

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2012; AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

THIS PROJECT IS LOCATED ON FAI ROUTE 70 (I-70) IN FAYETTE COUNTY, FROM 1 MILE WEST OF US 40 AT BROWNSTOWN TO 2 MILES WEST OF ST. ELMO. THE WORK INCLUDED IN SECTION (26-3.4)RS-3 CONSISTS OF PATCHING, HOT-MIX ASPHALT SURFACE REMOVAL, HOT-MIX ASPHALT RESURFACING, PAVEMENT MARKING, GUARDRAIL REMOVAL AND REPLACEMENT, AND ANY OTHER WORK NECESSARY TO COMPLETE THE SECTION.

PAVEMENT MARKING SHALL BE APPLIED IN ACCORDANCE WITH SECTION 780 OF THE STANDARD SPECIFICATIONS. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED SURFACE, BITUMINOUS MATERIALS (PRIME COAT), AND HOT-MIX ASPHALT SURFACE COURSE AS SPECIFIED IN SECTION 703 OF THE STANDARD SPECIFICATIONS. TEMPORARY TAPE SHALL BE USED ON THE SURFACE COURSE AND HOT-MIX ASPHALT SHOULDERS. PAINT SHALL BE USED ON MILLED SURFACES.

THE TOTAL QUANTITY OF THERMOPLASTIC PAVEMENT MARKING - LINE 4" CONSISTS OF 82,624 FEET OF YELLOW AND 83,607 FEET OF WHITE.

THE TOTAL QUANTITY OF THERMOPLASTIC PAVEMENT MARKING - LINE 8" CONSISTS OF 5,190 FEET OF WHITE.

THE TOTAL QUANTITY OF PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6" CONSISTS OF 19,374 FEET OF WHITE.

THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED AS DOUBLE MARKERS ON I-70 AS SHOWN ON STANDARD 781001. THE TOTAL QUANTITY OF RAISED REFLECTIVE PAVEMENT MARKERS IS 1,938 ONE-WAY CRYSTAL.

ALL OF THE EXISTING HMA SHALL BE REMOVED DOWN TO THE ORIGINAL CONCRETE PAVEMENT. THE CONTRACTOR WILL BE REQUIRED TO MILL THROUGH SOME PORTLAND CEMENT CONCRETE PATCHES. MILLING THE AREA OF THE PORTLAND CEMENT CONCRETE PATCHES WILL BE PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL OF THE THICKNESS SPECIFIED AND NO ADDITIONAL COMPENSATION WILL BE PERMITTED FOR MILLING THROUGH CONCRETE PATCHES. THE SHOULDERS SHALL BE MILLED AT INTERMITTENT LOCATIONS TO ALLOW FOR ADEQUATE DRAINAGE. THE LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. THE COST OF ALLOWING ADEQUATE DRAINAGE SHALL BE INCLUDED IN THE COST OF THE PAY ITEMS INVOLVED.

AN ESTIMATED QUANTITY OF HOT-MIX ASPHALT SHOULDERS AND PAVED SHOULDER REMOVAL HAS BEEN INCLUDED FOR ANY NECESSARY SHOULDER REPAIR. THE QUANTITIES SHOWN IN THE PLANS ARE ESTIMATES ONLY. THE FINAL LOCATIONS AND QUANTITIES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. THE THICKNESS OF THE PAVED SHOULDER TO BE REMOVED IS 14".

THE EXISTING PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS. CLASS A AND CLASS B PAVEMENT PATCHING IS INCLUDED FOR PATCHING THE PAVEMENT ON I-70. AN ESTIMATED QUANTITY OF HOT-MIX ASPHALT FOR PATCHING POTHOLES (COLD MIX) HAS BEEN INCLUDED FOR ANY NECESSARY POTHOLE PATCHING. THE QUANTITIES OF PATCHING AND POTHOLE PATCHING SHOWN IN THE PLANS ARE ESTIMATES ONLY. THE FINAL LOCATIONS AND QUANTITIES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.

