

GENERAL NOTES

THE THICKNESS OF THE 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.

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 TON/CU YD  |
| ALL AGGREGATE                     | 2.05 TON/CU YD   |
|                                   |                  |
| BITUMINOUS MATERIALS (PRIME COAT) |                  |
| ON MILLED HMA                     | 0.050 LB / SQ FT |
| FOG COAT BETWEEN HMA LIFTS        | 0.025 LB / SQ FT |

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUT DOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE HMA SURFACE REMOVAL, AND BINDER COURSE.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHALL CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX ASPHALT SURFACE AT 300 FT. INTERVALS ALTERNATING SIDES ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT-MIX ASPHALT SURFACE REMOVAL OR HOT-MIX ASPHALT BINDER COURSE, WHEN SPECIFIED.

THE LOCATION OF THE DETECTOR LOOPS, AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER OF TRAFFIC OPERATIONS.

DETECTOR LOOP WIRE SHALL BE PLACED IN THE EXISTING CONDUIT FROM THE LOOP SAWCUT TO THE SPLICE POINT AT THE EXISTING HANDHOLE.

ALL DETECTOR LOOPS SHALL BE INSTALLED PRIOR TO RESURFACING.

VIBRATORY ROLLERS WILL NOT BE ALLOWED FOR THIS PROJECT.

SAW CUTS REQUIRED FOR BUTT JOINTS SHALL BE INCLUDED IN THE COST OF THE BUTT JOINT.

COMMITMENTS  
NONE

|  |                       |            |           |   |  |                    |                          |              |                           |           |
|--|-----------------------|------------|-----------|---|--|--------------------|--------------------------|--------------|---------------------------|-----------|
| FILE NAME *  | USER NAME = #USER#    | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>GENERAL NOTES &amp; COMMITMENTS</b> | F.A.P. RTE.        | SECTION                  | COUNTY       | TOTAL SHEETS              | SHEET NO. |
| c:\p\work\p\dot\left\wchd\02301704\7014-sha-niso.dgn |                       | DRAWN -    | REVISED - |   |  | 322                | (1-1)RS-1, 10RS-2, BRS-6 | JACKSON      | 26                        | 4         |
| PLOT SCALE * 100.0000 ' / in.                        |                       | CHECKED -  | REVISED - |   |  | CONTRACT NO. 78414 |                          |              |                           |           |
| MODELNAME#   | PLOT DATE * 3/21/2014 | DATE -     | REVISED - |   |  | SCALE:             | SHEET OF SHEETS          | STA. TO STA. | ILLINOIS FED. AID PROJECT |           |

**GENERAL NOTES & COMMITMENTS**