

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 776	(116BR-1, BR-2, BR-3)B-1	HAMILTON	140	2
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT-		

GENERAL NOTES

THE THICKNESS OF HOT-MIX ASPHALT MIXTURES 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.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 0.08%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL BE USED FOR THE BASIS OF FINAL QUANTITIES:

ALL HOT-MIX ASPHALT	2.392 METRIC TONS/CU. METER (2.016 TONS/CU.YD.)
ALL AGGREGATE	2.43 METRIC TONS/CU. METER (2.05 TONS/CU.YD.)
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.41 LITERS/SQ. METER (0.09 GAL./SQ.YD.)
INTERMEDIATE LIFTS (FOG COAT)	0.20 LITERS/SQ. METER (0.04 GAL./SQ.YD.)
ON AGGREGATE SURFACE	1.45 LITERS/SQ. METER (0.32 GAL./SQ.YD.)
AGGREGATE (PRIME COAT)	0.0016 METRIC TONS/SQ. METER (0.0015 TONS/SQ.YD.)
RIPRAP	1.78 METRIC TONS/CU. METER (1.50 TONS/CU.YD.)

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.

TRIM EDGES OF EXISTING HOT-MIX ASPHALT SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW BASE COURSE WIDENING.

EARTHWORK COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.

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

IF THE CONTRACTOR ELECTS TO USE P.C.C. BASE COURSE WIDENING, SUCH WIDENING SHALL BE PRIMED ACCORDING TO ARTICLE 406.02, EXCEPT THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WIDENING.

LEVELING BINDER (MACHINE METHOD) SHALL BE USED TO CORRECT SAGS AND IRREGULARITIES IN THE EXISTING PAVEMENT AT LOCATIONS AS DIRECTED BY THE ENGINEER. IT IS NOT THE INTENTION THAT LEVELING BINDER (MACHINE METHOD) BE USED CONTINUOUSLY THROUGHOUT THE JOB.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT-MIX ASPHALT SURFACE REMOVAL OR HOT-MIX ASPHALT BINDER COURSE OR LEVELING BINDER, WHEN SPECIFIED.

AGGREGATE SURFACE COURSE TYPE B SHALL BE USED AS DIRECTED BY THE ENGINEER FOR MAINTENANCE PURPOSES. THE GRADATION SHALL BE CA-6 OR CA-10 AS DIRECTED BY THE ENGINEER. A QUANTITY OF 20 TONS HAS BEEN ESTIMATED FOR THIS WORK.

WHEN WIDENING FLEXIBLE BASE PAVEMENT, THE CONTRACTOR SHALL TRIM EXISTING SURFACE AND BASE TO A FIRM, NEAR VERTICAL PLANE BEFORE CONSTRUCTING THE WIDENING. THE COST OF THIS REQUIREMENT IS INCLUDED IN THE UNIT PRICE BID FOR THE BASE COURSE WIDENING.

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.

THE MINIMUM VERTICAL CLEARANCE FOR PERMANENT SIGNS PLACED ON BACKSLOPES SHALL BE 0.914 m (3 FT.) MEASURED FROM A POINT DIRECTLY BENEATH THE FAR EDGE OF THE SIGN.

THE LIMITS OF ROCK AND 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.

(FOR USE ON TWO-LANE PAVEMENTS)
THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED HOT-MIX ASPHALT SURFACE AT 100 m (300 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 140 mm (5 1/2 IN.) TALL, OF A DESIGN 5/8 IN. TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

THE REMOVAL OF EXISTING ENTRANCE PIPE CULVERTS ENCASED IN CONCRETE WILL BE CONSIDERED INCLUDED IN THE OTHER ITEMS OF CONSTRUCTION IF ONLY THE ENDS OF THE CULVERT (0.6 m (2 FT.) OR LESS) ARE ENCASED. IF MORE THAN 0.6 m (2 FT.) AT THE ENDS OF THE CULVERT ARE ENCASED IN CONCRETE, THE REMOVAL WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

HOT-MIX ASPHALT 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 600 METERS (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.

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

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 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

ANY MIXING OR PLACEMENT OF HOT-MIX ASPHALT MIXTURES OCCURRING PRIOR TO THE TEST STRIP EVALUATION IS AT THE CONTRACTOR'S OWN RISK.

