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

G. N. -482

ALL MATERIAL PLACED AS HOT-MIX ASPHALT SHOULDERS SHALL BE COMPACTED TO 94.0 • 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 OC/OA TESTING. A NUCLEAR GAUGE DENSITY/CORE CORRELATION SHALL BE PERFORMED FOR THE IL 9.5L MIXES AND OTHER MIXES USING STANDARD CORRELATION

G. N. -540

THE CONTRACTOR SHALL ASSEMBLE AND MATCH-MARK THE PRECAST BOX CULVERT SECTIONS AND END SECTIONS PRIOR TO SHIPMENT OF THESE COMPONENTS FROM THE MANUFACTURER, AND AS DIRECTED BY THE ENGINEER IN ORDER TO SECURE A PROPER FIT ON EACH JOINT. ANY SECTIONS OR END SECTIONS WHICH DO NOT PROVIDE A PROPER FIT AT THE JOINT SHALL BE REJECTED BY THE ENGINEER AND REPLACED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION BEING ALLOWED.

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR PRECAST

G. N. -542

BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONSULT

G. N. -542B

ALL THE ENTRANCE CULVERTS LENGTHS SHOWN IN THE PLANS WERE CALCULATED WITH THE ASSUMPTION THAT METAL PIPES AND METAL

G. N. ~550

BEFORE ORDERING STORM SEWERS, THE CONTRACTOR SHALL CONSULT

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

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

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

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 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 AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE

SHEET NO. 2 OF

SCALE:

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GENERAL NOTES		SECTION	COUNTY	TOTAL	SHEET NO.
		(2X,3)RS-3 & 2RS-4	Champaign	551	4
4 SHEETS STA. TO STA.	*F.A.	U. 7152 & F.A.S. 1512	CONTRACT PROJECT	NO. 7	0663