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**GENERAL NOTES**

ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.

UNDERGROUND UTILITIES ARE SHOWN IN ACCORDANCE WITH THE BEST AVAILABLE RECORDS, AND THEIR TRUE LOCATION IS NOT GUARANTEED TO BE AS SHOWN ON THE PLANS.

MEMBERS OF J.U.L.I.E. KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

AMEREN IP  
 CONTACT PERSON: JASON WOODARD  
 1915 OLD BUS LINE ROAD (PO BOX 579)  
 HILLSBORO, IL 62049  
 PHONE: 217-532-8270

CITY OF VANDALIA  
 CONTACT PERSON: JOHN MOYER  
 219 SOUTH 6TH STREET  
 VANDALIA, IL 62471  
 PHONE: 618-283-1296

AT&T  
 CONTACT PERSON: JOE MOORE  
 210 N LOCUST  
 CENTRALIA, IL 62801  
 PHONE: 618-533-3418

ATMOS ENERGY  
 CONTACT PERSON: LES SMITH  
 224 SOUTH 6TH STREET  
 VANDALIA, IL 62471  
 PHONE: 618-283-3190

NEW WAVE COMMUNICATIONS  
 CONTACT PERSON: CHRIS MOODAY  
 318 N FOURTH STREET  
 VANDALIA, IL 62471  
 PHONE: 618-283-3567

THE PRIME CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SUB-CONTRACTED WORK, REGARDLESS OF FUNDING SOURCE. THE SPECIAL PROVISIONS, SPECIFICATIONS, AND STANDARD SPECIFICATIONS SHALL GOVERN CONTRACTUAL REQUIREMENTS FOR SAID ARRANGEMENTS.

THE PRIME CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL AND PROTECTION.

SEEDING SHALL BE PLACED ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS. NUTRIENTS AND EROSION CONTROL BLANKET SHALL BE APPLIED TO ALL SEEDING AREAS. THE SEEDING SHALL BE DONE ACCORDING TO ARTICLE 250 AND 251 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

INLET AND PIPE PROTECTION SHALL BE USED IF NECESSARY AND AS DIRECTED BY THE ENGINEER.

TRENCH BACKFILL REQUIRED FOR STORM SEWER SHALL ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.

AGGREGATE SURFACE COURSE, TYPE B SHALL BE USED TO PROVIDE ACCESS AND MAINTENANCE TO EXISTING ENTRANCES AND AREAS AS DEEMED SUCH BY THE ENGINEER.

THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED HOT-MIX ASPHALT MATS AT 250 FT. INTERVALS ON ALTERNATING SIDES OF THE PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5/8" TALL OF A DESIGN APPROVED BY THE ENGINEER AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

THE BITUMINOUS MATERIALS (PRIME COAT) SHALL BE EITHER RC-70 OR SS-1HP.

AT ALL LOCATIONS WHERE THE PROPOSED HOT-MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT-MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

PROTECTIVE COAT SHALL BE APPLIED TO ALL PCC PAVEMENT, PCC DRIVEWAY PAVEMENT, SIDEWALKS, GUTTER FLAGS, AND FACE OF CURB AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS OF ARTICLE 420.18.

EXPANSION JOINT SHALL BE USED AS INDICATED IN THE PLANS AND AT ANY OTHER STANDARD CONSTRUCTION LOCATIONS AS DEEMED NECESSARY BY THE ENGINEER. THIS COST WILL BE INCLUDED IN THE COST OF THE ADJACENT CONCRETE PAY ITEM.

THE DETECTABLE WARNINGS COLOR SHALL CONTRAST WITH BOTH THE PCC SIDEWALK AND THE PAVING BRICK SIDEWALK AS SPECIFIED BY ADA REQUIREMENTS, AND APPROVED BY THE CITY.

ALL SAWCUTTING REQUIRED FOR REMOVALS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER UNIT OF REMOVAL QUANTITIES.

THE CONTRACTOR SHALL EXERCISE CARE IN PERFORMING REMOVALS, SO AS NOT TO DISRUPT ADJOINING FEATURES THAT ARE TO REMAIN IN PLACE. ANY DAMAGE CAUSED TO ADJOINING FEATURES AS A RESULT OF THE CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER.

REMOVAL OF BRICK PAVEMENT HAS BEEN INCLUDED IN THE PAVEMENT REMOVAL QUANTITIES AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ. YD. FOR PAVEMENT REMOVAL.

