

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

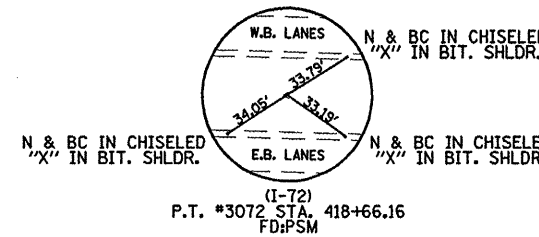
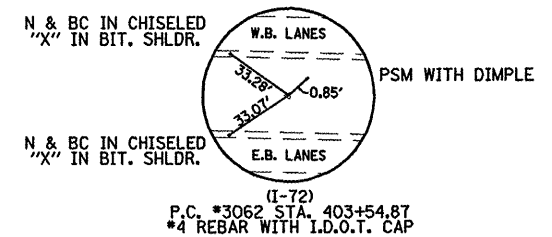
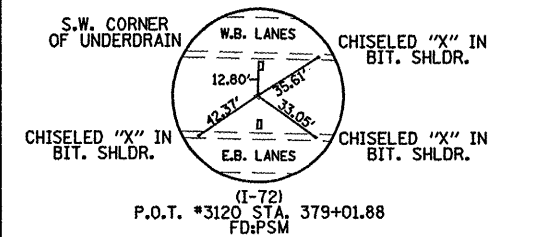
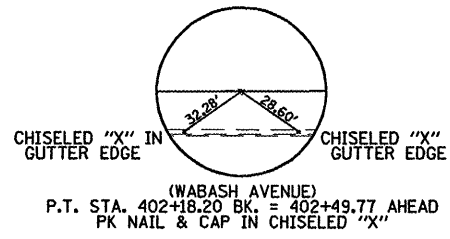
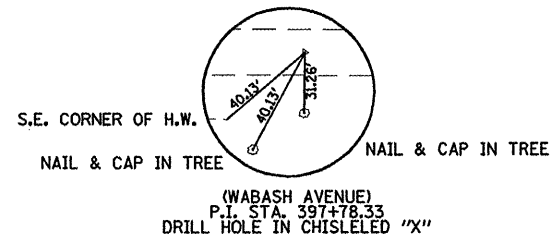
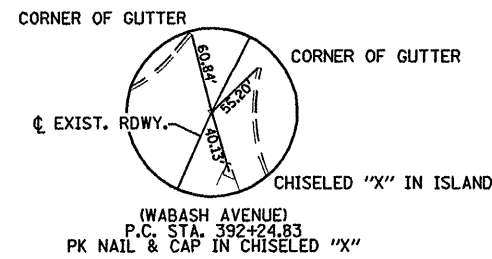
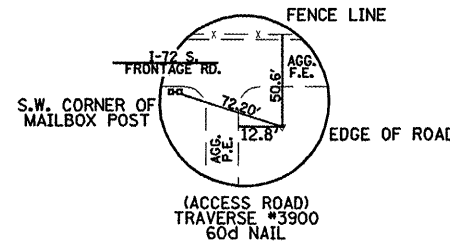
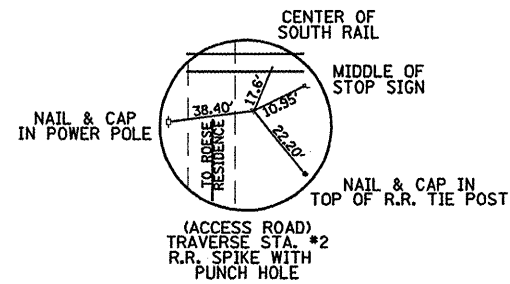
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604106-01	701901-01
606001-04	720006-02
606401-01	728001-01
665001-02	780001-02
666001-01	781001-03
701001-02	BLR 21-8

COMMITMENTS:

- 1.) TWO CALENDER DAYS ARE ALLOWED FOR WABASH AVENUE ROAD CLOSURE TO FACILITATE CULVERT INSTALLATION.
- 2.) FIVE CALENDER DAYS ARE ALLOWED FOR ASH GROVE ROAD CLOSURE TO FACILITATE CULVERT INSTALLATION.
- 3.) THE WABASH AVENUE AND ASH GROVE ROAD CLOSURES ARE NOT TO OCCUR CONCURRENTLY.
- 4.) RESIDENT ENGINEER IS TO CONTACT IDOT D6 STUDIES AND PLANS TO INFORM OF ANY PLAN CHANGES.
- 5.) THERE IS AN NPDES STORM WATER POLLUTION PREVENTION PLAN WITH THIS PROJECT.
- 6.) THERE IS A HAUL ROAD LETTER OF UNDERSTANDING.

