

GENERAL NOTES

GENERAL NOTES:

- THICKNESS OF RESURFACING:
THE THICKNESS OF BITUMINOUS 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 BITUMINOUS MIXTURE IS PLACED.
- ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM U.S.G.S. MEAN SEA LEVEL DATUM.
- THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES, AS SHOWN ON THE PLANS, ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.
- WHERE SECTION OR SUB-SECTION MONUMENTS 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 OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- ANY REFERENCE TO A STANDARD DRAWING IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "HIGHWAY STANDARDS", AS INDICATED BY THE SUB-NUMBER LISTED IN THE INDEX OF SHEETS, OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- ALL STATION REFERENCES ARE TO THE ROADWAY CENTERLINE OR BASELINE.
- IN ADDITION TO FIELD SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM THE EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- ALL DETAILS SHOWN IN THE PLANS SHALL GOVERN CONSTRUCTION OF THIS PROJECT, AND IN CASE OF CONFLICT WITH ANY STANDARD DRAWINGS INCLUDED, THE SAID DETAILS SHALL TAKE PRECEDENCE AND GOVERN.
- EXISTING MANHOLES, VALVE BOXES, INLETS AND OTHER APPURTENANCES WITHIN THE PAVEMENT SURFACE SHALL BE ADJUSTED TO WITHIN 1/4 INCH BELOW THE FINAL SURFACE ELEVATION. THE COST OF ADJUSTING MANHOLES AND INLETS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "MANHOLES TO BE ADJUSTED" OR "INLETS TO BE ADJUSTED." THE COST OF ADJUSTING VALVE BOXES, MONITORING WELL LIDS AND ANY OTHER APPURTENANCES WITHIN THE PAVEMENT SURFACE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER TON FOR "HOT MIX ASPHALT SURFACE COURSE."
- THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE(S)	LEVELING BINDER	BINDER COURSE IL-19.0	HMA SURF CSE (1-1/2')
AC/PG	PG 64 -22	PG 64 -22	PG 64 -22
DESIGN AIR VOIDS	4.0% @ N-DESIGN = 50	4.0% @ N-DESIGN = 50	4.0% @ N-DESIGN = 50
MIXTURE COMPOSITION (GRADATION)	IL 9.5 OR 12.5	IL 19.0	IL 9.5 OR 12.5
FRICITION AGGREGATE	N/A	N/A	MIX C

RATES OF APPLICATION TABLE

THE FOLLOWING APPLICATION RATES HAVE BEEN USED TO DETERMINE PLAN QUANTITIES:

SEEDING FERTILIZER RATIO (NIT+PHOS+POT)	90:90:90 LBS / ACRE
AG. GROUND LIMESTONE	2.0 TONS / ACRE
MULCH METHOD 2	2.0 TONS / ACRE
ALL AGGREGATE ITEMS	152 LBS / CU FT
BITUMINOUS MATERIALS (PRIME COAT)	0.1 GALLONS / SQ YD
AGGREGATE (PRIME COAT)	0.002 TONS / SQ YD
HOT-MIX ASPHALT	112 LBS / SQ YD - IN

TRAFFIC CONTROL REQUIREMENTS:

- THE WARSAW - HAMILTON ROAD (6TH STREET) SHALL BE KEPT OPEN TO TRAFFIC AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT. THE USE OF SHOULDER DROP OFF SIGNS (MORE THAN 3 INCHES) (W21-1103) SHALL BE UTILIZED AS WARRANTED. TRAFFIC CONTROL AND PROTECTION REQUIRED SHALL BE FURNISHED.
- DAYTIME LANE CLOSURE OF EITHER DRIVING LANE WILL BE PERMITTED ONLY AT TIMES WHEN ACTUAL CONSTRUCTION WORK IS TAKING PLACE. ALTERNATING 1-WAY, 1-LANE TRAFFIC FLOW SHALL BE MAINTAINED WHEN ANY DRIVING LANE IS CLOSED. NO LANE CLOSURES WILL BE PERMITTED WITHOUT FLAGGERS. OVERNIGHT LANE CLOSURES OF ANY DRIVING LANES WILL NOT BE PERMITTED.
- PARKING LANES SHALL BE CLOSED ONE AT A TIME WHEN STORM SEWER INSTALLATION, CURB & GUTTER INSTALLATION AND RELATED WORK IS BEING CONDUCTED ADJACENT TO THE PARKING LANES. INCREASED TRAFFIC CONTROL INSPECTIONS WILL BE REQUIRED WHEN OPEN HOLES AND EXCAVATIONS ARE PRESENT OUTSIDE OF NORMAL WORK HOURS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT PARKED VEHICLES ARE REMOVED FROM THE WORK AREA. ONLY ONE PARKING LANE ON ONE SIDE OF EACH STREET MAY BE CLOSED AT ANY TIME. TEMPORARY OR PERMANENT PARKING SHALL BE RESTORED ON ONE SIDE OF THE STREET PRIOR TO CLOSING OFF PARKING ON THE OPPOSITE SIDE. PARKING LANES MAY NOT BE CLOSED OFF MORE THAN 48 HOURS PRIOR TO COMMENCING WORK ON THE CLOSED LANE. THE COST OF CLEARING PARKED VEHICLES FROM THE WORK AREA SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- EXISTING ROAD SIGNS THAT CONFLICT WITH CONSTRUCTION TRAFFIC PATTERNS SHALL BE COVERED OR REMOVED UNTIL NORMAL TRAFFIC PATTERNS ARE RE-ESTABLISHED.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR THE TRAFFIC CONTROL DEVICES AT ALL TIMES DURING CONSTRUCTION ACTIVITIES AND SHALL COORDINATE THE ITEMS OF WORK IN ORDER TO KEEP HAZARDS AND TRAFFIC INCONVENIENCES TO A MINIMUM.
- ALL ADVANCE WARNING SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION AT THE START OF THE PROJECT. ALL WARNING SIGNS SHALL BE 48 INCHES BY 48 INCHES AND HAVE A BLACK LEGEND ON FLUORESCENT ORANGE REFLECTORIZED BACKGROUND.

