

**GENERAL NOTES**

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

G.N. 105.09A  
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

G.N. 107.31  
UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED (QUALITY LEVEL C &/OR QUALITY LEVEL D) AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY. UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THESE ORGANIZATIONS WHILE THESE ADJUSTMENTS ARE BEING PERFORMED. J.U.L.I.E. - JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS SYSTEM (800)892-0123 OR 811.

G.N. 281  
THE RIPRAP GRADATION SHALL BE IN ACCORDANCE WITH THE GRADATION SPECIFIED IN THE PLANS OR, WITH APPROVAL OF THE ENGINEER, A RIPRAP GRADATION MEETING A D50 GREATER THAN OR EQUAL TO 0.75 FEET. D50 IS DEFINED AS THE MEAN ROCK SIZE AS DESCRIBED IN THE FHWA HYDRAULIC ENGINEERING CIRCULARS (HEC 11, HEC 14, AND HEC 15).

IF GRAVEL IS USED FOR THE BEDDING MATERIAL UNDER RIPRAP, THE GRAVEL SHALL BE CRUSHED AS ALLOWED UNDER ARTICLE 1005.01.

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  
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE(S):	HMA SURFACE COURSE & HMA SHOULDER	HMA BASE COURSE OPTION & FLEX. CONN.	LEVELING BINDER (MACHINE METHOD), N50
AC/PG:	PG 64-22	PG 64-22	PG 64-22
RAP %: (MAX)	15%	25%	25%
DESIGN AIR VOIDS:	4.0% @ 50 GYRATIONS	4.0% @ 50 GYRATIONS	4.0% @ 50 GYRATIONS
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5	IL-19.0	IL-9.5
FRICTION AGGREGATE:	MIX C	N/A	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. 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. 542  
BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTHS.

G.N. 542B  
ALL THE ENTRANCE CULVERTS LENGTHS SHOWN IN THE PLANS WERE CALCULATED WITH THE ASSUMPTION THAT METAL PIPES AND METAL END SECTION WOULD BE USED.

G.N.542D  
THIS WORK SHALL CONSIST OF REPLACING THE EXISTING ENTRANCE CULVERTS AT LOCATIONS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. PRIOR TO REPLACING THE CULVERT THE DITCH SHALL BE CLEANED FOR 25 FEET EACH WAY FROM THE ENDS OF THE CULVERT AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR PIPE CULVERTS OF THE TYPE AND SIZE SPECIFIED AND SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY TO COMPLETE THE WORK AS HEREIN SPECIFIED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N. 631  
IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING OF 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. 1004.01  
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

G.N. Z0038  
AN ALUMINUM TABLET OF THE TYPE SHOWN ON STANDARD 667101 SHALL BE PLACED ON THE PROPOSED STRUCTURE AS DIRECTED BY THE ENGINEER. THE BENCH MARK ELEVATION WILL BE ESTABLISHED AND MARKED BY THE DEPARTMENT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR PERMANENT BENCH MARKS.

COMMITMENTS  
THERE ARE NO COMMITMENTS ON THIS PROJECT.

FILE NAME * ...roadway\lvr_gennotes.dgn	USER NAME = *USER*	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = *SCALE*	DRAWN -	REVISED -		836	118BR-2	CHAMPAIGN	45	2				
PLOT DATE = 8/19/2008 2:55:13 PM	CHECKED -	REVISED -	SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 70600			
DATE -	REVISED -	FED. ROAD DIST. NO. 5 [ILLINOIS] FED. AID PROJECT											

**THE UPCHURCH GROUP, INC.**