THE CONTRACTOR WILL BE REQUIRED TO USE A MATERIAL TRANSFER DEVICE AT ALL TIMES WHEN CONSTRUCTING THE POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT, N80. THE HMA CROSS SECTION TO BE CONSTRUCTED IS NOT CONSIDERED FULL-DEPTH HMA PAVEMENT. THE SPECIAL PROVISION "HOT MIX ASPHALT - PAY FOR PERFORMANCE USING PERCENT WITHIN LIMITS - JOBSITE SAMPLING" APPLIES TO BOTH LIFTS OF POLYMERIZED BINDER COURSE AND ALL STONE MATRIX ASPHALT SURFACE COURSE.

THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE HOT-MIX ASPHALT PLANT QUALITY CONTROL LAB SO THAT HOT-MIX ASPHALT PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL HOT-MIX ASPHALT ITEMS.

GENERAL NOTES (Cont'd)

IN ADDITION TO THE REQUIREMENTS IN ARTICLE 701.15(j), A LAPTOP COMPUTER SHALL BE SUPPLIED BY THE CONTRACTOR.

A UNIFORMLY STRAIGHT SAW CUT SHALL BE MADE AT LOCATIONS WHERE PROPOSED NEW CONSTRUCTION WILL ABUT EXISTING HOT-MIX ASPHALT SURFACES. THE SAW CUT SHALL BE MADE FULL DEPTH THROUGH THE EXISTING SURFACE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT ITEMS INVOLVED AND NO EXTRA COMPENSATION WILL BE ALLOWED.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

APPLICATION	AC/PG	DESIGN AIR VOIDS	MIXTURE COMPOSITION	FRICTION AGGREGATE
HMA SURFACE COURSE - POLYMERIZED HMA SURFACE COURSE, SMA, N80	SBS PG 76-22	4.0% @ N=80	IL - 12.5	N/A
TOP BINDER COURSE LIFT - POLYMERIZED HMA BINDER COURSE, IL-19.0 FG, N90	SBS PG 70-22	4.0% @ N=90	IL - 19.0 FG	N/A
BINDER COURSE LIFT #1 - HMA BINDER COURSE, IL-19.0 FG, N90	PG 64-22	4.0% @ N=90	IL - 19.0 FG	N/A
HMA SHOULDERS - 1 1/2" OVERLAY AND REPAIR TOP LIFT (1 1/2") HMA SURFACE COURSE, MIX "C", N90	PG 64-22	4.0% @ N=90	IL - 9.5	MIX C
HMA SHOULDER REPAIR (FULL DEPTH) BOTTOM LIFTS - HMA BINDER COURSE, IL-19.0, N90	PG 64-22	4.0% @ N=90	IL - 19.0	N/A
SURFACE COURSE - 1 1/2" (US 40 INTERCHANGE RAMPS) HMA SURFACE COURSE, MIX "C", N90	SBS PG 70-22	4.0% @ N=90	IL - 9.5	MIX C
SURFACE COURSE - 1 1/2" (WEIGH STATION RAMPS) HMA SURFACE COURSE, MIX "D", N90	SBS PG 76-22	4.0% @ N=90	IL - 9.5	MIX D
RAMP SHOULDERS (1 1/2") HMA SURFACE COURSE, IL-9.5L, N30	PG 64-22	4.0% @ N=30	IL - 9.5L	N/A

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN THE CALCULATING PLAN QUANTITIES:

BITUMINOUS MATERIALS (PRIME COAT)	0.05 LBS/SQ FT
BITUMINOUS MATERIALS (PRIME COAT)-FOG COAT	0.025 LBS/SQ FT
STONE MATRIX HOT-MIX ASPHALT	130 LBS/SQ YD/INCH
HOT-MIX ASPHALT SURFACE COURSE	112 LBS/SQ YD/INCH
HOT-MIX ASPHALT BINDER	112 LBS/SQ YD/INCH
HOT-MIX ASPHALT SHOULDERS	112 LBS/SQ YD/INCH

FILE NAME :	USER NAME : staffennk	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES				F.A.I. R/E:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
o:\p\work\p\p\dot\staffennk\02030930\074255-ahs-index.dgn	DRAWN -	REVISED -	70		(26-3.4)RS-3	FAYETTE	31	3					
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -	CONTRACT NO. 74255										
Default	DATE -	REVISED -	SCALE: N/A		SHEET 1	OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT					