

G.N.-631

IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED

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. - 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.

THE PROPOSED DETECTOR LOOPS SHALL BE INSTALLED PRIOR TO THE FINAL SURFACE.

G.N.-1004.01

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

CURVE DATA

Δ = 34° - 09'
 T = 3300'
 R = 10,749.5'
 L = 6,403.7'
 E = 495.4'
 D = 0° - 32.0'
 S.E. = 0.02 FT. PER FOOT

SUPERELEVATION TO BE OBTAINED FROM STA. 410+72 TO STA. 411+72 AND FROM STA. 475+93 TO STA. 474+93.

THERE ARE NO COMMITMENTS FOR THIS CONTRACT.

*FAU 7052 / FAP 729

FILE NAME =	USER NAME = bucklesjj	DESIGNED - RLA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\PWIDOT\BUCKLESJJ\d0132727\0	70315-sh1-gernote.dgn	DRAWN - RLA	REVISED -			•	(36X,36X-1,34Z-3)RS-1	VERMILION	58	4	
PLOT SCALE = 40.0000 / IN.	CHECKED - JMS	REVISED -	REVISED -			CONTRACT NO. 70315					
PLOT DATE = 12/7/2009	DATE - 7/1/2009	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO. 2 OF 2 SHEETS		STA.	TO STA.		