

GENERAL NOTES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
320	•	MACON	51	3

• (126X)RS-1&135I(R)RS&(BR-1)BRJ
CONTRACT NO. 90926

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:

Illinois Central Railroad Company
Mr. Hardy Taylor, Field Engineer
Phone: (217) 238-2443

SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE RAILROAD FLAGGER CONTACT IS:
Illinois Central Railroad Company
Mr. Thomas R. Zeinz, Manager Engineering Services
Phone: (708) 332-3557

G. N. -406
THE QUANTITIES INCLUDED IN THE PLANS FOR BITUMINOUS CONCRETE RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE BITUMINOUS MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT. DESIGN THICKNESS CAN BE BACK CALCULATED USING THE CONVERSION FACTOR OF 1IN THICKNESS = 112 POUNDS/SQUARE YARD.

G. N. -406D
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. -406F
HIS JOB INCLUDES LEVELING BINDER OF 1-1/4 INCHES OR GREATER THICKNESS. LOCATIONS OF LEVELING BINDER EQUAL TO OR GREATER THAN 1-1/4 INCHES IN THICKNESS ARE AS FOLLOWS:

LIST LOCATIONS
4 1/2" MILL AREA
STA 50+49.38 TO STA 63+75.00

THE ABOVE LIST MAY NOT BE ALL INCLUSIVE DUE TO CONSTRUCTION VARIATIONS, VARIATIONS BETWEEN PLOTTED CROSS-SECTIONS, OR OTHER REASONS. ALL APPLICABLE REQUIREMENTS OF SECTION 406 OF THE STANDARD SPECIFICATIONS WILL BE ENFORCED FOR ALL LEVELING BINDER CONSTRUCTED 1-1/4 INCHES OR THICKER.

MIXTURE REQUIREMENTS
The following mixture requirements are applicable for this project.

Location: See Proposed Typical Cross Sections

Mixture Use(s):	POLYMER SURFACE	POLYMER BINDER	POLYMER BINDER	INCIDENTAL	P. D. MIX
AC/PG:	PG 70-22	PG 70-22	PG 70-22	PG 64-22	PG 64-22
RAP %: (Max)**	0%	0%	0%	10%	10%
Design Air Voids:	4.0%Ndes =90	4.0%Ndes =90	4.0%Ndes =90	4.0%Ndes =90	4.0%Ndes =90
Mixture Composition: (Gradation Mixture)	IL 9.5	IL 19.0	IL-9.5	IL 9.5	IL 9.5
	or IL 12.5				

G. N. -408B
WHEN USING SUPERPAVE MIXTURES, THE INCIDENTAL BITUMINOUS SURFACING SHALL BE COMPACTED AS REQUIRED BY THE SPECIFICATIONS FOR DESIGN NUMBER OF GYRATIONS BEING USED.

AT THE FOLLOWING LOCATIONS:
SIDE STREETS

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.

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.

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. -442C -- PARTIAL DEPTH PATCHING DIMENSIONS
FOR PARTIAL DEPTH PAVEMENT PATCHING, THE MINIMUM SIZE OF ANY PATCH SHALL BE 4 FT BY 4 FT. IF THE REPAIR OF ANY SMALLER AREAS IS REQUIRED, THAT WORK SHALL BE DESIGNATED AS *PAVEMENT CLEANING* AND WILL BE PAID FOR IN ACCORDANCE WITH 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 AND TO DETERMINE IF IT WILL BE NECESSARY FOR THE CONTRACTOR TO HIRE AN ILLINOIS LAND SURVEYOR.

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. #873
EXISTING DETECTOR LOOPS IN THE AREAS OF PROPOSED SURFACE REMOVAL SHALL BE REPLACED PER THE EXISTING SIZE AND LOCATION 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. 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 NOT BE WIRED IN SERIES.

WHERE IT IS NECESSARY TO INSTALL MORE THAN ONE LOOP LEAD-IN IN A CONDUIT, LEAD-INS SHARING THE SAME CONDUIT SHALL BE ON A COMMON AMPLIFIER.

G. N. -1004.01
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.