

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	111N-1	WILL	209	1
ILLINOIS CONTRACT NO. 62A65				

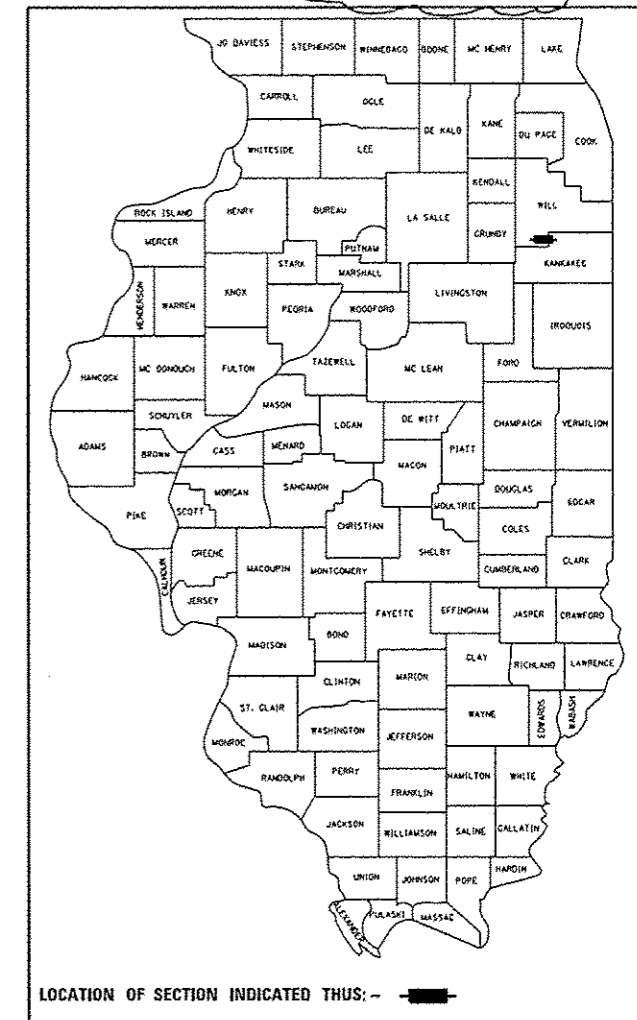
*209 + 1 = 210

FOR INDEX OF SHEETS, SEE SHEET NO. 2

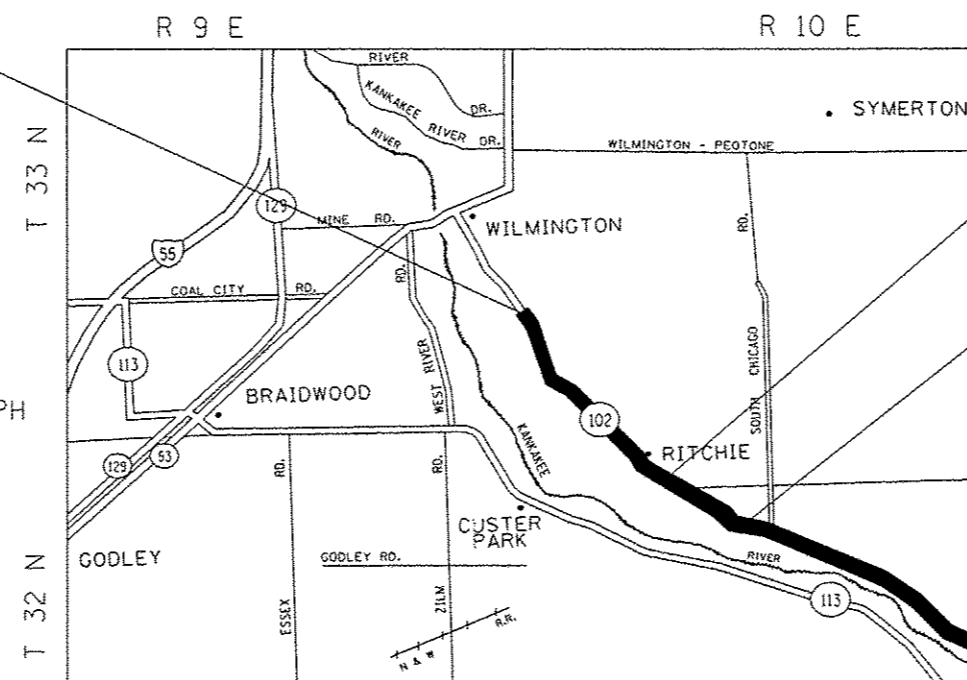
PROJECT LOCATED IN THE CITY OF WILMINGTON, UNINCORPORATED WESLEY TOWNSHIP AND UNINCORPORATED CLUSTER TOWNSHIP

PROPOSED
HIGHWAY PLANS

F.A.P. 631 (IL ROUTE 102)
JOHN STREET TO KANKAKEE COUNTY LINE
SECTION: 111N-1
PROJECT ACHSIP-0631(018)
SHOULDER REPAIR AND MILLED RUMBLE STRIPS
WILL COUNTY
C-91-284-15



PROJECT BEGINS
STA. 48+00

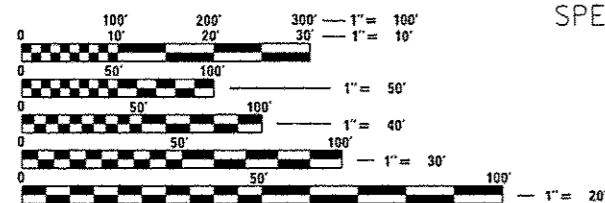


SN: 0990169
Sta. 242+88

SN: 099-0170
Sta. 292+58

PROJECT ENDS
STA. 508+00

TRAFFIC DATA:
2015 ADT - 3500
SPEED LIMIT - 35-55 MPH



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: DAN WILGREEN (847) 705-4240
PROJECT MANAGER: FAWAD AQUEEL (847) 708-4247

GROSS LENGTH = 46000.00 FT. = 8.71 MILE
NET LENGTH = 45586.00 FT. = 8.63 MILE

CONTRACT NO. 62A65

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED May 18 2016

John F. Williams, PE
REGIONAL ENGINEER

July 1 2016
Maurice M. Addis, PE
ENGINEER OF DESIGN AND ENVIRONMENT

July 1 2016
David Cameron, PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

REV. 7-20-16

INDEX OF SHEETS

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701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS -DAY ONLY
701326-04	LANE CLOSURE, 2L, 2W PAVEMENT WIDENING, FOR SPEEDS >= 45MPH
701336-06	LANE CLOSURE, 2L, 2W WORK AREAS IN SERIES, FOR SPEEDS >= 45 MPH
701502-06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-05	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

- ① BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION REQUIRED).
- ② THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF WILMINGTON, AND THE UNINCORPORATED TOWNSHIPS OF WESLEY AND CLUSTER.
- 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 THE REMOVAL OF GUARDRAIL TERMINAL SECTIONS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR "GUARDRAIL REMOVAL."
- ⑤ DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- ⑥ IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

- ⑦ THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- ⑧ THE ENGINEER SHALL CONTACT ERIC CAMPOS, IDOT'S AREA TRAFFIC FIELD ENGINEER FOR WILL COUNTY, VIA E-MAIL AT ERIC.CAMPOS@ILLINOIS.GOV AND, OR AT (815)-485-6475, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKING.
- ⑨ THE THICKNESS OF THE HMA 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 HMA MIXTURE IS PLACED.
- ⑩ WHERE SECTION OR SUB-SECTION 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 THEIR LOCATION.
- ⑪ BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING.
- ⑫ EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- ⑬ THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE TO BEGINNING WORK.
- ⑭ ALL SAW CUTS REQUIRED TO REMOVE THE EXISTING ASPHALT SHOULDER, AS SHOWN IN THE PLANS, SHALL BE INCLUDED IN THE COST FOR PAVED SHOULDER REMOVAL.
- ⑮ OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLAS D PATCHING, UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED IN THE CONTRACT SPECIFICATIONS.
- ⑯ AGGREGATE SUBGRADE IMPROVEMENT (CU YD) IS PROVIDED FOR USE AT LOCATIONS WHERE SUBGRADE SOILS ARE IDENTIFIED AS UNSTABLE AND/OR UNSUITABLE. THE NEED FOR REMOVAL OF SUCH SOILS WILL BE DETERMINED BY A TRAINED SOILS INSPECTOR/ENGINEER THROUGH THE USE OF A STATIC OR DYNAMIC CONE PENETROMETER AND THE DEPTH OF REMEDIATION TREATMENT ACCORDING TO THE SUBGRADE STABILITY MANUAL. THE REMOVAL OF SUCH SOILS WILL BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL (CU YD).

