

Addendum Number: 04

Addendum Issue Date: February 8, 2021

Owner: Crawford Memorial Hospital

Project Name: CMH Ortho Clinic Addition and Renovation

Project Number: 0200707.00

Containing: 3 Pages; 2 Drawings; 0 Specification

*This addendum amends the drawings and specifications of the above reference project and is hereby incorporated into the contract documents as part thereof. Bidders must acknowledge receipt of this Addendum in the space provided on the Bid Form. **FAILURE TO DO SO MAY SUBJECT BIDDER TO DISQUALIFICATION.***

Drawings:

1. Sheet C0.1 – GENERAL NOTES
 - a. REVISE utility contacts. See the attached reissued sheet.
2. Sheet C3.0 – GRADING AND EROSION CONTROL PLAN
 - a. REVISE inlet structures from type B to type A and change the grate from type B to type 8, as per the attached reissued sheet.

END OF ADDENDUM

Issued By:

FARNSWORTH GROUP, INC.

Annapoorna Halepatali
Architectural Designer III

Attachments:

Drawings: C0.1, C3.0

GENERAL NOTES

PROJECT SPECIFICATIONS AND STANDARDS

- SITE CONSTRUCTION FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS ACCOMPANYING THESE PLANS AND THE FOLLOWING SPECIFICATIONS:
- A. "IDOT STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION", CURRENT EDITION.
 - B. "IDOT DRAINAGE MANUAL"
 - C. "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", CURRENT EDITION, BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
 - D. "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", CURRENT YEAR EDITION, BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.
 - E. "STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS", CURRENT EDITION
 - F. CITY OF ROBINSON STANDARDS.

DEMOLITION NOTES (SHEET C1.0)

- THE EXISTING TOPOGRAPHIC INFORMATION INDICATED FOR THIS PROJECT IS BASED ON A TOPOGRAPHIC SURVEY PREPARED BY FARNSWORTH GROUP, INC. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE TOPOGRAPHIC INFORMATION INDICATED ON THE DRAWINGS AND SHALL DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING TOPOGRAPHIC INFORMATION ABOVE OR BELOW GROUND, SHOWN OR NOT SHOWN, PRIOR TO CONSTRUCTION. DISCREPANCIES IN EXISTING TOPOGRAPHIC DATA SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY FOR REVIEW.
- CONTRACTOR SHALL NOTIFY AND COORDINATE UTILITY ABANDONMENTS AND RELOCATIONS WITH APPROPRIATE UTILITY COMPANY AFFECTED AS MAY BE NECESSARY. SEE COVER SHEET FOR CONTACT LISTINGS OF LOCAL UTILITIES.
- CONTRACTORS SHALL CONTACT J.U.L.I.E. AT 1-800-892-0123 AND LOCAL UTILITY PROVIDERS AT LEAST 48 HOURS PRIOR TO CONSTRUCTION OR EXCAVATION FOR FIELD LOCATION OF BURIED UTILITIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING UTILITY COMPANIES AND HAVING ALL UNDERGROUND UTILITIES PROPERLY LOCATED PRIOR TO ANY DEMOLITION.
- UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND SHOULD BE FIELD VERIFIED BY THE CONTRACTOR. DUE TO THE AGE OF THE SITE, UNKNOWN UTILITIES MAY BE DISCOVERED AND SHOULD BE REPORTED TO THE ENGINEER.
- CONTRACTOR SHALL REMOVE ALL EXISTING UTILITIES INDICATED WITHIN THE PROPOSED BUILDING FOOTPRINTS, AND BACKFILL WITH APPROVED GRANULAR MATERIAL.
- CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO OTHER AREAS ADJACENT TO NEW CONSTRUCTION OR AREAS WHERE VARIOUS SYSTEM CONNECTIONS OR EXTENSIONS ARE REQUIRED.
- TEMPORARY BARRICADES PERTAINING TO THE CONTRACTOR'S ACTIVITIES SHALL BE INSTALLED TO PREVENT POSSIBLE INJURY TO PEDESTRIANS IN AND AROUND CONSTRUCTION AREAS IN ACCORDANCE WITH OSHA REQUIREMENTS.
- PRIOR TO ANY DEMOLITION TAKING PLACE, PERIMETER EROSION CONTROL MEASURES MUST BE IN PLACE. SEE SHEET C5.0
- NO BURNING OR BURYING OF ANY DEMOLITION MATERIAL IS PERMITTED ON SITE.
- DAMAGED OR BROKEN INLETS, CATCH BASINS, AND MANHOLES ARE TO BE REPLACED.
- COORDINATE DEMOLITION OF THE EXISTING PAVEMENTS WITHIN THE SITE LIMITS. ACCESS IS TO BE MAINTAINED DURING CONSTRUCTION OF THE PROJECT WITH THE OWNER.

