

GENERAL NOTES

1. FORMS FOR CONCRETE CURB AND GUTTER SHALL BE OF METAL ONLY, EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.
2. PROTECTIVE COAT SHALL BE APPLIED TO CONCRETE CURB AND GUTTER AND PCC DRIVEWAY PAVEMENT AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS FOR ARTICLE 420.18 OF THE STANDARD SPECIFICATION. THE PROTECTIVE COAT SHALL CONSIST OF TWO APPLICATIONS AND EACH APPLICATION SHALL BE AT A RATE OF 25 SQ. YD./GAL.
3. ADDITIONAL WIDTH OF GUTTER FLAG, AT LOCATIONS INDICATED ON THE PLANS, SHALL BE POURED MONOLITHICALLY WITH THE NORMAL GUTTER FLAG AND WILL NOT BE MEASURED OR PAID FOR SEPARATELY.
4. PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS, THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.
5. THE MINIMUM VERTICAL CLEARANCE FOR PERMANENT SIGNS PLACED ON BACKSLOPES SHALL BE 3 FEET MEASURED FROM A POINT DIRECTLY BENEATH THE FAR EDGE OF THE SIGN.
6. 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.
7. STONE RIP RAP USED IN DITCHES SHOULD BE PLACED IMMEDIATELY UPON COMPLETION OF EARTHWORK AND GRADING IN ORDER TO PREVENT EROSION.
8. IT WILL BE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY DEBRIS OR DIRT CAUSED BY CONSTRUCTION ACTIVITY THAT COVERS THE NEW RIP RAP AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
9. CONNECTIONS OF NEW OR EXISTING STORM SEWERS TO NEW OR EXISTING STORM INLETS OR MANHOLES 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 PIPES 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 CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES OF THE STORM SEWERS OR STRUCTURES INVOLVED.
10. IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.
11. TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND DIRECTED BY THE ENGINEER, GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.
12. EXISTING DRIVEWAYS WILL BE SAWCUT TO OBTAIN A NEAT EDGE FOR REMOVAL AND REPLACEMENT. THE COST OF THE SAWCUT IS INCLUDED IN THE COST OF DRIVEWAY PAVEMENT REMOVAL.
13. EXISTING UNDERGROUND AND ABOVE-GRADE FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED ON THESE CONTRACT DOCUMENTS BASED UPON THE INFORMATION AND SURVEYS AVAILABLE AT THE TIME OF DRAWING PREPARATION. THE LOCATION OF THESE FEATURES MUST, THEREFORE, BE CONSIDERED APPROXIMATE ONLY. IN ADDITION, THERE MAY BE OTHER FACILITIES, STRUCTURES, AND UTILITIES WHICH DID NOT EXIST (OR THE EXISTENCE OF WHICH WAS NOT KNOWN) AT THE TIME OF DRAWING PREPARATION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR(S) TO HAVE ALL EXISTING FACILITIES, STRUCTURES, AND UTILITIES LOCATED IN THE FIELD PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY; AND TO PROTECT ALL SUCH EXISTING FEATURES (EXCEPT THOSE SPECIFICALLY NOTED FOR REMOVAL OR DEMOLITION) DURING CONSTRUCTION.
14. GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA OF TEMPORARY EASEMENTS AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
15. SEEDING SHALL BE DONE ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER. SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED RIGHT-OF-WAY OR EASEMENT LIMITS. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.
16. THE REMOVAL OF EXISTING ENTRANCE PIPE CULVERTS ENCASED IN CONCRETE WILL BE CONSIDERED INCLUDED IN THE COST OF OTHER ITEMS OF CONSTRUCTION IF ONLY THE ENDS OF THE CULVERT (2 FT. OR LESS) ARE ENCASED. IF MORE THAN (2 FT.) AT THE ENDS OF THE CULVERT ARE ENCASED IN CONCRETE, THE REMOVAL WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.
17. WHERE SECTION OR SUB-SECTION MARKERS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE DEPARTMENT, AN AUTHORIZED AGENT, OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
18. FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT MIX ASPHALT	2.016 TONS/CU.YD.
ALL AGGREGATE	2.05 TONS/CU.YD.
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.09 GAL./SQ.YD.
INTERMEDIATE LIFTS (FOG COAT)	0.04 GAL./SQ.YD.
ON AGGREGATE SURFACE	0.32 GAL./SQ.YD.
AGGREGATE (PRIME COAT)	0.0015 TONS/SQ.YD.
RIPRAP	1.50 TONS/CU.YD.
LIME (5% BY WEIGHT OF SOIL)	67.5 LBS/SQ.YD.
SOIL (DRY DENSITY)	100 LBS/CU.FT.
PROTECTIVE COAT	25 SQ.YD./GAL.

