

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72	*	PIATT	251	4

\*(58.74-66)&(74-67&68)RS-1

### GENERAL NOTES

**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 ASPHALT PAY ITEMS, AS SHOWN IN THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**GN 406H MIXTURE REQUIREMENTS**

Location(s):	I-72	I-72	I-72 (Ramps)
Mixture Use(s):	Polymer Surface	Polymer Binder	Polymer Level Binder
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 = 90	4.0% @ Ndes = 90	4.0% @ Ndes = 90
Mix Comp(Gradation)	IL 9.5	IL 19.0	IL 9.5
Friction Aggregate	Mix D	N.A.	Mix C

(CONTINUED)

Location(s):	I-72	I-72 (Shoulder Top Lift)	I-72 (Shoulder Bottom 2 1/4" Lift)
Mixture Use(s):	Partial Depth Patches	Hot-Mix Asphalt Shoulder And Ramp Gore Areas	& Ramp HMA Shoulder Widening, 8
AC/PG:	PG 64-22	PG 58-22	PG 64-22
RAP % (Max)	10	30	30
Design Air Voids:	4.0% @ Ndes = 90	4.0% @ Ndes = 30	2.0% @ Ndes = 30
Mix Comp(Gradation)	IL 9.5	IL 9.5L	Other
Friction Aggregate	Mix C	Mix C	N.A.

(CONTINUED)

Location(s):	Crossovers
Mixture Use(s):	Incidental
AC/PG:	PG 64-22
RAP % (Max)	15
Design Air Voids:	4.0% @ Ndes = 50
Mix Comp(Gradation)	IL 9.5
Friction Aggregate	Mix C

**G.N.-440B**

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.

**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.-542**

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

**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.-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 P S). PROJECT IMPLEMENTATION PERSONNEL WILL BE RESPONSIBLE FOR SETTING THESE MARKERS.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
GENERAL NOTES

F.A.I. ROUTE 72  
SECTION (58,74-66)&(74-67&68)RS-1  
PIATT COUNTY  
Sheet 2 of 3 Sheets

SCALE: NONE DRAWN BY: CADD  
DATE: 12/15/09 CHECKED BY: R.T.B.

PLOT DATE = 2/8/2010  
FILE NAME = c:\pw\work\pvd\dot\cear-lock\jd\0109678\TEXT2899.DGN  
PLOT SCALE = 105.8624 / IN.  
USER NAME = cear-lock,jd