

Local Public Agency
Formal Contract

PROPOSAL SUBMITTED BY		
D CONSTRUCTION INC		
Contractor's Name		
1488 S BROADWAY		
Street		P.O. Box
COAL CITY	IL	60416
City	State	Zip Code

STATE OF ILLINOIS
COUNTY WILL
VILLAGE OF HOMER GLEN
(Name of City, Village, Town or Road District)

FOR THE IMPROVEMENT OF
STREET NAME OR ROUTE 151ST STREET PATH
SECTION NO. 19-00019-00-SW
TYPES OF FUNDS LOCAL

SPECIFICATIONS (required)

PLANS (required)

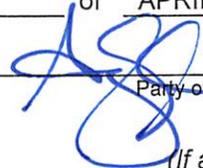
CONTRACT BOND (when required)

<p>For Municipal Projects Submitted/Approved/Passed</p> <p><input checked="" type="checkbox"/> Mayor <input type="checkbox"/> President of Board of Trustees <input type="checkbox"/> Municipal Official</p> <p>Date <u>4/22/19</u></p>
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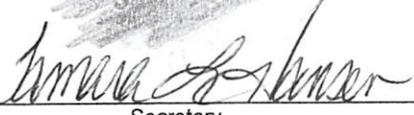
County WILL
Local Public Agency VILLAGE OF HOMER GLEN
Section Number 19-00019-00-SW
Route 151ST STREET PATH

1. THIS AGREEMENT, made and concluded the 5th day of APRIL, 2019,
Month and Year
between the VILLAGE of HOMER GLEN
acting by and through its PRESIDENT AND BOARD OF TRUSTEES known as the party of the first part, and
D CONSTRUCTION his/their executors, administrators, successors or assigns,
known as the party of the second part.
2. Witnesseth: That for and in consideration of the payments and agreements mentioned in the Proposal hereto attached, to be made and performed by the party of the first part, and according to the terms expressed in the Bond referring to these presents, the party of the second part agrees with said party of the first part at his/their own proper cost and expense to do all the work, furnish all materials and all labor necessary to complete the work in accordance with the plans and specifications hereinafter described, and in full compliance with all of the terms of this agreement and the requirements of the Engineer under it.
3. And it is also understood and agreed that the LPA Formal Contract Proposal, Special Provisions, Affidavit of Illinois Business Office, Apprenticeship or Training Program Certification, and Contract Bond hereto attached, and the Plans for Section _____, in VILLAGE OF HOMER GLEN, approved by the Illinois Department of Transportation on _____, Date _____, are essential documents of this contract and are a part hereof.
4. IN WITNESS WHEREOF, The said parties have executed these presents on the date above mentioned.

Attest:
 Clerk
(Seal)

The 5th of APRIL, 2019
By  Party of the First Part
(If a Corporation)

Corporate Name D. Construction, Inc
By  President Party of the Second Part
(If a Co-Partnership)

Attest:

Secretary

Partners doing Business under the firm name of

Party of the Second Part
(If an individual)

Party of the Second Part

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this 4th day of April A.D. 2019

PRINCIPAL

D. Construction, Inc.
(Company Name)

(Company Name)

By: [Signature]
Kenneth Sandeno (Signature & Title) President

By: _____
(Signature & Title)

Attest: [Signature]
Tamara L. Hansen (Signature & Title) Corp. Secretary

Attest: _____
(Signature & Title)

(If PRINCIPAL is a joint venture of two or more contractors, the company names and authorized signature of each contractor must be affixed.)

STATE OF Illinois

COUNTY OF DuPage

I, Graciela Casaus, a Notary Public in and for said county, do hereby certify that

Kenneth Sandeno

Tamara L. Hansen

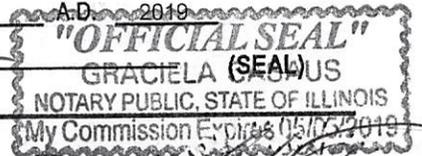
(Insert names of individuals signing on behalf or PRINCIPAL)

who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of PRINCIPAL, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instrument as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this 4th day of April A.D. 2019

My commission expires May 5, 2019

[Signature]
Graciela Casaus Notary Public



SURETY

Liberty Mutual Insurance Company
(Name of Surety)

By: [Signature]
Jennifer J. McComb (Signature of Attorney-in-Fact)

STATE OF Illinois

COUNTY OF DuPage

I, Sherry Bacskai, a Notary Public in and for said county, do hereby certify that

Jennifer J. McComb

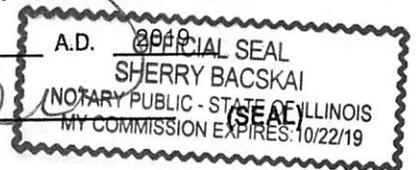
(Insert names of individuals signing on behalf or SURETY)

who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of SURETY, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instrument as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this 4th day of April A.D. 2019

My commission expires October 22, 2019

[Signature]
Sherry Bacskai Notary Public



Approved this _____ day of _____, A.D. _____

Attest:

[Signature] Clerk

(Awarding Authority)
[Signature]
(Chairman/Mayor/President)

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated. Not valid for mortgage, note, loan, letter of credit, bank deposit, currency rate, interest rate or residual value guarantees. To confirm the validity of this Power of Attorney call 610-832-8240 between 9:00 am and 4:30 pm EST on any business day.



Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint Jennifer J. McComb of the city of Downers Grove, state of IL, its true and lawful attorney-in-fact, with full power and authority hereby conferred to sign, execute and acknowledge the following surety bond:

Principal Name: D. Construction, Inc.
Obligee Name: Village of Homer Glen
Surety Bond Number: 268012548 Bond Amount: See Bond Form

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 12th day of December, 2018.



The Ohio Casualty Insurance Company
Liberty Mutual Insurance Company
West American Insurance Company
By: David M. Carey
David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA
COUNTY OF MONTGOMERY

SS

On this 12th day of December, 2018, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.



COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Teresa Pastella, Notary Public
Upper Merion Twp., Montgomery County
My Commission Expires March 28, 2021
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE-IV – OFFICERS – Section 12. Power of Attorney. Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII – Execution of Contracts – SECTION 5. Surety Bonds and Undertakings. Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company do hereby certify that this power of attorney executed by said Companies is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 4th day of April, 2019.



By: Renee C. Llewellyn
Renee C. Llewellyn, Assistant Secretary

RETURN WITH BID

PROPOSAL

County Will
Local Public Agency Homer Glen
Section Number 19-00019-00-SW
Route 151st Street

1. Proposal of D. Construction, Inc.
1488 S. Broadway, Coal City, IL 60416
for the improvement of the above section by the construction of path between Heritage Park and Eagle Ridge Drive
including, but not limited to, sub-base granular material, hot-mix asphalt surface course,
topsoil placement, seeding, erosion control blanket, and all necessary work to complete.

a total distance of 1057.00 feet, of which a distance of 1057.00 feet, (0.200 miles) are to be improved.

- 2. The plans for the proposed work are those prepared by HR Green, 420 Front St, McHenry, IL, 60050
and approved by the Department of Transportation on _____
- 3. The specifications referred to herein are those prepared by the Department of Transportation and designated as "Standard Specifications for Road and Bridge Construction" and the "Supplemental Specifications and Recurring Special Provisions" thereto, adopted and in effect on the date of invitation for bids.
- 4. The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check Sheet for Recurring Special Provisions" contained in this proposal.
- 5. The undersigned agrees to complete the work within _____ working days or by 06/14/2019
unless additional time is granted in accordance with the specifications.
- 6. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this proposal is either a bid bond if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to:

Village of Homer Glen Treasurer of Homer Glen

The amount of the check is 5% Bid Amount Five percent bid bond (5% Bid Bond).

- 7. In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to the sum of the proposal guaranties, which would be required for each individual proposal. If the proposal guaranty check is placed in another proposal, it will be found in the proposal for: Section Number N/A.
- 8. The successful bidder at the time of execution of the contract will be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond or check shall be forfeited to the Awarding Authority.
- 9. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
- 10. A bid will be declared unacceptable if neither a unit price nor a total price is shown.
- 11. The undersigned submits herewith the schedule of prices on BLR 12200a covering the work to be performed under this contract.
- 12. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12200a, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.

SCHEDULE OF PRICES

County Will
 Local Public Agency Homer Glen
 Section _____
 Route 151st Street

Schedule for Multiple Bids

Combination Letter	Sections Included in Combinations	Total
<i>NA</i>		

Schedule for Single Bid

(For complete information covering these items, see plans and specifications)

Bidder's Proposal for making Entire Improvements *\$ 93,741.95*

Item No.	Items	Unit	Quantity	Unit Price	Total
1	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	100	<i>16.00</i>	<i>1,600.00</i>
2	EARTH EXCAVATION	CU YD	562	<i>30.00</i>	<i>16,860.00</i>
3	TRENCH BACKFILL	CU YD	10	<i>100.00</i>	<i>1,000.00</i>
4	SEEDING, SPECIAL	SQ YD	2,489	<i>4.95</i>	<i>12,320.55</i>
5	TEMPORARY DITCH CHECKS	FOOT	40	<i>14.30</i>	<i>572.00</i>
6	PERIMETER EROSION BARRIER	FOOT	2,114	<i>2.20</i>	<i>4,650.80</i>
7	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	1,323	<i>9.20</i>	<i>12,171.60</i>
8	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	129	<i>97.00</i>	<i>12,513.00</i>
9	PIPE CULVERTS, CLASS C, TYPE 1 12"	FOOT	30	<i>60.00</i>	<i>1,800.00</i>
10	PIPE CULVERTS, CLASS C, TYPE 1 15"	FOOT	104	<i>63.00</i>	<i>6,552.00</i>
11	STEEL END SECTIONS 15"	EACH	4	<i>250.00</i>	<i>1,000.00</i>
12	FRAMES AND LIDS TO BE ADJUSTED	EACH	1	<i>800.00</i>	<i>800.00</i>
13	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	<i>5,000.00</i>	<i>5,000.00</i>
14	BOLLARDS	EACH	2	<i>1,500.00</i>	<i>3,000.00</i>
15	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	181	<i>42.00</i>	<i>7,602.00</i>
16	WOOD POST	EACH	4	<i>200.00</i>	<i>800.00</i>
17	CONSTRUCTION LAYOUT	LSUM	1	<i>5,000.00</i>	<i>5,000.00</i>
18	FENCE REMOVAL	FOOT	50	<i>10.00</i>	<i>500.00</i>

RETURN WITH BID

SIGNATURES

County Will
Local Public Agency Homer Glen
Section Number 19-00019-00-SW
Route 151st Street

(If an individual)

Signature of Bidder _____

Business Address _____

(If a partnership)

Firm Name _____

Signed By _____

Business Address _____

Inset Names and Addressed of All Partners

} _____

(If a corporation)

Corporate Name D. Construction, Inc.

