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LIST OF STANDARDS

- 442001-04 CLASS A PATCHES
- 701400-05 APPROACH TO LANE CLOSURE, FREEWAY / EXPRESSWAY
- 701401-06 LANE CLOSURE, FREEWAY / EXPRESSWAY
- 701411-08 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
- 701426-04 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS > 45 MPH
- 701901-02 TRAFFIC CONTROL DEVICES
- 780001-03 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTE

- 1. THE STANDARDS AND REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
- 2. ILLINOIS STATE LAW REQUIRES A 48 HOUR NOTICE TO BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

UTILITY	ABOVE GROUND	BELOW GROUND
•AMEREN ILLINOIS	X	X
•AMEREN MISSOURI	X	X
•ATMOS ENERGY CORPORATION		X
•AT&T	X	X
•CHARTER COMMUNICATIONS	X	X
•CLEARVISION CABLE SYSTEMS, INC	X	X
•FMC WATER COMPANY		X
•FRONTIER NORTH, INC.	X	X
•CITY OF KINMUNDY		X
•MARATHON PETROLEUM COMPANY, LLC	X	X
•NORTHEAST MARION COUNTY WATER COMPANY		X
•MCLEAD TELECOMMUNICATIO SERVICES, LLC	X	X
•CITY OF SALEM		X
•SOUTHEASTERN ELECTRIC COOPERATIVE, INC	X	X
•TRI-COUNTY ELECTRIC COOPERATIVE	X	X
•US SONET, LLC	X	X
•WINDSTREAM KDL, INC.	X	X

• = JULIE MEMBER

3. THE SURFACE REMOVAL THICKNESS OF THE EXISTING HMA OVERLAY MAY VARY FROM THAT SHOWN ON THE PLANS. NO ADDITIONAL PAYMENT WILL BE MADE FOR ACCOMODATING THE VARIATION IN EXISTING HMA THICKNESS.

4. 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.

5. AN ESTIMATED 137,000 TONS OF HMA WILL BE REMOVED.

6. AN ESTIMATED 29,400 TONS OF HMA SURFACE COURSE TO BE REMOVED FROM STATION 1874+15 TO STATION 2550+01. THIS MATERIAL IS "UNCRUSHED GRAVEL" & RAP RESTRICTIONS APPLY PER SPECIAL PROVISIONS.

7. ALL AREAS DISTURBED FOR ANY REASON SHALL BE SEEDED AND MULCHED AS DIRECTED BY THE ENGINEER. NUTRIENTS SHALL CONFORM TO ARTICLE 250.04 OF THE STANDARD SPECIFICATIONS. NO EXTRA PAYMENT WILL BE MADE FOR SUCH WORK.

8. THE CONTRACTOR AND THE ENGINEER SHALL BE AWARE THAT NO SURVEY WAS PERFORMED FOR THIS PROJECT. THE STATIONING SHOWN IN THE PLANS WAS CREATED USING MICROFILM AND FIELD MEASUREMENTS MADE BY DESIGN PERSONNEL. BOTH SHALL BE CONSIDERED APPROXIMATE.

