

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(F-1,DRS-4	CLARK	46	4
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES (cont'd)

G.N.-602(SPECIAL)

THERE MAY BE MANHOLE STRUCTURES UNDER THE EXISTING BITUMINOUS PAVEMENT, WHICH MAY HAVE BEEN ABANDONED OR FILLED IN, AT THE FOLLOWING APPROXIMATE LOCATIONS:

- STATION 85+73, 10' LT.
- STATION 96+76, 12.5' LT.
- STATION 100+64, 14.5' LT.

THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS WHEN MILLING IN THESE AREAS TO PREVENT DAMAGING THE MILL.

G.N.-606(SPECIAL)

ALL WORK NECESSARY TO RESTORE THE GROUND COVER BEHIND THE NEW COMBINATION CURB AND GUTTER TO PREVIOUS CONDITIONS, INCLUDING SOIL PREPARATION, SODDING AND FERTILIZATION IN ACCORDANCE WITH SECTION 252 OF THE STANDARD SPECIFICATIONS, SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER AND WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

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). SHORT TERM PAVEMENT MARKING ON THE MILLED SURFACE SHALL BE PAINT.

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.

G.N.-1004.01

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

THERE IS A TOTAL OF 5835 FEET OF 4" WHITE PAVEMENT MARKING AND 16312 FEET OF 4" YELLOW.