STANDARD LAYOUT NOTES (SHEET C2.0)

- ALL PAVEMENT DIMENSIONS ARE MEASURED TO FACE OF CURB.
- WHERE APPLICABLE, COORDINATES ARE TO FACE OF CURB.
- BUILDING DIMENSIONS SHALL BE VERIFIED BY THE CONTRACTOR WITH THE ARCHITECT'S PLANS PRIOR TO STARTING SITEWORK.
- ALL PAVEMENT STRIPING SHALL BE 4" WHITE PAVEMENT MARKING LINE, 300 FEET PER GALLON MINIMUM.
- SPECIFICATIONS ADOPTED BY REFERENCE IN THESE PLANS REFER TO THE LATEST PUBLISHED REVISION THEREOF.
- THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE MEANS, METHODS, PROCEDURES, TECHNIQUES, OR SEQUENCES OF CONSTRUCTION, NOR SAFETY ON THE JOB SITE, NOR SHALL THE ENGINEER BE RESPONSIBLE FOR THE CONTRACTOR'S FAILURE TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. NEITHER THE PROFESSIONAL ACTIVITIES OF THE ENGINEER NOR THE PRESENCE OF THE ENGINEER AT A CONSTRUCTION SITE SHALL RELIEVE THE CONTRACTOR OF THEIR OBLIGATIONS, DUTIES, AND RESPONSIBILITIES INCLUDING ANY HEALTH AND SAFETY PRECAUTIONS REQUIRED BY ANY REGULATORY AGENCIES.

UTILITY NOTES (SHEET C3.0)

- VERIFY EXISTING UTILITY INVERTS PRIOR TO STARTING SITEWORK.

UTILITY CONTACTS

A. AMERENCIPS (GAS AND ELECTRIC) 888-789-2477	D. FRONTIER (TELEPHONE) 800-921-8101
B. ROBINSON WASTEWATER DEPARTMENT CITY HALL 300 S. LINCOLN ST. ROBINSON, IL 62454 618-544-7616	E. MEDIACOM CABLEVISION 800-874-2924
C. ROBINSON/PALESTINE WATER COMMISSION 108 E. POPLAR ROBINSON, IL 62454 618-544-3188 FAX: 618-546-1306	F. J.U.L.I.E. (LOCATE BURIED UTILITIES) 800-892-0123

APPLICABLE CODES

ILLINOIS ACCESSIBILITY CODE
ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION

BENCHMARK

BENCHMARK #103
NORTHEAST BOLT CAP ON FIRE HYDRANT BY OIL FILL, LOCATED IN LANDSCAPE CIRCLE IN NORTHWEST CORNER OF SITE. ELEV=551.04

GRADING & EROSION CONTROL NOTES (SHEET C3.0)

