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COMMITMENTS

NONE

GENERAL NOTES

- THE THICKNESS OF HOT MIX ASPHALT 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 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 TONS/CU YD
ALL AGGREGATE	2.05 TONS/CU YD
BITUMINOUS MATERIALS:	
ON PAVEMENT	SEE SPECIAL PROVISION
INTERMEDIATE LIFTS (FOG COATS)	SEE SPECIAL PROVISION
ON AGGREGATE SURFACE	SEE SPECIAL PROVISION
AGGREGATE (PRIME COAT)	SEE SPECIAL PROVISION
RIPRAP	1.50 TONS/CU YD
- THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE SURFACE REMOVAL, SURFACE COURSE, AND BINDER COURSE.
- ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT MIX ASPHALT SURFACE REMOVAL OR HOT MIX ASPHALT BINDER COURSE OR LEVELING BINDER, WHEN SPECIFIED.
- AFTER A LIFT OF BITUMINOUS CONCRETE HAS BEEN PLACED ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150°
- PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHOULD CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.
- THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED HOT MIX ASPHALT SURFACE AT 300 FT. INTERVALS ON ALTERNATING SIDES OF THE 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.
- BITUMINOUS 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 SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.
- STATIONING SHOWN IN THE SCHEDULES IS BASED ON STAMPED STATIONS IN THE EXISTING PAVEMENT AND FROM OLD PLANS. MINOR ADJUSTMENTS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
- ALL PAVEMENT MARKINGS SHALL BE LOCATED AND RECORDED BEFORE SURFACE REMOVAL AND/OR HOT-MIX ASPHALT PLACEMENT.
- QUANTITIES SHOWN IN THE PLANS FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER. PATCHING SURVEY DATE: JUNE 2014.
- SAWCUTS REQUIRED FOR BUTT JOINTS SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE COST OF THE BUTT JOINT.
- CONTRACTOR SHALL COMPLETE PATCHING PRIOR TO THE HMA SURFACE REMOVAL.

MTD CROSSING RESTRICTIONS TABLE

SN & CENTERLINE STATION ROUTE U. S. 45 (FAP 332)	EXISTING FILL HEIGHT OVER BOX CULVERT	THICKNESS OF EXISTING PAVEMENT OVER BOX CULVERT	MTD CROSSING RESTRICTIONS
	FOOT	FOOT	
SN 097-0013 (STA. 745+06.5)			PENDING
SN 097-0014 (STA. 760+58)			PENDING
SN 097-7054 (STA. 1225+32)	11.5	1.0	LOADED

FILE NAME *	USER NAME * kelliqkd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STANDARDS, GENERAL NOTES, MTD ALLOWANCE CHART	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS	SHEET NO.	
o:\pwork\pudot\kelliqkd\242244\78	3-shita-ovr-req.index.dgn	DRAWN -	REVISED -			332	28RS-3	WHITE	12	2	
	PLOT SCALE * 94.4444 " / 1"	CHECKED -	REVISED -			CONTRACT NO. 78433					
	PLOT DATE * 6/30/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					