Signed By _____
President

Business Address 1488 S. Broadway
Coal City, IL 60416

Inset Names of Officers

President Benneth Sandeen

Secretary Tamara L. Hansen

Treasurer Tamara L. Hansen

Attest:


Secretary



Route 151st Street
County Will
Local Agency Homer Glen
Section 19-00019-00-SW

RETURN WITH BID

PAPER BID BOND

WE D. Construction, Inc., 1488 South Broadway, Coal City, IL 60416 as PRINCIPAL, and Liberty Mutual Insurance Company, 175 Berkeley Street, Boston, MA 02116 as SURETY,

are held jointly, severally and firmly bound unto the above Local Agency (hereafter referred to as "LA") in the penal sum of 5% of the total bid price, or for the amount specified in the proposal documents in effect on the date of invitation for bids whichever is the lesser sum.

WHEREAS THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that, the said PRINCIPAL is submitting a written proposal to the LA acting through its awarding authority for the construction of the work designated as the above section.

THEREFORE if the proposal is accepted and a contract awarded to the PRINCIPAL by the LA for the above designated section and the PRINCIPAL shall within fifteen (15) days after award enter into a formal contract, furnish surety guaranteeing the faithful performance of the work, and furnish evidence of the required insurance coverage, all as provided in the "Standard Specifications for Road and Bridge Construction" and applicable Supplemental Specifications, then this obligation shall become void; otherwise it shall remain in full force and effect.

IN THE EVENT the LA determines the PRINCIPAL has failed to enter into a formal contract in compliance with any requirements set forth in the preceding paragraph, then the LA acting through its awarding authority shall immediately be entitled to recover the full penal sum set out above, together with all court costs, all attorney fees, and any other expense of recovery.

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this 26th day of March, 2019

Principal

D. Construction, Inc.

By: Kenneth Sandeno, President (Signature and Title)

By: (Signature and Title)

(If PRINCIPAL is a joint venture of two or more contractors, the company names, and authorized signatures of each contractor must be affixed.)

Surety

Liberty Mutual Insurance Company

(Name of Surety)

By: James I. Moore (Signature of Attorney-in-Fact)

STATE OF ILLINOIS, COUNTY OF DuPage

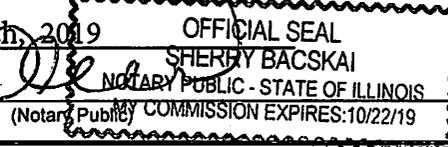
I, Sherry Bacskai, a Notary Public in and for said county, do hereby certify that Kenneth Sandeno & James I. Moore

(Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of PRINCIPAL and SURETY, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instruments as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this 26th day of March, 2019

My commission expires 10/22/2019



ELECTRONIC BID BOND

Electronic bid bond is allowed (box must be checked by LA if electronic bid bond is allowed)

The Principal may submit an electronic bid bond, in lieu of completing the above section of the Proposal Bid Bond Form. By providing an electronic bid bond ID code and signing below, the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the LA under the conditions of the bid bond as shown above.

Electronic Bid Bond ID Code input field

Electronic Bid Bond ID Code

(Company/Bidder Name)

(Signature and Title)

Date

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated. Not valid for mortgage, note, loan, letter of credit, bank deposit, currency rate, interest rate or residual value guarantees. To confirm the validity of this Power of Attorney call 610-832-8240 between 9:00 am and 4:30 pm EST on any business day.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, James I. Moore of the city of Downers Grove, state of IL its true and lawful attorney-in-fact, with full power and authority hereby conferred to sign, execute and acknowledge the following surety bond:

Principal Name: D. Construction, Inc.
Obligee Name: Village of Homer Glen
Surety Bond Number: Bid Bond Bond Amount: See Bond Form

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 6th day of March, 2017.



The Ohio Casualty Insurance Company
Liberty Mutual Insurance Company
West American Insurance Company
By: David M. Carey
David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA
COUNTY OF MONTGOMERY

ss

On this 6th day of March, 2017, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.



COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Teresa Pastella, Notary Public
Upper Merion Twp., Montgomery County
My Commission Expires March 28, 2021
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS – Section 12. Power of Attorney. Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII – Execution of Contracts – SECTION 5. Surety Bonds and Undertakings. Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 26th day of March, 2019.



By: Renee C. Llewellyn
Renee C. Llewellyn, Assistant Secretary



Apprenticeship or Training Program Certification

Return with Bid

Route 151st Street
County Will
Local Agency Homer Glen
Section 19-00019-00-SW

All contractors are required to complete the following certification:

- For this contract proposal or for all groups in this deliver and install proposal.
For the following deliver and install groups in this material proposal:

Blank lines for listing deliver and install groups.