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING UTILITY COMPANIES AND HAVING ALL UNDERGROUND UTILITIES PROPERLY CALL THE TOLL-FREE J.U.L.I.E. TELEPHONE NUMBER, 1-800-892-0123, BEFORE STARTING LOCATED PRIOR TO ANY CONSTRUCTION. EXCAVATION. ALLOW 48 HOURS FOR OTHER THAN EMERGENCY ASSISTANCE.
- ALL FILL AREAS SHALL BE STRIPPED OF ALL TOPSOIL PRIOR TO PLACING EMBANKMENT MATERIAL. LAWN AREAS THAT HAVE RECEIVED EMBANKMENT MATERIAL SHALL RECEIVE AT LEAST 6" OF TOPSOIL AS THE FINAL COURSE OF FILL IN PREPARATION FOR SEEDING OPERATIONS. ALL LAWN AREAS DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED AND RESTORED TO THE SATISFACTION OF THE OWNER.
- EMBANKMENT MATERIAL SHALL BE PLACED IN NO MORE THAN 8" LIFTS AND SHALL BE COMPACTED IN ACCORDANCE WITH SOILS REPORT.
- TEMPORARY SILTATION PROTECTION SHALL BE CONSTRUCTED AS SILT FILTER BASKETS IN ALL EXISTING AND PROPOSED INLETS AND MANHOLES AND SILT FILTER FENCE WHERE INDICATED ON THE PLANS TO PROTECT FROM SILTATION ONTO ADJACENT PROPERTY AND ROADWAYS.
- PERMANENT STABILIZATION SHALL INCLUDE THE SEEDING OR SODDING OF LAWN AREAS DISTURBED AND PAVED SURFACE COURSE FOR ROADWAYS AND PARKING. ALL PERMANENT SEEDING SHALL TAKE PLACE IMMEDIATELY FOLLOWING FINAL GRADING OPERATIONS IN ANY COMPLETED AREA WITHIN THE CONSTRUCTION LIMITS.
- NO CONSTRUCTION WASTE MATERIALS WILL BE BURIED ON SITE. ALL TRASH AND CONSTRUCTION DEBRIS WILL BE HAULED TO THE LOCAL MUNICIPAL DUMP AND DISPOSED OF IN ACCORDANCE WITH STATE AND LOCAL SOLID WASTE MANAGEMENT REGULATIONS.
- THE CONTRACTOR SHALL PROVIDE SOLID WASTE COLLECTION DURING CONSTRUCTION TO MINIMIZE POLLUTION.
- ALL HAZARDOUS WASTE MATERIALS WILL BE DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL OR STATE REGULATION OR BY THE MANUFACTURER. THE OWNER WILL BE RESPONSIBLE FOR MAINTAINING THESE PROCEDURES DURING CONSTRUCTION.
- THE CONTRACTOR SHALL PROVIDE A STABILIZED CONSTRUCTION ENTRANCE IN ACCORDANCE WITH THE DETAIL INCLUDED WITH THESE PLANS AT LOCATIONS INDICATED ON THE PLANS TO HELP REDUCE VEHICLE TRACKING OF SEDIMENTS. ANY EXCESS MUD, DIRT OR ROCK TRACKED ONTO EXISTING STREETS WILL BE CHECKED FOR DAILY AND REMOVED AS NECESSARY.
- ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE ILLINOIS EPA AND THE PROJECT STORM WATER POLLUTION PLAN.
- TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED ON THE FIRST DAY OF CONSTRUCTION ACTIVITIES. ALL BARE SOIL SURFACES NOT IN MAJOR CONSTRUCTION AREAS SHALL BE TEMPORARILY SEEDED WITHIN 7 DAYS. WEATHER AND SOIL CONDITIONS PERMITTING. THE CONTRACTOR SHALL INSPECT THE EROSION CONTROL SYSTEM WEEKLY, AND AFTER RAINFALL EVENTS. DEFICIENCIES SHALL BE NOTED AND CORRECTED IMMEDIATELY.
- PERMANENT GROUND COVER SHALL BE IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS BOOK.
- THE CONTRACTOR SHALL INSPECT THE EROSION CONTROL SYSTEM IN ACCORDANCE WITH THE REQUIREMENTS OF THE NPDES GENERAL PERMIT FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES AND THE STORM WATER POLLUTION PREVENTION PLAN PREPARED FOR THIS PROJECT AND AVAILABLE FROM OWNER.
- ADDITIONAL EROSION CONTROL REQUIREMENTS ARE INDICATED IN THE STORM WATER POLLUTION PREVENTION PLAN PREPARED FOR THIS PROJECT.
- AREAS HAVING SLOPES GREATER THAN 25% SHALL BE STABILIZED IN ACCORDANCE WITH ONE OF THE FOLLOWING TWO METHODS:
 - SODDING
 - EROSION CONTROL BLANKET SHALL BE 100% STRAW WITH LIGHTWEIGHT PHOTODEGRADABLE POLYPROPYLENE THREAD WITH STITCHING 1.5 INCHES ON CENTER. MATERIAL SHALL MEET FHWA FP-03 CATEGORIES, TYPE 2,C SHORT-TERM (UP TO 12 MONTHS) EQUAL TO S75 AS MANUFACTURED BY NORTH AMERICAN GREEN, EVANSVILLE, INDIANA OR APPROVED EQUAL. EROSION CONTROL BLANKET SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- ALL CATCH BASIN GRATES SHALL BE BICYCLE / PEDESTRIAN SAFE.
- UNLESS NOTED OTHERWISE, ALL STORM SEWER SHALL BE IN CONFORMANCE WITH EITHER OF THE FOLLOWING:
 - RCP
 - PIPE MATERIAL - REINFORCED CONCRETE PIPE
 - GASKETS - FLEXIBLE RUBBER OR BITUMINOUS MASTIC
 - BEDDING - IDOT GRADATION CA-6 OR CA-7OR
 - ADS N-12
 - PIPE & MATERIAL - ADS N-12 HIGH DENSITY POLYETHYLENE (HDPE) OR APPROVED EQUIVALENT.
 - JOINTS - AASHTO M-294, TYPE S WITH BELL AND SPIGOT PUSH-ON ELASTOMERIC RUBBER "O-RINGS" GASKET JOINTS MEETING ASTM F-477.
 - INSTALLATION OF ADS N-12 HDPE PIPE SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S (ADS) PRODUCT NOTE 3.115.
 - INITIAL BACKFILL SHALL EXTEND 12" ABOVE THE PIPE AND MAY CONSIST OF PREVIOUSLY EXCAVATED LOW PLASTICITY CLASS IV MATERIAL THAT MEETS THE GRADATION REQUIREMENTS OF CLASS I, II OR III.
 - GRANULAR TRENCH BACKFILL REQUIREMENTS ARE THE SAME AS FOR RCP STORM SEWER.
 - ALL REACHES OF ADS N-12 HDPE STORM SEWER SHALL BE LAMPED AND A "FULL CIRCLE OF LIGHT" SHALL BE VISIBLE BETWEEN THE MANHOLES.
- ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION SHALL BE MAINTAINED IN SERVICE AND BE REPLACED WITH HDPE OR PVC PIPE STORM SEWER OF APPROPRIATE SIZE AND SLOPE.
- REFER TO THE PROJECT GEOTECHNICAL REPORT FOR EARTHWORK RECOMMENDATIONS FOR COMPACTION.

