

LIST OF COMMITMENTS

- THE USE OF EXPLOSIVES FOR DEMOLITION AND CONSTRUCTION ACTIVITIES SHALL BE PROHIBITED.
- DURING DEMOLITION, THE SUPERSTRUCTURE SHALL NOT BE DROPPED INTO THE RIVER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING MEASURES TO PREVENT DEBRIS FROM FALLING IN THE RIVER. DEBRIS WILL NOT BE ALLOWED TO COLLECT AT THE BOTTOM OF THE RIVER. THE CONTRACTOR SHALL REMOVE ANY DEBRIS FROM THE WATER OR RIVERBED AS SOON AS PRACTICABLE DURING THE SAME WORKDAY TO PREVENT THE ACCUMULATION OF POTENTIALLY POLLUTED MATERIALS.
- ANY BARGE USED DURING DEMOLITION/CONSTRUCTION ACTIVITIES CANNOT BE TIED OFF TO ANYTHING OUTSIDE OF THE ESR/AESR LIMITS. THESE LIMITS ARE SHOWN IN THE PLANS.
- BARGES AND WATERCRAFT USED FOR DEMOLITION/CONSTRUCTION ACTIVITIES SHALL BE INSPECTED FOR THE PRESENCE OF ZEBRA MUSSELS (DREISSENA POLYMORPHA) PRIOR TO PLACING INTO THE WABASH RIVER AND SHALL BE COMPLETELY OUT OF WATER FOR 10 DAYS TO ENSURE PROPER DRYING AND TO REDUCE THE POTENTIAL INFESTATION OF ZEBRA MUSSELS.
- THE STAGING AREA FOR CONSTRUCTION SHALL BE LOCATED AWAY FROM THE RIVER AND ABOVE THE 100 YEAR HIGH WATER ELEVATION IN ILLINOIS OR INDIANA.
- TO AVOID IMPACTS TO THE STATE LISTED SMOOTH SOFTSHELL TURTLE, THE SANDBAR ON THE INDIANA SIDE OF THE WABASH RIVER IN THE NORTHEAST QUADRANT SHALL NOT BE UTILIZED FOR ANY DEMOLITION OR CONSTRUCTION ACTIVITIES AND SHALL NOT BE UTILIZED FOR STAGING, ACCESS, OR ANY OTHER WORK ASSOCIATED WITH THE PROJECT.
- WHEN THE PARKING LOT OF THE REST AREA IS CLOSED DURING STAGE 1 IT MAY BE USED AS A STAGING AREA FOR CONSTRUCTION. THE DISTRICT'S BUREAU OF OPERATIONS SHALL BE CONTACTED BEFOREHAND. ANY DAMAGE DONE BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- A 20 FEET WIDE X 6 INCH MAXIMUM HIGH CAUSEWAY ABOVE THE EXISTING GRADE CAN BE INSTALLED FOR DEMOLITION/CONSTRUCTION ACTIVITIES INCLUDING TO ACCESS FOR THE REMOVAL OF THE EXISTING PIERS AND THE CONSTRUCTION OF PROPOSED PIERS 9 THROUGH 16. CAUSEWAY SHALL BE REMOVED WHEN DEMOLITION AND CONSTRUCTION ACTIVITIES ARE COMPLETED.
- THE NORMAL FLOW OF THE RIVER SHALL BE MAINTAINED AT ALL TIMES. FLOODPLAIN MORPHOLOGY CHANGES SHALL BE MINIMIZED TO THE EXTENT PRACTICAL.
- TREES THREE (3) INCHES OR GREATER IN DIAMETER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1 THROUGH SEPTEMBER 30 OF ANY GIVEN YEAR.
- WETLANDS ADJACENT TO THE WORK AREA AND NOT IMPACTED BY THIS PROJECT SHALL BE MARKED BY ORANGE HIGH VISIBILITY TEMPORARY FENCING NOT ALLOWING EQUIPMENT ACCESS DURING CONSTRUCTION.
- SILT FENCE PERIMETER EROSION BARRIER SHALL BE INSTALLED AROUND THE CONSTRUCTION LIMITS IN ACCORDANCE WITH SECTION 280 AND ARTICLE 1080.02 OF IDOT'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. THIS IS TO MINIMIZE IMPACTS TO REPTILES AND AMPHIBIANS, AND TO DETER THEM FROM ENTERING THE PROJECT CONSTRUCTION LIMITS.
- THE CONTRACTOR SHALL PROVIDE THE DEPARTMENT UNRESTRICTED ACCESS TO SN 097-0003, FOR UP TO THREE (3) DAYS, TO PERFORM ROUTINE/FRACTURE CRITICAL/ELEMENT INSPECTIONS IN MARCH OF EACH YEAR.
- THE CONTRACTOR SHALL PROVIDE ACCESS EQUIPMENT, SUCH AS BARGE/MANLIFT/OTHER, TO ALLOW THE DEPARTMENT TO PERFORM HANDS-ON INSPECTIONS OF SN 097-0003. ANY USE OF THE CONTRACTOR'S EQUIPMENT WILL BE PAID FOR USING ARTICLE 109.04.
- THE CONTRACTOR SHALL PROVIDE THE DEPARTMENT'S UNDERWATER DIVING CONSULTANT UNRESTRICTED ACCESS TO SN 097-0003, FOR UP TO ONE (1) DAY, TO PERFORM UNDERWATER DIVING INSPECTION IN OCTOBER 2024.
- BARGES SHALL BE FLOATED IN FROM DOWNSTREAM SINCE THE WATER DEPTHS DOWNSTREAM ARE ADEQUATE TO DO THIS WITHOUT GROUNDING OR CRUSHING THE MUSSELS. FLOATING IN FROM SOMEWHERE UPSTREAM WOULD CAUSE MORE DAMAGE TO THE RIVERBED AND TO MUSSELS AS THE RIVER DEPTHS UPSTREAM GET SHALLOW IN AREAS.

