

MIXTURE REQUIREMENTS

LOCATION(S):	HOT-MIX ASPHALT SURFACE COURSE
MIXTURE USES(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N70
AC/PG:	PG64-22
ABR % (MAX)	SEE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0%, 70 GYRATION DESIGN
MIXTURE COMPOSITION:	IL-9.5MM
FRICTION AGGREGATE:	C SURFACE
MIXTURE WEIGHT:	112 LBS/ SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QCQA
SUBLOT SIZE:	N/A

LOCATION(S):	HOT-MIX ASPHALT LEVELING BINDER AND BASE COURSE WIDENING
MIXTURE USES(S):	HOT-MIX ASPHALT LEVELING BINDER, N70, IL-19.0
AC/PG:	PG64-22
ABR % (MAX)	SEE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0%, 70 GYRATION DESIGN
MIXTURE COMPOSITION:	IL-19.0MM
FRICTION AGGREGATE:	NONE
MIXTURE WEIGHT:	112 LBS/SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QC/QA
SUBLOT SIZE:	N/A

LOCATION(S):	HOT-MIX ASPHALT SHOULDERS (TOP LIFT)
MIXTURE USES(S):	HOT-MIX ASPHALT SURFACE COURSE, N30, IL-9.5L
AC/PG:	PG64-22
ABR % (MAX)	SEE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0%, 30 GYRATION DESIGN
MIXTURE COMPOSITION:	IL-9.5L
FRICTION AGGREGATE:	NONE
MIXTURE WEIGHT:	112 LBS/SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QC/QA
SUBLOT SIZE:	N/A

LOCATION(S):	HOT-MIX ASPHALT SHOULDERS (LOWER LIFTS)
MIXTURE USES(S):	HOT-MIX ASPHALT BINDER COURSE, N30, IL-19.0L
AC/PG:	PG64-22
ABR % (MAX)	SEE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0%, 30 GYRATION DESIGN
MIXTURE COMPOSITION:	IL-19.0L
FRICTION AGGREGATE:	NONE
MIXTURE WEIGHT:	112 LBS/SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QC/QA
SUBLOT SIZE:	N/A

GENERAL NOTES

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

ALL HOT MIX ASPHALT	2.016 TONS/CU. YD.
ALL AGGREGATE	2.05 TONS/CU. YD.
RIPRAP	1.50 TONS/CU. YD.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED

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

TRIM EDGES OF EXISTING HOT MIX ASPHALT SURFACE FLUSH WITH EXISTING PAVEMENT PRIOR TO CONSTRUCTING NEW BASE COURSE WIDENING.

EARTHWORK COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE BINDER COURSE, AND SURFACE COURSE

IF THE CONTRACTOR ELECTS TO USE P.C.C. BASE COURSE WIDENING, SUCH WIDENING SHALL HAVE TACK COAT APPLIED ACCORDING TO SECTION 406, EXCEPT THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE WIDENING.

PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE OF CURB, AND MEDIAN SURFACE AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS OF ARTICLE 420.18.

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.

AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF

THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED HOT MIX ASPHALT SURFACE AT 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.

HMA RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. 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,

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

THE CENTERLINE PAVEMENT MARKING SHALL BE REMOVED FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE REMOVED IF A 10 FT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHOULD BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.

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 SET TO FLASH ALL

AFTER A LIFT OF HOT MIX ASPHALT HAS BEEN PLACED, THE LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150 DEGREES FAHRENHEIT

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

REVISD SHEET 3-1-2018

MODEL: Default
 FILE NAME: p:\IL\04\BID\INTEG Illinois_gov\FWIDOT\Documents\DOT Offices\District 9\Projects\178149\CAD\Drawings\Submittal-cvr_sqg_index.dgn

USER NAME = pritchettll	DESIGNED - _____	REVISED - _____
PLOT SCALE = 100.0000' / in.	DRAWN - _____	REVISED - _____
PLOT DATE = 2/28/2018	CHECKED - _____	REVISED - _____
	DATE - _____	REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MIXTURE REQUIREMENTS
GENERAL NOTES

SCALE: _____ SHEET _____ OF _____ SHEETS STA. _____ TO STA. _____

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2826	2B-2	JEFFERSON	59	4
			CONTRACT NO. 78149	
ILLINOIS FED. AID PROJECT				