- 9. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 10. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT THE BEGINNING OF THE PROJECT PLUS ALL INTERSECTING SIDE ROADS AND RAMP AND WILL BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE 48" FLOURESCENT ORANGE.
- 11. SHORT-TERM PAVEMENT MARKING SHALL BE APPLIED TO THE HMA BINDER COURSE. A QUANTITY FOR TEMPORARY PAVEMENT MARKING EQUAL TO THE AMOUNT OF PERMANENT PAVEMENT MARKING HAS BEEN INCLUDED IN THE PLANS.
- 12. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED IN SUCH A WAY AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 13. APPROXIMATELY 960 SQUARE YARDS OF PCC PATCHES WITHIN THE PROJECT LIMITS WILL BE SUBJECT TO THE HMA SURFACE REMOVAL OPERATIONS OF THE DEPTHS SPECIFIED IN THE PLANS. THE COST OF MILLING THESE PATCHES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF THE HMA REMOVAL ITEMS IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 14. THE PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AS DIRECTED BY THE ENGINEER. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR RELOCATION OF THESE SIGNS.
- 15. ONCE THE ENTIRE EXISTING HMA OVERLAY IS MILLED TO THE TOP OF THE EXISTING PAVEMENT, PCC TRAFFIC CANNOT BE RETURNED TO THAT AREA UNTIL HMA BINDER COURSE IS PLACED.
- 16. THE INTENT OF THIS CONTRACT IS TO MILL TO THE TOP OF THE EXISTING CONCRETE AND RESURFACE TO MEET EXISTING SHOULDERS WHILE MAINTAINING PROPER CROSS SLOPE.
- 17. PCC PATCHES SHALL BE POURED TO THE FULL DEPTH OF EXISTING PAVEMENT, WHICH MAY EXCEED THE NOMINAL 13 INCHES SHOWN IN THE PLANS.
- 18. THE PAY PERFORMANCE ITEMS AND QUANTITIES ARE AS FOLLOWS:
HMA POLY SURFACE COURSE - 57,698 TONS
HMA POLY FINE GRADE BINDER COURSE - 79,336 TONS
- 19. DOUBLE LANE LINE MARKERS SHALL BE UTILIZED ACCORDING TO STANDARD 781001-3.
- 20. FOR CLASS A PATCHES, THE REINFORCEMENT SHALL BE PLACED ACCORDING TO THE EXISTING CONCRETE PAVEMENT.
- 21. IN AREAS WHERE PATCHING OPERATIONS OCCUR WITHIN THE LIMITS OF THE REDUCED RESURFACING THICKNESS NEAR OVERHEAD STRUCTURES, THE DEPTH OF THE PATCHING SHALL BE REDUCED TO MEET THE EXISTING PAVEMENT THICKNESS

STATION EQUATIONS

STA. 2007+34.30 BK = STA. 2020+18 AH
 STA. 2437+19.69 CL = STA. 2437+19.59 RT
 STA. 2490+44.72 CL = STA. 2491+57.31 RT

COMMITMENTS

NONE

MIXTURE REQUIREMENTS

ROUTE	I-57
SECTION	61-R2-2
COUNTY	MARION
CONTRACT	76F90

DESCRIPTION: MILLING AND RESURFACING ON I-57 FROM 0.8 MILES SOUTH OF US 50 TO THE FAYETTE COUNTY LINE.

ADT (Construction Yr):	20300
MUX:	37
SUX:	3
20 YR. ESAL'S:	44.83

MIXTURE USE	POLY SURFACE	POLY FINE GRADE BINDER			
AC/PG	SBS PG 76-22	SBS PG76-22			
RAP % (MAX)	SEE SPEC.	SEE SPEC.			
DESIGN AIR VOIDS	4.0% @ Ndes=90	4.0% @ Ndes=90			
MIX COMPOSITION					
(GRADATION MIXTURE)	IL 12.5/9.5	FINE GRADE IL 19.0			
FRICTION AGG	MIXTURE "E"	MIXTURE "B"			

•• Top Lift Shoulders - Design this mix at 2.0% voids and add asphalt to reduce voids 1.5%

Plan quantities for HMA Items are calculated using a unit weight of 112 lb/sq yd/1n (59.8 kg/sq m/25 mm thlokness).

FILE NAME =	USER NAME = ch1d1s1	DESIGNED - GEL	REVISED -
et:\pwwork\p1d1d1\ch1d1s1\d0301187\d876f90-s	t-plen.dgn	DRAWN - LAC	REVISED -
PLOT SCALE = 100.0000 / 1 in.		CHECKED - MDP	REVISED -
PLOT DATE = 3/22/2012		DATE - 3/20/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, GENERAL NOTES, & LIST OF STANDARDS

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	61-(2,3,3-1,4,5,5-1,6) RS-2	MARION	8	2
			CONTRACT NO. 76F90	
ILLINOIS FED. AID PROJECT				