Illinois Department of Transportation policy, adopted in accordance with the provisions of the Illinois Highway Code, requires this contract to be awarded to the lowest responsive and responsible bidder. The award decision is subject to approval by the Department. In addition to all other responsibility factors, this contract or deliver and install proposal requires all bidders and all bidders' subcontractors to disclose participation in apprenticeship or training programs that are (1) approved by and registered with the United States Department of Labor's Bureau of Apprenticeship and Training, and (2) applicable to the work of the above indicated proposals or groups. Therefore, all bidders are required to complete the following certification:

- I. Except as provided in paragraph IV below, the undersigned bidder certifies that it is a participant, either as an individual or as part of a group program, in an approved apprenticeship or training program applicable to each type of work or craft that the bidder will perform with its own employees.
II. The undersigned bidder further certifies for work to be performed by subcontract that each of its subcontractors submitted for approval either (A) is, at the time of such bid, participating in an approved, applicable apprenticeship or training program; or (B) will, prior to commencement of performance of work pursuant to this contract, establish participation in an approved apprenticeship or training program applicable to the work of the subcontract.
III. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

Carpenter Local 174, Cement Masons Local 164, Ironworkers Local 944,
Laborers Local 15, Operator Local 150

IV. Except for any work identified above, any bidder or subcontractor that shall perform all or part of the work of the contract or deliver and install proposal solely by individual owners, partners or members and not by employees to whom the payment of prevailing rates of wages would be required, check the following box, and identify the owner/operator workforce and positions of ownership.

DIA

The requirements of this certification and disclosure are a material part of the contract, and the contractor shall require this certification provision to be included in all approved subcontracts. The bidder is responsible for making a complete report and shall make certain that each type of work or craft job category that will be utilized on the project is accounted for and listed. The Department at any time before or after award may require the production of a copy of each applicable Certificate of Registration issued by the United States Department of Labor evidencing such participation by the contractor and any or all of its subcontractors. In order to fulfill the participation requirement, it shall not be necessary that any applicable program sponsor be currently taking or that it will take applications for apprenticeship, training or employment during the performance of the work of this contract or deliver and install proposal.

Bidder: D. Construction, Inc.
Address: 1488 S. Broadway
Coal City, IL 60416

By: [Signature]
(Signature)
Title: President Kenneth Sanders

RETURN WITH BID



Affidavit of Illinois Business Office

County Will
Local Public Agency Homer Glen
Section Number 19-00019-00-SW
Route 151st Street

State of Illinois)
) ss.
County of Grundy)

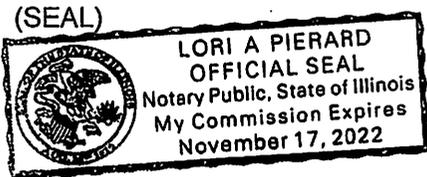
I, Kenneth Sanders of Morris, Illinois,
(Name of Affiant) (City of Affiant) (State of Affiant)

being first duly sworn upon oath, states as follows:

1. That I am the President of D. Construction Inc.
officer or position bidder
2. That I have personal knowledge of the facts herein stated.
3. That, if selected under this proposal, D. Construction Inc., will maintain a
(bidder)
business office in the State of Illinois which will be located in Grundy County, Illinois.
4. That this business office will serve as the primary place of employment for any persons employed in the construction contemplated by this proposal.
5. That this Affidavit is given as a requirement of state law as provided in Section 30-22(8) of the Illinois Procurement Code.

[Signature]
(Signature)
Kenneth Sanders
(Print Name of Affiant)

This instrument was acknowledged before me on 26 day of March, 2019.



[Signature]
(Signature of Notary Public)



Illinois Department of Transportation

Bureau of Construction
2300 South Dirksen Parkway/Room 322
Springfield, Illinois 62764

Affidavit of Availability For the Letting of _____

Instructions: Complete this form by either typing or using black ink. "Authorization to Bid" will not be issued unless both sides of this form are completed in detail. Use additional forms as needed to list all work.

Part I. Work Under Contract *See the attached letter and certificate of eligibility*

List below all work you have under contract as either a prime contractor or a subcontractor. It is required to include all pending low bids not yet awarded or rejected. In a joint venture, list only that portion of the work which is the responsibility of your company. The uncompleted dollar value is to be based upon the most recent engineer's or owners estimate, and must include work subcontracted to others. If no work is contracted, show NONE.

	1	2	3	4	Awards Pending	
Contract Number						
Contract With						
Estimated Completion Date						
Total Contract Price						Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor						
Uncompleted Dollar Value if Firm is the Subcontractor						
Total Value of All Work						

Part II. Awards Pending and Uncompleted Work to be done with your own forces.

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show NONE.

						Accumulated Totals
Earthwork						
Portland Cement Concrete Paving						
HMA Plant Mix						
HMA Paving						
Clean & Seal Cracks/Joints						
Aggregate Bases & Surfaces						
Highway, R.R. and Waterway Structures						
Drainage						
Electrical						
Cover and Seal Coats						
Concrete Construction						
Landscaping						
Fencing						
Guardrail						
Painting						
Signing						
Cold Milling, Planning & Rotomilling						
Demolition						
Pavement Markings (Paint)						
Other Construction (List)						
						\$ 0.00
Totals						

Disclosure of this information is REQUIRED to accomplish the statutory purpose as outlined in the "Illinois Procurement Code." Failure to comply will result in non-issuance of an "Authorization To Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others.

For each contract described in Part I, list all the work you have subcontracted to others.

	1	2	3	4	Awards Pending
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
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Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Total Uncompleted					

I, being duly sworn, do hereby declare that this affidavit is a true and correct statement relating to ALL uncompleted contracts of the undersigned for Federal, State, County, City and private work, including ALL subcontract work, ALL pending low bids not yet awarded or rejected and ALL estimated completion dates.

