

# COMMITMENTS

NONE

17. THE CONTRACTOR SHALL BE AWARE THAT THE EXISTING CONCRETE PATCHES SHALL BE MILLED AS PART OF THE PROPOSED HMA SURFACE REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE MILLING OF THE CONCRETE.
18. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF SIXTEEN (16) SANDBAGS PER BARRICADE.
19. ALL TRAFFIC CONTROL DEVICES SHALL BE SKID MOUNTED.
20. THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE PROVISIONS OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT AND IMPLEMENT THE EROSION CONTROL PLAN INCLUDED IN THESE PLANS AND SPECIFIED HEREIN. AS SPECIFIED IN ARTICLE 107.23, THE ENGINEER MUST GIVE PRIOR APPROVAL BEFORE DISTURBANCE OF ANY AREA CAN BEGIN.
21. THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4" WIDE, 5" HIGH, AND 5/8" DEEP. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.
22. THE CONTRACTOR SHALL SURVEY ALL GORE AREAS TO DETERMINE DRAINAGE PATTERNS. THE PROPOSED HMA SURFACING SHALL BE PLACED TO PROVIDE FOR POSITIVE DRAINAGE AS DIRECTED BY THE ENGINEER.
23. SHORT-TERM PAVEMENT MARKINGS SHALL BE APPLIED TO THE FINAL POLY BINDER AND FINAL HMA SURFACE COURSES. ONLY THE QUANTITY REMOVED FROM THE FINAL SURFACE COURSE SHALL BE PAID FOR (WORK ZONE PAVEMENT MARKING REMOVAL). A QUANTITY FOR TEMPORARY PAVEMENT MARKING EQUAL TO THE AMOUNT OF PERMANENT PAVEMENT MARKING HAS BEEN ADDED TO THE PLANS.
24. THE CONTRACTOR SHOULD BE AWARE THAT THE INTENT OF THE TEMPORARY PAVEMENT MARKINGS SHOWN IN THE PLANS IS FOR IT TO BE PLACED ON THE HMA POLY BINDER COURSE WHEN BOTH LANES ARE OPENED TO TRAFFIC FOR STAGES I & II AND STAGES III & IV.
25. THE CONTRACTOR SHOULD BE AWARE THAT ANY EXISTING PIPE UNDERDRAINS ENCOUNTERED DURING THE INSTALLATION OF NEW PIPE UNDERDRAINS SHALL BE REMOVED AND ALL EXCAVATED MATERIAL FROM THIS OPERATION REMOVED FROM THE JOB SITE. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS 6".
26. ALL EXCAVATION, REQUIRED FOR THIS PROJECT, OTHER THAN THAT REQUIRED FOR PIPE UNDERDRAIN REMOVAL, SHALL BE USED OR PROPERLY DISPOSED OF WITHIN THE PROJECT RIGHT OF WAY AND SHALL MEET THE REQUIREMENTS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
27. ALL MARKERS USED TO DEFINE THE SURVEY CENTERLINE CONTROL POINTS (P.C.'s, P.T.'s, P.I.'s, P.O.T.'s) SHALL BE PRESERVED AS DIRECTED BY THE ENGINEER.
28. FOR INTERSTATES AND EXPRESSWAYS WITH POSTED SPEED LIMITS OF 55 MPH OR GREATER, TEMPORARY RAMPS SHALL BE CONSTRUCTED OF HMA MATERIAL MEETING THE APPROVAL OF THE ENGINEER, AND SHALL HAVE A MINIMUM TAPER RATE OF 1:100 (V:H). TEMPORARY RAMPS FOR OTHER ROADWAYS SHALL HAVE A MINIMUM TAPER RATE OF 1:40 (V:H). COLD-MILLED HMA TAILINGS WILL NOT BE PERMITTED FOR RAMPS.

