

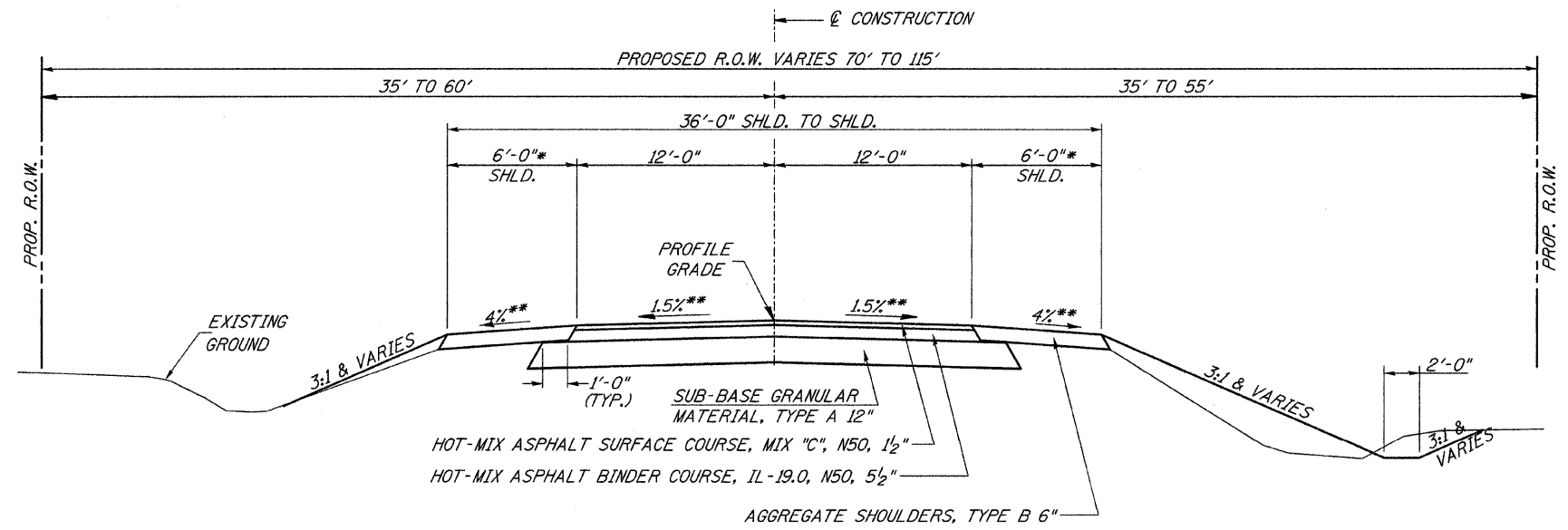
**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

	HMA BINDER	HMA SURFACE
PG GRADE	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4% @ N50	4% @ N50
MIXTURE COMPOSITION	IL-19.0	IL-12.5 OR IL-9.5
FRICITION AGGREGATE		MIXTURE C
DENSITY TEST METHOD	CORES	CORES

- \* MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.
- \*\* WHEN MORE THAN 20% RAP IS USED, A SOFTER ASPHALT BINDER (PG 58-22) MAY BE REQUIRED AS DETERMINED BY THE ENGINEER.

**STRUCTURAL DESIGN INFORMATION  
COUNTY HIGHWAY 25**

ROAD CLASSIFICATION: CLASS III 80,000 lb./20 YEAR DESIGN  
 STRUCTURAL DESIGN TRAFFIC:  
 PV = 1,306 SU = 104 MU = 74  
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:  
 P = 88% S = 7% M = 5%  
 MINIMUM SUBGRADE SUPPORT RATING: FAIR  
 FLEXIBLE PAVEMENT DESIGN: MINIMUM TF = 0.40  
 ASPHALT PAVEMENT THICKNESS: 7"  
 SUB-BASE GRANULAR MATERIAL, TYPE A: 12"



**PROPOSED TYPICAL SECTION**

STA. 16+75.00 TO STA. 19+34.64  
 STA. 20+67.00 TO STA. 24+00.00  
 EXCEPT TRANSITIONS

BRIDGE APPROACH PAVEMENT CONNECTOR  
 STA. 19+34.64 TO STA. 19+39.82  
 STA. 20+61.82 TO STA. 20+67.00

BRIDGE APPROACH PAVEMENT  
 STA. 19+39.82 TO STA. 19+69.82  
 STA. 20+31.82 TO STA. 20+61.82

BRIDGE OMISSION  
 STA. 19+69.82 TO STA. 20+31.82

\* CONSTRUCT GUARDRAIL SHOULDER WIDENING IN ACCORDANCE WITH STD 630301

\*\* TRANSITION ROADWAY AND SHOULDER CROSS SLOPE TO MATCH APPROACH PAVEMENT CROSS SLOPES FROM STA. 19+09.82 TO STA 19+39.82 AND FROM STA 20+61.82 TO STA 20+91.82

**GENERAL NOTES**

PLAN QUANTITIES FOR TREE REMOVAL HAVE BEEN BASED ON ALL TREES WITHIN THE PROPOSED RIGHT OF WAY. THIS QUANTITY MAY BE REVISED DURING CONSTRUCTION, AT THE DIRECTION OF THE ENGINEER, BY DELETING FROM THE TREE REMOVAL QUANTITIES, SUCH TREES THAT DO NOT INTERFERE WITH THE PROPOSED CONSTRUCTION.

