

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420111-03	PCC PAVEMENT ROUNDOUTS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
602301-03	INLET - TYPE A
602306-03	INLET - TYPE B
602401-03	MANHOLE TYPE A
602406-05	MANHOLE TYPE A 6' (1.8m) DIAMETER
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604036-02	GRATE TYPE 8
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
701006-04	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701606-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701901-02	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
BLR 10-6	PCC PAVEMENT SPECIAL (NONREINFORCED)
BLR 14-10	PORTLAND CEMENT CONCRETE PAVEMENT (NONREINFORCED)
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
BLR 22-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS (2L, 2W RURAL TRAFFIC, ROAD CLOSED TO THRU TRAFFIC)

DISTRICT 5 STANDARDS

7800AAAA	PAVEMENT MARKING AND MARKERS (RURAL & URBAN APPLICATIONS)
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COMMITMENTS

GENERAL NOTES

- THE PROPOSED PROFILE GRADE WAS BASED ON CROSS SECTIONS FROM A 1997 FIELD SURVEY, UPDATED IN 2010 & 2012. THE PROPOSED PROFILE GRADE MAY HAVE TO BE ADJUSTED TO FIT ACTUAL FIELD CONDITIONS.
- ALL DISTURBED AREAS ARE TO RECEIVE TOPSOIL (TYPICAL).
- REMOVAL OF EXISTING ASPHALT ON AN AGGREGATE BASE, TAR AND CHIP PAVEMENT, AND AGGREGATE SURFACE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR EARTH EXCAVATION.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE THROUGHOUT THE CONSTRUCTION OF THIS PROJECT.
- STORM SEWERS ARE DESIGNED FOR A TEN YEAR STORM. CROSS ROAD CULVERTS ARE DESIGNED FOR A THIRTY YEAR STORM.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS THE JULIE NUMBER IS 1-800-892-0123. THE FOLLOWING UTILITIES LOCATED WITHIN THE LIMITS OF THIS IMPROVEMENT ARE MEMBERS OF J.U.L.I.E.

NICOR
ILLINOIS POWER CO.
CORN BELT ELECTRIC COOP

GTE NORTH
TELECABLE OF B/N, INC.
MCLEOD USA
- ALL URBAN TURF AREAS DISTURBED DURING CONSTRUCTION WILL BE REPLACED WITH SEEDING CLASS I AND MULCH ANCHORED PER PROCEDURE 2, IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION 251 OF THE STANDARD SPECIFICATIONS.
- THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TON/CU
BITUMINOUS MATERIAL PRIME COAT		VARIES
AGGREGATE PRIME COAT	4	LB/SY
HOT-MIX ASPHALT	112	LB/SY/IN
LEVEL BINDER (MACHINE METHOD)	112	LB/SY/IN
NITROGEN FERTILIZER NUTRIENTS	90	LB/ACRE
PHOSPHOROUS FERTILIZER NUTRIENTS	90	LB/ACRE
POTASSIUM FERTILIZER NUTRIENTS	90	LB/ACRE
MULCH	2	TON/ACRE
EMULSIFIED ASPHALT	150	GAL/ACRE
- THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT OR SURFACE COURSE UNLESS OTHERWISE INDICATED.
- THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL BE REQUIRED AS REQUESTED BY THE ENGINEER TO RELOCATE OR TO REMOVE AND REINSTALL ALL ROAD SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION.

ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:

- SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK DEMANDS.
- EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO HIGHWAY TRAFFIC. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND NEAT FOR THE DURATION OF THE TEMPORARY SETTING.
- ALL PAVEMENT MARKINGS PROPOSED WITHIN A GIVEN WORK AREA SHALL BE COMPLETED PRIOR TO CONSTRUCTION PHASE CHANGE.

- 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 PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- THE CONNECTION OF EXISTING DRAIN TILES, PIPE CULVERTS, OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM STRUCTURE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE PAY ITEMS FOR THE PROPOSED DRAINAGE SYSTEM.
- A FULL DEPTH SAW CUT SHALL BE PROVIDED AT ALL REMOVAL LIMITS UNLESS OTHERWISE SHOWN ON THE PLANS. THIS WORK SHALL BE INCLUDED IN THE COST OF REMOVAL ITEMS.
- AREA CRACK CONTROL TREATMENT IS TO BE PLACED ON BINDER.
- THE DEPTH OF AGGREGATE SURFACE FOR DRIVEWAY PAVEMENTS SHALL BE 6 INCHES FOR PRIVATE OR FIELD ENTRANCES AND 8 INCHES FOR COMMERCIAL ENTRANCES. QUANTITIES ARE FIGURED FULL DEPTH FOR THE DRIVEWAYS EXTENDING TO THE PROPOSED R.O.W. LINE. WHERE POSSIBLE, AGGREGATE WEDGE SHALL BE USED INSTEAD OF FULL DEPTH AGGREGATE AS APPROVED BY THE ENGINEER.
- THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.
- ALL LEVELING BINDER OR BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER. THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- EQUIPMENT USED FOR EXCAVATION AND GRADING SHALL BE TRACK DRIVEN EQUIPMENT MEETING THE RESTRICTED WEIGHT AND LOADING REQUIREMENTS OF NICOR GAS COMPANY WHEN OPERATING ABOVE OR NEAR THE GAS MAINS RUNNING ALONG LINDEN STREET AND NORTHTOWN ROAD. THE CONTRACTOR SHALL SUBMIT THE MANUFACTURER AND MODEL FOR HIS/HER PROPOSED EQUIPMENT FOR REVIEW AND APPROVAL BY NICOR BEFORE WORKING OVER OR AROUND NICOR GAS MAINS. MEDIUM SIZED TRACK EQUIPMENT IS ANTICIPATED TO BE ACCEPTABLE BUT IS NOT GUARANTEED. THE AMOUNT OF COVER OVER THE GAS MAIN WILL BE A DETERMINING FACTOR ON THE ALLOWABLE WEIGHT OF THE EQUIPMENT.
- UTILITY LOCATIONS SHOWN ON THE PLANS AND CROSS SECTIONS ARE APPROXIMATE ONLY. THE LOCATIONS ARE SHOWN BASED ON CURRENT RECORDS PROVIDED BY THE UTILITY COMPANIES. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. AND THE RESPECTIVE UTILITY COMPANY TO OBTAIN ACTUAL LOCATIONS AND DEPTHS OF UTILITIES.



DESIGNED - PJM	REVISED -
DRAWN - JJO/LAT	REVISED -
CHECKED - PJM	REVISED -
DATE - 01/18/13	REVISED -

**TOWN OF NORMAL
NORTHTOWN ROAD FROM
1200' WEST OF LINDEN STREET TO TOWANDA AVENUE**

HIGHWAY STANDARDS, GENERAL NOTES, AND COMMITMENTS			
SCALE:	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6375	00-00206-00-RP	McLEAN	129	2
CONTRACT NO. 91479				
ILLINOIS FED. AID PROJECT				