19. THE THICKNESS OF HOT MIX ASPHALT SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT MIX ASPHALT IS PLACED.
20. THE QUANTITY FOR BITUMINOUS MATERIALS PRIME COAT INCLUDED IN THE PLANS IS BASED ON AN ANTICIPATED SEQUENCE OF CONSTRUCTION, AND 4 IN. MAXIMUM LIFTS. THE ACTUAL QUANTITY MAY VARY DEPENDENT ON THE CONTRACTOR'S SEQUENCE OF OPERATIONS.
21. ANY MIXING OR PLACEMENT OF BITUMINOUS MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.
22. PAYMENT FOR TIE BARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF THE PROPOSED PAVEMENT AND/OR COMBINATION CURB AND GUTTER.
23. AFTER A LIFT OF BITUMINOUS CONCRETE HAS BEEN PLACED ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150° F.
24. EXISTING SURFACE DISTURBED DURING EXCAVATION FOR FOUNDATIONS AND PUSH PITS SHALL BE RESTORED TO THE LIMITS AND CONDITION SPECIFIED BY THE ENGINEER OR AS SHOWN ON THE PLANS. UNLESS NOTED OTHERWISE ON THE PLANS, THE REMOVAL AND RESTORATION SHALL BE INCLUDED IN THE CONTRACT.
25. THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL RE-ERECT THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.
26. THE QUANTITY OF EROSION CONTROL BLANKET SHOWN ON THE PLANS IS ONLY AN ESTIMATE. THE ACTUAL AMOUNT USED, AND LOCATION, SHALL BE DETERMINED BY THE ENGINEER.
27. ALL STORM SEWERS SHALL BE "REINFORCED CONCRETE CULVERT, STORM DRAIN AND SEWER PIPE" CONFORMING TO THE REQUIREMENTS OF ARTICLE 1040.03.
28. IF ASH TREES ARE REMOVED ON THE PROJECT, THE CONTRACTOR SHALL BECOME FAMILIAR WITH AND COMPLY WITH MEASURES SPECIFIED BY THE ILLINOIS DEPARTMENT OF AGRICULTURE (IDOA) TO PREVENT THE SPREAD OF THE EMERALD ASH BORE. THE IDOA INFORMATION FOR ASH TREE REMOVAL CAN BE FOUND ON THE IDOA WEBSITE AT WWW.AGR.STATE.IL.US/EAB.
29. ALL OFFSETS TO MANHOLES AND INLETS PLACED IN THE CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT. ALL OFFSETS TO MANHOLES AND INLETS PLACED OUTSIDE THE CURB AND GUTTER SUCH AS TURF INLETS OR MEDIAN INLETS ARE TO THE CENTER OF THE STRUCTURE. ALL OFFSETS AND INVERTS FOR END SECTIONS ARE AT THE APPROPRIATE INLET OR OUTLET END OF THE STRUCTURE'S CENTERLINE.
30. THE CONTRACTOR SHALL BE REQUIRED TO CLEAR AND REMOVE ALL UNSUITABLE OBJECTS INCLUDING BUT NOT LIMITED TO TRASH, RAILROAD TIES AND CONCRETE RUBBLE OR BUMPER BLOCKS. THE COST TO REMOVE AND DISPOSE THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO EARTH EXCAVATION.
31. TREE REMOVAL OPERATIONS SHALL BE REQUIRED AT LOCATIONS SHOWN ON THE TREE REMOVAL SCHEDULE AND AS MARKED IN THE PLANS. TREE REMOVAL BY ACRE SHALL INCLUDE THE AREA WITHIN THE GRADING LIMITS FOR THE SPECIFIED STATION RANGE. TREE REMOVAL NECESSARY FOR THE INSTALLATION OF ANY PROPOSED FENCE OUTSIDE THE GRADING LIMITS SHALL BE CONSIDERED INCIDENTAL TO THE COST FOR WOVEN WIRE FENCE, 4'.

COMMITMENTS

1. TREE CLEARING SHALL BE PROHIBITED FROM APRIL 1 TO SEPTEMBER 30 TO AVOID IMPACTS TO THE INDIANA BAT.
2. WETLANDS TO REMAIN SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES USING PERIMETER BARRIER FENCING AND APPROPRIATE EROSION CONTROL MEASURES.
3. THE CITY OF MARION WILL BE CONTACTED BY THE CONTRACTOR 14 DAYS BEFORE THE TEMPORARY CLOSURE OF ANY CITY STREET.

MIXTURE REQUIREMENTS

LOCATION(S):	HOT-MIX ASPHALT BINDER COURSE (FRONTAGE RD., MARATHON DR.)
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, N105, IL-19.0
AC/PG:	SBS PG76-22
RAP % (MAX):	0
DESIGN AIR VOIDS:	4.0%, 105 GYRATION DESIGN
MIXTURE COMPOSITION:	IL-19.0
(GRADATION MIXTURE)	
FRICTION AGGREGATE:	NONE

LOCATION(S):	HOT-MIX ASPHALT SURFACE COURSE (FRONTAGE RD., MARATHON DR.)
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N105
AC/PG:	SBS PG76-22
RAP % (MAX):	0
DESIGN AIR VOIDS:	4.0%, 105 GYRATION DESIGN
MIXTURE COMPOSITION:	IL-9.5 mm OR IL 12.5 mm
(GRADATION MIXTURE)	
FRICTION AGGREGATE:	D SURFACE

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