

## INDEX OF SHEETS

SHT NO	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STANDARDS, GENERAL NOTES
3	SIGNATURE SHEET, MIXTURES REQUIREMENTS
4-5	SUMMARY OF QUANTITIES
6-7	TYPICAL SECTIONS
8-9	SCHEDULES OF QUANTITIES
10-12	PAVEMENT MARKING LAYOUT SHEETS
13	DETAILS: ROUGH GROOVED SURFACE; UNEVEN LANES; CONCRETE BUTT-JOINT; P.C.C. PATCHING-PARTIAL DEPTH
14	DETAILS: SIDEROAD; PRIVATE OR COMMERCIAL ENTRANCE (BITUMINOUS SHOULDERS)
15	DETAILS: PRIVATE OR COMMERCIAL ENTRANCE (NO SHOULDERS)

## STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
442101-07	CLASS B PATCHES
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING, AND RESURFACING PROJECTS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-04	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701101-03	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES FOR SPEEDS ≥ 45 MPH
701422-05	LANE CLOSURE, MULTILANE, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701426-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701427-01	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701601-08	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRANSVERSABLE MEDIAN
701606-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-08	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-03	TRAFFIC CONTROL DEVICES
720006-03	SIGN PANEL DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS AND MARKERS)
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATORS RAISED REFLECTIVE PAVEMENT MARKERS
814001-02	HANDHOLES
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

## COMMITMENTS

THE RAILROAD AT APPROXIMATELY STATION 819+45 IS CURRENTLY OUT OF SERVICE. HOWEVER, SINCE IT IS RAILROAD PROPERTY, THE CONTRACTOR SHOULD CONTACT BILLY SCHULTZ (618-457-3423) PRIOR TO WORKING WITHIN 50' OF THE RAILROAD.

## GENERAL NOTES

- THE THICKNESS OF HOT MIX ASPHALT 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 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
INTERMEDIATE LIFTS (FOG COATS)	0.04 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
- 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.
- 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.
- AFTER A LIFT OF BITUMINOUS CONCRETE HAS BEEN PLACED ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150°
- 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.
- THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED HOT MIX ASPHALT SURFACE 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 IN.) TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- FORMS FOR COMBINATION CONCRETE CURB AND GUTTER SHALL BE OF METAL ONLY, EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.
- THE QUANTITY OF 'THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS' FOR THE TWO-WAY LEFT TURN LANE IS CALCULATED BASED ON 300' SPACING OF THE DUAL ARROWS. HOWEVER, THE SPACING MAY BE MODIFIED BY THE ENGINEER TO ASSURE THAT THE ARROWS ARE NOT IN THE PATH OF TRAFFIC FROM SIDEROADS AND ENTRANCES.
- NO VIBRATORY ROLLER SHALL BE USED IN PAVING OPERATIONS SOUTH OF THE EXISTING BITUMINOUS JOINT (STA. 805+35).
- A QUANTITY OF 100 FT OF COMBINATION CURB AND GUTTER, TYPE B-6.24 AND COMBINATION CURB AND GUTTER REMOVAL HAVE BEEN ESTIMATED FOR THE REPAIR OF ANY DETERIORATED CURB AND GUTTER. THE EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER.
- TWO CLASS C PATCHES (1-12'X12', 1-12'X40') HAVE BEEN INCLUDED TO ADDRESS PAVEMENT ISSUES NEAR 18TH & 19TH STREET IN CAIRO. THE EXACT LOCATION IS TO BE DETERMINED BY THE ENGINEER.
- ALL BASE MATERIAL DEEMED UNSUITABLE BY THE ENGINEER DURING PATCHING OPERATIONS NEAR THE RAILROAD CROSSING SHOULD BE REPLACED WITH POROUS GRANULAR EMBANKMENT (3" CLEAN ROCK) AND PAID FOR AS STATED IN ARTICLE 109.04.
- THE MAGNETIC RACEWAYS ON THE THREE LEGS OF THE INTERSECTION OF US 51 / IL 37 WILL BE REPLACED WITH DETECTOR LOOPS, TYPE 1. QUANTITY IS INCLUDED FOR NEW CABLE FROM DETECTOR LOOP TO CONTROLLER.
- ALL NON-ESSENTIAL ELECTRIC CABLE SHALL BE REMOVED FROM EXISTING CONDUIT THAT IS TO BE REUSED FOR INSTALLATION OF PROPOSED ELECTRIC CABLE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE PROPOSED ELECTRIC CABLE PAY ITEM.
- THE FURNISHING AND INSTALLATION OF THE 3.18 cm (1 1/4 IN.) CONDUIT WITH ITS TRENCHING AND BACKFILL FROM THE LOOP SAWCUT TO THE SPLICE POINT SHALL BE INCLUDED IN THE LOOP INSTALLATION UNLESS SHOWN OTHERWISE ON THE PLANS.
- THE INDUCTION LOOP WIRE AND LEAD-IN WIRE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
- SHIELDED CABLE TO LOOP LEADS SHALL BE GROUNDED AT THE CONTROLLER TERMINAL ONLY.
- ALL DETECTOR LOOP CORNERS SHALL BE CORE DRILLED 5.08 cm (2 IN.) MINIMUM DIAMETER EXCEPT THOSE PLACED UNDER RESURFACING. THE DETECTOR LOOP CORNERS PLACED UNDER RESURFACING SHALL BE DIAGONALLY SAWCUT.
- EXISTING SURFACE DISTURBED DURING EXCAVATION FOR FOUNDATIONS AND PUSH PITS SHALL BE RESTORED TO THE LIMITS AND CONDITION SPECIFIED BY THE ENGINEER OR AS SHOWN ON THE PLANS. UNLESS NOTED OTHERWISE ON THE PLANS THE REMOVAL AND RESTORATION SHALL BE INCLUDED IN THE CONTRACT.
- SAWED SLOTS FOR TWISTED PAIR ELECTRIC CABLES SHALL BE LARGER THAN SINGLE CONDUCTOR LOOP SLOTS.
- THE LOCATION OF THE DETECTOR LOOPS AND TRAFFIC SIGNAL FOUNDATIONS, AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER OF TRAFFIC OPERATIONS.
- IN AREAS OF MEDIAN WHERE CURB AND GUTTER IS ON THE HIGH SIDE OF THE PAVEMENT AND ALL WATER DRAINS AWAY FROM SAID CURB AND GUTTER, THE GUTTER SHOULD BE FILLED IN SO THAT NO WATER POOLS IN THESE AREAS.
- PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH) SHOULD BE USE TO GRIND THE CONCRETE MEDIAN TYPE C-4 DOWN TO AN ELEVATION LEVEL WITH ADJACENT LANES.

FILE NAME :	USER NAME : greenleem	DESIGNED :	REVISED :	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS, STANDARDS, GENERAL NOTES</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at:\p\work\p\wdot\greenleem\2013076\78344-sha-ovr-soq-index.dgn	DRAWN :	REVISED :	14						1137,18R,137X,138ZRS-4	ALEXANDER	15	2	
PLOT SCALE : 1/8"=1'-0"	CHECKED :	REVISED :	CONTRACT NO. 78344										
PLOT DATE : 8/24/2012	DATE :	REVISED :	SCALE:		SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT		