

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	02-03-1,1-2,1-3RS-1	ALEXANDER	22	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SIGNATURE BLOCK
3	INDEX OF SHEETS, HIGHWAY STANDARDS GENERAL NOTES, MIXTURE REQUIREMENTS
4	SUMMARY OF QUANTITIES
5-6	FAI 57 TYPICAL SECTIONS
7	RAMP AND TRANSITION DETAILS
8-9	SCHEDULES OF QUANTITIES
10-13	PLAN LAYOUT
14	DETAILS: RAILROAD OVERPASS TAPER DETAIL
15-16	DETAILS: RAISED REFLECTIVE PAVEMENT MARKER FOR RAMPS
17	DETAILS: CAIRO INTERCHANGE RAMPS INFORMATION
18	DETAILS: MEDIAN CROSSOVER - STA. 1043+44
19-20	DETAILS: TEMPORARY BITUMINOUS CONCRETE TRANSITIONS; UNEVEN PAVEMENT SIGN; GROOVED PAVEMENT SIGN
21-22	DETAILS: EX. CONTINUOUSLY REINFORCED PCC PAVEMENT STANDARD (FOR INFORMATION ONLY)

ILLINOIS HIGHWAY STANDARDS

001001-01	701411-03
701101-01	701426-02
701400-02	702001-06
701401-03	780001-01
701406-04	781001-02

MISSOURI HIGHWAY STANDARDS
TRAFFIC CONTROL

SHEETS NO. 1 - 10 IN BACK OF PLANS

GENERAL NOTES

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

- ALL BITUMINOUS CONCRETE
2.016 TONS/CU. YD.
- ALL AGGREGATE
2.05 TONS/CU. YD.
- RIPRAP
1.50 TONS/CU. YD.
- BITUMINOUS MATERIALS:
 - ON PAVEMENT
0.09 GAL./SQ. YD.
 - INTERMEDIATE LIFTS (FOG COAT)
0.04 GAL./SQ. YD.
 - ON AGGREGATE SURFACE
0.32 GAL./SQ. YD.
- AGGREGATE (PRIME COAT)
0.0015 TONS/SQ. YD.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON APPLICATIONS FOR BITUMINOUS BINDER COURSE AND FOR BITUMINOUS SURFACE COURSE.

THE EXISTING PAVEMENT HAS 22 #5 BARS AT 6.5" CENTERS AND #4 TRANSVERSE BARS AT 4'-0" CENTERS.

THE QUANTITY SHOWN FOR MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS IS AN ESTIMATE. THE ACTUAL AMOUNT USED WILL BE DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL STAMP STATIONING IN THE BITUMINOUS SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

THERE ARE NO AVAILABLE WASTE SITES ON THE EXISTING RIGHT OF WAY WITHING THE PROJECT LIMITS. DISPOSAL WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND WASTE MUST BE DISPOSED OF IN ACCORDANCE WITH ART. 202.03 OF THE STANDARD SPECIFICATIONS.

SAW CUTS REQUIRED FOR BUTT JOINTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE BUTT JOINT.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS, THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16, THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS

ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

EXISTING PIPE UNDERDRAIN OUTLETS IN THE FORESLOPES OR MEDIAN SLOPES SHALL BE PRESERVED AND PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO AN UNDERDRAIN OUTLET RESULTING FROM CONSTRUCTION ACTIVITY SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR IS TO CLEAN ALL MEDIAN INLETS OF RIPRAP, GRASS CLIPPINGS, SILT, AND OTHER DEBRIS. THE COST FOR THIS WORK SHALL BE PAID FOR AS PER ARTICLE 109.04(b) OF THE STANDARD SPECIFICATIONS.

PRIOR TO RESURFACING OPERATIONS, ANY VEGETATION PRESENT ON THE EXISTING BITUMINOUS SHOULDERS SHALL BE REMOVED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF HOT-MIX ASPHALT SHOULDERS.

COMMITMENTS

NONE

MIXTURE REQUIREMENTS

LOCATION(S):	HOT-MIX ASPHALT SURFACE COURSE
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N105
AC/PG:	SBS PG76-22
RAPZ (MAX):	0
DESIGN AIR VOIDS:	4.0%, 105 GYRATION DESIGN
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL-9.5 MM OR IL 12.5 MM
FRICITION AGGREGATE:	D SURFACE

LOCATION(S):	HOT-MIX ASPHALT SHOULDERS (TOP LIFT)
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N70
AC/PG:	PG64-22
RAPZ (MAX):	10
DESIGN AIR VOIDS:	4.0%, 70 GYRATION DESIGN
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL-9.5 MM OR IL 12.5 MM
FRICITION AGGREGATE:	C SURFACE

LOCATION(S):	HOT-MIX ASPHALT BINDER COURSE
MIXTURE USE(S):	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N105
AC/PG:	SBS PG76-22
RAPZ (MAX):	0
DESIGN AIR VOIDS:	4.0%, 105 GYRATION DESIGN
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL-19.0
FRICITION AGGREGATE:	NONE

LOCATION(S):	HOT-MIX ASPHALT SHOULDERS (BOTTOM LIFT)
MIXTURE USE(S):	HOT-MIX ASPHALT SHOULDERS
AC/PG:	PG58-22
RAPZ (MAX):	50
DESIGN AIR VOIDS:	2.0%, 30 GYRATION DESIGN
MIXTURE COMPOSITION (GRADATION MIXTURE):	BITUMINOUS AGGREGATE MIXTURE, SUPERPAVE
FRICITION AGGREGATE:	NONE