# **GENERAL NOTES**

#### 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 -100

ELECTRONIC FILES AND / OR ELECTRONIC SURVEY INFORMATION INCLUDING CADD FILES WILL NOT BE AVAILABLE TO THE CONTRACTOR.

### G.N.-105.09A

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

#### G.N.-250C-SPL

SEEDING, CLASS 7 IS INCLUDED IN THIS CONTRACT TO SEED PROPOSED EARTHWORK LOCATIONS DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE CLASS 7 SEEDING WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTHWORK LOCATIONS AT THE TIME OF THEIR COMPLETION.

#### G N -28

TEMPORARY EROSION CONTROL SEEDING IS INCLUDED IN THIS CONTRACT TO SEED DISTURBED EARTH DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE TEMPORARY EROSION CONTROL SEEDING WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH AT THE TIME OF THEIR COMPLETION.

#### 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 -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-SP

FOR MULTILANE RESURFACING

WHEN BEGINNING THE MILLING AND RESURFACING OPERATIONS, IT WILL BE A REQUIREMENT OF THIS CONTRACT THAT THE 2.5 MILE PASSING LANE SHOULDER INLAY NEAR DOWNS BE COMPLETED FIRST TO PROVIDE STAGING FOR THE 2.5 MILE DRIVING LANE INLAY. ALL BINDER COURSE IN THE DRIVING LANE IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS WILL THEN BE COMPLETED PRIOR TO MILLING AND RESURFACING IN THE PASSING LANE.

WHEN BEGINNING THE RESURFACING WITH NEW MIXTURES FOR 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 SURFACE COURSE IS ALLOWED ON THE OUTSIDE (DRIVING) TRAFFIC LANE.

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

# G.N.-406H MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION	1-74	1-74	1-74		
MIXTURE USE	POLYMER FINE	POLYMER	POLYMER		
	GRADED BINDER	SURFACE	SURFACE		
	(D.L. INLAY)	(P.L. INLAY)			
AC/PG	SBS PG 70-22	SBS PG 70-22	SBS PG 70-22		
RAP% (MAX)	10	10	10		
DESIGN AIR VOIDS	4.0% @ Ndes=105	4.0% @ Ndes=105	4.0% @ Ndes=105		
MIXTURE COMP	IL 19.0 FG	IL 9.5	11.0.5		
(GRADATION)	IL 19.0 PG	IL 9.5	IL 9.5		
FRICTION	N.A.	MIX C	1417.0		
AGGREGATE	IV.A.	WILV C	MIX D		

LOCATION	I-74	I-74 & FAS 1478	RAMPS & FAS 1478		
MIXTURE USE	SHOULDER INLAY	HMA	POLYMER FINE		
	MEDIAN X-OVER	SHOULDER	GRADED		
			LEVEL BINDER		
AC/PG	PG 64-22	PG 64-22	SBS PG 70-22		
RAP% (MAX)	10	30	10		
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=30	4.0% @ Ndes=70		
MIXTURE COMP	IL 9.5	IL 9.5L	11 0550		
(GRADATION)	IL 9.5	IL 9.5L	IL 9.5 FG		
FRICTION	MIX C	MIX.C	N.A.		
AGGREGATE	MIXC	MIX C			

LOCATION	RAMPS & FAS 1478	FAS 1478	FAS 1478		
MIXTURE USE	POLYMER	INCIDENTAL	PARTIAL DEPTH &		
	SURFACE	HMA	CLASS D		
			PATCHING		
AC/PG	SBS PG 70-22	SBS PG 70-22	PG 64-22		
RAP% (MAX)	10	10	15		
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=105	4.0% @ Ndes=70		
MIXTURE COMP	11.95	IL 9.5	11.40.0		
(GRADATION)	IL 9.5	IL 9.5	IL 19.0		
FRICTION	MIX D	MIV.C	N.A.		
AGGREGATE	IVIIX D	MIX C	N.A.		

# G.N.-408E

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:

- 1) HEMLOCK ST.
- 2) E. BICENTENNIAL DR.

# 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.

# 3.N.-482

ALL MATERIAL PLACED AS HOT-MIX ASPHALT SHOULDERS SHALL BE COMPACTED FROM 94.0 TO 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 EXACT LENGTHS.

#### G N -609

PRIOR TO ROUTING TRAFFIC ONTO THE SHOULDERS AS SHOWN IN THE STAGING PLANS, THE CONTRACTOR SHALL SECURE THE GRATINGS ON THE SHOULDER INLETS AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

#### G.N.-631

IF THE CONTRACTOR ELECTS TO USE THE ALTERNATIVE 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 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-SPL

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. SINGLE RAISED REFLECTIVE PAVEMENT MARKERS ON FAS 1478 SHALL BE PLACED MIDWAY IN THE 30 FOOT (9M) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE). DOUBLE RAISED REFLECTIVE PAVEMENT MARKERS ON I-74 SHALL BE PLACED AT EVEN SPACING IN THE 30 FOOT (9M) SPACE BETWEEN THE DASHED CENTERLINE STRIPES.

# G.N.-1004.01

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

# COMMITMENTS:

THERE ARE NO COMMITMENTS FOR THIS CONTRACT.

# STRUCTURE INFORMATION:

BASED ON STRUCTURAL ANALYSIS, THE FOLLOWING SHOULD BE NOTED WITH REGARDS TO MATERIAL TRANSFER DEVICES (MTD) TRAVELING OVER EXISTING STRUCTURES:

1. A MATERIAL TRANSFER DEVICE MAY NOT PASS OVER THE FOLLOWING STRUCTURE:

057-203

2. ONLY AN EMPTY MATERIAL TRANSFER DEVICE MAY PASS OVER THE FOLLOWING STRUCTURES:

057-8565	057-8568
057-8566	057-0133
057-8567	057-0134
057-0132	

3. AN EMPTY OR LOADED MATERIAL TRANSFER DEVICE MAY PASS OVER THE FOLLOWING STRUCTURES:

057-8581	057-012
057-0128	057 856

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