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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
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 HILLSBORO, IL 62049
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THE PRIME CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SUB-CONTRACTED WORK, REGARDLESS OF FUNDING SOURCE. THE SPECIAL PROVISIONS, SPECIFICATIONS, AND STANDARD SPECIFICATIONS SHALL GOVERN CONTRACTURAL 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 5/2" 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.

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.

GALLATIN STREET SHALL REMAIN OPEN TO LOCAL TRAFFIC WITH TEMPORARY DAILY LANE CLOSURES UNTIL JANUARY 1ST, 2008. AFTER JANUARY 1ST, 2008, GALLATIN STREET MAY BE CLOSED TO TRAFFIC TO FACILITATE CONSTRUCTION. ALL WORK, INCLUDING PUNCH LIST ITEMS, SHALL BE COMPLETED BY JUNE 1ST, 2009. SEE THE SPECIAL PROVISIONS AND/OR STAGING AND TRAFFIC CONTROL SHEETS FOR MORE DETAILED INFORMATION.

ACCESS TO ALL PROPERTIES ALONG THE PROJECT SHALL BE MAINTAINED AS SHOWN ON THE PLANS AND/OR DESCRIBED IN THE SPECIAL PROVISIONS.

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		
FRICITION AGGREGATE	MIXTURE D	N/A

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
LWJ	7-24-07	<p>INDEX OF SHEETS, LIST OF STANDARDS AND GENERAL NOTES</p> <p>SCALE: VERT. _____ HORIZ. _____</p> <p>DRAWN BY KOJ CHECKED BY BWC</p>

CADD FILE: /4812/07-4812.dgn
 PLOTTED: 7/30/2007

H.M. & G. W.D. 4812