

MIXTURE REQUIREMENTS

LOCATION(S):	HOT-MIX ASPHALT SURFACE COURSE and Level BINDER
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N90
AC/PG:	PG64-22
RAP % (MAX.):	10
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 mm OR IL 12.5 mm
FRICTION AGGREGATE	C SURFACE

LOCATION(S):	HOT-MIX ASPHALT - - - - - BASE COURSE WIDENING - MAINLINE
MIXTURE USE(S):	HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0
AC/PG:	PG64-22
RAP % (MAX.):	10
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-19.0 mm
FRICTION AGGREGATE	NONE

LOCATION(S):	HOT-MIX ASPHALT SHOULDERS
MIXTURE USE(S):	HOT-MIX ASPHALT SHOULDERS
AC/PG:	PG58-22
RAP % (MAX.):	50
DESIGN AIR VOIDS:	2.0%, 30 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	HMA SHOULDERS
FRICTION AGGREGATE	NONE

GENERAL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATION. THE J.U.L.I.E. NUMBER IS 1-800-892-0123. (811 DIRECT NUMBER)
2. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN IS FOR THE CONTRACTOR'S INFORMATION ONLY AND IS NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR OR SUBCONTRACTOR TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE HIS CONSTRUCTION ACTIVITIES WITH THE VARIOUS UTILITY OWNERS. ALL POTENTIAL CONFLICTS SHALL BE INVESTIGATED AND REMEDIAL ACTION TAKEN PRIOR TO INTERRUPTION OF THE CONTRACTOR'S PROGRESS.
3. ALL UTILITY FACILITIES THAT REQUIRE RELOCATION WITHIN STATE R.O.W. SHALL BE COMPLETED BY THE UTILITY COMPANY UNLESS OTHERWISE SHOWN ON THE PLANS.
4. ALL STATION AND OFFSET REFERENCES ARE TO THE ROADWAY CENTERLINE UNLESS OTHERWISE NOTED. THE STATE PLANE COORDINATE SYSTEM HAS BEEN USED FOR THE HORIZONTAL CONTROL.
5. ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON U.S.G.S. MEAN SEA LEVEL DATUM.
6. ANY REFERENCE WITHIN THESE PLANS TO A STANDARD SHALL BE INTERPRETED TO MEAN THE EDITION INDICATED BY THE SUB-NUMBER LISTED ON THIS SHEET OR THE COPY INCLUDED IN THESE PLANS.
7. PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
8. **STRUCTURES WITHIN PROJECT LIMITS**

STRUCTURE NO.	OPERATING RATING	INVENTORY RATING	POSTING
S.N. 033-0028 (EXISTING STRUCTURE TO BE REMOVED AND REPLACED AS S.N. 033-2010)	HS 37.6	HS 22.6	N/A
9. 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 HOT MIX ASPHALT MIXTURE IS PLACED.
10. WHEN CONSTRUCTING HMA BASE COURSE, THE CONTRACTOR SHALL TRIM EXISTING SURFACE AND BASE TO A FIRM, NEAR VERTICAL PLANE BEFORE CONSTRUCTING THE HMA BASE COURSE. THE COST OF THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING CONSTRUCTED.
11. WHERE PROPOSED CONSTRUCTION ABUTS EXISTING APPURTENANCES, A SAW CUT SHALL BE MADE TO ACHIEVE A NEAT BUTT JOINT. SAW CUT SHALL BE CONSIDERED INCLUDED IN ITEM BEING CONSTRUCTED.
12. RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B
13. 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. (112 LBS/SQ.YD.-IN)
ALL AGGREGATE	2.05 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.
RIPRAP	1.50 TONS/CU.YD.

GENERAL NOTES (CONTINUED)

14. THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE PRIME COAT AND SURFACE COURSE.
15. 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.
16. UNDER IDOT HIGHWAY STANDARD 701321, THE ADVANCED DETECTOR LOOPS ARE TYPICALLY LOCATED 275 FEET IN ADVANCE OF THE STOP BAR. THE BUREAU OF OPERATIONS SHALL APPROVE THE LOOP LOCATIONS PRIOR TO INSTALLATION.
17. UNDER IDOT HIGHWAY STANDARD 701321, THE CENTERLINE PAVEMENT MARKING SHOULD BE REMOVED FROM THE STOP BAR TO THE IMPACT ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHOULD BE REMOVED IF A 10 FOOT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHOULD BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.
18. UNDER IDOT HIGHWAY STANDARD 701321, ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC AND THE TEMPORARY TRAFFIC SIGNALS SHALL BE TURNED OFF OR COVERED.
19. SEEDING SHALL BE DONE ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER. SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED RIGHT-OF-WAY OR EASEMENT LIMITS. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.
20. THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE PROVISIONS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT AND IMPLEMENT THE EROSION CONTROL PLAN INCLUDED IN THESE PLANS AND SPECIFIED HEREIN. AS SPECIFIED IN ARTICLE 107.23, THE ENGINEER MUST GIVE PRIOR APPROVAL BEFORE DISTURBANCE OF ANY AREA CAN BEGIN.
21. VERTICAL PANELS SHOWN ON STANDARD 701321 WILL NOT BE REQUIRED ON THE STAGE II NEW BRIDGE PARAPET. THE BARRIER WALL REFLECTORS SHALL BE INSTALLED PRIOR TO OPENING TO TRAFFIC.
22. ALL OBSTRUCTIONS WHICH ARE WITHIN THE CLEARZONE SHOWN ON THE TYPICAL SECTION, AND ARE NOT SHIELDED BY THE PROPOSED GUARDRAIL, SHALL BE REMOVED BETWEEN STATION 655+27.00 AND STATION 663+30.52. TYPICAL OBSTRUCTIONS ARE HEADWALLS, FOUNDATIONS, ETC. WHICH PROJECT 100mm (4 IN.) OR GREATER.
23. COMMITMENTS:
NONE IDENTIFIED AS OF 5/2010.

Prepared By:	<i>Joe Z...</i> DISTRICT STUDIES & PLANS ENGINEER
Examined By:	<i>James Travis Emery</i> DISTRICT LAND ACQUISITION ENGINEER
Examined By:	<i>Carrie Nelson</i> DISTRICT PROGRAM DEVELOPMENT ENGINEER
Examined By:	<i>Douglas A. Hilliard</i> DISTRICT OPERATIONS ENGINEER
Examined By:	<i>K.R.</i> DISTRICT CONSTRUCTION ENGINEER
Examined By:	<i>Bruce W. ...</i> DISTRICT MATERIALS ENGINEER
Examined By:	<i>Karl ...</i> DISTRICT PROJECT IMPLEMENTATION ENGINEER
Examined By:	<i>Debra ...</i> ASSISTANT REGIONAL ENGINEER
Approved By:	<i>...</i> DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
DATE	June 17 2010