- ⑰ WHEN CONSTRUCTION OPERATIONS ON TWO-LANE ROADS OPEN TO TRAFFIC RESULT IN THE REMOVAL OR COVERING OF ANY PAVEMENT STRIPING INDICATING PASSING RESTRICTIONS, "NO PASSING ZONES NOT STRIPED NEXT MILES" SIGNS SHALL BE USED. THE CONTRACTOR SHALL PLACE THE SIGNS AT THE BEGINNING OF THE UNSTRIPED AREA, JUST BEYOND EACH MAJOR INTERSECTION WITHIN THE UNSTRIPED AREA, AND AT SUCH OTHER LOCATIONS AS THE ENGINEER MAY DIRECT TO ENSURE A MINIMUM SPACING OF FIVE MILES.
- ⑱ SHOULDER DROP-OFF OF GREATER THAN 4" AND LESS THAN 12" IS PERMITTED FOR LESS THAN 0.5 MILE LENGTH OF DROP-OFF EXPOSURE IN WORK ZONE OR LESS THAN 48 HOUR CLOSURE TIME. THE CONTRACTOR SHALL MEET A 4" DROP-OFF WITHIN 48 HOURS TO AVOID PLACING BARRIER WALL. UNLESS WRITTEN APPROVAL IS GIVEN BY THE ENGINEER.
- ⑲ THE SIGNS SHALL BE PLACED JUST PRIOR TO REMOVAL OR COVERING OF THE STRIPE AND SHALL REMAIN IN PLACE UNTIL FULL NO PASSING ZONE STRIPING HAS BEEN RESTORED. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO EXTRA COMPENSATION WILL BE ALLOWED.
- ⑳ DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS
- ㉑ DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
- ㉒ THE CONTRACTOR SHALL VERIFY THE EXISTING TYPE/HEIGHT OF EXISTING GUARDRAIL BEFORE ORDERING THE NEW TERMINAL SECTION, COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION SHALL MATCH THE HEIGHT OF THE EXISTING GUARDRAIL.
- ㉓ SHOULDERS SHALL NOT BE REMOVED ON BOTH SIDES AT THE SAME TIME IN ANY LOCATION.
- ㉔ FINAL TREE REMOVAL LOCATIONS WILL BE PROVIDED BY THE BUREAU OF MAINTENANCE, LANDSCAPING UNIT, PRIOR TO THE START OF CONSTRUCTION.
- ㉕ ALL SAW CUTS REQUIRED TO REMOVE THE EXISTING ASPHALT SHOULDER, AS SHOWN IN THE PLANS, SHALL BE INCLUDED IN THE COST FOR PAVED SHOULDER REMOVAL.
- ㉖ ALL BRIDGE STRUCTURES SHALL BE OMITTED, UNLESS WRITTEN APPROVAL IS GRANTED BY THE ENGINEER.
- ㉗ ATTENTION IS CALLED TO ARTICLE 701.08 IN WHICH EXCAVATION ON BOTH SIDES OF THE PAVMENT AT ANY ONE LOCATION AT THE SAME TIME WILL NOT BE PERMITTED
- ㉘ FINAL TREE REMOVAL LOCATIONS WILL BE PROVIDED BY BUREAU OF MAINTENANCE LANDSCAPING UNIT, PRIOR TO START OF CONSTRUCTION

GENERAL NOTES CONTINUED...

⑲ THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AND EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU PRACTICES CAN BE FOUND IN SECTION II.G.1 AND 2 OF THE SWPPP THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ESC NOTES

- ① ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES - MAINTENANCE GUIDE: ([HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL](http://www.idot.illinois.gov/transportation-system/environment/erosion-and-sediment-control)).
- ② THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE FO ALL SOIL EROSION CONTROL DURING CONSTRUCTION
- ③ THE CONTRACTOR SHALL CHECK ALL ESC MEASURES WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.
- ④ ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.
- ⑤ TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY UPON COMPLETION OF DISTURBANCE OR IF THE WORK AREA IS TO BE LEFT UNDISTURBED FOR 14 DAYS OR MORE.
- ⑥ UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDD AT ONE TIME.
- ⑦ EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE RE.
- ⑧ "WETLANDS NO INTRUSION" SIGNAGE SHOUDL ALSO BE PROVIDED AT THE BOUNDARY OF ALL UN-IMPACTED WETLANDS AND/OR WOUS. THE CONTRACTOR CAN BORROW THE SIGNS FROM THE BUREAU OF MAINTENANCE. INCLUDE TEMPORARY FENCING AND WETLAND SIGNAGE WITH THE EROSION AND SEDIMENT CONTROL STRATEGY.

Added Sheet 7-20-16

FILE NAME =	USER NAME = curryaw	DESIGNED =	REVISED = 7-12-2016 A.C.	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 102 (JOHN ST. TO KANKAKEE CO. LINE)		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Documents\1007 Offices\District 1\Projects\PI30512\shc-gennote.dwg		DRAWN	REVISED =		INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES		631	111N-1	WILL	209	2A
PLOT SCALE = 1/8" = 1'-0"		CHECKED =	REVISED =		SCALE: SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 62A65				
PLOT DATE = 7/13/2016		DATE =	REVISED =		ILLINOIS FED. AID PROJECT						

URBAN

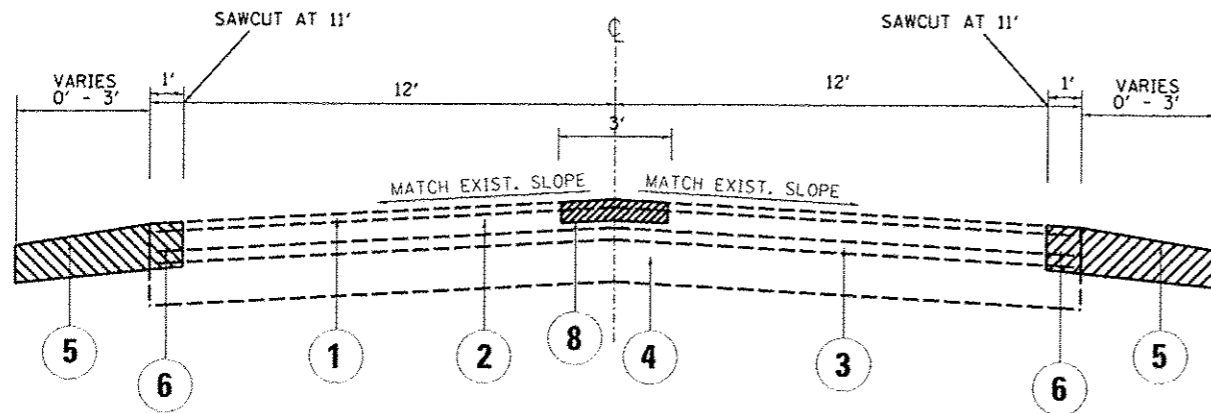
URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED 10% STATE 0021			
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	720	720			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	490	490			
20200100	EARTH EXCAVATION	CU YD	5270	5270			
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	3614	3614			
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SO YD	5202	5202			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	9680	9680			
25000210	SEEDING, CLASS 2A	ACRE	2.0	2.0			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	220	220			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	220	220			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	220	220			
25100630	EROSION CONTROL BLANKET	SQ YD	9680	9680			
28000305	TEMPORARY DITCH CHECKS	FOOT	1000	1000			
28000400	PERIMETER EROSION BARRIER	FOOT	1950	1950			

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED 10% STATE 0021			
28000510	INLET FILTERS	EACH	10	10			
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	1156	1156			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	20514	20514			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	23.5	23.5			
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	130	130			
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	1748	1748			
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	15600	15600			
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	770	770			
44004250	PAVED SHOULDER REMOVAL	SQ YD	10130	10130			
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	400	400			
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	300	300			
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	40520	40520			

