

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
505	110RS-1, 111RS-3	STEPHENSON	174	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
CONTRACT NO. 64C32				

GENERAL NOTES

SEE CROSS SECTIONS FOR SPECIAL DITCHES AND BACKSLOPES.

AT THE LOCATIONS WHERE EXCAVATION QUANTITIES ON THE PLANS ARE INDICATED AS HAVING BEEN ESTIMATED, THE ENGINEER WILL OBTAIN ORIGINAL AND FINAL CROSS SECTIONS TO DETERMINE PAY QUANTITIES.

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 4,839 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25% HAS BEEN USED.

THE TOPSOIL EXCAVATION QUANTITIES HAVE BEEN ADJUSTED TO ALLOW FOR 25% SHRINKAGE OF TOPSOIL BETWEEN REMOVAL AND REPLACEMENT.

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.

PLACEMENT AND COMPACTION OF THE BACKFILL FOR AR CULVERTS AND DRIVEWAY CULVERTS SHALL CONFORM TO SECTION 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 STANDARD LABORATORY DENSITY. ANY MATERIAL CONFORMING TO THE REQUIREMENTS OF ARTICLE 1003.04 OR 1004.05 WHICH HAS BEEN EXCAVATED FROM THE TRENCHES SHALL BE USED FOR BACKFILLING THE TRENCHES. THE ENTIRE EXCAVATION, WITHIN 2' OUTSIDE OF EACH SHOULDER, SHALL BE BACKFILLED WITH TRENCH BACKFILL MATERIAL TO THE BOTTOM OF THE PROPOSED P.C.C. BASE COURSE, 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.

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 75MM (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 15 FEET. WHEN PATCH SPACING IS LESS THAN 15 FEET, THE PAVEMENT BETWEEN PATCHES SHALL ALSO BE REMOVED AND REPLACED.

THE MINIMUM PATCH DIMENSION FOR FULL-DEPTH PATCHES WILL BE AS SHOWN ON STATE STANDARD 442201.

THE EXISTING HOT-MIX ASPHALT SURFACE 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".

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE(S):	SURFACE	LEVELING BINDER	SHOULDER TOP LIFT	SHOULDER BOTTOM LIFT	BIT OVER PATCHES	BINDER FOR FULL-DEPTH PAVEMENT
PG:	PG 64-22	PG 64-22	PG 58-22	PG 58-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.2 @ N50	4.2 @ N50	3.0 @ N50	2.0 @ N50	4.2 @ N50	4.2 @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 OR 12.5	IL 9.5	IL 9.5 OR 12.5	BAM	IL 19.0	IL 19.0
FRICTION AGGREGATE	D	N/A	C	N/A	N/A	N/A
20 YEAR ESAL	1.3	1.3	N/A	N/A	N/A	1.3

HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12"  
CONSISTS OF:

- 2" SURFACE
- 10" BINDER

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.

A NATIONWIDE 404 PERMIT HAS BEEN ISSUED FOR THIS PROJECT AND THE CONDITIONS OF THAT PERMIT MUST BE ADHERED TO.

THE NEW NUMBERS FOR THESE STRUCTURES WILL BE: SN 089-1102  
SN 089-2020  
SN 089-2019  
SN 089-1201

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 DAVE LIPPERT, ENGINEER OF MATERIALS, 126 EAST ASH STREET, SPRINGFIELD, IL 62706, AND EIGHT (8) 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)

THE BORING LOGS FOR THESE STRUCTURES INDICATE THAT GROUNDWATER LEVELS MAY ENCRONCH ON THE CONSTRUCTION LIMITS OF THESE CULVERTS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTROL THE GROUND WATER AND DIVERT THE STREAM FLOW DURING CONSTRUCTION IN ORDER TO KEEP THE CONSTRUCTION AREA FREE OF WATER. THE METHOD OF CONTROLLING THE WATER SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER AND THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PRECAST CONCRETE BOX 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 PROPOSED PIPES FOR ENTRANCES AND SIDE ROADS SHALL BE PLACED IN LINE WITH THE EXISTING OR PROPOSED DITCH LINE.

THE CONTRACTOR SHALL STRAIGHTEN OR CUT OFF THE ENDS OF EXISTING ENTRANCE CULVERTS THAT WILL HAVE NEW METAL END SECTIONS INSTALLED. THE COST OF THIS WILL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR END SECTIONS OF THE SIZE SPECIFIED.

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 SHOULDER 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 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.

VALVE BOXES SHALL BE ADJUSTED TO THE FINAL GRADE AS SHOWN ON THE PLANS. THE COST OF ADJUSTING VALVE BOXES SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR P.C.C. DRIVEWAY PAVEMENT, 7".

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.

THE RESIDENT ENGINEER SHALL BE RESPONSIBLE FOR VIDEOTAPING THE CONDITION OF CEDARVILLE ROAD FROM IL ROUTE 26 TO IL ROUTE 75 PRIOR TO AND AFTER CONSTRUCTION TO ASSESS THE DAMAGE TO THE ROADWAY.

NO USE OF CEDARVILLE ROAD AS A DETOUR ROUTE SHALL BE ALLOWED UNTIL AFTER JUNE 6, 2007.

GOOD NEIGHBOR POLICY ROUTES FOR THIS PROJECT:

1. CEDARVILLE ROAD FROM IL RTE 26 TO IL RTE 75
2. AFOLKEY ROAD FROM CEDARVILLE ROAD TO WINNESHIEK ROAD
3. WINNESHIEK ROAD FROM AFOLKEY ROAD TO ROCK CITY ROAD
4. ROCK CITY ROAD FROM WINNESHIEK TO IL RTE 75
5. TOWER ROAD FROM CEDARVILLE ROAD TO IL RTE 75
6. TOWN HALL ROAD FROM TOWER ROAD TO IL RTE 75

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.P. ROUTE 505 (IL 75)

GENERAL NOTES

SCALE:  
DATE: 12/15/06

DRAWN BY JMC  
CHECKED BY DWB