LIST OF COMMITMENTS (CONTINUED)

- CLIFF SWALLOWS AND MIGRATORY BIRD TREATY ACT (MBTA): AVIAN SURVEYS CONDUCTED FOR THE PROJECT NOTED SEVERAL HUNDRED CLIFF SWALLOWS NESTING ON THE EXISTING BRIDGES. HARMING THE CLIFF SWALLOWS OR NESTS WITH EGGS IN THE NEST, ARE SUBJECT TO THE USFWS DEPREDATION PERMIT (MBPER7202745) SEE THE PERMIT INCLUDED IN THE SPECIAL PROVISIONS. MBTA DOES NOT PROTECT THE BIRD'S NESTS OR HABITAT IF EGGS OR BABY BIRDS ARE NOT PRESENT. THE COST OF THE BELOW LISTED MEASURES IS INCIDENTAL TO REMOVAL OF EXISTING STRUCTURES NO 1 AND REMOVAL OF EXISTING STRUCTURES NO 2.
 - FOLLOW THE TERMS OUTLINED IN THE DEPREDATION PERMIT WHICH AUTHORIZES TO DESTROY UP TO 1000 CLIFF SWALLOW NESTS AND ALL EGGS THEREIN. THIS PERMIT DOES NOT ALLOW FOR TAKE OF CHICKS. HOWEVER LETHAL TAKE SHOULD NOT BE THE PRIMARY MEANS OF CONTROL. BEST PRACTICES INCLUDED:
 - PREVENT THE BIRDS FROM NESTING ON THE BRIDGE BY KNOCKING DOWN OR SCRAPING OFF ANY NESTS BEFORE APRIL 1ST AND ACTIVELY KEEP THE BIRDS FROM NESTING. THIS COULD BE DONE BY POWER WASHING THE AREA WHERE THE BIRDS ARE TRYING TO NEST EVERY 2-3 DAYS.
 - THE PORTIONS OF THE BRIDGE PROVIDING NESTING SITES (OVERHANGS AND LEDGES) MAY BE TEMPORARILY COVERED WITH FABRIC OR NETTING TO PREVENT THE BIRDS FROM NESTING. WHEN COVERING NESTING SITES, IT IS CRUCIAL TO SEAL OFF THE ENTIRE AREA WITH A CONTINUOUS BARRIER, AS THE BIRDS CAN ENTER THROUGH SMALL OPENINGS IN THE NETTING.