THE REMOVAL OF EXISTING ASPHALT SURFACE AND GRAVEL OR CRUSHED STONE BASE COURSE WHICH MAY BE NECESSARY FOR THE CONSTRUCTION OF THE NEW BRIDGE SHALL BE REMOVED AS EARTH EXCAVATION AND NO COMPENSATION WILL BE ALLOWED FOR ADDITIONAL LABOR OR EQUIPMENT REQUIRED.

ALL WASTE OR UNDESIRABLE MATERIAL AS IDENTIFIED BY THE ENGINEER SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY AT THE CONTRACTOR'S EXPENSE.

ALL EXISTING PRIVATELY OWNED UTILITIES REQUIRING ADJUSTMENT WILL BE MADE BY THE UTILITY COMPANY INVOLVED. WHERE NO PROVISIONS HAVE BEEN MADE FOR ADJUSTMENTS ON THE PLANS, NO ADDITIONAL COMPENSATION WILL BE ALLOWED DUE TO DELAYS OR INCONVENIENCES CAUSED BY THE SAID UTILITY ADJUSTMENTS.

THE PROFILE GRADE ELEVATIONS SHOWN ON THE PLAN AND PROFILE SHEETS AND IN THE STATION CROSS SECTIONS ARE TO THE TOP OF THE FINISHED SURFACE.

ALL EXISTING DRAINAGE STRUCTURES NOT BEING REMOVED BY THE CONTRACTOR THAT ARE DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION

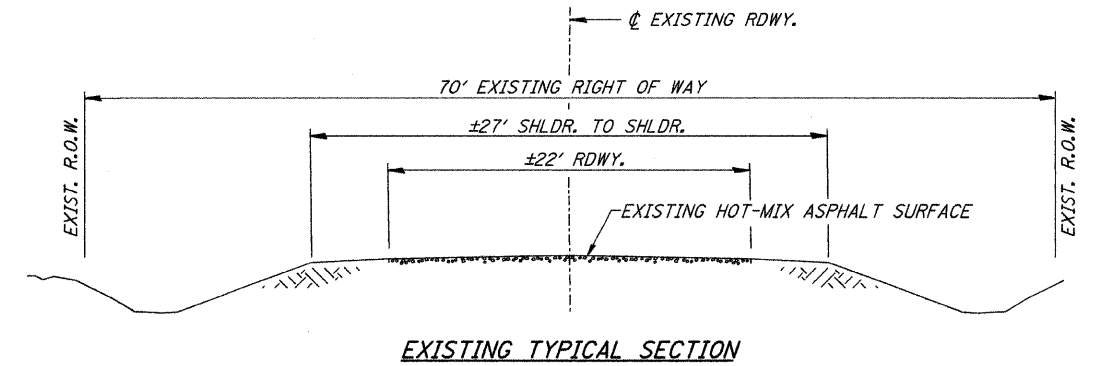
THE LOCATION OF UNDERGROUND UTILITIES SHOWN ON THE PLANS REPRESENTS THE BEST KNOWLEDGE OF THE COUNTY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATIONS OF UNDERGROUND INSTALLATIONS BEFORE STARTING CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL INDEMNIFY THE COUNTY, ITS OFFICERS AND EMPLOYEES AGAINST ALL CLAIMS DUE TO DAMAGE TO CORPORATE OR PRIVATE PROPERTY RESULTING FROM HIS CONSTRUCTION OPERATIONS AS DESCRIBED IN ARTICLES 107.20 AND 107.26 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR MAY BE REQUIRED TO CONDUCT SOME OF HIS GRADING AND TRENCHING OPERATIONS AROUND TRANSMISSION POLES AND UNDER TRANSMISSION LINES. THE ADDED COST OF SO DOING SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND PRESERVE PROPERTY MARKERS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT, HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

THE FINAL SURFACE OF ALL EMBANKMENT AREAS SHALL BE SEEDDED. THE TOP 4 INCHES OF THE SEEDED AREAS SHALL BE VEGETATION SUSTAINING SOIL SUBJECT TO THE APPROVAL OF THE ENGINEER. THE COST OF SHAPING THE SLOPES AND PROVIDING VEGETATION SUSTAINING SOIL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

ALL ELEVATIONS SHOWN REFER TO AN U.S.G.S. MEAN SEA LEVEL DATUM.



**EXISTING TYPICAL SECTION**

FILE NAME = V:\Bridges\2655-Lasalle\2655t001.dgn	USER NAME = cthomas	DESIGNED -	REVISED -	<b>LASALLE COUNTY COUNTY HIGHWAY 25 OVER BRANCH OF NETTLE CREEK</b>	<b>GENERAL NOTES, DETAILS, TYPICAL SECTIONS</b>	F.A.S. RTE. 271	SECTION 09-00658-00-BR	COUNTY LASALLE	TOTAL SHEETS 39	SHEET NO. 2		
PLOT SCALE = 1:8000 ft / IN.	CHECKED -	REVISED -	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA. 16+75.00 TO STA. 24+00.00	FED. ROAD DIST. NO. 7 [ILLINOIS]	FED. AID PROJECT BRS-0271(103)	CONTRACT NO. 87451		
PLOT DATE = 3/16/2010	DATE -	REVISED -										