REMOVAL OF THE REMAINING PARKING METER PIPES IN THE EXISTING SIDEWALK SHALL BE INCLUDED IN THE COST OF SIDEWALK REMOVAL.

CONNECTING OF NEW STORM SEWER TO NEW INLETS SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICES OF THE STORM SEWER OR STRUCTURES INVOLVED.

ALL MANHOLE/INLET RELATED STATION/OFFSET CALLOUTS ARE REFERENCED TO THE CENTER OF GRATE OR LID (2' OPENING) ON TOP.

F.A.I.D. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8419	99-00048-01-PV	FAYETTE	142	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 95500				

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING POSITIVE DRAINAGE IN DISTURBED AREAS, TO THE SATISFACTION OF THE ENGINEER.

SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED, PRIMED, BINDER COURSE AND FINAL SURFACE COURSE. ONLY THE REMOVAL OF THE FINAL SURFACE APPLICATION AND CONFLICTS WITH STAGING WILL BE PAID FOR (WORK ZONE PAVEMENT MARKING REMOVAL - SQ FT). THE TEMPORARY PAVEMENT MARKING QUANTITY SHALL EQUAL THE SUM OF PERMANENT PAVEMENT MARKING, STAGE I - TEMPORARY PAVEMENT MARKING, AND STAGE II - TEMPORARY PAVEMENT MARKING.

THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO REMOVAL OF EXISTING DETECTOR LOOPS DURING THE SURFACE COURSE REMOVAL. THE COST OF THIS REMOVAL WILL BE INCLUDED IN THE COST OF HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH.

ALL DETECTOR LOOP CORNERS SHALL BE CORE DRILLED 2 IN. MINIMUM DIAMETER, EXCEPT THOSE PLACED UNDER RESURFACING. THE DETECTOR LOOP CORNERS PLACED UNDER RESURFACING SHALL BE DIAGONALLY SAW CUT.

THE LOCATION OF THE DETECTOR LOOPS MAY BE ADJUSTED TO FIT FIELD CALCULATIONS AS DIRECTED BY THE ENGINEER OF OPERATIONS.

SERIES A OUTDOOR INTERPRETIVES SIGN TYPE A3 & A4 STORYBOARDS SHALL BE COORDINATED WITH THE CITY AND CONSTRUCTED WITHIN THE FIRST CONSTRUCTION SEASON.

NO CONSTRUCTION SHALL BE PERMITTED ALONG GALLATIN STREET AND FOURTH STREET FOR THE FOLLOWING CITY ACTIVITY DATES:  
 JUNE 14TH THRU JUNE 18TH - 2007  
 DECEMBER 8TH - 2007  
 JUNE 12TH THRU JUNE 16TH - 2008  
 DECEMBER 13TH - 2008  
 ALL AREAS OF CONSTRUCTION IN THIS SECTION SHALL BE NEAT AND ORDERLY WITH SAFETY FENCES AND BARRICADES PROTECTING ANY HAZARDS.

**THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:**

ALL HOT-MIX ASPHALT	2.016 TONS/CU YD
ALL AGGREGATE	2.05 TONS/CU YD
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.075 GAL/SQ YD
INTERMEDIATE LIFTS (FOG COAT)	0.040 GAL/SQ YD
ON AGGREGATE SURFACE	0.375 GAL/SQ YD
AGGREGATE (PRIME COAT)	4 LBS/SQ YD
RIPRAP	1.50 TONS/CU YD
FOR SEEDED AREAS:	
NITROGEN FERTILIZER NUTRIENT	90 LBS/ACRE
PHOSPHORUS FERTILIZER NUTRIENT	90 LBS/ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS/ACRE
AGRICULTURAL GROUND LIMESTONE	2 TONS/ACRE

**BITUMINOUS MIXTURE - CONTROL TABLE**

MIXTURE USE	SURFACE	Level Binder
AC/PG	PG 64-22	PG 64-22
RAP % (MAX.)	10%	15%
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70
MIX COMPOSITION	IL-9.5, IL-12.5	IL-9.5
GRADATION MIXTURE		
FRICTION AGGREGATE	MIXTURE D	N/A

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		INDEX OF SHEETS, LIST OF STANDARDS AND GENERAL NOTES  SCALE: VERT. _____ HORIZ. _____ DATE _____
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