GENERAL NOTES

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

EXISTING STATE-OWNED AND MAINTAINED UTILITY LINES ARE SHOWN ON THE PLANS TO INDICATE THEIR PRESENCE AND APPROXIMATE LOCATION. THE CONTRACTOR SHALL NOTIFY THE DISTRICT OPERATIONS ENGINEER TWO WEEKS PRIOR TO COMMENCING ANY EXCAVATION IN THE VICINITY OF THESE LINES. THE STATE WILL THEN LOCATE AND MARK THE HORIZONTAL LOCATIONS OF THE LINES AND PROVIDE ANY AVAILABLE INFORMATION AS TO THEIR DEPTH. SHOULD ANY OF THE LINES BE DAMAGED BY THE CONTRACTOR'S OPERATION, THE CONTRACTOR SHALL REPAIR THEM TO THE SATISFACTION OF THE ENGINEER AND AT NO COST TO THE STATE.

ALSO THERE MAY BE UTILITIES PRESENT WHICH WERE INSTALLED BY THE STATE BUT ARE MAINTAINED BY OTHERS (CITY, TOWN, ETC.) THE APPROXIMATE LOCATIONS OF THESE LINES ARE ALSO SHOWN ON THE PLANS ALONG WITH THE NAME OF THE MAINTAINING AGENCY. THE CONTRACTOR SHALL COORDINATE THE LOCATING OF THESE LINES WITH THE LOCAL AGENCY PRIOR TO COMMENCING ANY EXCAVATION OR BORING IN THEIR VICINITY. SHOULD THESE LINES BE DAMAGED BY THE CONTRACTOR'S OPERATIONS, THE CONTRACTOR SHALL REPAIR THEM TO THE SATISFACTION OF, AND AT NO COST TO, THE LOCAL AGENCY AND THE STATE.

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

TREES THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ANY TREE DUE TO ITS LOCATION AND DEEMED SUITABLE FOR SAVING BY THE ENGINEER SHALL BE PROTECTED DURING CLEARING AND SUBSEQUENT CONSTRUCTION OPERATIONS.

BENCHING PROCEDURES SHALL BE USED IN AREAS WHERE EXISTING EMBANKMENTS ARE WIDENED FOR THE PROPOSED PAVEMENT. STEPS SHALL BE CUT INTO THE EXISTING EMBANKMENT SLOPES AND SHALL HAVE THE FOLLOWING DIMENSIONS:

HORIZONTAL: 2

VERTICAL: 1

G. N. -281

THE RIPRAP CRADATION SHALL BE IN ACCORDANCE WITH THE CRADATION SPECIFIED IN THE PLANS OR WITH APPROVAL OF THE ENGINEER, A RIPRAP GRADATION MEETING A D50 GREATER THAN OR EQUAL TO O. 4 FEET. DEG IS DEFINED AS THE MEAN ROCK SIZE AS DESCRIBED IN THE FHWA HYDRAULIC ENGINEFRING 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.

THE SHADED AREAS OF P. C. CONCRETE BASE COURSE CONSTRUCTED ADJACENT TO COMBINATION CONCRETE CURB AND GUTTER AS SHOWN IN THE PLANS SHALL BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER. THIS WORK WILL BE MEASURED AND INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PORTLAND CEMENT CONCRETE BASE COURSE OF THE THICKNESS SPECIFIED IN THE PLANS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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. -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. -406, 10

FOR MULTILANE RESURFACING

WHEN BEGINNING THE RESURFACING WITH NEW MIXTURES FOR LEVELING BINDER, BINDER COURSE, AND SURFACE COURSE MIXTURES, THE WORK WILL BE CONFINED TO THE INSIDE TRAFFIC LANE (PASSING LANE) FIRST. THE WORK WILL REMAIN ON THE INSIDE LANE UNTIL THE MIX HAS BEEN ADJUSTED AND APPROVED BY THE ENGINEER BEFORE ANY RESURFACING IS ALLOWED ON THE OUTSIDE (DRIVING) TRAFFIC LANE(S).

ANY DELAYS OR INCONVENIENCES CAUSED THE CONTRACTOR IN COMPLYING WITH THIS REQUIREMENT WILL BE CONSIDERED INCIDENTAL TO THE VARIOUS HOT-MIX ASHPALT PAY ITEMS, AS SHOWN IN THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

MIXTURE USE	HMA SURF CSE & INCIDENTAL	HMA SURF CSE	HMA BIND CSE	HMA BIND CSE (LOW ESAL)	HMA SHLD BOTTOM LIFT	HMA SHLD TOP LIFT (1¾4"OR LESS)	POLY HMA BIND CSE	POLY HMA SURF CSE
AC/PG	P.C. 64-22	P.G. 64-22	P.G. 64-22	P.G. 64-22	P.G. 64-22	P.G. 64-22	58S P.G. 70-22	SBS P.G. 70-22
RAP % (MAX.)	15%	15%	25%	30%	30%	30%	10%	10%
DESIGN AIR VOIDS	4.0% e N=50	4.0% @ N=50	4.0% @ N=50	4.0% @ N=30	2.0% e N=30	3.0% @ N=30	4.0% @ N=105	4.0% @ N=105
MIX COMPOSITION	IL 9.5	IL 9.5	IL 19.0	IL 19.0 L	STABILIZED	IL 9.5 L	IL 19.0	IL 9.5
(GRADATION MIXTURE)					SUBBASE(HMA)			
FRICTION AGG.	MIX C	MIX D	N.A.	N.A.	N.A.	MIX C	N.A.	MIX E

G. N. ~406H

THE EXISTING TIE BARS BETWEEN THE EXISTING PAVEMENT AND EXISTING MEDIANS, GUTTERS AND/OR COMBINATION CURB AND GUTTERS THAT ARE FOUND SUITABLE FOR REUSE SHALL BE CLEANED. STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY EXISTING TIE BARS THAT ARE FOUND UNSUITABLE TO BE INCORPORATED INTO THE PROPOSED CONSTRUCTION DUE TO EXCESSIVE RUSTING OR DISTRESS SHALL BE REMOVED FLUSH WITH THE FACE OF THE EXISTING CONCRETE AND DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS REMOVAL PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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/OA TESTING. A NUCLEAR GAUGE DENSITY/CORE CORRELATION SHALL BE PERFORMED FOR THE IL 9.5L MIXES AND OTHER MIXES USING STANDARD CORRELATION PROCEDURES.

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

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

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

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

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.

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.

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).

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.

F.A.I. RTE.

FED. ROAD DIST. NO. .

SECTION

TO STA.

COUNTY

74 (IQ-92-8)(HB-1,HB-4)BR VERMILION & CHAMPAIGN 122 3

CONTRACT NO. 70001

SHEETS NO.

ILLINOIS FED. AID PROJECT

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.

NO COMMITMENTS.

NAME DATE	ILLINOIS DEPARTMENT OF TRANSPORTATION	
	GENERAL NOTES	
	SCALE: NONE DRAWN BY:	