCH METHOD 2.

## SOILS AND SUBGRADES

SUBBASE DRAINS AND UNDERDRAIN SPECIALS SHALL BE FULLY INSTALLED, OPERATIONAL, AND OUTLETED PRIOR TO THE PLACEMENT OF ANY RELATED PAVEMENT STRUCTURE.

PLACEMENT AND COMPACTION OF TRENCH BACKFILL FOR AR CULVERTS SHALL CONFORM TO SECTION 502.10 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE MATERIAL SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD LABORATORY DENSITY. THE ENTIRE EXCAVATION WITHIN 2' OUTSIDE OF EACH SHOULDER SHALL BE BACKFILLED WITH TRENCH BACKFILL MATERIAL. THE PAY LIMITS FOR TRENCH BACKFILL SHALL EXTEND FROM 2' OUTSIDE EACH VERTICAL CULVERT WALL AT THE BASE OF THE CULVERT FLOOR AND SHALL EXTEND VERTICALLY TO THE BOTTOM OF THE PROPOSED SUBGRADE. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE PER CUBIC YARD FOR TRENCH BACKFILL.

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.

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 #200 SIEVE. THE 110% OF OPTIMUM MOISTURE LIMIT MAY BE WAIVED IN FREE-DRAINING GRANULAR MATERIAL WHEN APPROVED BY THE ENGINEER.

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 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.

## CULVERTS

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. THE MATERIAL NECESSARY TO BACKFILL CULVERT EXTENSIONS SHALL BE OBTAINED FROM ROADWAY EARTH EXCAVATION AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.

## ENTRANCES/CULVERTS

THE PROPOSED PIPES FOR ENTRANCES AND SIDE ROADS SHALL BE PLACED IN LINE WITH THE EXISTING OR PROPOSED DITCH LINE.

## TEMPORARY ACCESS

ACCESS TO ALL PROPERTIES IN THE CONSTRUCTION AREA SHALL BE MAINTAINED AT ALL TIMES. DURING STAGED CONSTRUCTION TEMPORARY ACCESS WILL BE REQUIRED TO ALLOW TRAFFIC TO CROSS OVER THE MEDIAN BETWEEN NEW AND EXISTING PAVEMENTS. IF TEMPORARY ACCESS IS IN PLACE FOR AN EXTENDED PERIOD OF TIME OR DURING A WINTER SHUT DOWN, THE RESIDENT ENGINEER MAY DIRECT CONTRACTOR TO PAVE THE TEMPORARY ACCESS. THE FOLLOWING QUANTITIES HAVE BEEN ESTIMATED AND WILL BE USED AS DIRECTED BY RESIDENT ENGINEER FOR THIS PURPOSE:  
2" INCIDENTAL BITUMINOUS SURFACING, SUPERPAVE, NSO - 100 TONS  
11" AGGREGATE BASE COURSE, TYPE B - 530 TONS  
AN ADDITIONAL 1200 TONS OF AGGREGATE BASE COURSE, TYPE B HAS BEEN ADDED TO FILL THE SPACE BETWEEN THE EXISTING PAVT AND NEW PAVT DURING THE WINTER SHUT DOWN PERIOD TO BE USED AS DIRECTED BY THE ENGINEER. REMOVAL SHALL BE INCLUDED IN THE COST OF AGGREGATE BASE COURSE, TYPE B

## MAILBOXES

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 4" X 4" WOOD POST 40 INCHES ABOVE THE PAVEMENT SURFACE AND EXTENDING TO A MINIMUM OF 24 INCHES INTO THE EMBANKMENT. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION. THERE ARE AN ESTIMATED 3 MAILBOXES TO BE RELOCATED. THE FOLLOWING MAILBOXES MAY REQUIRE RELOCATION: **IL5 34TH STREET**

LT STA 81+76 LT STA 18+41  
RT STA 114+75

## STORM SEWERS

ALL FRAMES AND GRATES OF DRAINAGE STRUCTURES TO BE REMOVED OR FILLED SHALL BE CAREFULLY SALVAGED AND SHALL REMAIN THE PROPERTY OF STATE OF ILLINOIS.

THE COST OF MAKING SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS CONTRACT UNIT PRICES FOR STORM SEWER.

LATERAL DISTANCES FROM THE CENTERLINE ON ALL INLETS ARE TO THE FACE OF THE INLET.

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.

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.

IF CONTRACTOR DOES NOT INSTALL STORM SEWER ACCORDING TO THE STAGING PLANS, THE COST OF THE TEMPORARY PATCH AND TRAFFIC CONTROL WILL BE INCLUDED IN THE COST OF THE STORM SEWER. THE TEMPORARY PATCH SHALL BE A MINIMUM OF 6" OF BITUMINOUS CONCRETE PAVEMENT.

## TRAFFIC MARKINGS

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

- ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
- ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
- THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8", NOT 7" AS SHOWN IN DETAILS OF TYPICAL LANE AND EDGE LINES.

## TRAFFIC MARKINGS - TEMPORARY

WHEN TEMPORARY PAVEMENT MARKING IS SHOWN ON A TRAFFIC CONTROL STANDARD, THE COST OF THE TEMPORARY PAVEMENT MARKING WILL BE INCLUDED IN THE COST OF THE STANDARD AND NOT PAID FOR SEPARATELY.

## TRAFFIC SIGNS - TEMPORARY

WHERE TEMPORARY TRAFFIC SIGNS ARE SHOWN IN THE STAGING DETAILS THE COST OF THE SIGNS WILL BE INCLUDED IN THE COST OF THE REFERENCED TRAFFIC CONTROL STANDARD AND NOT PAID FOR SEPARATELY.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**GENERAL NOTES**  
**F.A. 595 (IL RTE 5)**  
SCALE: VERT. NONE  
HORIZ. NONE  
DATE: ###DATE###  
DRAWN BY: XX  
CHECKED BY: XX