PORTLAND CEMENT CONCRETE PAVEMENT NOTES

- PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 420 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", AND THE CONCRETE PAVEMENT CONSTRUCTION NOTES AND DETAILS CONTAINED IN THESE PLANS.
- THE SUBGRADE FOR PAVEMENTS SHALL BE PREPARED IN ACCORDANCE WITH SECTION 301 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", AND THE NOTES AND DETAILS CONTAINED IN THESE PLANS.
- PORTLAND CEMENT CONCRETE SHALL BE A MINIMUM OF SIX (6) BAG MIX, WITH FIVE PERCENT (5%) TO EIGHT PERCENT (8%) ENTRAINED AIR. THE CONCRETE SHALL DEVELOP A MINIMUM COMPRESSIVE STRENGTH IN FOURTEEN (14) DAYS OF 3,500 P.S.I. THE MAXIMUM SLUMP SHALL BE THREE (3) INCHES, FOR MACHINE PLACED PAVEMENT; 3½ INCHES FOR VIBRATORY SCREED PLACED PAVEMENT, AND FOUR (4) INCHES FOR SMALL AREAS (LESS THAN 25 SQ. FT.) OF HAND PLACED PAVEMENT. MINIMUM SLUMP SHALL BE TWO (2) INCHES. FAILURE TO MEET ANY OF THESE REQUIREMENTS SHALL BE CAUSE FOR REJECTION OF THE CONCRETE.
- PORTLAND CEMENT CONCRETE MIX DESIGN AND PRIOR TEST PERFORMANCE REPORTS FOR THE MIX DESIGN, SHALL BE SUBMITTED TO THE VILLAGE ENGINEER FOR APPROVAL. APPROVAL OF THE MIX DESIGN DOES NOT RELIEVE THE CONTRACTOR OF HIS DUTY TO PROVIDE CONCRETE MEETING ALL APPLICABLE REQUIREMENTS.
- ALL STICKS, ROOTS, TOPSOIL, AND ORGANIC MATERIALS SHALL BE REMOVED FROM THE SUBGRADE. ALL SPONGY AREAS IN THE SUBGRADE SHALL BE REMOVED AND REPLACED WITH COMPACTED AGGREGATE OR CLAY MATERIAL SUITABLE TO THE ENGINEER.
- NEEDED FILL BENEATH PAVEMENTS SHALL BE LAY FROM ON SITE SOURCES OR CRUSHED STONE AGGREGATE CONFORMING TO CA-6 OR CA-10 GRADATION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

