

GENERAL NOTES

G.N.-440A

THE HOT-MIX ASPHALT SURFACE REMOVAL (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 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.-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 THE 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 SHOULDER INLETS AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

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-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. THE RAISED REFLECTIVE PAVEMENT MARKERS ON CH 36 SHALL BE PLACED MIDWAY IN THE 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE). THE RAISED REFLECTIVE PAVEMENT MARKERS ON I-74 SHALL BE PLACED TWO (EACH) AT EVEN SPACING IN THE 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 = c:\pwork\pwork\hoganbj\d0158340\05701590\sh-gennote.dgn	USER NAME = hoganbj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE. 74	SECTION (57-20(1),21,22)RS-3	COUNTY MCLEAN	TOTAL SHEETS 150	SHEET NO. 5
PLOT SCALE = 100.0000' / IN.	PLOT DATE = 10/20/2010	DRAWN -	CHECKED -	REVISED -	REVISED -	SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.		CONTRACT NO. 70550 ILLINOIS FED. AID PROJECT		