

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. David W. McKernan
 Manager Industry & Public Projects
 Union Pacific Railroad Company
 100 North Broadway, Suite 1500
 St. Louis, MO 63102
 (314) 331-0682

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. Paul Gegg
 Union Pacific Railroad
 811 W. Chestnut
 Bloomington, IL 61701
 (309) 820-2312

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.-406E
 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.-406F
 THIS 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:

AT ALL LOCATIONS EXCEPT PROPOSED TYPICAL CROSS SECTION NUMBER 8.

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.

GN 406H

Location	BUS 51	BUS 51	BUS 51	BUS 51	BUS 51
Mixture Use	Polymer Surface	Polymer Surface (LEG C)	Polymer Level Binder	Class D Patches	Incidental
AC/PG	SBS PG 70-22	SBS PG 70-22	SBS PG 70-22	PG 64-22	PG 64-22
RAP % (Max)	10	10	10	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
Mix Comp(Gradation)	IL 9.5	IL 9.5	IL 9.5	IL 19.0	IL 9.5
Friction Aggregate	Mix D	Mix E	Mix C	N.A.	Mix C

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.

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.-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.

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

NO COMMITMENTS

FILE NAME =	USER NAME = bowerml	DESIGNED - MLB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\PIWIDOT\BOWERML\d0128032\70746 GENERAL NOTES.dgn	DRAWN - MLB	REVISED -	730			61,62Z,62R,62Z-1,3IRS-1,2,3	MCLEAN	89	3	
PLOT SCALE = 80.0000 / IN.	CHECKED -	REVISED -	CONTRACT NO. 70775							
PLOT DATE = 3/30/2009	DATE - 03/05/09	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE: N/A	SHEET NO. OF SHEETS		STA. TO STA.		