PORTLAND CEMENT CONCRETE PAVEMENT NOTES

















































- THE SUBGRADE SHALL BE MECHANICALLY COMPACTED TO 95 PERCENT OF THE STANDARD PROCTOR DENSITY. THE PAVEMENT SUBGRADE SHALL HAVE SUFFICIENT STABILITY TO ACCOMMODATE CONSTRUCTION TRAFFIC WITHOUT EXCESSIVE SUBGRADE RUTTING OR SHOVING. AT THE TIME OF PLACEMENT OF PAVEMENT, THE IN-SITU SUBGRADE SHALL HAVE A CALIFORNIA BEARING RATIO (CBR) OF AT LEAST SIX (6) IN THE TOP TWELVE (12) INCHES OF SUBGRADE. THE CBR VALUE WILL BE ASCERTAINED BY USE OF THE DYNAMIC CONE PENETROMETER (DCP) WITH ONE TEST EVERY 100 FEET OF ROADWAY WITH TESTS ALTERNATING BETWEEN TRAFFIC LANES.
- AGGREGATE BASE COURSE SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 351 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", AND THE NOTES AND DETAILS CONTAINED IN THESE PLANS. THE AGGREGATE BASE COURSE SHALL BE CA-6 OR CA-10, CRUSHED AGGREGATE MATERIALS SHALL BE PLACED TO THE THICKNESS SHOWN IN THE PLANS. RECYCLED OR CRUSHED ASPHALT THAT HAS BEEN PROCESSED AND SCREENED AND WHICH MEETS CA-6 GRADUATION REQUIREMENTS MAY ALSO BE UTILIZED. THE AGGREGATE BASE SHALL BE COMPACTED TO A MINIMUM OF 95 PERCENT OF THE STANDARD PROCTOR DENSITY.
- THE SUBGRADE SHALL BE TEST ROLLED AND APPROVED IN ACCORDANCE WITH THE FOLLOWING PROCEDURE. TRUCKS SHALL BE LOADED AS FOLLOWS: 27,000 POUNDS ON TWO (2) AXLES OR 45,000 POUNDS ON THREE (3) AXLES WITH THE TOLERANCE NOT TO EXCEED TEN PERCENT (10%). THE TRUCK SHALL MAKE PARALLEL PASSES ALONG EACH LANE OF STREET OR PARKING SUBGRADE AT DISTANCES AS DIRECTED BY THE ENGINEER AND NOT TO EXCEED TEN (10) FEET APART. ANY AREAS WHICH SHOW RUTTING, CRACKING, OR ROLLING OF THE COMPACTED SUBGRADE UPON TEST ROLLING WILL NOT BE ACCEPTED. THE AREAS THAT FAIL SHALL BE RECONSTRUCTED AND TEST ROLLED AGAIN PRIOR TO ACCEPTANCE. THE VILLAGE ENGINEER SHALL BE PRESENT DURING PROOF ROLL TESTING.
- FORMS WHEN USED, SHALL BE SET TRUE TO LINE AND GRADE AND SHALL BE CHECKED BY THE OWNER'S REP OR ENGINEER PRIOR TO PLACEMENT OF CONCRETE. GRADING IS CRITICAL TO ENSURE PROPER DRAINAGE. IF THE ELEVATION OF ANY PORTLAND CEMENT CONCRETE IMPROVEMENT VARIES FROM THAT SHOWN ON THE PLANS OR STAKED BY THE ENGINEER BY MORE THAN FOUR-HUNDRETHS (0.04) OF A FOOT, OR IF AN AREA IS NOT PROPERLY DRAINED, THE CONTRACTOR SHALL REMOVE AND REPLACE SUFFICIENT PAVEMENT TO CORRECT THE DEFECT.
- THE PAVEMENT THICKNESS SPECIFIED OR SHOWN ON THE DRAWINGS SHALL BE THE MINIMUM ALLOWABLE. PAVEMENT WITH LESS THAN THE MINIMUM THICKNESS SHALL BE REMOVED AND REPLACED.
- NO MORE THAN ½ GALLON OF WATER FOR EVERY CUBIC YARD OF PORTLAND CEMENT CONCRETE MAY BE ADDED ON SITE.
- COAT FORM CONTACT SURFACES WITH FORM COATING COMPOUND BEFORE PLACING REINFORCEMENT OR TIE BARS. DO NOT ALLOW EXCESS FORM COATING MATERIAL TO ACCUMULATE IN THE FORMS OR COME INTO CONTACT WITH SURFACES WHICH WILL BE BONDED TO FRESH CONCRETE. APPLY IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTION. COAT STEEL FORMS WITH NONSTAINING RUST PREVENTATIVE FORM OIL OTHERWISE PROTECT AGAINST RUSTING. RUST STAINED STEEL FORMWORK IS NOT ACCEPTABLE.
