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. 100A
ELECTRONIC FILES AND/OR ELECTRONIC SURVEY INFORMATION INCLUDING CADD FILES WILL NOT BE AVAILABLE TO THE CONTRACTOR.

G.N. 105.07 SPL
EXISTING STATE-OWNED AND MAINTAINED UTILITY LINES MAY BE IN THE PROJECT LIMITS. THE CONTRACTOR SHALL NOTIFY THE DISTRICT OPERATIONS ENGINEER TWO WEEKS PRIOR TO COMMENCING ANY EXCAVATION. THE STATE WILL THEN LOCATE AND MARK THE HORIZONTAL LOCATIONS OF THE LINES AND PROVIDE ANY AVAILABLE INFORMATION AS TO THEIR DEPTH. SHOULD ANY OF THE LINES BE DAMAGED BY THE CONTRACTOR'S OPERATION, THE CONTRACTOR SHALL REPAIR THEM TO THE SATISFACTION OF THE ENGINEER AND AT NO COST TO THE STATE.

G.N. 105.09A
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN DATUM OF 1988 (NAVD 88).

G.N. 406
THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N. 406.05B
ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N. 280
TEMPORARY EROSION CONTROL SEEDING IS INCLUDED IN THIS CONTRACT TO SEED DISTURBED EARTH DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE TEMPORARY EROSION CONTROL SEEDING WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH AT THE TIME OF THEIR COMPLETION.

GN. 406H
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S):	I-57
MIXTURE USE(S):	POLYMER HMA SURFACE COURSE
AC/PG:	SBS PG 70-28
RAP %: (MAX)	10
DESIGN AIR VOIDS:	4.0% @ NDES=90
MIX COMP: (GRADATION)	IL 9.5
FRICTION AGGREGATE:	MIX "D"

LOCATION(S):	I-57
MIXTURE USE(S):	POLYMER HMA BINDER COURSE
AC/PG:	SBS PG 70-28
RAP %: (MAX)	10
DESIGN AIR VOIDS:	4.0% @ NDES=90
MIX COMP: (GRADATION)	IL 19.0 FG
FRICTION AGGREGATE:	N/A

LOCATION(S):	I-57
MIXTURE USE(S):	HMA BINDER COURSE
AC/PG:	PG 64-22
RAP %: (MAX)	10
DESIGN AIR VOIDS:	4.0% @ NDES=90
MIX COMP: (GRADATION)	IL 19.0 FG
FRICTION AGGREGATE:	N/A

LOCATION(S):	I-57
MIXTURE USE(S):	HMA SHOULDERS: (I-57 TOP 2"), 2 1/4" RAMPS, INCIDENTAL
AC/PG:	PG 64-22
RAP %: (MAX)	30
DESIGN AIR VOIDS:	4.0% @ NDES=30
MIX COMP: (GRADATION)	IL 9.5L
FRICTION AGGREGATE:	MIX "C"

LOCATION(S):	I-57
MIXTURE USE(S):	HMA SHOULDER (BOTTOM LIFT)
AC/PG:	PG 64-22
RAP %: (MAX)	30
DESIGN AIR VOIDS:	2.0% @ NDES=30
MIX COMP: (GRADATION)	OTHER
FRICTION AGGREGATE:	N/A

LOCATION(S):	I-57
MIXTURE USE(S):	HMA SHOULDER REMOVAL AND REPLACEMENT
AC/PG:	PG 64-22
RAP %: (MAX)	25
DESIGN AIR VOIDS:	4.0% @ NDES=50
MIX COMP: (GRADATION)	IL 19.0
FRICTION AGGREGATE:	N/A

LOCATION(S):	I-57
MIXTURE USE(S):	4" SHOULDER 2" INLAY, PRE-STAGE DRIVING LANE INLAY LOCATIONS
AC/PG:	PG 64-22
RAP %: (MAX)	10
DESIGN AIR VOIDS:	4.0% @ NDES=90
MIX COMP: (GRADATION)	IL 9.5
FRICTION AGGREGATE:	MIX "C"

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 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	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL 19.0, FG, N90	PFP
40603545	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	PFP
40603092	HOT-IX ASPHALT BINDER COURSE, IL 19.0, FG, 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. 408B THE INCIDENTAL HOT-MIX ASPHALT SURFACING SHALL BE COMPACTED AS REQUIRED BY THE SPECIFICATIONS FOR DESIGN NUMBER OF GYRATIONS BEING USED,

AT THE FOLLOWING LOCATIONS: FAI 57 CROSSOVERS
STA. 732+05 & STA. 805+43

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 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. 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 SETTING THESE MARKERS.

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 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 (9M) 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.

THE QUANTITY OF DELINEATOR REMOVAL AND DELINEATORS HAS BEEN ESTIMATED FROM STANDARD DETAILS. THE ACTUAL QUANTITY SHALL BE DETERMINED BY THE ENGINEER.

A TEST STRIP WILL BE REQUIRED FOR EACH BINDER OR SURFACE MIX QUANTITY EXCEEDING 3000 TONS.

EXISTING CONCRETE PATCHES ENCOUNTERED DURING MILLING OPERATIONS SHALL BE MILLED WITH THE SURROUNDING HOT-MIX ASPHALT SURFACE REMOVAL. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

NO COMMITTMENTS

FILE NAME = c:\pw_work\pwidot\dawsonkb\d0158448\D5770716-sht-gennote.dgn	USER NAME = dawsonkb	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/1/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(10-34, 10-35)RS-2(NB)	CHAMPAIGN	53	3
		CONTRACT NO. 70716		
	ILLINOIS FED. AID PROJECT			