29. WHEN IT IS NECESSARY TO MAINTAIN ACCESS TO THE ENTRANCE AND EXIT RAMPS, TRAFFIC CONTROL AND PROTECTION STANDARD 701411 SHALL BE USED SIMULTANEOUSLY WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701401. SETUPS ON EACH RAMP, REGARDLESS OF THE NUMBER REQUIRED, SHALL BE CONSIDERED ONE EACH.
30. THE CONTRACTOR IS TO BE AWARE THAT ADDITIONAL PROJECTS MAY BE UNDER CONSTRUCTION ADJACENT TO THIS PROJECT, INCLUDING CONTRACT 76601 (RESURFACING, BRIDGE REPAIR AND DECK OVERLAYS) 0.5 MILES NORTH OF IL. 4 TO MACOUPIN COUNTY LINE. THE CONTRACTOR SHALL COORDINATE HIS/HER WORK WITH THE CONTRACTORS OF CONTRACT 76601 TO MINIMIZE ANY POSSIBLE CONFLICTS. THE CONTRACTOR SHALL ALSO NOTIFY THE ENGINEER FIVE (5) WORKING DAYS IN ADVANCE OF ANY WORK THAT MAY AFFECT CONTACT 76601.
31. THE EXISTING HIGH TENSION CABLE MEDIAN BARRIER SHALL NOT BE REMOVED UNTIL 10 DAYS PRIOR TO STARTING EACH STAGE CONSTRUCTION PHASE.
32. TO PROVIDE A DURABLE RIDING SURFACE DURING THE TIME THAT INCREASED TRAFFIC VOLUMES WILL BE PLACED ON A SINGLE LANE DURING STAGE CONSTRUCTION, PROVISIONS HAVE BEEN MADE TO ASSURE THAT APPROPRIATE PAVEMENT PATCHING IS IN PLACE FOR THE NB AND SB DRIVING LANES JUST PRIOR TO BEGINNING STAGE CONSTRUCTION.
33. THE CONTRACTOR SHOULD BE AWARE THAT A SIGNIFICANT DROP-OFF WILL OCCUR DURING RESURFACING BECAUSE OF THE THICKNESS OF THE PROPOSED HMA PAVEMENT IN ONE LANE AND THE RESULTANT DEPTH OF THE ADJACENT LANE TRENCH (I.E., THE TOP OF THE EXPOSED AND RUBBLIZED EXISTING CONCRETE PAVEMENT). THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AN EFFECTIVE METHOD FOR PLACING AGGREGATE AND HMA MATERIALS IN THESE AREAS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
34. TO PROVIDE ADEQUATE DRAINAGE FOR THE PROPOSED PIPE UNDERDRAINS INTO THE MEDIAN DITCH, THE CONTRACTOR SHALL VARY THE DEPTH OF SOME PASSING-LANE-SHOULDER UNDERDRAINS, AS SHOWN ON THE PRE-STAGE CONSTRUCTION TYPICAL SECTIONS. THE CONTRACTOR SHOULD BE AWARE THAT SOME ADJUSTMENTS WILL CAUSE THE PROPOSED PIPE UNDERDRAIN TO BE PLACED IN CLOSE PROXIMITY TO THE RUBBLIZATION OPERATIONS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ADJUSTMENTS.
35. DURING PLACEMENT OF THE PROPOSED AGGREGATE BASE COURSE, TYPE A ON THE RUBBLIZED PAVEMENT, EXCESS AGGREGATE MATERIAL WILL BE A BY-PRODUCT OF ESTABLISHING A BASE FOR THE 1 1/2" FULL DEPTH HMA PAVEMENT. THIS EXCESS MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHOULD BE COLLECTED AND PROTECTED FOR POTENTIAL FUTURE USE. IF APPROVED BY THE ENGINEER, THIS EXCESS MATERIAL MAY BE ONE OF THE MATERIAL SOURCES FOR PROPOSED AGGREGATE SHOULDER, TYPE B. NO ADDITIONAL COMPENSATION WILL BE PERMITTED FOR COLLECTING AND PROTECTING THE EXCESS MATERIAL.
36. THE ILLINOIS DEPARTMENT OF TRANSPORTATION STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G., MATH FOR TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOLS USE, ETC.) AND OSHA 10 HOUR CERTIFICATION, TO PREPARE THEM FOR A CAREER IN HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS. PLEASE CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618-874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.
37. THE CONTRACTOR WILL BE ALLOWED TO USE HIGH-EARLY STRENGTH CONCRETE IN THE CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT (CRPCCP). HOWEVER, IF THE CONTRACTOR ELECTS TO USE THIS OPTION, THE COST SHALL BE INCLUDED IN THE CRPCCP PAY ITEM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

## NORTHBOUND 1-LANE RESTRICTIONS SCHEDULE \*

SUNDAY					MONDAY					TUESDAY					WEDNESDAY					THURSDAY					FRIDAY					SATURDAY																		
LANE RESTRICT. PERMITTED					NO LANE RESTRICT. PERMITTED					LANE RESTRICT. PERMITTED					NO LANE RESTRICT. PERMITTED					LANE RESTRICT. PERMITTED					NO LANE RESTRICT. PERMITTED					LANE RESTRICT. PERMITTED																		
12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A

\* DOES NOT APPLY TO THE STAGE CONSTRUCTION PHASE.

## SOUTHBOUND 1-LANE RESTRICTIONS SCHEDULE \*

SUNDAY					MONDAY					TUESDAY					WEDNESDAY					THURSDAY					FRIDAY					SATURDAY										
LANE RESTRICT. PERMITTED					NO LANE RESTRICT. PERMITTED					LANE RESTRICT. PERMITTED					NO LANE RESTRICT. PERMITTED					LANE RESTRICT. PERMITTED					NO LANE RESTRICT. PERMITTED					LANE RESTRICT. PERMITTED										
12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A	3A	6A	9A	12P	3P	6P	9P	12A