- MOISTEN THE SUBGRADE BEFORE PLACING CONCRETE PAVEMENTS.
- ALL CONCRETE USED FOR PAVEMENT CONSTRUCTION SHALL BE VIBRATED WITH A MECHANICAL CONCRETE VIBRATOR FOR CONSOLIDATION TO REMOVE VOIDS AND AIR POCKETS.
- PAVEMENTS AND CURBS WHICH ARE POURED AND DO NOT CONFORM TO ALL REQUIREMENTS OF THESE SPECIFICATIONS WILL BE REJECTED.
- ISOLATION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE ILDOT SPECS AND LOCATED WHERE SHOWN ON PLANS. ISOLATION JOINTS MAY BE LOCATED BETWEEN A NEW PAVEMENT AND EXISTING PAVEMENT, CURB OR OTHER STRUCTURES AS SHOWN ON THE PLANS. ISOLATION JOINTS SHALL BE CONSTRUCTED OF ¾ INCH EXPANSION MATERIAL WITH ½ INCH THICKNESS JOINT SEALANT.
- EXPANSION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECS AND LOCATED WHERE SHOWN ON PLANS. EXPANSION JOINTS SHALL BE CONSTRUCTED OF ¾ INCH EXPANSION MATERIAL PLACED FULL DEPTH THROUGH THE PAVEMENT AND DEPRESSED ¾ INCH FROM THE SURFACE WITH EIGHTEEN (18) INCH LONG DOWELS ON TWELVE (12) INCH CENTERS PLACED AT MID-DEPTH IN THE PAVEMENT. DOWEL CAPS SHALL BE PROVIDED ON ONE END OF THE DOWEL AND THE DOWELS SHALL BE COATED WITH AN APPROVED HEAVY GREASE. IN THE SPACE ABOVE THE EXPANSION MATERIAL, THE JOINT SHALL BE FILLED WITH JOINT SEALANT.
- CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND LOCATED WHERE SHOWN ON PLANS. JOINTS SHALL BE USED BETWEEN POURS. NUMBER FOUR (4) REBARS, THIRTY (30) INCHES LONG ON THIRTY (30) INCH CENTERS SHALL BE PLACED AT MID-DEPTH OF THE PAVEMENT. THE CONCRETE POURS SHALL BE EDGED TO MATCH A ONE (1) INCH DEEP JOINDER AND FILLED WITH JOINT SEALANT OR SHALL BE SAWEED TWO (2) INCHES DEEP OR AS INDICATED ON THE APPROPRIATE DETAIL AND FILLED WITH JOINT SEALANT.
- CONTRACTION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND LOCATED WHERE SHOWN ON PLANS. CONTRACTION JOINTS SHALL BE TWO (2) INCH DEEP SAWCUTS OR HAND TOOLED JOINTS MADE WITH AN ONE (1) INCH DEEP JOINDER. THE JOINTS SHALL BE FILLED WITH JOINT SEALANT.
- CONVENTIONAL SAWCUTS SHALL BE MADE WITHIN TEN (10) HOURS OF THE PLACEMENT OF THE CONCRETE. MAX PANEL SIZE BETWEEN ANY JOINT SHALL BE 10'
- AS AN ALTERNATIVE TO CONVENTIONAL SAW CUTTING, CONTRACTION AND CONSTRUCTION JOINTS MAY BE "SOFF-CUT" AS SOON AS THE CONCRETE HAS HARDENED ENOUGH TO WALK ON. THIS SHALL BE DONE WITH A "SOFF-CUT" SAW AS MANUFACTURED BY SOFF-CUT INTERNATIONAL, INCORPORATION. FOR PAVEMENTS UP TO NINE (9) INCHES IN THICKNESS A MINIMUM OF ONE (1) INCH DEPTH SAWCUT SHALL BE MADE. FOR PAVEMENTS GREATER THAN NINE (9) INCHES IN THICKNESS A MINIMUM ¼ DEPTH SAWCUT SHALL BE REQUIRED.