LIST OF COMMITMENTS (CONTINUED)

- INSTALL A PERMANENT PRODUCT THAT MAY BE USED TO ELIMINATE SWALLOW NESTING ON BRIDGES, LEDGES, ETC. SUCH AS BIRD SPIKES THAT WOULD PREVENT THE BIRDS FROM NESTING.
 - OR USE A COMBINATION OF THE ABOVE MEASURES.
- IF THE TERMS OF THE DEPREDATION PERMIT CANNOT BE FOLLOWED, THEN BRIDGE DEMOLITION MAY OCCUR FROM AUGUST 16TH THROUGH MARCH 31ST TO AVOID THE ACTIVE NESTING SEASON FOR THE CLIFF SWALLOWS.
- THE CONTRACTOR SHALL SUBMIT COFFERDAM AND CAUSEWAY PLANS TO THE INDIANA DNR, DIVISION OF WATER FOR APPROVAL PRIOR TO BEGINNING PROPOSED BRIDGE CONSTRUCTION LOCATED WITHIN THE FLOODWAY. THE ESTIMATED REVIEW TIME FOR THE AMENDMENT IS APPROXIMATELY 30-60 DAYS. SEE THE INDIANA FLOODWAY CONSTRUCTION PERMIT INCLUDED IN THE SPECIAL PROVISIONS FOR ADDITIONAL PERMIT CONDITIONS.



HMA MIXTURE REQUIREMENTS



LOCATIONS:	FULL DEPTH PAVEMENT 15 1/4" (SURFACE), FULL DEPTH PAVEMENT 16 3/4" (SURFACE), AND HMA PAVEMENT CONNECTOR (SURFACE)	FULL DEPTH PAVEMENT 15 1/4" (TOP LIFT OF BINDER), FULL DEPTH PAVEMENT 16 3/4" (TOP LIFT OF BINDER), AND HMA PAVEMENT CONNECTOR (TOP LIFT OF BINDER)	FULL DEPTH PAVEMENT 15 1/4" (LOWER LIFTS), FULL DEPTH PAVEMENT 16 3/4" (LOWER LIFTS), HMA PAVEMENT CONNECTOR (LOWER LIFTS), FULL DEPTH SHOULDERS 15 1/4" (LOWER LIFTS) AND FULL DEPTH SHOULDERS 16 3/4" (LOWER LIFTS)
MIXTURE USE(S):	POLYMERIZED STONE MATRIX ASPHALT, SURFACE, MIX E, N80	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0	HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0
PG:	SBS PG 76-22	SBS PG 76-22	PG 64-22
DESIGN AIR VOIDS:	4.0% 80 GYRATION DESIGN	4.0% 90 GYRATION	4.0% 90 GYRATION
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 mm SMA	IL-19.0	IL-19.0 mm
FRICTION AGGREGATE:	SMA MIX E	NONE	NONE
MIXTURE WEIGHT:	112 LBS/SQ YD/IN	112 LBS/SQ YD/IN	112 LBS/SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QC/QA - ALL	QC/QA - ALL	QC/QA
SUBLOT SIZE:	3000 TONS	3000 TONS	3000 TONS
MATERIAL TRANSFER DEVICE	YES - PAVEMENT NO - CONNECTOR	YES - PAVEMENT NO - CONNECTOR	YES - PAVEMENT NO - CONNECTOR AND SHOULDERS

