F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
323	(139,140)RS-3	*	18	3

* MACON, MOULTRIE & PIATT
CONTRACT NO. 70394

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. 107.12
SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE RAILROAD ENGINEER IS:

MR. DAVID CLIFFORD
CSX TRANSPORTATION
1700 WEST 167TH ST.
CALUMET CITY, IL 60409
(708) 832-2170

G.N. 406
THE QUANTITIES INCLUDED IN THE PLANS FOR BITUMINOUS CONCRETE RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE BITUMINOUS MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT. DESIGN THICKNESS CAN BE BACK CALCULATED USING THE CONVERSION FACTOR OF 1 IN THICKNESS = 112 POUNDS / SQUARE YARD.

G.N. 406H
MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

Location(s): US 36
Mixture Use(s): P.D. PATCH, SURFACE & INCIDENTAL
AC/PG: PG 64-22
RAP %: (Max)** 10
Design Air Voids: 4.0% @ Ndes=70
Mixture Composition: (Gradation Mixture) IL 9.5
Friction Aggregate: MIX C

Location(s): US 36
Mixture Use(s): SURFACE (>5000 ADT)
AC/PG: PG 64-22
RAP %: (Max)** 10
Design Air Voids: 4.0% @ Ndes=70
Mixture Composition: (Gradation Mixture) IL 9.5
Friction Aggregate: MIX D

Location(s): US 36
Mixture Use(s): BIT. SHOULDER (>/= 2 1/4")
AC/PG: PG 58-22
RAP %: (Max)** 30
Design Air Voids: 2.0% @ Ndes=30
Mixture Composition: (Gradation Mixture) B.A.M.
Friction Aggregate: N.A.

Location(s): US 36
Mixture Use(s): BIT. SHOULDER (</= 2 1/4")
AC/PG: PG 58-22
RAP %: (Max)** 30
Design Air Voids: 3.0% @ Ndes=30
Mixture Composition: (Gradation Mixture) IL. 9.5L
Friction Aggregate: MIX C

G.N. -408B
WHEN USING SUPERPAVE MIXTURES, THE INCIDENTAL BITUMINOUS SURFACING SHALL BE COMPACTED AS REQUIRED BY THE SPECIFICATIONS FOR DESIGN NUMBER OF GYRATIONS BEING USED, AT THE FOLLOWING LOCATIONS:

RT. STATION 291+53.00 (DALTON CITY ROAD)

G.N. - 440A
THE COLD MILLING ON THIS JOB IS INTENDED TO TRUE UP THE EXISTING PAVEMENT SURFACE. BECAUSE THIS OPERATION REQUIRES CAREFUL JUDGMENT TO ACHIEVE THE DESIRED RESULT AND AVOID EXCESSIVE REMOVAL, THE DISTRICT HAS PREPARED A VIDEOTAPE TO ILLUSTRATE THE DESIRED OPERATION.

THIS VIDEOTAPE IS AVAILABLE FOR REVIEW IF THE CONTRACTOR IS NOT FAMILIAR WITH THE DISTRICT*S INTENT.

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. - 442C -- PARTIAL DEPTH PATCHING DIMENSIONS
FOR PARTIAL DEPTH PAVEMENT PATCHING, THE MINIMUM SIZE OF ANY PATCH SHALL BE 4 FT BY 4 FT. IF THE REPAIR OF ANY SMALLER AREAS IS REQUIRED, THAT WORK SHALL BE DESIGNATED AS "PAVEMENT CLEANING" AND WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.

G.N. -482
ALL MATERIAL PLACED AS BITUMINOUS SHOULDERS SUPERPAVE SHALL BE COMPACTED TO 93-97 PERCENT OF THE MAXIMUM THEORETICAL DENSITY. THIS REQUIREMENT SHALL APPLY TO BOTH B.A.M. AND IL 9.5L GRADATION SHOULDER MIXES. THIS MAXIMUM DENSITY HALL 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 BOTH THE B.A.M. AND IL 9.5L 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 AND TO DETERMINE IF IT WILL BE NECESSARY FOR THE CONTRACTOR TO HIRE AN ILLINOIS LAND SURVEYOR.

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 DISCREPENCY 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 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.

G.N. -1004.03
REVISE ARTICLE 1004.03 (c) NOTE 5/ OF THE STANDARD SPECIFICATIONS TO READ:

'5/ GRADATION CA-16 SHALL BE USED IN LIEU OF CA-13 WHEN THE SURFACE COURSE IS LESS THAN 1 3/4 INCHES IN THICKNESS. CA-13 OR CA-16 MAY BE USED WHEN THE SURFACE COURSE IS 1 3/4 INCHES OR MORE IN THICKNESS.'