- DOWEL BARS SHALL BE PLAIN ROUND BILLET-STEEL BARS MEETING THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR BILLET-STEEL CONCRETE REINFORCEMENT BARS", ASTM DESIGNATION A-15. THE FINISHED BARS SHALL BE FREE FROM BURRS OR OUT OF ROUND ENDS WHICH WOULD PREVENT EASY SLIPPAGE IN THE DOWEL BAR CAPS.
- JOINT SEALANT SHALL BE HOT-POURED TYPE PAF-3 COMPLYING WITH SECTION 1050.02 OF THE STANDARD SPECIFICATIONS. JOINTS SHALL BE SEALED TO WITHIN ONE-EIGHTH (⅛) INCH OF THE SURFACE.
- CONCRETE POURS SHALL BE ENDED AT CONSTRUCTION, ISOLATION, EXPANSION, OR CONTRACTION JOINTS AS INDICATED ON THE PLANS. PARTIAL SLABS SHALL NOT BE ALLOWED. FOR POURS ENDED AT CONTRACTION JOINTS THE JOINT SHALL BE CONSTRUCTED AS A CONSTRUCTION JOINT.
- ALL CASTINGS IN PAVEMENT AREAS SHALL BE ADJUSTED FLUSH WITH THE PROPOSED PAVEMENT SURFACE ELEVATION. STORM SEWER MANHOLE AND INLET CASTINGS IN THE PAVEMENT GUTTERS SHALL BE DEPRESSED ONE-HALF (½) INCH TO ONE (1) INCH OR AS APPROPRIATE TO AID IN DIRECTING RUNOFF INTO THE CASTING. THE CONCRETE PAVEMENT ADJACENT TO ALL CASTINGS SHALL BE EDGED WITH A ONE-QUARTER (¼) INCH RADIUS EDGER.
- PAVEMENT SHALL BE FINISHED WITH A FINISHING MACHINE APPROVED BY THE ENGINEER OR OWNER'S REPRESENTATIVE. THE MACHINE SHALL BE SELF-PROPELLED, CAPABLE OF STRIKING OFF, CONSOLIDATING, AND FINISHING THE CONCRETE OF THE CONSISTENCY REQUIRED TO THE PROPER CROWN AND GRADE, OR OTHER METHOD APPROVED.
- WATER SHALL NOT BE ADDED TO THE SURFACE OF THE CONCRETE FOR FINISHING PURPOSES. PAVEMENTS SHALL HAVE A HEAVY BROOMED FINISH TRANSVERSE TO THE DIRECTION OF TRAVEL.
- VIBRATING SCREEDS SHALL NOT RUN ON THE EDGE OF NEW PAVEMENTS UNTIL CONCRETE HAS CURED AT LEAST 72 HOURS.
- PAVEMENTS AND CURBS SHALL BE CURED USING POLYETHYLENE FILM OR A CURING COMPOUND APPLIED UNIFORMLY TO ALL EXPOSED SURFACES INCLUDING THE BACK OF CURBS DURING SLIP FORMING. PAVEMENTS SHALL BE PROTECTED FROM HOT AND COLD WEATHER WHEN WARRANTED BY WEATHER CONDITIONS IN ACCORDANCE WITH ARTICLE 1020.13 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND AS DIRECTED BY THE ENGINEER.
- WHEN CURING COMPOUND IS UTILIZED IT SHALL BE APPLIED WITHIN 30 MINUTES OF SURFACE FINISHING.
- PROTECT EXISTING PORTLAND CEMENT CONCRETE SURFACES FROM DAMAGE IMMEDIATELY AFTER BEING POURED AND DURING THE CONSTRUCTION OPERATIONS. EXISTING CONCRETE AND NEW CONCRETE DAMAGED BY CONSTRUCTION OPERATIONS OR BY DEFACING THE CONCRETE SURFACE BEFORE FINAL SET SHALL BE REPLACED.
- FORMS SHALL NOT BE REMOVED FOR 24 HOURS AFTER CONCRETE PLACEMENT. CARE SHOULD BE EXERCISED WHEN REMOVING THE FORMS SO CONCRETE EDGES ARE NOT CRACKED OR DAMAGED. AFTER FORMS ARE REMOVED, ALL VISIBLE VOIDS AND HONEYCOMBS OF ONE-HALF (½) INCH IN DIAMETER OR LARGER SHALL BE FILLED IN WITH MORTAR OR GROUT AND BRUSHED SMOOTH IMMEDIATELY AFTER FORM REMOVAL.
- TRAFFIC, INCLUDING CONSTRUCTION EQUIPMENT, SHALL NOT BE ALLOWED ON PAVEMENTS FOR AT LEAST SEVEN (7) DAYS.
- THE AREA ADJACENT TO THE PAVEMENT SHALL BE CLEANED UP, BACKFILLED, AND GRADED AS SOON AS POSSIBLE AFTER PAVEMENT CONSTRUCTION.