Subscribed and sworn to before me
 this _____ day of _____, _____ Type or Print Name _____
 Officer or Director Title

Signed _____
 Notary Public

My commission expires _____

(Notary Seal)

Company _____

Address _____



The Following Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

Recurring Special Provisions

<u>Check Sheet #</u>		<u>Page No.</u>
1	<input type="checkbox"/> Additional State Requirements for Federal-Aid Construction Contracts	75
2	<input type="checkbox"/> Subletting of Contracts (Federal-Aid Contracts)	78
3	<input type="checkbox"/> EEO	79
4	<input type="checkbox"/> Specific EEO Responsibilities Non Federal-Aid Contracts	89
5	<input type="checkbox"/> Required Provisions - State Contracts	94
6	<input type="checkbox"/> Asbestos Bearing Pad Removal	100
7	<input type="checkbox"/> Asbestos Waterproofing Membrane and Asbestos HMA Surface Removal	101
8	<input type="checkbox"/> Temporary Stream Crossings and In-Stream Work Pads	102
9	<input checked="" type="checkbox"/> Construction Layout Stakes Except for Bridges	103
10	<input type="checkbox"/> Construction Layout Stakes	106
11	<input type="checkbox"/> Use of Geotextile Fabric for Railroad Crossing	109
12	<input type="checkbox"/> Subsealing of Concrete Pavements	111
13	<input type="checkbox"/> Hot-Mix Asphalt Surface Correction	115
14	<input type="checkbox"/> Pavement and Shoulder Resurfacing	117
15	<input type="checkbox"/> Patching with Hot-Mix Asphalt Overlay Removal	118
16	<input type="checkbox"/> Polymer Concrete	120
17	<input type="checkbox"/> PVC Pipeliner	122
18	<input type="checkbox"/> Bicycle Racks	123
19	<input type="checkbox"/> Temporary Portable Bridge Traffic Signals	125
20	<input type="checkbox"/> Work Zone Public Information Signs	127
21	<input type="checkbox"/> Nighttime Inspection of Roadway Lighting	128
22	<input type="checkbox"/> English Substitution of Metric Bolts	129
23	<input type="checkbox"/> Calcium Chloride Accelerator for Portland Cement Concrete	130
24	<input type="checkbox"/> Quality Control of Concrete Mixtures at the Plant	131
25	<input type="checkbox"/> Quality Control/Quality Assurance of Concrete Mixtures	139
26	<input type="checkbox"/> Digital Terrain Modeling for Earthwork Calculations	155
27	<input type="checkbox"/> Reserved	157
28	<input type="checkbox"/> Preventive Maintenance - Bituminous Surface Treatment	158
29	<input type="checkbox"/> Reserved	164
30	<input type="checkbox"/> Reserved	165
31	<input type="checkbox"/> Reserved	166
32	<input type="checkbox"/> Temporary Raised Pavement Markers	167
33	<input type="checkbox"/> Restoring Bridge Approach Pavements Using High-Density Foam	168
34	<input type="checkbox"/> Portland Cement Concrete Inlay or Overlay	171
35	<input type="checkbox"/> Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	175

The Following Local Roads And Streets Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

Local Roads And Streets Recurring Special Provisions

<u>Check Sheet #</u>		<u>Page No.</u>
LRS 1	Reserved	179
LRS 2	<input type="checkbox"/> Furnished Excavation	180
LRS 3	<input checked="" type="checkbox"/> Work Zone Traffic Control Surveillance	181
LRS 4	<input checked="" type="checkbox"/> Flaggers in Work Zones	182
LRS 5	<input type="checkbox"/> Contract Claims	183
LRS 6	<input checked="" type="checkbox"/> Bidding Requirements and Conditions for Contract Proposals	184
LRS 7	<input type="checkbox"/> Bidding Requirements and Conditions for Material Proposals	190
LRS 8	Reserved	196
LRS 9	<input type="checkbox"/> Bituminous Surface Treatments	197
LRS 10	Reserved	198
LRS 11	<input type="checkbox"/> Employment Practices	199
LRS 12	<input checked="" type="checkbox"/> Wages of Employees on Public Works	201
LRS 13	<input checked="" type="checkbox"/> Selection of Labor	203
LRS 14	<input type="checkbox"/> Paving Brick and Concrete Paver Pavements and Sidewalks	204
LRS 15	<input type="checkbox"/> Partial Payments	207
LRS 16	<input type="checkbox"/> Protests on Local Lettings	208
LRS 17	<input checked="" type="checkbox"/> Substance Abuse Prevention Program	209
LRS 18	<input type="checkbox"/> Multigrade Cold Mix Asphalt	210

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LOCAL ROADS SPECIAL PROVISIONS

BDE SPECIAL PROVISIONS

PREVAILING WAGE RATES

SPECIAL PROVISIONS

The following Special Provisions supplement the Illinois Department of Transportation's (IDOT) "Standard Specifications for Road and Bridge Construction," adopted April 1, 2016, (hereinafter referred to as the "Standard Specifications"); the "Manual on Uniform Traffic Control Devices for Streets and Highways" the "Manual of Test Procedures of Materials", in effect on the date of invitation for bids; the "Supplemental Specifications and Recurring Special Provisions," latest edition as indicated on the Check Sheet included herein, and Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition, which apply to and govern the improvements of the Village of Homer Glen 151st Street Path, Section 19-00019-00-SW, Homer Glen, Will County, Illinois. In case of conflict with any or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF IMPROVEMENT

This project consists of construction of a hot-mix asphalt path which is located on 151st Street from Heritage Park to Eagle Ridge Drive in the Village of Homer Glen, Will County, Illinois as shown on the location map and in the project plans. The gross length of the improvement is 1,057 feet (0.2 miles)

DESCRIPTION OF IMPROVEMENT

The work shall include, but not limited to, earth excavation, HMA surface course, pipe culverts, landscaping restoration, and all incidental and collateral work necessary to complete the improvements as described herein.