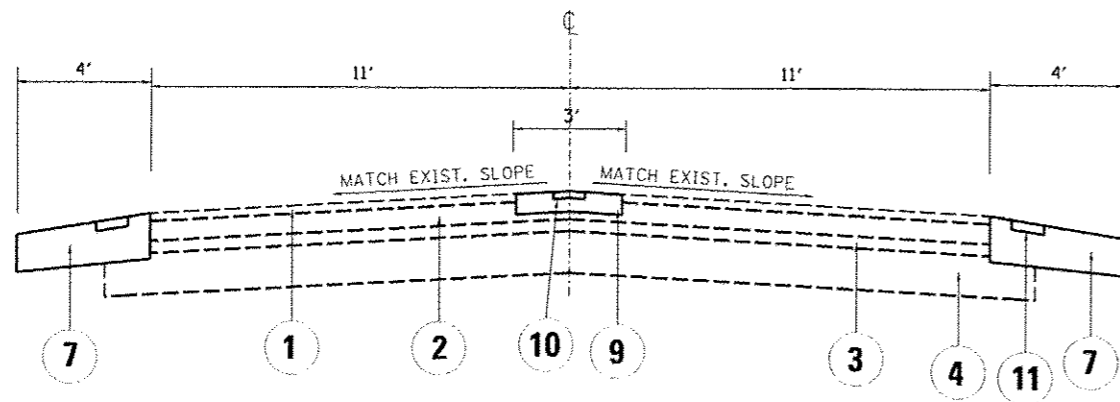
* SPECIALTY ITEM Rev. 7-20-16

IL. ROUTE 102



EXIST. TYPICAL SECTION
STA. 47+13.64 TO STA. 508+00.00

IL. ROUTE 102



PROP. TYPICAL SECTION
STA. 47+13.64 TO STA. 508+00.00

LEGEND

- ① EXISTING HMA SURFACE COURSE, 1 1/2"
- ② EXISTING HMA OVERLAY 4" TO 6 1/2"
- ③ EXISTING HMA OVERLAY 3"
- ④ EXISTING HMA BASECOURSE (VAR. THICKNESS)
- * ⑤ EXISTING AGGREGATE SHOULDER, 6" TO BE REMOVED
- ** ⑥ PROPOSED PAVED SHOULDER REMOVAL
- ⑦ PROPOSED HMA SHOULDER 8"
- ⑧ PROPOSED HMA SURFACE REMOVAL, 2"
- ⑨ PROPOSED HMA SURFACE COURSE, MIX "D", N50
- ⑩ PROPOSED CENTERLINE RUMBLE STRIPS, (16" WIDE)
- ⑪ PROPOSED SHOULDER RUMBLE STRIPS, (8" WIDE)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS (%) @ Nos	OMP
-HMA SHOULDER 8"-		
HOT-MIX ASPHALT SURFACE COURSE 2", MIX "D", N50 (IL 9.5MM)	4% @ 50 GYR.	OCP
HOT-MIX ASPHALT BINDER, IL-19.0, 6"	4% @ 50 GYR.	OCP
-CENTERLINE RESURFACING-		
HOT-MIX ASPHALT SURFACE COURSE 2", MIX "D", N50 (IL 9.5MM)	4% @ 50 GYR.	OCP
-CLASS D PATCHING-		OC/OA
CLASS D PATCH (HMA BINDER IL-19MM)	4% @ 70 GYR.	OCP
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR.	OC/OA
OMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (OC/OA); QUALITY CONTROL FOR PERFORMANCE (OCP)		

NOTES:

- QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE
- SHOULDER RUMBLE STRIPS SHALL BE PLACED ACCORDING TO HIGHWAY STANDARD 642006
- RUMBLE STRIPS ARE TO BE PLACED ON NEW HMA SHOULDERS AND IN AREAS WHERE 4' (OR WIDER) SHOULDER EXISTS.
- CENTER LINE RUMBLE STRIPS ARE TO BE PLACED ACCORDING TO "RUMBLE STRIPS FOR CENTERLINE, NON-FREEWAY" DETAIL.
- 3' PAVED SHOULDER WIDTH SHOULD BE PROVIDED FOR BICYCLE ACCOMMODATIONS
- AGGREGATE SHOULDER REMOVAL TO BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- * THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SOYD/IN
- ** ALL PAVEMENT REMOVAL, FOR THE PURPOSE OF CONSTRUCTING NEW HMA SHOULDERS, IS TO BE PAID FOR AS PAVED SHOULDER REMOVAL
- THE "AC TYPE" FOR POLYMERIZED HMA MIXTURES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
- FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS
- WHERE GUARDRAILS ARE PRESENT ON HMA SHOULDER THE MILLING AND RESURFACING LIMIT SHALL BE A MINIMUM OF ONE FOOT AWAY FROM THE GUARDRAIL FACE, UNLESS OTHERWISE SPECIFIED BY THE ENGINEER.