PORTLAND CEMENT CONCRETE PAVEMENT NOTES (CONT.)

- ODD SHAPED SLABS AT INTERSECTIONS AND SLABS CONTAINING CATCH BASINS SHALL BE REINFORCED WITH WELDED WIRE FABRIC WHICH MEETS THE REQUIREMENTS OF ARTICLE 1006.10 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", AND AS SHOWN ON THE DETAILS. THE WELDED WIRE FABRIC SHALL BE IN SHEETS AND NOT ROLLS.
- AREAS OF SUBGRADE THAT ARE CHANGED BY MORE THAN 3 INCHES, SUBJECT TO A FREEZE-THAW CYCLE, OR SUBJECT TO SIGNIFICANT RAINFALL MUST BE RETESTED FOR COMPACTION.
- ANY AREAS OF SUBGRADE WHICH FAIL TO MEET OR EXCEED COMPACTION REQUIREMENTS SHALL BE PREMEDITATED TO ACHIEVE THE REQUIRED STABILITY. ALL PREMEDITATED AREAS SHALL BE FULLY RETESTED.


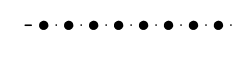



EXISTING LEGEND

(NOT ALL ITEMS ARE DEPICTED ON THE PLANS)

	SET IRON ROD WITH ALUMINUM CAP STAMPED "C WALLACE LS21000238"		STORM SEWER
	IRON ROD (EXISTING)		SANITARY SEWER
	BENCHMARK		WATER LINE
	STORM MANHOLE		GAS LINE
	STORM INLET		OVERHEAD COMMUNICATION LINE
	CLEANOUT		UNDERGROUND COMMUNICATION LINE
	SANITARY MANHOLE		OVERHEAD ELECTRIC LINE
	FIRE HYDRANT		UNDERGROUND ELECTRIC LINE
	WATER METER		OVERHEAD UTILITY LINE
	WATER VALVE		DITCH FLOWLINE
	WATER WELL		BOUNDARY OF SURVEY
	GAS VALVE/REGULATOR		ADJACENT LOT LINE
	GAS METER		LOT LINE
	ELECTRIC METER		EASEMENT LINE
	UTILITY POLE		RIGHT-OF-WAY LINE
	GUY WIRE		FENCE
	WOOD POST		BUILDING
	TRAFFIC LIGHT		SPOT ELEVATION
	SIGN		RECORD DATA
	HVAC UNIT		MEASURED DATA
	DOWNSPOUT		EVERGREEN TREE / SIZE
	MAILBOX		DECIDUOUS TREE / SIZE
	CLOTHESLINE POLE		STUMP
			BUSH
			ROCK / BOULDER







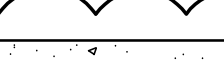

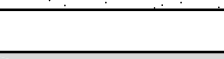



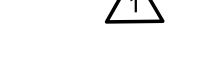





DEMOLITION LEGEND

(NOT ALL ITEMS ARE DEPICTED ON THE PLANS)

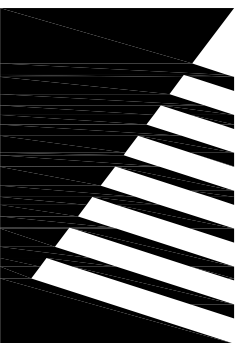
	HARDSCAPE REMOVAL		PAVEMENT SAWCUT LINE (FULL PVMT DEPTH)
	DECIDUOUS TREE REMOVAL		NON-DECIDUOUS TREE REMOVAL
	BUSH REMOVAL		

PROPOSED LEGEND

(NOT ALL ITEMS ARE DEPICTED ON THE PLANS)

	STORM SEWER		STORM INLET
	THICKENED EDGE - SEE DETAILS		GROUND CONTOUR
	SIDEWALK, 5" P.C. OR TYPE SPECIAL OVER 4' CA-06		SILT FENCE
	PAVEMENT SECTION 5" PORTLAND CEMENT (NON-REINFORCED) OVER 4" AGGREGATE IDOT CA-06 (PROOF ROLL PAVEMENT AREA PRIOR TO PLACING STONE BASE) - REFER TO PROJECT GEOTECHNICAL REPORT		INLET PROTECTION
	DRAINAGE DIRECTION		INLET PROTECTION
	BOLLARD		DRAINAGE DIRECTION
	FINISHED TOP OF WALK ELEV.		BOLLARD
	FINISHED PAVEMENT ELEV.		FINISHED TOP OF WALK ELEV.
	FINISHED PAVEMENT ELEV.		FINISHED PAVEMENT ELEV.

CMH
Ortho



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	1	02/01/2021	ADD 01
	2	02/08/2021	ADD 04

Bid Set

01/15/2021

PROJECT:

CHM - Ortho Clinic
Renovation and
Addition

1000 N Allen St,
Robinson, IL 62454

DATE: 01/15/2021

DESIGNED:

DRAWN:

REVIEWED:

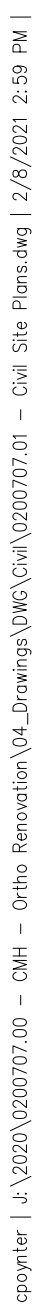
SHEET TITLE:

GENERAL NOTES

SHEET NUMBER:

C0.1

PROJECT NO.: 0200707.00



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PROJECT:

**1000 N Allen St,
Robinson, IL 62454**

DATE: 01/15/2021

DESIGNED:

DRAWN:

REVIEWED:

SHEET TITLE:

GRADING AND EROSION CONTROL PLAN

SHEET NUMBER:

C3.0

PROJECT NO.: 0200707.00