

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.-107.12
 THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE LOCAL RAILROAD CONTACT IS:

Mr. Gale Free
 Roadmaster
 CSX Transportation
 564 CSX Lane
 Danville, IL 61834
 (217) 442-0126

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:

Dave Fette
 1717 Dixie Hwy
 Suite 400
 Ft Wright, KY 41011
 859-344-8137

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.-406.05b
 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. -406H
MIXTURE REQUIREMENTS

The following mixture requirements are applicable for this project:

Location	US 150 & IL 16	US 150 & IL 16	US 150 & IL 16	US 150 & IL 16
Mixture Use	Polymerized Surface	Polymerized Level Binder	Incidental & Shoulders	Class D Patching
AC/PG	SBS PG 70-22	SBS PG 70-22	PG 64-22	PG 64-22
RAP % (Max)	10%	10%	10%	10%
Design Air Voids	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
Friction Aggregate	Mix D	Mix C	Mix C	N.A.

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 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.-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:

IL-16
Main St.
Central Ave.

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. 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.

COMMITMENTS
 NO COMMITMENTS ARE REQUIRED FOR THIS PROJECT.

FILE NAME : c:\projects\0500007\08\170638\text.dgn	USER NAME : sheehym	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES - IL-16 PAVING & COLD MILLING			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE : 40.0000' / IN.	CHECKED -	REVISED -					91	IRS-4&10IRS-6	EDGAR	35	3
	PLOT DATE : 3/26/2008	DATE -	REVISED -					CONTRACT NO. 70638				
								SCALE:	SHEET NO.	OF	SHEETS	STA.