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**IDOT STANDARDS**

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442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
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701400-05	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-06	LANE CLOSURE, FREEWAY/EXPRESSWAY
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**DISTRICT 1 DETAILS**

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BD400-05 (BD-32)	BUTT JOINT AND HMA TAPER DETAILS
BD600-03 (BD-08)	DETAILS FOR FRAMES AND LIDS ADJUSTMENT
TC-08	FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS
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**GENERAL NOTES**

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED UTILITIES. 48 HOUR ADVANCE NOTIFICATION IS REQUIRED.
2. THE CONTRACTOR SHALL COORDINATE WORK ACTIVITIES WITH UTILITY COMPANIES AS REQUIRED.
3. THE CONTRACTOR SHALL COORDINATE WORK ACTIVITIES WITH ADJACENT IDOT CONTRACTS 60M64, 60M65 AND 60M66.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. THE CONTRACTOR SHALL NOTIFY THE EXPRESSWAY TRAFFIC FIELD ENGINEER AT 847-705-4151 AT LEAST 72 HOURS PRIOR TO FINAL PAVEMENT MARKING INSTALLATION.
6. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4151 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
7. THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS WAS DEVELOPED FROM PREVIOUS PLANIMETRICS AND AERIAL PHOTOGRAPHY FURNISHED BY THE DEPARTMENT AND IS NOT THE RESULT OF A GROUND SURVEY. THEREFORE, THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS IS FOR REFERENCE PURPOSES ONLY. THE RELATIVE ACCURACY OF THE INFORMATION IS UNKNOWN AND CANNOT BE GUARANTEED. THE CONTRACTOR MAY BE REQUIRED TO ADJUST LAYOUT TO MATCH ACTUAL FIELD CONDITIONS AND THE INTENT OF THE PLANS.
8. THE CONTRACTOR SHALL USE CARE IN WORKING NEAR ANY AND ALL EXISTING ITEMS. ITEMS DAMAGED WILL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
9. DRAINAGE ADJUSTMENT, CLEANING OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
10. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
11. VERTICAL CLEARANCES OF BRIDGES SHALL BE MAINTAINED. THE CONTRACTOR SHALL VERIFY ALL BRIDGE CLEARANCE BEFORE AND AFTER CONSTRUCTION AND FURNISH RESULTS TO THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR CONSTRUCTION LAYOUT.
12. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKINGS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKING SHALL BE DIRECTED THE ENGINEER.
13. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.

**GENERAL NOTES (CONTINUED)**

14. THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ABUTTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.
15. SAW CUTTING IS INCLUDED TO THE PROPOSED ITEM OF WORK SPECIFIED, UNLESS OTHERWISE SHOWN IN PLAN.
16. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
17. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN TRAVEL LANES SHALL NOT EXCEED 1-1/2". WHEN NEWLY PLACED ASPHALT IS OPENED TO TRAFFIC, THE MAXIMUM LIFT DIFFERENCE BETWEEN THE TRAVEL LANES SHALL NOT EXCEED 2". GRADE DIFFERENTIALS BETWEEN TRAVEL LANES UP TO A MAXIMUM OF 4" ARE ALLOWED WITH INSTALLATION OF A TEMPORARY WEDGE OR MILLED SLOPED EDGE AT A MINIMUM GRADE OF 1:3 (V:H). INSTALLATION AND REMOVAL OF THE TEMPORARY WEDGES AND/OR TAPERED MILLED EDGES SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
18. WHERE ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
19. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH REVISED TRAFFIC PATTERNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR A THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PAVEMENT MARKING REMOVAL.
20. TEMPORARY EDGE LINES IN THE SUGGESTED MAINTENANCE OF TRAFFIC SHALL BE INSTALLED PRIOR TO RE-OPENING THE LANES TO TRAFFIC.
21. VERTICAL BARRICADES WILL REMAIN IN PLACE ALONG THE EDGES OF PAVEMENT AS SHOWN IN THE SUGGESTED MAINTENANCE OF TRAFFIC PLANS UNTIL THE SURFACE COURSE AND PROPOSED PAVEMENT MARKING EDGE LINES HAVE BEEN COMPLETED.
22. SURFACE TESTING OF ASPHALT PAVEMENTS WILL BE PERFORMED BY THE CONTRACTOR AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE COST SHALL BE INCLUDED IN THE COST OF THE HMA ITEMS BEING TESTED.
23. ALL TRAFFIC CONTROL, DEVICES, BARRICADES, DRUMS, LANE CLOSURES, TEMPORARY PAVEMENT MARKINGS, ETC. ALONG THE CROSS ROADS WITHIN THE CONTRACT LIMITS, UNLESS OTHERWISE SPECIFIED IN THE TRAFFIC CONTROL PLANS, SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR "TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)" THE CONTRACTOR SHALL USE THE APPROPRIATE IDOT OR DISTRICT ONE STANDARD AND OBTAIN APPROVAL FROM THE ENGINEER.
24. THE CONTRACTOR SHALL MODIFY, OR SUPPLEMENT, EXISTING SIGN PANEL MOUNTING BRACKETS AS REQUIRED FOR PROPER INSTALLATION OF THE PROPOSED SIGN PANELS, INCLUDING ALL LABOR, EQUIPMENT, MATERIALS, AND HARDWARE AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF SIGN PANEL - TYPE 3.
25. CONTRACTOR TO PATCH BEFORE MILLING. CLASS D PATCHES SHALL BE PLACED ON THE MAINLINE AND CLASS C PATCHES SHALL BE PLACED ON THE RAMPS AS DIRECTED BY THE ENGINEER.

**HOT-MIX ASPHALT REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS	THICKNESS
MAINLINE AND RAMP RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	3.5% @ 80 GYR	2"
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80	3.5% @ 80 GYR	2"
OUTSIDE SHOULDERS		
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	4% @ 70 GYR	2 1/2"
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm)	4% @ 70 GYR	1 1/2"
PATCHING		
CLASS D PATCHES (HMA BINDER IL-25mm)	4% @ 105 GYR	10"
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19mm)	4% @ 70 GYR	4"
TEMPORARY PAVEMENT		
TEMP PVMT (INTERSTATE) (HMA BINDER IL-19 mm)	4% @ 70 GYR	8 1/2"
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm)	4% @ 70 GYR	1 1/2"

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX SURFACE MIXTURES IS 112 LBS/SQ YD/INCH THICKNESS.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.
3. PAY FOR PERFORMANCE PERTAINS TO THE MAINLINE SMA SURFACE AND SMA BINDER ONLY.
4. IF THE CONTRACTOR CHOOSES TO USE CONCRETE FOR THE TEMPORARY PAVEMENT, THE THICKNESS SHALL BE 10".