(FOR USE IN PROJECTS THAT SPECIFY STANDARD 701316 AND 701321)
THE ADVANCE DETECTOR LOOPS ARE TYPICALLY LOCATED 300 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS SHOULD APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.

(FOR USE ON PROJECTS THAT SPECIFY STANDARD 701321)
THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE REMOVED IF A 10 FOOT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHOULD BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.

(FOR USE ON PROJECTS THAT SPECIFY STANDARD 701321)
VERTICAL PANELS SHOWN ON STANDARD 701321 WILL NOT BE REQUIRED ON THE STAGE II NEW BRIDGE PARAPET. THE BARRIER WALL REFLECTORS SHALL BE INSTALLED PRIOR TO OPENING TO TRAFFIC.

(FOR USE ON PROJECTS THAT SPECIFY STANDARD 701321)
ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC. THE TEMPORARY TRAFFIC SIGNALS SHALL BE SET TO FLASH ALL RED.

(FOR USE ON PROJECTS THAT SPECIFY STANDARD 701321)
NARROW BRIDGE SIGNS WITH ADVISORY TAGS "11 FT 0 IN" SHALL BE ERECTED BETWEEN ONE ROAD CONSTRUCTION AHEAD AND THE SIGNAL AHEAD SIGNS.

STRUCTURES WITH PROJECT LIMITS

STRUCTURE NO.	OPERATING RATING	INVENTORY RATING	POSTING
033-0020	1.172	.702	NONE
033-0021	1.172	.702	NONE
033-0022	1.172	.702	NONE

COMMITMENTS:

COMMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

UTILITIES:

HAMILTON CO TELEPHONE CO-OP,
HIGHWAY 142
P.O. BOX 40
DAHLGREN, IL 62928
KEVIN PYLE (618)738-2211

MIXTURE REQUIREMENTS	
LOCATION(S):	HOT-MIX ASPHALT SURFACE COURSE & LEVELING BINDER
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N90
AC/PG:	PG 64-22
RAP % (MAX):	10%
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE):	IL-9.5mm OR IL-12.5mm
FRICTION AGGREGATE:	C SURFACE
MIXTURE WEIGHTS:	112 LBS / SY / INCH THICKNESS

MIXTURE REQUIREMENTS	
LOCATION(S):	HOT-MIX ASPHALT BINDER COURSE & BASE COURSE
MIXTURE USE(S):	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
AC/PG:	PG 64-22
RAP % (MAX):	10%
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE):	IL-19.0mm
FRICTION AGGREGATE:	NONE
MIXTURE WEIGHTS:	112 LBS / SY / INCH THICKNESS

MIXTURE REQUIREMENTS	
LOCATION(S):	HOT-MIX ASPHALT SHOULDERS
MIXTURE USE(S):	HOT-MIX ASPHALT SHOULDERS
AC/PG:	PG 58-22
RAP % (MAX):	50%
DESIGN AIR VOIDS:	2.0%, 30 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE):	HOT-MIX ASPHALT AGGREGATE MIXTURE
FRICTION AGGREGATE:	NONE

Prepared By: *Joe Z...*
DISTRICT STUDIES & PLANS ENGINEER

Examined By: *John...*
DISTRICT LAND ACQUISITION ENGINEER

Examined By: *Carrie...*
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: *Warren...*
DISTRICT OPERATIONS ENGINEER

Examined By: *Joseph...*
DISTRICT CONSTRUCTION ENGINEER

Examined By: *Raymond...*
DISTRICT MATERIALS ENGINEER

Examined By: *John...*
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: *W...*
ASSISTANT REGIONAL ENGINEER

Approved By: *Mark C. R...*
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

DATE: Oct 11 20 07

HAMPTON, LENZINI & RENWICK, INC.
CIVIL & STRUCTURAL ENGINEERS

3085 STEVENSON DRIVE, SUITE 201
SPRINGFIELD, ILLINOIS 62703
(217) 546-3400

ELGIN • SPRINGFIELD

PROJECT NUMBER: 12-41-0021-1 DATE: 09/19/07
DESIGNED: L.F.S. CHECKED: S.W.M. DRAWN: W.J.S.

GENERAL NOTES AND MIXTURE REQUIREMENTS
F.A.P. ROUTE 776 (IL 142)
SECTION (116BR-1, BR-2, BR-3)B-1
HAMILTON COUNTY