

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 I-72 (I-72) IN MACON COUNTY, FROM 0.5 MILES WEST OF US ROUTE 51 TO 4.4 MILES WEST OF THE PIAT COUNTY LINE. THE WORK INCLUDED IN SECTION (58-64, 65)RS-1 CONSISTS OF PAVEMENT PATCHING, HOT-MIX ASPHALT SURFACE REMOVAL, HOT-MIX ASPHALT RESURFACING, AGGREGATE WEDGE SHOULDERS, PAVEMENT MARKING, STEEL PLATE BEAM GUARDRAIL, 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), HOT-MIX ASPHALT BINDER, 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 RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED AS DOUBLE MARKERS ON I-72 AS SHOWN ON STANDARD TB1001.

THE MATERIAL USED FOR AGGREGATE WEDGE SHOULDERS, TYPE B SHALL BE CRUSHED STONE, CRUSHED CONCRETE, OR RAP.

THE PAY ITEM TEMPORARY RAMP HAS BEEN INCLUDED FOR THE CONSTRUCTION OF TEMPORARY RAMPS IN ACCORDANCE WITH ARTICLE 406.08 OF THE STANDARD SPECIFICATIONS. THE COST PER SQUARE YARD SHALL INCLUDE BOTH THE INSTALLATION AND THE REMOVAL OF THE TEMPORARY RAMPS. TEMPORARY RAMPS SHALL BE INSTALLED AT THE TAPER RATE OF 1:80 (V:H).

THE EXISTING PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS. CLASS A PAVEMENT PATCHING IS INCLUDED FOR PATCHING THE PAVEMENT ON I-72. CLASS B PAVEMENT PATCHING IS INCLUDED FOR PATCHING THE INTERCHANGE RAMPS. AN ESTIMATED QUANTITY OF HOT-MIX ASPHALT FOR PATCHING POTHOLES (COLD MIX) HAS BEEN INCLUDED FOR ANY NECESSARY POTHOLE PATCHING. ESTIMATED QUANTITIES OF PAVED SHOULDER REMOVAL AND HOT-MIX ASPHALT SHOULDERS HAVE BEEN INCLUDED FOR REPAIRING PAVED SHOULDER. THE QUANTITIES OF PATCHING, POTHOLE PATCHING, PAVED SHOULDER REMOVAL, AND THE HOT-MIX ASPHALT SHOULDERS 11" & 13" SHOWN IN THE PLANS ARE ESTIMATES ONLY. THE FINAL LOCATIONS AND QUANTITIES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. PAVED SHOULDER REMOVED SHALL BE REMOVED FOR THE FULL DEPTH OF THE EXISTING SHOULDER. THE THICKNESS OF THE PAVED SHOULDERS TO BE REMOVED ARE AS FOLLOWS: INTERCHANGE RAMPS 14" & I-72 MAINLINE SHOULDERS 12".

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 AND POLYMERIZED HMA BINDER COURSE ON I-72. A MATERIAL TRANSFER DEVICE IS NOT REQUIRED WHEN PAVING THE SHOULDERS OR ANY INTERCHANGE RAMPS. THE SPECIAL PROVISION "HOT-MIX ASPHALT - PAY FOR PERFORMANCE USING PERCENT WITHIN LIMITS - JOBSITE SAMPLING" APPLIES TO THE POLYMERIZED BINDER COURSE AND POLYMERIZED SURFACE COURSE ON I-72.

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.

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 LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE. FIELD MARKINGS OF UTILITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF 96 HOURS ADVANCE NOTICE THROUGH THE J.U.L.I.E. SYSTEM BY CALLING 800-892-0123.

GENERAL NOTES (Cont'd)

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

APPLICATION	AC/PG	DESIGN AIR VOIDS	MIXTURE COMPOSITION	FRICTION AGGREGATE
INTERSTATE 72				
HMA SURFACE COURSE (1 1/2") POLYMERIZED HMA SURFACE COURSE, MIX "D" N90	SBS PG 70-22	4.0% @ N=90	IL - 9.5	MIX D
HMA BINDER COURSE (2 1/4") POLYMERIZED HMA BINDER COURSE, IL-19.0 FG N90	SBS PG 70-22	4.0% @ N=90	IL - 19.0FG	N/A
HMA SHOULDERS (2 1/4" & 1 1/2") HMA SURFACE COURSE, IL - 9.5L, N30	PG 64-22	4.0% @ N=30	IL - 9.5L	N/A
HMA SHOULDERS (PATCHING, FULL-DEPTH) HMA BINDER COURSE, IL - 19.0, N90	PG 64-22	4.0% @ N=90	IL - 19.0	N/A
US 51 & ILLINOIS 48 INTERSTATE RAMPS				
HMA SURFACE COURSE (1 1/2") POLYMERIZED HMA SURFACE COURSE, MIX "D" N90	SBS PG 70-22	4.0% @ N=90	IL - 9.5	MIX D
HMA BINDER COURSE (2 1/4") POLYMERIZED HMA BINDER COURSE, IL-19.0 FG N90	SBS PG 70-22	4.0% @ N=90	IL - 19.0FG	N/A
HMA SHOULDERS (2 1/4" & 1 1/2") HMA SURFACE COURSE, IL - 9.5L, N30	PG 64-22	4.0% @ N=30	IL - 9.5L	N/A
INTERSTATE RAMPS AT CH 25				
HMA SURFACE COURSE (1 1/2") POLYMERIZED HMA SURFACE COURSE, MIX "D" N90	SBS PG 70-22	4.0% @ N=90	IL - 9.5	MIX D
HMA BINDER COURSE (2 1/4") POLYMERIZED HMA BINDER COURSE, IL-19.0 FG N90	SBS PG 70-22	4.0% @ N=90	IL - 19.0FG	N/A
HMA SHOULDERS (2 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:

AGGREGATE WEDGE SHOULDERS	2.05 TONS/CU YD
BITUMINOUS MATERIALS (PRIME COAT)	0.05 LBS/SQ FT
BITUMINOUS MATERIALS (PRIME COAT) - FOG COAT	0.025 LBS/SQ FT
HOT-MIX ASPHALT	112 LBS/SQ YD/INCH

FILE NAME =	USER NAME = steffanik	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 74470				
Default	PLOT DATE = 6/13/2014	DATE -	REVISED -			SCALE: N/A	SHEET 1 OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	