GENERAL NOTES

- 1.) THE THICKNESS OF BITUMINOUS MIXTURES 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 BITUMINOUS MIXTURE IS PLACED.
- 2.) EXCEPT AS NOTED IN THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
- 3.) WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER OR AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
- 4.) SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET OR IN AN UNTILLABLE CONDITION. AREAS TO BE SEEDED SHALL BE DETERMINED BY THE ENGINEER AND SEEDED AS SOON AS POSSIBLE.
- 5.) ALL SAW CUTS, NECESSARY TO COMPLETE THE WORK DETAILED IN THESE PLANS, SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED. THE MINIMUM SAW CUT DEPTH IN THE PAVEMENT SHALL BE 1/2" UNLESS OTHERWISE SPECIFIED IN A DETAIL SHOWN IN THE PLANS.
- 6.) UNLESS DIRECTED BY THE ENGINEER, PAVEMENT MARKING LINES SHALL NOT BE LAID DIRECTLY OVER A LONGITUDINAL CRACK OR JOINT NOR OVER A TAR OR ASPHALT PAINTED LINE. THE EDGE OF A CENTERLINE OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 2" FROM A LONGITUDINAL CRACK OR JOINT. EDGE LINES SHALL BE APPROXIMATELY 2" FROM THE EDGE LINE OF PAVEMENT. SEE SECTION 780 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- 7.) ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE COST PER CUBIC YARD FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 8.) ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- 9.) IN ADDITION TO THE FIELD SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- 10.) THE EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT, AND NO COMPENSATION WILL BE ALLOWED.
- 11.) THE LOCATION OF ALL UTILITIES ARE BASED ON INFORMATION PROVIDED BY OTHERS AND IS INTENDED TO BE APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE HIS CONSTRUCTION ACTIVITIES WITH THE VARIOUS UTILITY OWNERS. ALL POTENTIAL CONFLICTS SHALL BE INVESTIGATED AND REMEDIAL ACTION TAKEN PRIOR TO INTERRUPTION OF THE CONTRACTOR'S PROGRESS.
- 12.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED. ANY DAMAGE TO UNDERGROUND FACILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE, INCLUDING TEMPORARY REPAIRS WHICH MAY BE REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS.
- 13.) ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON U.S.G.S. MEAN SEA LEVEL DATUM. ALL STATION AND OFFSET REFERENCES ARE TO THE ROADWAY CENTERLINE UNLESS OTHERWISE NOTED. THE STATE PLANE COORDINATE SYSTEM HAS BEEN USED FOR THE HORIZONTAL CONTROL.
- 14.) THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 14 DAYS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS (PH: 217-782-7314)
- 15.) THE CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE AND EROSION PROTECTION DURING THE LENGTH OF THE PROJECT.
- 16.) BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTHS.



BENCHMARKS

- BENCHMARK \*68 - CHISELED "□" IN EAST END OF SOUTH CONCRETE HEADWALL UNDER OLD OLD CONCRETE PAVEMENT IN TRIANGLE FORMED BY WABASH AVE. AND BUNKER HILL ROAD & OLD CONCRETE PAVEMENT AT STA. 396+74.8, 113.8' LT. ELEV. 613.548
- BENCHMARK \*99 - CHISELED "□" IN TOP OF L.P. BASE AT S.E. CORNER OF 2ND POLE ON NORTH EDGE OF EXIT \*91 AT STA. 389+17.4, 106' LT. (I-72) ELEV. 611.083
- BENCHMARK \*98 - CHISELED "□" IN CENTER OF 4' X 8' CONCRETE BOX ON NORTH SIDE OF I-72 JUST EAST OF EXIT \*91 TO WABASH AVENUE AT STA. 405+36.4, 89.4' LT. (I-72) ELEV. 611.013
- BENCHMARK \*100 - CHISELED "□" IN CENTER OF SOUTH CONCRETE HEADWALL OF 24" CULVERT UNDER WESTBOUND OFFRAMP ±455' N.E. ALONG WABASH AVE. FROM (I-72) ELEV. 615.588
- BENCHMARK \*TA-9 - CHISELED "□" IN NORTH EDGE OF FUTURE SIGNAL FOUNDATION AT S.W. QUAD WABASH AVE. & ASH GROVE ROAD ELEV. 616.623
- BENCHMARK \*TA-10 - CHISELED "□" IN S.E. CORNER LIGHT POLE FOUNDATION, WEST SIDE OF WABASH AVE. AND ACROSS ROAD FROM CINGULAR BUILDING, NORTH OF NORTH I-72 RAMPS ELEV. 615.206

HOT MIX ASPHALT CRITERIA

LOCATION(S):	WABASH AVE. & ASH GROVE ROAD
MIXTURE USE(S) :	CLASS D PATCH
MIXTURE USE(S) :	PG 64-22
RAP % :	N/A
(MAX.) DESIGN AIR VOIDS :	4% @ N70
MIXTURE COMPOSITION :	IL 19.0
FRICITION AGGREGATE :	N/A

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED TO CALCULATE THE PLAN QUANTITIES:

HOT MIX ASPHALT MATERIALS (PRIME COAT)	0.00038 TON/SQ. YD. (ON PAVEMENT)
HOT MIX ASPHALT MATERIALS (PRIME COAT)	0.001425 TON/SQ.YD. (ON AGG)
HOT MIX ASPHALT SURFACE / BINDER	0.056 TON/SQ. YD. PER 1"
AGGREGATE MATERIAL	2.05 TON/CU. YD.
RIPRAP	1.5 TON/CU. YD.
MULCH METHOD	2.0 TON/ACRE
AGRICULTURE GROUND LIMESTONE	2.0 TON/ACRE
NITROGEN FERTILIZER NUTRIENT	90 LBS./ACRE
PHOSPHOROUS FERTILIZER NUTRIENT	90 LBS./ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS./ACRE
AGGREGATE PRIME COAT	0.002 TON/SQ. YD.