MAINTENANCE OF ROADWAYS

Effective: September 30, 1985

Revised: November 1, 1996

Beginning on the date that the Contractor begins work on this project, he shall assume responsibility for normal maintenance of all existing roadways within the limits of the improvement. This normal maintenance shall include all repair work deemed necessary by the Engineer, but shall not include snow removal operations. Traffic control and protection for maintenance of roadways will be provided by the Contractor as required by the Engineer.

If items of work have not been provided for in the contract, or otherwise specified for payment, such items, including the accompanying traffic control and protection required by the Engineer, will be paid for in accordance with Article 109.04 of the Standard Specifications.

MOBILIZATION

This Contract contains no provisions for Mobilization. Therefore, Section 671 of the Standard Specifications is deleted.

COMPLETION DATE PLUS WORKING DAYS

Revise Article 108.05 (b) of the Standard Specifications as follows:

"When a completion date plus working days is specified, the Contractor shall complete all contract items and safely open all roadways to traffic by 11:59 PM on June 14, 2019 except as specified herein.

The Contractor will be allowed to complete all tree planting, clean-up work and punch list items within 10 working days after the completion date for opening the roadway to traffic. Under extenuating circumstances the Engineer may direct that certain items of work, not affecting the safe opening of the roadway to traffic, may be completed within the working days allowed for clean up work and punch list items. Temporary lane closures for this work may be allowed at the discretion of the Engineer.

Article 108.09 or the Special Provision for "Failure to Complete the Work on Time", if included in this contract, shall apply to both the completion date and the number of working days.

FAILURE TO COMPLETE THE WORK ON TIME

Effective: September 30, 1985

Revised: January 1, 2007

Should the Contractor fail to complete the work on or before the completion dates as specified in the Special Provision for "Completion Date", or within such extended time as may have been allowed by the Department, the Contractor shall be liable to the Department in the amount of \$2,500, not as a penalty but as liquidated damages, for each calendar day or a portion thereof of overrun in the contract time or such extended time as may have been allowed.

In fixing the damages as set out herein, the desire is to establish a certain mode of calculation for the work since the Department's actual loss, in the event of delay, cannot be predetermined, would be difficult of ascertainment, and a matter of argument and unprofitable litigation. This said mode is an equitable rule for measurement of the Department's actual loss and fairly take into account the loss of use of the roadway if the project is delayed in completion. The Department shall not be required to provide any actual loss in order to

recover these liquidated damages provided herein, as said damages are very difficult to ascertain. Furthermore, no provision of this clause shall be construed as a penalty, as such is not the intention of the parties.

A calendar day is every day shown on the calendar and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty-four hours later.

WORK HOURS

The Contractor must adhere to the Village ordinance work time schedule. Construction work may be performed Monday thru Friday during the hours of 7:00 a.m. to 7:00 p.m, and on Saturday during the hours of 8:00 a.m. to 5:00 p.m. No work may be performed prior or beyond this period without prior written approval from the Village.

TRAFFIC CONTROL AND PROTECTION

All roads shall be kept open to traffic, unless noted otherwise in the plans. The Contractor should take particular note of the applicable portions of Article 107.14 of the Standard Specifications. All signs, except those referring to daily lane closures, shall be post mounted in accordance with Standard 701901 for all projects that exceed four-day duration. Construction signs referring to daytime lane closures during working hours shall be removed, covered or turned away from the view of the motorists during non-working hours.

The Contractor shall furnish, erect, maintain and remove all signs, barricades, flaggers and other traffic control devices as may be necessary for the purpose of regulating, warning or guiding traffic. Placement and maintenance of all traffic control devices shall be in accordance with the applicable parts of Section 701 of the Standard Specifications, the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways and the Highway Standard contained herein.

Special attention is called to Article 107.09 and Section 701 of the Standard Specifications and the following Highways Standards, Supplemental Specifications, Details, Quality Standard for Work Zone Traffic Control Devices, Recurring Special Provisions, and Special Provisions contained herein relating to traffic control. It should be noted that Type I or Type II barricades will be required adjacent to the pavement in areas where a drop off of 3" or more occurs in accordance with Article 701.07.

Standards

701001, 701006, 701301, 701801, and 701901

Special Provisions

Maintenance of Roadways
Public Convenience and Safety (D-1)
Work Zone Traffic Control (LRS#3)
Flaggers in Work Zones (LRS#4)

The Contractor shall contact the Village at least 72 hours in advance of beginning work. Construction operations shall be conducted in a manner such that streets will be open to traffic at all times, and access to abutting property shall be maintained.

The Contractor shall be responsible for providing a proposed scheduling, phasing and traffic control plan. The Village will review these plans and provide the contractor with any necessary modifications in writing. The Contractor will then be responsible for incorporating these changes into the proposed scheduling, phasing and traffic control plan.

