

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	104BR-1	UNION	37	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**LIST OF HIGHWAY STANDARDS**

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-01	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
515001-02	NAME PLATE FOR BRIDGES
630001-07	STEEL PLATE BEAM GUARDRAIL
631032-03	TRAFFIC BARRIER TERMINAL, TYPE 6A
635001	DELINEATORS
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
701001-01	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 4.5 m (15') AWAY
701006-02	OFF-RD OPERATIONS, 2L, 2W, 4.5 m (15') TO 600 M (24') AWAY FROM PAVEMENT EDGE
701011-01	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-02	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-02	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-09	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-02	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701901	TRAFFIC CONTROL DEVICES
704001-04	TEMPORARY CONCRETE BARRIER
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

**GENERAL NOTES**

- THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
- EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:
 

ALL HOT MIX ASPHALT	2.392 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.)
- ALL SAWCUTTING OF EXISTING PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEMS INVOLVED. THE MINIMUM SAW DEPTH IN THE PAVEMENT SHALL BE 1 1/2" UNLESS OTHERWISE NOTED.
- THE THICKNESS OF HOT MIX ASPHALT MIXTURE 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.
- 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.
- THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.
- 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.
- ON ALL SUPERELEVATED CURVES, THE PROPOSED BASE COURSE WIDENING SHALL BE CONSTRUCTED WITH A SLOPE CONFORMING TO THE RATE OF SUPERELEVATION OF THE EXISTING PAVEMENT.
- ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.
- 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.
- EXISTING TRAFFIC BARRIER TERMINALS TO BE REMOVED SHALL BE PAID FOR AS GUARDRAIL REMOVAL.
- ALL ELEVATIONS REFERENCE TO U.S.G.S. MEAN SEA LEVEL DATUM.
- 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.
- 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 APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- 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.
- VERTICAL PANELS SHOWN ON STANDARD 701321 WILL NOT BE REQUIRED ON THE STAGE II NEW BRIDGE RAILING. THE GUARDRAIL MARKERS SHALL BE INSTALLED PRIOR TO OPENING TO TRAFFIC.

- 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 TURNED OFF OR COVERED.
- ALL OBSTRUCTIONS WHICH ARE WITHIN 18 FOOT OF THE EDGE OF PAVEMENT, AND ARE NOT SHIELDED BY THE PROPOSED GUARDRAIL, SHALL BE REMOVED BETWEEN STATION 265+87.00 AND STATION 271+00.00. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 4 IN. OR MORE ABOVE THE GROUNDLINE; AND TREES WHICH WILL MATURE TO A DIAMETER OF 4 IN. OR GREATER.
- 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.
- COMMITMENTS: NONE AS OF DECEMBER 14, 2007, REFER TO COMMITMENT FILE FOR ANY COMMITMENTS AFTER THIS DATE.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PREPARED BY: Jo Macpherson  
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DISTRICT CONSTRUCTION ENGINEER

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ASSISTANT REGIONAL ENGINEER

EXAMINED BY: May C. Kamei  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Dec 6 2007  
DATE

REVISIONS	
NAME	DATE

**COOMBE-BLOXDORF P.C.**  
Engineers / Land Surveyors  
Springfield, Illinois  
Design Firm License No. 184-002703

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND STANDARDS  
IL ROUTE 146 OVER DUTCH CREEK  
FAP RT 885 SECTION 104BR-1  
UNION COUNTY

SCALE: \_\_\_\_\_ DRAWN BY CFC  
DATE \_\_\_\_\_ CHECKED BY MCB

PLT DATE = 12/05/2007  
FILE NAME = C:\general\mcbstd.dgn  
PLOT SCALE = 1:80000 / IN.  
USER NAME = CFC