

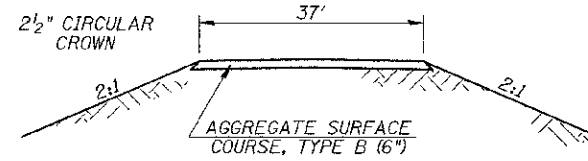
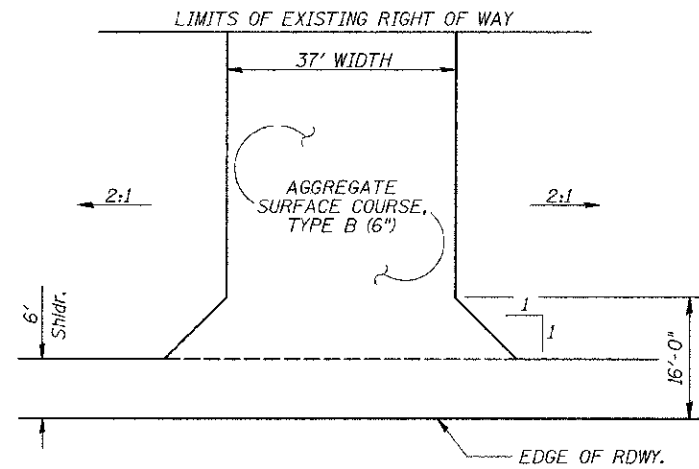
**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

	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-9.5
FRICTION 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 19**

ROAD CLASSIFICATION: CLASS III 80,000 lb./20 YEAR DESIGN  
 STRUCTURAL DESIGN TRAFFIC:  
 PV = 1,312 SU = 104 MU = 75  
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:  
 P = 88% S = 7% M = 5%  
 MINIMUM SUBGRADE SUPPORT RATING: FAIR  
 FLEXIBLE PAVEMENT DESIGN: MINIMUM IF = 0.40  
 ASPHALT PAVEMENT THICKNESS: 7"  
 SUB-BASE GRANULAR MATERIAL, TYPE A: 12"



**FIELD/Private ENTRANCE**  
STA 20+39 LT

\*\*\* THE PROPOSED PAVEMENT STRUCTURE SHOWN SHALL BE PLACED IN THE AREA ABOVE THE EXCAVATION FOR CONSTRUCTION OF THE PROPOSED BOX CULVERT. THE PROPOSED PAVEMENT FROM THIS AREA TO THE PROJECT LIMITS SHALL BE HMA PAVEMENT PLACED OVER THE EXISTING HMA PAVEMENT TO THE PROPOSED PROFILE GRADE LINE WITH BUTT JOINTS AS DETAILED.

**GENERAL NOTES**

THE REMOVAL OF EXISTING ASPHALT SURFACE AND GRAVEL OR CRUSHED STONE BASE COURSE WHICH MAY BE NECESSARY FOR THE CONSTRUCTION OF THE NEW STRUCTURE SHALL BE REMOVED AS STRUCTURE EXCAVATION, WHICH IS INCLUDED IN THE COST OF CONCRETE BOX CULVERTS, 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

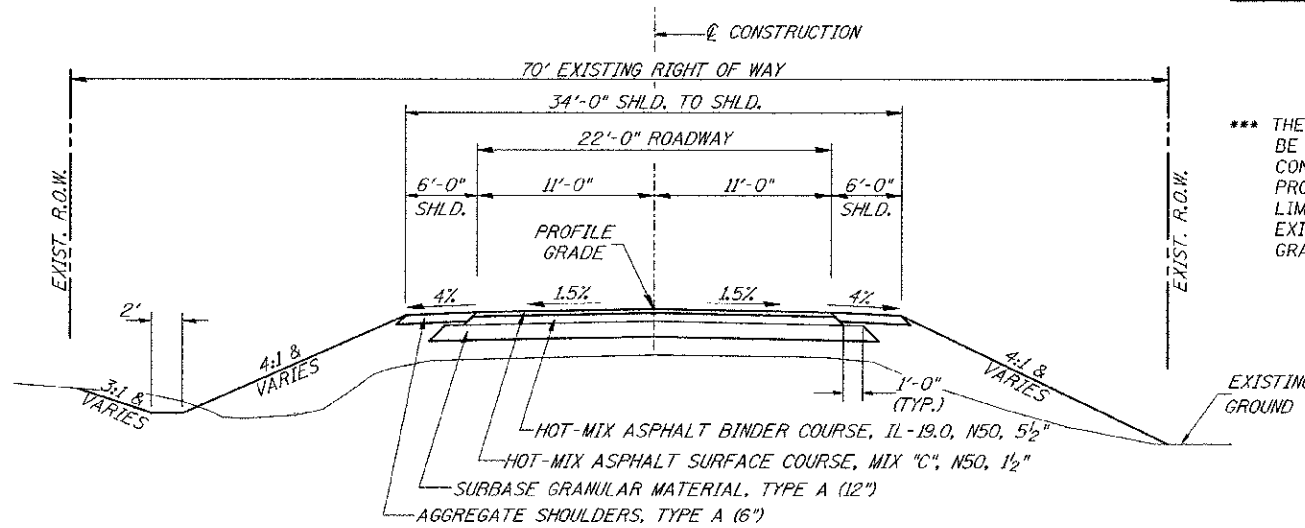
THE LOCATION OF UNDERGROUND UTILITIES SHOWN ON THE PLANS REPRESENTS THE BEST KNOWLEDGE OF THE COUNTY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATIONS OF UNDERGROUND INSTALLATIONS BEFORE STARTING CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL INDEMNIFY THE COUNTY, ITS OFFICERS AND EMPLOYEES 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.