At the preconstruction meeting, the Contractor shall furnish the name and telephone number where he may be

reached during non-working hours of the individual in his direct employ that is to be responsible for the installation and maintenance of the traffic control of this project. If the actual installation and maintenance are to be accomplished by a subcontractor, consent shall be requested of the Engineer at the time of the preconstruction meeting in accordance with Article 108.01 of the Standard Specifications. This shall not relieve the Contractor of the requirements to have a responsible individual in his direct employ supervise this work.

This work will be paid for at the contract LUMP SUM price for TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

PUBLIC CONVENIENCE AND SAFETY (D-1)

Effective: May 1, 2012

Revised: July 15, 2012

Add the following to the end of the fourth paragraph of Article 107.09:

"If the holiday is on a Saturday or Sunday, and is legally observed on a Friday or Monday, the length of Holiday Period for Monday or Friday shall apply."

Add the following sentence after the Holiday Period table in the fourth paragraph of Article 107.09:

"The Length of Holiday Period for Thanksgiving shall be from 5:00 AM the Wednesday prior to 11:59 PM the Sunday After"

Delete the fifth paragraph of Article 107.09 of the Standard Specifications:

"On weekends, excluding holidays, roadways with Average Daily Traffic of 25,000 or greater, all lanes shall be open to traffic from 3:00 P.M. Friday to midnight Sunday except where structure construction or major rehabilitation makes it impractical."

CLEAN CONSTRUCTION AND DEMOLITION DEBRIS

In addition to the requirements of Section 107.01 of the Standard Specifications, the Contractor shall be responsible for the proper removal and disposal of excavated materials from the project site. The Contractor will meet all requirements set forth by the IEPA and Public Act 96-1416 in regards to Clean Construction and Demolition Debris which may include, but not limited to, field and laboratory analyses, certification from a licensed Professional Engineer, dumping fees and documentation. This work shall not be paid for separately, but will be included in the cost of the contract. No additional compensation will be provided.

STORM SEWERS - PIPE CULVERTS

Description:

This work shall be performed in accordance with Sections 202, 502, 542, 550 and 551 of the Standard Specifications and shall include the installation of storm sewers or pipe culverts as shown in the plans or as directed by the Engineer. The work will include excavation, removal and disposal of unsuitable materials and storm sewer construction of the class and type specified.

This work shall require excavation to meet the lines and grades as shown in the plans, and as directed by the Engineer at the time of construction.

Materials excavated for storm sewer or pipe culvert installation shall be removed and disposed of off-site.

Materials:

The proposed storm sewers or pipe culverts Class C shall consist of the installation of aluminized steel corrugated pipe, bedding and initial backfill. The initial backfill and trench backfill shall conform to IDOT approved CA-6 aggregate, crushed gravel or crushed stone.

Measurement and Basis of Payment.

This work will be paid for at the contract unit price per FOOT for STORM SEWERS, or per FOOT for PIPE CULVERTS, of the class and type specified, which shall include all labor, material, and equipment to complete the work as specified above.

FENCE REMOVAL

Description.

This work includes the removal of chain link fence, including fence and posts at the locations shown on the plans in accordance with Section 664 and as directed by the Engineer. The limits of removal must be marked and measured for payment by the Engineer prior to removal. The Contractor at his/her expense shall repair any fence damaged or property damaged outside the removal limits.

Measurement and Basis of Payment.

This work will be paid for at the contract unit price per FOOT for FENCE REMOVAL, which price shall include removal of the existing fence as well as all equipment, labor and materials required to complete the work.

BOLLARDS

This work shall consist of the fabrication, storage, delivery and installation of a bollard and footing. All footing reinforcing concrete, bollard base plate, and miscellaneous items for the complete installation are included in this work. This work will be in accordance with the bollard detail in the plans.

Submittals: The Contractor shall submit shop drawings and product data completely describing items and installation details.

Installation: Installation shall comply with manufacturer provided instructions and drawings. Anchor as recommended by manufacturer and as shown in the drawings.

Basis of Payment: The bollards will be paid for at the contract unit per EACH for BOLLARDS, which price shall include the information listed herein.

WOOD POSTS

This work shall consist of furnishing and installing wood posts of the type, size and at locations shown in the plans. The posts shall be anchored in concrete, cast in place at the depths shown on the plans. Concrete for the footings shall be Class SI concrete and in accordance with the applicable portions of the Standard Specifications.

Submittals: The Contractor shall submit shop drawings and product data completely describing items and installation details.

Basis of Payment: The posts will be paid for at the contract unit per EACH for WOOD POSTS, which price

shall include the posts, concrete work, and all incidental work required for installation.

SEEDING, SPECIAL

Description.

This work shall consist of furnishing, placing and shaping an average depth of 4 inches (4") of pulverized topsoil, Seeding Class 1A, Erosion Control Blanket (Article 251.04), watering and Fertilizer Nutrients at the rate of 270 pounds per acre, from the edge of path and taper into the existing ground as shown on the plans.

This work shall be done in accordance with the applicable articles of Section 211, Section 250, Section 251 and Section 480 of the Standard Specifications.

Measurement.

Topsoil and Seed will be measured in place and the area computed in square yards.

Basis of Payment.

This work will be paid for at the contract unit price per square yard for SEEDING, SPECIAL, which price shall include all labor, material and equipment necessary to complete the work as specified above.

