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HIGHWAY STANDARDS

STD. NO.	TITLE
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
353001-04	PCC BASE COURSE WITH HMA BINDER AND SURFACE COURSE
420001-07	PAVEMENT JOINTS
482011-03	HMA SHLD. STRIPS,SHDS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTION
542306-02	PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION
542311-01	GRATING FOR CONCRETE FLARED END SECTION (FOR 24" (600mm) THRU 54" (1350mm) PIPE)
542546-01	FLUSH INLET BOX FOR MEDIAN
601001-03	SUB-SURFACE DRAINS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
701101-02	OFF-ROAD OPERATIONS, MULTILANE, 15 FT (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15 FT (4.5m) FROM PAVEMENT EDGE
701421-02	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701422-02	LANE CLOSURE, MULTILANE, FOR SPEEDS > 45 MPH TO 55 MPH
701901-01	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-02	TYPICAL PAVEMENT MARKINGS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT WIDENING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5mm)	4% @ 50 GYR
LEVELING BINDER (MACHINE METHOD), N50, (IL 9.5mm)	4% @ 50 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE A IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALE BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).

2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.

3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

4. WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILTY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

5. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

6. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

7. FOR PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS, REFER TO DISTRICT ONE TYPICAL MARKINGS FOR DETAILS NOT SHOWN.

8. THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

9. MATCH EXISTING PAVEMENT MARKINGS AT PROJECT LIMITS.

10. THE RESIDENT ENGINEER SHALL CONTACT MS. CORA MATHIS, AREA TRAFFIC FIELD ENGINEER AT (815) 485-6475 AT MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.

11. REMOVAL OF EXISTING RAISED REFLECTIVE MARKER LENSES SHALL BE INCIDENTAL TO PAVEMENT MARKING REMOVAL AND WILL NOT BE PAID FOR SEPARARELY.

12. STANDARD 701422
    - TO BE USED FOR OVERNIGHT LANE CLOSURES
    - WILL BE IN PLACE DURING PAVEMENT REMOVAL AND PLACEMENT OF PCC BASE COURSE
    - STANDARD REQUIRES FLAGGER, WHICH DOES NOT SEEM NECESSARY WHEN NO WORK IS OCCURRING (NIGHTS, WEEKENDS)
    - PLACEMENT OF THIS STANDARD REQURIES REMOVAL OF SOME EXISTING LANE LINE PAVEMENT MARKING AND REMOVAL OF LENSES IN PAVEMENT MARKERS

13. STANDARD 701421
    - TO BE USED FOR DAYTIME LANE CLOSURES AND WILL BE USED WHEN STD. 701422 IS NOT IN PLACE
    - IF WORKING IN THE MEDIAN, CLOSURE OF BOTH NB AND SB LANES 1 WOULD LIKELY BE REQUIRED, WHICH WOULD MEAN THAT NB LANE 2 CANNOT BE CLOSED AT THE SAME TIME
    - WORK WILL HAVE TO BE STAGED IN ORDER TO ALLOW ACCESS TO MEDIAN CROSSOVER AND ENTRANCE.