LOCATIONS:	FULL DEPTH SHOULDERS 15 1/4" (SURFACE), FULL DEPTH SHOULDERS 16 3/4" (SURFACE)	HOT MIX ASPHALT SHOULERS 8" (LOWER LIFTS), MATZ ROAD (BOTTOM LIFT), AND CLASS D PATCHES	HOT MIX ASPHALT SHOULERS 8" (SURFACE), AND MATZ ROAD (SURFACE)
MIXTURE USE(S):	HOT MIX ASPHALT SURFACE COURSE, MIX C, N70	HOT-MIX ASPHALT BINDER COURSE, N70, IL-19.0	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N70
PG:	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% 70 GYRATION DESIGN	4.0% 70 GYRATION	4.0% 70 GYRATION
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 mm	IL-19.0 mm	IL-9.5 mm
FRICTION AGGREGATE:	C SURFACE	NONE	C SURFACE
MIXTURE WEIGHT:	112 LBS/SQ YD/IN	112 LBS/SQ YD/IN	112 LBS/SQ YD/IN
QUALITY MANAGEMENT PROGRAM:	QC/QA	QC/QA - ALL	QC/QA - ALL
SUBLOT SIZE:	3000 TONS	3000 TONS	3000 TONS
MATERIAL TRANSFER DEVICE	NO	NO	NO

LIFT THICKNESS: FULL DEPTH PAVEMENT 16 3/4" AND HMA PAVEMENT CONNECTOR 16 3/4" TOP LIFT - 1 1/2" SMA SURFACE 5TH LIFT - 2 1/4" POLYMER BINDER 4TH LOWER LIFT - 2 1/2" NON-POLYMER BINDER 3RD LOWER LIFT - 2 1/2" NON-POLYMER BINDER 2ND LOWER LIFT - 4" NON-POLYMER BINDER 1ST LOWER LIFT - 4" NON-POLYMER BINDER	LIFT THICKNESS: FULL DEPTH SHOULDERS 16 3/4" TOP LIFT - 1 1/2" C SURFACE 5TH LIFT - 2 1/4" NON-POLYMER BINDER 4TH LOWER LIFT - 2 1/2" NON-POLYMER BINDER 3RD LOWER LIFT - 2 1/2" NON-POLYMER BINDER 2ND LOWER LIFT - 4" NON-POLYMER BINDER 1ST LOWER LIFT - 4" NON-POLYMER BINDER	LIFT THICKNESS: FULL DEPTH PAVEMENT 15 1/4" AND HMA PAVEMENT CONNECTOR 15 1/4" TOP LIFT - 1 1/2" SMA SURFACE 4TH LIFT - 2 1/4" POLYMER BINDER 3RD LOWER LIFT - 3 1/2" NON-POLYMER BINDER 2ND LOWER LIFT - 4" NON-POLYMER BINDER 1ST LOWER LIFT - 4" NON-POLYMER BINDER	LIFT THICKNESS: FULL DEPTH SHOULDERS 15 1/4" TOP LIFT - 1 1/2" C SURFACE 4TH LIFT - 2 1/4" NON-POLYMER BINDER 3RD LOWER LIFT - 3 1/2" NON-POLYMER BINDER 2ND LOWER LIFT - 4" NON-POLYMER BINDER 1ST LOWER LIFT - 4" NON-POLYMER BINDER
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LIFT THICKNESS: HOT MIX ASPHALT SHOULDER 8" TOP LIFT - 1 1/2" C SURFACE 2ND LOWER LIFT - 2 1/2" NON-POLYMER BINDER 1ST LOWER LIFT - 4" NON-POLYMER BINDER	LIFT THICKNESS: MATZ ROAD TOP LIFT - 2" C SURFACE BOTTOM LIFT - 4" NON-POLYMER BINDER
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