

RTE.	PROJECT NO.	COUNTY	TOTAL SHEET NO.
	05-00218-00-PV	VERMILION	57
STA. 00+00.00 TO STA. 335+39.10			10
*F.A.P. 729 & F.A.U. 6999			CONTRACT NO. 91367

**District 5  
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.-406H - MODIFIED  
MINIMUM MIXTURE REQUIREMENTS

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

The following mixture requirements are applicable for this project, see Note 2 below:

G.N.-353  
THE SHADED AREAS OF P.C. CONCRETE BASE COURSE CONSTRUCTED ADJACENT TO COMBINATION CONCRETE CURB AND GUTTER AS SHOWN IN THE PLANS SHALL BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER. THIS WORK WILL BE MEASURED AND INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PORTLAND CEMENT CONCRETE BASE COURSE OF THE THICKNESS SPECIFIED IN THE PLANS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

LOCATION	U.S. 136 MAIN ST. & LYNCH RD (POLYMER)	U.S. 136 MAIN ST. & LYNCH RD (POLYMER)	LYNCH RD (POLYMER)
MIXTURE USE	POLYMER SURF	POLYMER LEV BINDER	VAR. THICK. POLYMER BINDER
AC/PG	SBS PG 70-22	SBS PG 70-22	SBS PG 70-22
RAP % (MAX)	10%	10%	10%
DESIGN AIR VOIDS	4.0% @ Ndes = 90	4.0% @ Ndes = 90	4.0% @ Ndes = 90
MIX COMP (GRADATION)	IL-9.5	IL-9.5	IL-19.0
FRICTION AGGREGATE	MIX D	N.A.	N.A.

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.

LOCATION	VOORHEES & LYNCH RD	LYNCH RD	VOORHEES & LYNCH RD
MIXTURE USE	SURFACE	(1)	LEV. BINDER
AC/PG	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	10%	15%	15%
DESIGN AIR VOIDS	4.0% @ Ndes = 70	4.0% @ Ndes = 70	4.0% @ Ndes = 70
MIX COMP (GRADATION)	IL-9.5	IL-19.0	IL-9.5
FRICTION AGGREGATE	MIX D	N.A.	N.A.

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 BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

(1) VAR. THICK. BINDER, BINDER, & BASE COURSE

G.N.-440B  
THE EXISTING TIE BARS BETWEEN THE EXISTING PAVEMENT AND EXISTING MEDIANS, GUTTERS AND/OR COMBINATION CURB AND GUTTERS THAT ARE FOUND SUITABLE FOR REUSE SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY EXISTING TIE BARS THAT ARE FOUND UNSUITABLE TO BE INCORPORATED INTO THE PROPOSED CONSTRUCTION DUE TO EXCESSIVE RUSTING OR DISTRESS SHALL BE REMOVED FLUSH WITH THE FACE OF THE EXISTING CONCRETE AND DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

LOCATION	EASTGATE DR & LYNCH DRIVE	EASTGATE DRIVE & LYNCH DRIVE	SHOULDERS
MIXTURE USE	SURFACE	LEV. BINDER	BOTTOM LIFT
AC/PG	PG 64-22	PG 64-22	PG 58-22
RAP % (MAX)	10%	15%	30%
DESIGN AIR VOIDS	4.0% @ Ndes = 50	4.0% @ Ndes = 50	2.0% @ Ndes = 30
MIX COMP (GRADATION)	IL-9.5	IL-9.5	BAM
FRICTION AGGREGATE	MIX C	N.A.	N.A.

THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE VARIOUS REMOVAL PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

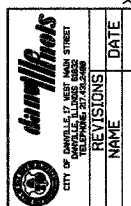
- NOTES:
- IF AN ANTI-STRIPPING ADDITIVE IS REQUIRED FOR ANY HMA, THE COST OF THE ADDITIVE WILL NOT BE PAID FOR SEPARATELY AS DESCRIBED IN ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS. IF THE CONTRACTOR ANTICIPATES THAT AN ADDITIVE WILL BE NEEDED, THE COST SHOULD BE INCLUDED IN THE UNIT BID PRICE FOR HMA OF THE SPECIFIED TYPE.
  - THE MIXTURE REQUIREMENTS SET FORTH IN THE TABLE ABOVE ARE MINIMUM MIXTURE REQUIREMENTS. THE CONTRACTOR MAY SUBSTITUTE HMA MIXTURE D FOR HMA MIXTURE C AT THE UNIT BID PRICE FOR HMA MIXTURE C OR POLYMER HMA MIXTURE D FOR HMA MIXTURE D AT THE UNIT BID PRICE FOR HMA MIXTURE D.

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 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.-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.

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DEPARTMENT OF ENGINEERING  
DANVILLE, IL R. DAVID SCHNELLE, CITY ENGINEER  
LYNCH ROAD IMPROVEMENT  
DISTRICT 5 GENERAL NOTES

SCALE: 1:5  
DATE: 3/12/2007  
DRAWN BY: RDS  
CHECKED BY: JPH