

# COMMITMENTS

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

NO COMMITMENTS HAVE BEEN MADE ON THIS PROJECT.

## HOT-MIX ASPHALT MIXTURE REQUIREMENTS

Proposed mix designs from WCL of Metamora to Sta. 57+47 (beginning of two-lane pavement at east edge of Metamora):

Mixture Use(s):	Polymer Surface Course	Incidental Surface	Bituminous Shoulder (Surface Lift)
ACPG:	SBS or SBR 70-22	PG 64-22	PG 64-22
RAP% (Max): **	10%	15%	15%
Design Air Voids:	4.0% @ N=70	3.0% @ N=50	3.0% @ N=50
Mixture Composition: (Gradation Mixture)	IL 9.5 or IL12.5	IL 9.5 or IL12.5	IL9.5 or 12.5
Friction Aggregate:	Mixture E	Mixture C	Mixture C

Proposed mix designs from Sta. 57+47 (beginning of two-lane pavement at east edge of Metamora) to WCL of Roanoke:

Mixture Use(s):	Mainline Surface Course	Leveling Binder	Incidental Surface	Bituminous Shoulder (Surface Lift)	HMA Patches Class D
ACPG:	PG 64-22	SBS or SBR 70-22	PG 64-22	To be paved monolithic with mainline	PG 64-22
RAP% (Max): **	15%	10%	15%		25%
Design Air Voids:	4.0% @ N=50	3.0% @ N=50	3.0% @ N=50		4.0% @ N=50
Mixture Composition: (Gradation Mixture)	IL 9.5 or IL12.5	IL 4.75	IL9.5 or 12.5		IL 19.0
Friction Aggregate:	Mixture D	N.A.	Mixture C		N.A.

\*\* IF THE RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED; THIS WILL BE DETERMINED BY THE ENGINEER.

# JOB SPECIFIC NOTES

## PAVEMENT MARKING AT "NO PASSING ZONES"

PRIOR TO PLACING CENTERLINE STRIPING, CONTACT THE DISTRICT BUREAU OF OPERATIONS FOR A "NO PASSING ZONE" EVALUATION.

## BUTT JOINTS AT EXISTING HMA DRIVEWAYS

A 1" DEEP BUTT JOINT IS TO BE CUT AT EACH HMA DRIVEWAY IN ORDER TO TIE IN THE PROPOSED INCIDENTAL HMA SURFACE TO THE EXISTING HMA DRIVEWAY. THIS WORK IS TO BE INCLUDED IN THE COST OF INCIDENTAL HMA SURFACING.

## CAPPING CLASS "B" PATCHES WITH HMA

ALL CLASS "B" PATCHES 9" ARE TO BE CORED OUT TO THE BOTTOM OF THE PCC BASE COURSE AND POURED BACK 3" LOWER THAN EXISTING PAVEMENT. THE TOP 3" IS TO BE PRIMED AND CAPPED WITH POLYMERIZED SURFACE COURSE MIX "E" N70. THIS WORK SHALL BE ACCORDING TO ARTICLE 406.05, 406.06, AND 406.07 OF THE STANDARD SPECIFICATIONS. THIS WORK IS TO BE INCLUDED IN THE COST OF THE CLASS "B" PATCH.

## EXISTING DETECTOR LOOPS @ IL 89

THE EXISTING DETECTOR LOOPS FOR THE TRAFFIC SIGNALS AT IL 89 ARE PLACED IN THE EXISTING HMA BINDER COURSE. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL DETECTOR LOOPS ASSOCIATED WITH THIS INTERSECTION AND REDUCE THE DEPTH OF THE MILL IN THESE AREAS TO AVOID DAMAGING THE LOOPS. ANY DAMAGE CAUSED BY THE MILLING OPERATION WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

## BRICK STAMPED HMA AT MENARD ST. AND DAVENPORT ST.

A PORTION OF THE EXISTING HMA ON THESE SIDE STREETS HAS A BRICK PATTERN STAMPED INTO THE SURFACE. DO NOT RESURFACE THESE AREAS. CUT THE BUTT JOINT FOR THESE SIDE STREETS NEXT TO THE STAMP.

## HMA SURFACE REMOVAL 1 1/2" IN METAMORA

THE INTENTION OF THE 1 1/2" MILLING IS TO BE DEEP ENOUGH AS TO REMOVE THE EXISTING AREA CRACK CONTROL. THE CONTRACTOR SHOULD ADJUST THE DEPTH OF THE MILL ACCORDINGLY. ANY THICKNESS ADJUSTMENT IS TO BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL 1 1/2".