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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: LUNDY CEARLOCK 1915 OLD BUS LINE ROAD (PO BOX 579) HILLSBORO, IL 62049 PHONE: 217-532-8270
 CITY OF VANDALIA CONTACT PERSON: JOHN MOYER 219 SOUTH 5TH 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 PAVEMENT 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.

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 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 STAMPED COLORED PCC 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 THE STRUCTURE.

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

THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO REMOVAL OF EXISTING DETECTOR LOOPS DURING THE PAVEMENT REMOVAL. THE COST OF THIS REMOVAL WILL BE INCLUDED IN THE COST OF PAVEMENT REMOVAL.

ALL DETECTOR LOOP CORNERS SHALL BE CORE DRILLED 2 IN. MINIMUM DIAMETER.

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

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
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	INCIDENTAL
AC/PG	PG 64-22
RAP % (MAX.)	10%
DESIGN AIR VOIDS	4.0% @ Ndes=70
MIX COMPOSITION	1L-9.5, 1L-12.5
GRADATION MIXTURE	
FRICITION AGGREGATE	MIXTURE D

<p>ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p>INDEX OF SHEETS, LIST OF STANDARDS AND GENERAL NOTES</p>	
<p>SCALE: VERT. HORIZ.</p>	<p>DRAWN BY KOJ CHECKED BY LWJ</p>

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