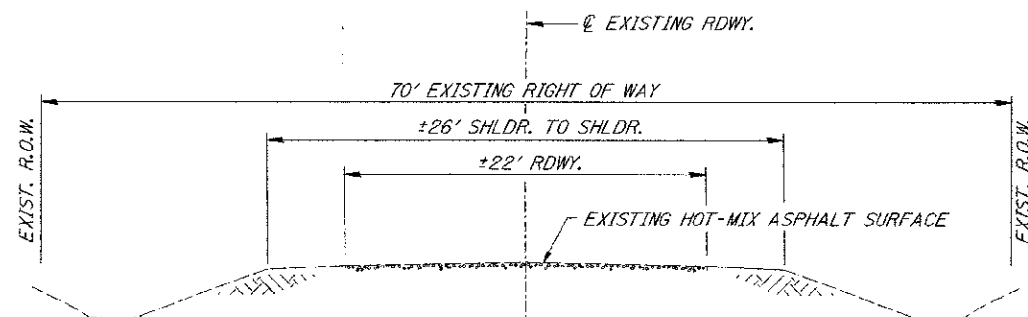
WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND PRESERVE PROPERTY MARKERS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR, OR AGENT, HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

THE FINAL SURFACE OF ALL DISTURBED/EMBANKMENT AREAS SHALL BE SEEDED. THE TOP 4 INCHES OF THE SEEDED AREAS SHALL BE COHESIVE 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 EARTH EXCAVATION. TOPSOIL MAY BE STRIPPED AND STOCKPILED FROM THE SITE OR HAULED IN FROM AN ALTERNATE LOCATION AS APPROVED BY THE ENGINEER.

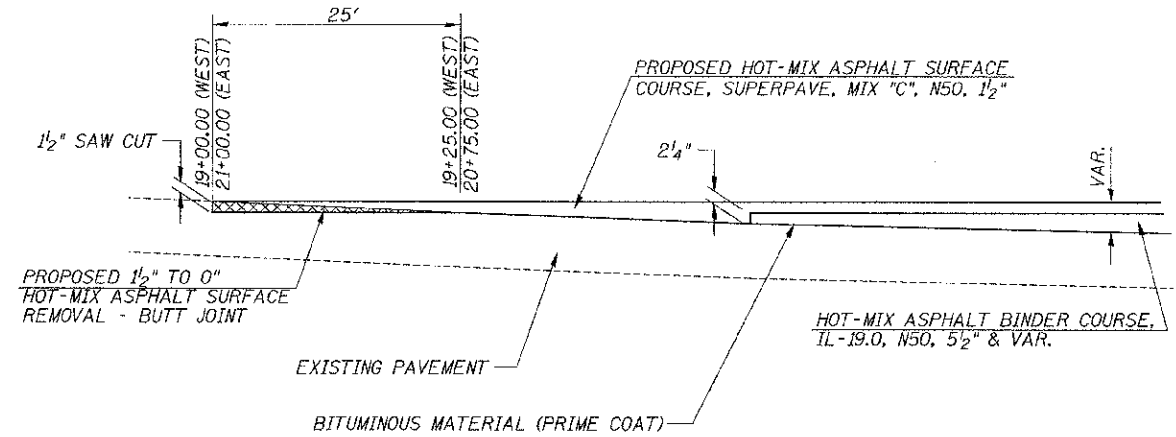
ALL ELEVATIONS SHOWN REFER TO AN U.S.G.S. MEAN SEA LEVEL DATUM.



**PROPOSED TYPICAL SECTION \*\*\***  
STA. 19+00.00 TO STA. 21+00.00  
EXCEPT TRANSITIONS



**EXISTING TYPICAL SECTION**



**BUTT JOINT DETAIL**

FILE NAME = V:\Brdg\3283-LeSalle\32831001.dgn	USER NAME = ethomas	DESIGNED -	REVISED -	<b>LASALLE COUNTY COUNTY HIGHWAY 19 OVER FIRST CREEK</b>	<b>GENERAL NOTES, DETAILS, TYPICAL SECTIONS</b>	F.A.S. RTE. 270	SECTION 13-00727-00-BR	COUNTY LASALLE	TOTAL SHEETS 13	SHEET NO. 2	
PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISED -	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA. 19+00.00 TO STA. 21+00.00	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT BRS-0270102	
PLOT DATE = 3/22/2013	DATE -	REVISED -									