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. 403A
BITUMINOUS SURFACE TREATMENTS: THE RESULTING TARGET APPLICATION RATES ARE AS FOLLOWS:

SHOULDER SEAL:

TYPE OF CONSTRUCTION	BITUMINOUS MATERIAL	APPLICATION RATE	AGGREGATE	APPLICATION RATE
A-1	HFP - CRSP	0.25 GAL/SQ YD	FM-01 (SPECIAL)	15 LB/SQ YD
A-1	HFP - CRSP	0.25 GAL/SQ YD	FM-20 (SPECIAL)	15 LB/SQ YD

AGGREGATE GRADATION:

TOTAL PERCENT PASSING

SIEVE NUMBER	FM-01(SPECIAL)	FM-20 (SPECIAL)
3/8"	100	100
NO.4	97+/-3	97+/-3
NO.8	85+/-15	70+/-20
NO.16	40+/-15	40+/-15
NO.50	12+/-12	12+/-12
NO.100	8+/-8	8+/-8
NO.200	1.5+/-1	1.5+/-1
DESCRIPTION:	WET BOTTOM BOILER SLAG	CRUSHED GRAVEL

NOTE: THE ENGINEER RESERVES THE RIGHT TO ADJUST THE TARGET APPLICATION RATES AND THE QUANTITIES.

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.

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 RESUFACING IS ALLOWED ON THE OUTSIDE (DRIVING) TRAFFIC LANES(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	US 45	US 45	US 45
MIXTURE USE	POLYMER SURFACE	PARTIAL DEPTH PATCHING	INCIDENTAL HMA SURFACING
AC/PG	SBS PG 70-22	PG 64-22	PG 64-22
RAP% (MAX)	10	10	10
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=70
MIXTURE COMP (GRADATION)	IL 9.5	IL 9.5	IL 9.5
FRICTION AGGREGATE	MIX D	MIX C	MIX C

G.N.-408B
THE INCIDENTAL HOT-MIX ASPHALT SURFACING SHALL BE COMPACTED AS REQUIRED BY THE SPECIFICATIONS FOR DESIGN NUMBER OF GYRATIONS BEING USED, AT THE FOLLOWING LOCATIONS:

1) CHURCH STREET / WEST LEG
2) AIRPORT ROAD / WEST LEG
3) MONTICELLO ROAD

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.-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 (PC'S, PT'S, AND PI'S). PROJECT IMPLEMENTATION PERSONNEL WILL BE RESPONSIBLE FOR SETTING THESE MARKERS.

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 AND PRESENCE LOOPS SHALL BE GROUPED BY LANE ON A COMMON AMPLIFIER UNLESS OTHERWISE NOTED IN THE PLANS.

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.

COMMITMENTS:
THERE ARE NO COMMITMENTS FOR THIS CONTRACT.

FILE NAME = c:\pw_work\pwidot\bucklesjj\d0210355\D570708-sht-gennote.dgn	USER NAME = bucklesjj	DESIGNED - GAE	REVISED -
		DRAWN - BBP	REVISED -
	PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/16/2010	DATE - 10/28/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SCALE: N/A | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
804	(23,24,25)RS-5	CHAMPAIGN	61	4
		CONTRACT NO. 70708		
	ILLINOIS	FED. AID PROJECT		