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HIGHWAY STANDARDS

000001-06
 001006
 442201-03
 482011-03
 642001-02
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 701001-02
 701006-05
 701011-04
 701201-04
 701301-04
 701306-03
 701311-03
 701326-04
 701336-06
 701901-03
 780001-04
 781001-03

GENERAL NOTES

THE THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATION OCCURS DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES EXCEPT FOR QC/OA OF BITUMINOUS MIXTURES:

ALL HOT-MIX ASPHALT.....2.016 TONS/CU. YD.

ALL AGGREGATE.....2.05 TONS/CU. YD.

BITUMINOUS MATERIALS (PRIME COAT)

ON PAVEMENT...0.09 GALS/SQ. YD.

AGGREGATE (PRIME COAT).....0.0015 TONS/SQ. YD.

WEIGHT OF EARTH TO DETERMINE LIME.....2835 LB/CU. YD.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS WAS BASED ON ONE APPLICATION EACH FOR THE HMA SURFACE COURSE AND HMA BINDER AT THE RESURFACING LIMITS.

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 CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED FULL DEPTH PAVEMENT OR HMA RESURFACING AT 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 5 1/2" TALL OF A DESIGN APPROVED BY THE ENGINEER AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, HMA RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTER -LINE EDGE IS EXPOSED TO TRAFFIC.

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. THE PATCHING SURVEY DATE WAS ON 1/14/14

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

THE SPACING ON THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REDUCED TO 40' FROM STATION 1335+00 TO 1352+50.

THE QUANTITY FOR THE MATERIAL TRANSFER DEVICE IS FOR EVERYTHING EXCEPT THE HMA SHOULDER, 12' AND INCIDENTAL HMA SURFACING.

THE CONTRACTOR HAS THE OPTION OF SUBSTITUTING SUBBASE GRANULAR MATERIAL, TYPE A, 14" FOR PROCESSING MODIFIED SOIL 14" AT NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE ENGINEER IS TO CONTACT SCOTT STOKES WITH D9 TRAFFIC NEAR THE END OF THE PROJECT TO INSTALL NEW CHEVRONS AROUND THE CURVE ON IL 34.

COMMITMENT:

THERE IS A L.O.U. BETWEEN IDOT AND SALINE COUNTY, THE RE SHALL REVIEW AND COMPLY WITH THE CONTENTS OF THIS UNDERSTANDING. HARCO ROAD TO BE SIGNED AS A DETOUR FOR N.B. IL 34 TRAFFIC DURING STAGE II WORK ONLY. THIS DETOUR SHALL ONLY BE USED FOR 40 CONSECUTIVE CALENDER DAYS. HARCO ROAD HAS A 20 TON LOAD RESTRICTION.

FILE NAME :	USER NAME : halsteadt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STDS, & GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\p\work\p10dot\halsteadt\0373650\7	481-Design.dgn	DRAWN -	REVISED -			869	ID4RS-3	SALINE	21	2	
Default	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -			SCALE: SHEET OF SHEETS STA. TO STA.		CONTRACT NO. 78401			
	PLOT DATE = 1/28/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					