

GENERAL NOTES

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------|---------|-----------|--------------|-----------|
| * | ** | CHAMPAIGN | 21 | 2 |

CONTRACT NO. 70470

* F.A.P. RTE. 836 & F.A.S. RTE. 516
 ** D-5 CONTRACT MAINT 2005-13

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. -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.

G. N. -406H

MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

Location(s):

| Mixture Use(s): | Surface | Incidental | Class D |
|---|----------------|----------------|----------------|
| AC/PG: | PG 64-22 | PG 64-22 | PG 64-22 |
| RAP %: (Max)** | 15% | 15% | 25% |
| Design Air Voids: | 4.0% @ Ndes=50 | 4.0% @ Ndes=50 | 4.0% @ Ndes=50 |
| Mixture Composition: (Gradation Mixture) | IL 9.5 | IL 9.5 | IL 19.0 |

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. 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.

G. N. -1004.03

REVISE ARTICLE 1004.03 (c) NOTE 5/ OF THE STANDARD SPECIFICATIONS TO READ:

' 5/ GRADATION CA-16 SHALL BE USED IN LIEU OF CA-13 WHEN THE SURFACE COURSE IS LESS THAN 1 3/4 INCHES IN THICKNESS. CA-13 OR CA-16 MAY BE USED WHEN THE SURFACE COURSE IS 1 3/4 INCHES OR MORE IN THICKNESS.'