STAGING REQUIREMENTS:

- THE CONTRACTOR SHALL HAVE LATITUDE IN DETERMINING THE ORGANIZATION AND SEQUENCE OF THE VARIOUS WORK ACTIVITIES, BUT SHALL ADHERE TO THESE STAGING REQUIREMENTS AND ANY OTHER REQUIREMENTS SPECIFIED ELSEWHERE IN THE CONTRACT DOCUMENTS.
- PIPE UNDERDRAINS AND RELATED ITEMS SHALL BE INSTALLED AND BACKFILLED PRIOR TO COMMENCING WITH THE COLD IN-PLACE RECYCLING OPERATIONS.
- STORM SEWER REMOVAL, STORM SEWER INSTALLATION, TRENCH BACKFILL, PAVEMENT PATCHING AND RELATED ITEMS SHALL BE COMPLETED PRIOR TO COMMENCING WITH CURB AND GUTTER INSTALLATION.
- GUTTER REMOVAL, CURB & GUTTER REMOVAL, COMBINATION CONCRETE CURB & GUTTER INSTALLATION, PCC BASE COURSE WIDENING AND RELATED WORK ITEMS SHALL BE COMPLETED PRIOR TO COMMENCING WITH COLD IN PLACE RECYCLING, MILLING OR OVERLAY OPERATIONS.
- TYPE B GUTTER AND CLASS SI CONCRETE (OUTLET) SHALL BE INSTALLED AFTER PLACEMENT OF THE HOT-MIX ASPHALT SURFACE COURSE.
- TEMPORARY RAMPS SHALL BE INSTALLED AT ALL BUTT JOINT LOCATIONS PRIOR TO ALLOWING TRAFFIC TO CROSS ANY BUTT JOINT.
- IN ORDER TO ELIMINATE WATER PONDING ON THE ROADWAY, MILLING OPERATIONS SHALL COMMENCE AT THE OUTER EDGE OF THE STREET AND WORK TOWARD THE CENTERLINE. PAVING OPERATIONS SHALL COMMENCE AT THE CENTERLINE AND WORK TOWARD THE OUTER EDGE OF THE STREET.
- THE CONTRACTOR SHALL NOT BE PERMITTED TO PLACE A LIFT OF SURFACE COURSE IN ANY LANE UNTIL AFTER THE PRECEDING LIFT OF LEVELING BINDER OR BINDER COURSE IL-19.0 HAS BEEN PLACED IN THE ADJACENT LANE. SIMILARLY, THE CONTRACTOR SHALL NOT BE ALLOWED TO PLACE A LIFT OF SURFACE COURSE IN ANY LANE UNTIL AFTER THE PRECEDING LIFT OF LEVELING BINDER OR BINDER COURSE IL-19.0 HAS BEEN PLACED ON ADJACENT SIDEWALK OR DRIVEWAY ENTRANCE SURFACES.
- 8 INCH P.C.C. DRIVEWAY ENTRANCES AND THE ADJOINING CURB AND GUTTER SHALL BE STAGE CONSTRUCTED SUCH THAT ONE-HALF THE ENTRANCE WIDTH REMAINS OPEN AT ALL TIMES. THE 8 INCH P.C.C. DRIVEWAY ENTRANCE AT LEFT STATION 4+24.57 (BANK ATM) SHALL BE STAGE CONSTRUCTED SUCH THAT ACCESS TO 6TH STREET CAN BE ATTAINED FROM THE ADJACENT ALLEY.