

GENERAL NOTES

G.N.-406H – MIXTURE REQUIREMENTS Contract: 70A20

Location	I-39	I-39	I-39
Mixture Use	Class D Patch (pvt & shld)	Poly FG Binder	Poly Surface
AC/PG	PG 64-22	SBS PG 70-28	SBS PG 70-28
RAP % (Max)	*	*	*
Design Air Voids	4.0% @ Ndes=90	4.0% @ Ndes=90	4.0% @ Ndes=90
Mix Comp(Gradation)	IL 19.0 FG	IL 19.0 FG	IL 9.5
Friction Aggregate	N.A.	N.A.	Mix D

Location	I-39	I-39
Mixture Use	Bottom Lift Shoulder	Top Lift Shoulder and Incidental
AC/PG	PG 64-22	PG 64-22
RAP % (Max)	*	*
Design Air Voids	2.0% @ Ndes=30	4.0% @ Ndes=30
Mix Comp(Gradation)	Other	IL 9.5L
Friction Aggregate	N.A.	Mix C

* See RAP - RAS BDE Special Provision

G.N. - 406K

THERE ARE VARIOUS PAY ITEMS IN THIS CONTRACT THAT INCLUDE THE USE OF HOT-MIX ASPHALT. UNLESS OTHERWISE LISTED BELOW THE HOT-MIX ASPHALT USED IN THE PAY ITEMS SHALL BE CONTROLLED AND ACCEPTED IN ACCORDANCE WITH ARTICLE 1030.05 "QUALITY CONTROL/QUALITY ASSURANCE (QC/QA)" OF THE STANDARD SPECIFICATIONS.

PAY CODE	ITEM DESCRIPTION	CONTROL AND ACCEPTANCE METHOD
40603243	Poly HMA Binder Course, IL 19.0, FG, N90	PFP
40603545	Poly HMA Surface Course, Mix "D", N90	PFP

PFP - HOT MIX ASPHALT PAY FOR PERFORMANCE USING PERCENT WITHIN LIMITS

QCP - HOT MIX ASPHALT QUALITY CONTROL FOR PERFORMANCE

QCAA - HOT MIX ASPHALT - ASSURANCE AND ACCEPTANCE

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.-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.-609

PRIOR TO ROUTING TRAFFIC ONTO THE SHOULDERS AS SHOWN IN THE STAGING PLANS, THE CONTRACTOR SHALL SECURE THE GRATINGS ON 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 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 PI'S). PROJECT IMPLEMENTATION PERSONNEL WILL BE RESPONSIBLE FOR LAYOUT OF THESE MARKERS.

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.

PAVEMENT MARKERS ON I-39 SHALL BE PLACED TWO (EACH) AT EVEN SPACING IN EVERY OTHER 30 FOOT (9 m) 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.

NO COMMITMENTS

FILE NAME =	USER NAME = bargenej	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
o:\pwork\p\dot\bergenej\08373914\057	022-SHT-GENNOTE.dgn	DRAWN -	REVISED -			39	(57-3,57-4)RS	MCLEAN	94	5	
	PLOT SCALE = 40.0000' / 1"	CHECKED -	REVISED -			CONTRACT NO. 70A20		ILLINOIS FED. AID PROJECT			
#MODELNAME#	PLOT DATE = 3/18/2014	DATE -	REVISED -			SCALE:	SHEET 2 OF 2 SHEETS	STA.	TO STA.		