

GENERAL NOTES

THE THICKNESS OF HOT MIX ASPHALT MIXTURE 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 MIXTURE IS PLACED.

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.
ON AGGREGATE SURFACE	0.32 GAL./SQ. YD.
AGGREGATE (PRIME COAT)	0.0015 TONS/SQ. YD.
RIPRAP	1.50 TONS/CU. YD.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE LEVELING BINDER.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8% THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

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.

BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT.), THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

QUANTITY FOR BITUMINOUS MATERIALS (PRIME COAT) HAS BEEN INCLUDED TO PRIME ONLY EXISTING PAVEMENT SURFACES AND AGGREGATE AND HOT-MIX ASPHALT ENTRANCES. THE QUANTITY PROVIDED IS BASED ON ONE APPLICATION AFTER THE HMA REMOVAL ONLY.

MAXIMUM LIFT THICKNESS FOR PLACING HMA IS 5 INCHES.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE HMA SURFACE REMOVAL, SURFACE COURSE, AND BINDER COURSE.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHALL CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

THE LIMITS OF EARTH SLOPES SHOWN IN THE CROSS SECTIONS ARE APPROXIMATE. THE ACTUAL SLOPE USED SHALL BE DETERMINED BY THE MATERIAL CLASSIFICATION AS DEFINED IN ARTICLE 202.04, AND AS DIRECTED BY THE ENGINEER.

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.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

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.

TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

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.

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.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

EXISTING ROAD SIGNS THAT CONFLICT WITH STAGED CONSTRUCTION OR INTERFERE WITH CONSTRUCTION OPERATIONS SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

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 AND AUTHORIZED AGENT OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

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.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.17 REGARDLESS IF TRACK MOUNTED OR WHEELED.

ABANDONED UTILITIES REMOVAL IS INCLUDED IN EARTH EXCAVATION QUANTITY.

STRUCTURES WITH PROJECT LIMITS

Structure No.	Operating Rating	Inventory Rating	Posting
028-0034	37.6	22.5	NONE
028-2010	37.6	22.5	NONE

COMMITMENTS:

DURING THE DURATION OF THE PROJECT THE CONTRACTOR SHALL MAINTAIN REASONABLE ACCESS TO ALL 3 ENTRANCES UTILIZED BY THE CITY OF WEST FRANKFORT. ENTRANCES ARE LOCATED AT APPROXIMATELY STA 265+50 RT. (SHOOTING RANGE), STA 268+50 RT. (STREET DEPARTMENT), AND STA 259+00 LT. (SEWER TREATMENT PLANT).

TREE REMOVAL WILL NOT BE ALLOWED FROM APRIL 1 TO SEPTEMBER 30.

FILE NAME *	USER NAME * USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwwork\pwwork\kelly\d0306545\703	7-shite-cvr.sdg.index.dgn	DRAWN -	REVISED -			2882	(11,12)R-1	FRANKLIN	196	4	
	PLOT SCALE * 100.0000 / in.	CHECKED -	REVISED -			CONTRACT NO. 78317					
MODELNAME*	PLOT DATE * 3/22/2013	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO STA.