

(CONTINUED)

G. N. -442B -- PATCHING SCHEDULES

THE PATCHING SCHEDULES INCLUDED IN THE PLANS REPRESENT THE BEST INFORMATION AVAILABLE AT THE TIME OF COMPLETION OF THE PLANS FOR LETTING. VARIATIONS IN LOCATION AND SIZES OF BOTH FULL-DEPTH AND PARTIAL-DEPTH PATCHES MAY OCCUR.

G. N. -482

ALL MATERIAL PLACED AS HOT-MIX ASPHALT SHOULDERS SHALL BE COMPACTED TO 94.0 - 98.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY. THIS REQUIREMENT SHALL APPLY TO IL 9.5L GRADATION SHOULDER MIXES AND OTHER MIXES (BOTTOM LIFT OF SHOULDERS). THIS MAXIMUM DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE OF FOUR TESTS AS IN OTHER QC/QA TESTING. A NUCLEAR GAUGE DENSITY/CORE CORRELATION SHALL BE PERFORMED FOR THE IL 9.5L MIXES AND OTHER MIXES USING STANDARD CORRELATION PROCEDURES.

G. N. -540

THE CONTRACTOR SHALL ASSEMBLE AND MATCH-MARK THE PRECAST BOX CULVERT SECTIONS AND END SECTIONS PRIOR TO SHIPMENT OF THESE COMPONENTS FROM THE MANUFACTURER, AND AS DIRECTED BY THE ENGINEER IN ORDER TO SECURE A PROPER FIT ON EACH JOINT. ANY SECTIONS OR END SECTIONS WHICH DO NOT PROVIDE A PROPER FIT AT THE JOINT SHALL BE REJECTED BY THE ENGINEER AND REPLACED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION BEING ALLOWED.

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR PRECAST CONCRETE BOX CULVERTS OF THE SIZE SPECIFIED.

G. N. -542

BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTHS.

G. N. -542.07

AT LOCATIONS WHERE END SECTIONS ARE SPECIFIED, CAST-IN-PLACE CONCRETE HEADWALLS WILL NOT BE ALLOWED.

G. N. -631

IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED.

G. N. -703A

SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

G. N. -781

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

G. N. -1004.01

COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

Alignment	Location (PC to PT)	Radius	Existing SE	Proposed SE
Roadway A (I-74 EB)	588+82.46 to 612+82.46	11,459.16	1.0%	match existing
	621+50.61 to 673+50.29	3,819.72	1.7%	match existing
Roadway D (I-74 WB)	637+00 to 670+00	2,864.79	3.1%	match existing
Roadway G (I-55 SB)	596+00 to 609+58.74	12,331.44	1.0%	match existing
	609+60.20 to 641+79.70	3,819.72	1.7%	4.2%*
I-55 Bus (Vets Pkwy)	20+00 to 35+00	2,291.83	4.5%	match existing
	38+00 to 59+00	2,291.83	4.5%	match existing
RDWYK (VET SB)	59+00 to 67+00	2,250.09	4.5%	5.5%
	71+76.04 to 85+34.02	2,291.83	4.5%	5.4%**
RDWY L (VET Bus NB)	None		N/A	match existing
Ramp E	21+23.96 to 22+16.10	337.03	8.0%	match existing
	22+16.10 to 27+80.61	204.62	8.0%	match existing
	27+80.61 to 29+23.86	337.09	8.0%	match existing
	29+23.86 to 31+23.85	674.03	8.0%	match existing
	31+23.85 to 36+99.51	5,729.67		2.5%
Ramp F	9+92 to 12+39.84	608.86	8.0%	match existing
	12+45.81 to 16+50	238.80	8.0%	match existing
	16+50 to 20+54.97	238.85	8.0%	match existing
	20+59.5 to 24+72.86	429.74	8.0%	match existing
Ramp J	0+20.37 to 1+66.09	580.90	8.0%	match existing
	1+81.01 to 6+95.15	260.34	8.0%	match existing
	6+95.15 to 12+09.25	260.34	8.0%	match existing
	12+09.25 to 14+48.02	440.87	8.0%	match existing
Ramp M	37+00 to 39+77.67	716.20	8.0%	match existing
	39+77.67 to 47+40.19	409.26	8.0%	match existing
	47+40.19 to 50+17.20	716.05	8.0%	match existing
Ramp N	8+26.80 to 19+74.32	1,432.39	8.0%	match existing
	21+23.23 to 26+87.76	2,291.86	4.5%	match existing
Ramp O	6+00 to 11+50	716.20	8.0%	match existing
	14+00 to 16+47.42	716.20	8.0%	match existing
	19+23.21 to 24+59.71	716.20	8.0%	match existing
US 51 Ramp A	14+06.51 to 18+10.28	200.14	8.0%	match existing
	18+10.28 to 22+03.66	195.00	8.0%	match existing
	22+03.66 to 24+00.98	322.66	8.0%	match existing
US 51 Ramp B	45+58.93 to 47+97.56	272.84	8.0%	match existing
	50+42.14 to 55+65.42	716.20	8.0%	match existing
US 51 Ramp C	4+48.07 to 7+03	426.41	8.0%	match existing
	7+03 to 15+39.68	859.44	8.0%	match existing
US 51 Ramp D	13+06.68 to 17+04.11	197.91	8.0%	match existing
	17+04.11 to 20+96.92	195.61	8.0%	match existing
	20+96.92 to 22+87.56	315.51	8.0%	match existing
US 51 Ramp E	8+91.12 to 13+97.75	677.42	8.0%	match existing
	16+69.30 to 19+06.03	272.84	8.0%	match existing
US 51 Ramp F	12+96.76 to 15+51.55	411.81	8.0%	match existing
	15+62.68 to 23+81.28	859.44	8.0%	match existing

*Transition from 1.7% to 4.2% from Sta 609+60.2 to Sta 611+60.2
 **Transition from 4.5% to 5.5% from Sta 82+00 to 83+44

**SUPERELEVATION CORRECTIONS
 EXTRA HMA QUANTITIES HAVE BEEN ADDED
 FOR SUPERELEVATION CORRECTIONS**

FILE NAME : c:\p\work\PMIDOT\SHERERJM\dms83233\70505 GENERAL NOTES.dgn	USER NAME : shorerjm	DESIGNED - JMS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE: 74	SECTION 57-20(3) & (57-4.5,6)RS-3	COUNTY MCLEAN	TOTAL SHEETS 160	SHEET NO. 4	
PLOT SCALE = 100,0000' / IN.	CHECKED - JMS	REVISED -	SCALE: _____			SHEET NO. 2 OF 2 SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 70505		ILLINOIS FED. AID PROJECT	
PLOT DATE = 2/2/2009	DATE - 01-24-2009	REVISED -									