

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
721	113RS-3	DEWITT	34	3

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. -107.12
THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE LOCAL RAILROAD CONTACT IS:

Mr. Hardy Taylor
1907 Marion Ave
Mattoon, IL 61938
(217) 238-2443

SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE RAILROAD CONTACT PERSON FOR FLAGGERS IS:

Mr. Tom Tucker
2800 Livernois Rd
Troy, MI 48083
(248) 740-6227

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. DESIGN THICKNESS CAN BE BACK CALCULATED BY USING THE CONVERSION FACTOR OF 1 INCH THICKNESS = 112 POUNDS / SQUARE YARD.

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.

G.N. -406.10
FOR MULTILANE RESURFACING

WHEN BEGINNING THE RESURFACING WITH NEW MIXTURES FOR LEVELING BINDER, BINDER COURSE, AND SURFACE COURSE MIXTURES, THE WORK WILL BE CONFINED TO THE INSIDE TRAFFIC LANE (PASSING LANE) FIRST. THE WORK WILL REMAIN ON THE INSIDE LANE UNTIL THE MIX HAS BEEN ADJUSTED AND APPROVED BY THE ENGINEER BEFORE ANY RESURFACING IS ALLOWED ON THE OUTSIDE (DRIVING) TRAFFIC LANE(S).

ANY DELAYS OR INCONVENIENCES CAUSED THE CONTRACTOR IN COMPLYING WITH THIS REQUIREMENT WILL BE CONSIDERED INCIDENTAL TO THE VARIOUS HOT-MIX ASPHALT PAY ITEMS, AS SHOWN IN THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G.N. -406H

MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

Location(s):	US 51 CLINTON BYP TO IL 10 & 54	US 51 CLINTON BYP TO IL 10 & 54	US 51 CLINTON BYP TO IL 10 & 54
Mixture Use(s):	SURFACE & SHOULDER	LEVEL BINDER	CLASS D PATCH & WIDENING
AC/PG:	SBS PG 70-22	SBS PG 70-22	SBS PG 64-22
RAP %: (Max)**	10%	10%	25%
Design Air Voids:	4.0% @ Ndes = 70	4.0% @ Ndes = 70	4.0% @ Ndes = 70
Mixture Composition: (Gradation Mixture)	IL 9.5	IL 9.5	IL 19.0
Friction Aggregate:	MIX "D"	MIX "C"	N/A

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. -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 (9 m) 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.

G.N. - 873

EXISTING DETECTOR LOOPS IN THE AREAS OF PROPOSED SURFACE REMOVAL SHALL BE REPLACED PER THE EXISTING SIZE AND LOCATIONS EXCEPT AS NOTED IN THE PLANS. EXISTING DETECTOR LOOPS SHALL BE DISCONNECTED AT THE GULFBOX JUNCTION OR HANDHOLE PRIOR TO COLD MILLING AT THAT RESPECTIVE LOCATION. NEW DETECTOR LOOPS SHALL BE CONNECTED TO THE RESPECTIVE EXISTING AMPLIFIER VIA EXISTING LEAD-IN CABLE. IN GENERAL, ADVANCED DETECTOR LOOPS FOR DILEMMA ZONE PROTECTION LOCATED AT THE SAME STATION SHALL BE GROUPED TOGETHER ON A COMMON AMPLIFIER. PRESENCE LOOPS SHALL BE GROUPED BY LANE ON A COMMON AMPLIFIER. DETECTOR LOOPS SHALL BE WIRED IN SERIES PER THE DETAIL SHOWN IN THE PLANS. WHERE IT IS NECESSARY TO INSTALL MORE THAN ONE LOOP HOME-RUN IN A CONDUIT; HOME-RUNS SHARING THE SAME CONDUIT SHALL BE ON A COMMON AMPLIFIER. THE PROPOSED DETECTOR LOOPS SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF THE PROPOSED BITUMINOUS SURFACE COURSE.

COMMITMENTS: THERE ARE NO COMMITMENTS FOR THIS PROJECT

PLOT DATE: 10/23/2007
 FILE NAME: c:\pwworkspace\70266\70266.dwg
 PLOT SCALE: 1/16"=1'-0"
 USER: jrb

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

F.A.P. ROUTE 721 (IL 10)
SECTION 113RS-3
DEWITT COUNTY

SCALE: N/A
DATE: 08/02/2007

DRAWN BY: CADB
CHECKED BY: