

G.N.-100
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-107.12
THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE LOCAL RAILROAD CONTACTS ARE:

Mr. Gale Free Roadmaster CSX Transportation 564 CSX Lane Danville, IL 61834 (217) 442-0126	Mr. David W. McKernan Manager Industry & Public Projects Union Pacific Railroad Company 100 North Broadway, Suite 1500 St. Louis, MO 63102 (314) 331-0682
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SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE RAILROAD FLAGGER CONTACTS ARE:

Dave Fette 1717 Dixie Hwy Suite 400 FortWright, KY 41011 (859) 344-8137	Mr. Paul Gegg Union Pacific Railroad 811W. Chestnut Bloomington, IL 61701 (309) 820-2312
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G.N.-406
THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N.-406H

MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

Location	IL 9	IL 9	IL 9	IL 9
Mixture Use	Level Binder	Rural Surface (417+48 to 1096+21.5)	Urban Surface & Urban HMA Shoulders (1097+45.5 to 1207+00)	P.D. Patch
AC/PG	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP % (Max)	25	15	15	25
Design Air Voids	4.0% @ Ndes=50	4.0% @ Ndes=50	4.0% @ Ndes=50	4.0% @ Ndes=50
Mix Comp(Gradation)	IL 9.5	IL 9.5	IL 9.5	IL 19.0
Friction Aggregate	Mix C	Mix C	Mix D	N.A.

G.N.-406.05B
ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N.-408B
THE INCIDENTAL HOT-MIX ASPHALT SURFACING SHALL BE COMPACTED AS REQUIRED BY THE SPECIFICATIONS FOR DESIGN NUMBER OF GYRATIONS BEING USED,

AT THE FOLLOWING LOCATIONS:

East Lynn Road
All side roads within Hoopston corporate limits

G.N.-440C
THE MACHINE USED FOR HOT-MIX ASPHALT SURFACE REMOVAL ON THE THROUGH TRAFFIC LANES ON THIS JOB SHALL BE CAPABLE OF REMOVING A LAYER OF BITUMINOUS MATERIAL AT LEAST 12 FT. IN WIDTH AND 1 1/2 INCHES IN DEPTH IN A SINGLE PASS.

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.-667
THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS (PC'S, PT'S, AND PI'S). PROJECT IMPLEMENTATION PERSONNEL WILL BE RESPONSIBLE FOR SETTING THESE MARKERS.

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.

FILE NAME : c:\p\work\PIWIDOT\PIERSONBR\0115224\05	USER NAME : p\ersonbr 0764-sht-gennote.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES				F.A.P. RTE. 697	SECTION 2RS-3&4RS-8	COUNTY Vermillion	TOTAL SHEETS 43	SHEET NO. 3
PLOT SCALE = 40.0000' / IN.		CHECKED -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 70764	
PLOT DATE = 4/10/2009		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								