Payment for this item shall not be made until the seed has germinated, and a growth of 2" grass strand has been established for over 90% of the area.

HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"

Description.

This work shall consist of constructing hot-mix asphalt surface and binder on an aggregate base course. This work shall be completed in accordance with Sections 351 and 406 of the Standard Specifications and the Plan details.

Requirements.

The pavement composition shall be as follows:

- Hot-Mix Asphalt Surface Course, Mix "D", N50: 2"
- Hot-Mix Asphalt Binder Course, IL-19.0, N50: 4"
- Aggregate Base Course, Type B 6"

The items above will not be paid for separately, but will be included in the cost of the work. Removal of the existing driveway pavement, regardless of type of material, and any required earth excavation will not be paid for separately, but will be included in the cost of the work.

Method of Measurement.

This work will be measured in place and the area calculated in square yards.

Basis of Payment.

This work will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6".

HOT-MIX ASPHALT BINDER, LEVELING BINDER AND SURFACE COURSE

Description and Materials. Hot Mix Asphalt pavements shall be designed, produced, stored, controlled (sample inspection, sampling, and testing), shipped, and constructed in accordance with Section 406 and other

applicable sections of the Standard Specifications for Road and Bridge Construction, applicable Special Provisions, and Chapter 44 of the Bureau of Local Roads and Streets Manual and the following:

1. All asphalt mix designs shall target 3.5% Air Voids and all production shall trend about 3.5% Air Voids.
2. N50, IL-19.0 mm Binder course shall have a minimum of 40% passing the #4 sieve.
3. N50, IL-9.5 mm Surface and Level courses shall have a minimum of 40% passing the #8 sieve. The maximum RAP allowed in all surface course mixtures shall not exceed 15%.
4. Re-proportioning (within SSRBC adjustments allowed) of IDOT verified mix designs may be allowed and the contractor must submit these values for a review by the Engineer at least one week prior to the first day of production.
5. One field TSR test by the Contractor will be required to validate changes.
6. The AJMF during production shall meet the remaining IDOT volumetric requirements.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AC TYPE	VOIDS
Hot Mix Asphalt Surface Course, Mix "D," N50	PG 58-22/58-28*	3.5% @ 50 GYR
Hot Mix Asphalt Binder Course, IL-19, N50	PG 58-22/58-28*	3.5% @ 50 GYR

Note: The unit weight used to calculate all HMA surface mixture quantities is 112 lbs/sq yd/in

* When Asphalt Binder Replacement (ABR) exceeds 15%, the new asphalt binder in the mix shall be PG 58-28. No more than 2% Reclaimed Asphalt Shingles shall be allowed in the asphalt.

Construction.

7. In lieu of a pneumatic tired roller, the Contractor may use a vibratory roller set with low amplitude or multiple passes with the tandem roller as approved by the Engineer.
8. Auger extensions are required on all lifts, all mixes.
9. Reverse augers must be installed properly.
10. Paving of the full roadway width shall be completed at the end of each day. Longitudinal joints shall be closed daily and within one truck load of HMA to prevent cold joints. Any violation shall require saw cutting edge back 3" to expose straight edge, shall be tack coated twice, and will be straight and uniform.
11. Asphalt along the curb line shall be compacted such that the asphalt is ¼" above the curb line.

Basis of Payment. Revise the seventh paragraph of Article 406.14 of the Standard Specifications to read: "For all mixes designed and verified under the specified criteria, the cost of furnishing and introducing anti-stripping additives in the HMA will not be paid for separately, but shall be considered as included in the contract unit price of the HMA item involved."

No additional compensation will be awarded to the Contractor because of reduced production rates associated with the addition of the anti-stripping additive."

HMA MIXTURE DESIGN REQUIREMENTS (D-1)

Effective: January 1, 2013

Revised: January 1, 2018

1) Design Composition and Volumetric Requirements

Revise the table in Article 406.06(d) of the Standard Specifications to read:

"MINIMUM COMPACTED LIFT THICKNESS	
Mixture Composition	Thickness, in. (mm)
IL-4.75	3/4 (19)
SMA-9.5, IL-9.5, IL-9.5L	1 1/2 (38)
SMA-12.5	2 (50)
IL-19.0, IL-19.0L	2 1/4 (57)"

Revise the table in Article 1004.03(c) of the Standard Specifications to read:

"Use	Size/Application	Gradation No.
Class A-1, 2, & 3	3/8 in. (10 mm) Seal	CA 16
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & 3	Cover	CA 14
HMA High ESAL	IL-19.0 IL-9.5	CA 11 ^{1/} CA 16, CA 13 ^{3/}
HMA Low ESAL	IL-19.0L IL-9.5L Stabilized Subbase or Shoulders	CA 11 ^{1/} CA 16
SMA ^{2/}	1/2 in. (12.5mm) Binder & Surface IL 9.5 Surface	CA13 ^{3/} , CA14 or CA16 CA16, CA 13 ^{3/}

1/ CA 16 or CA 13 may be blended with the gradations listed.

2/ The coarse aggregates used shall be capable of being combined with stone sand, slag sand, or steel slag sand meeting the FA/FM 20 gradation and mineral filler to meet the approved mix design and the mix requirements noted herein.

3/ CA 13 shall be 100 percent passing the 1/2 in. (12.5mm) sieve.

Revise Article 1004.03(e) of the Supplemental Specifications to read:

"(e) Absorption. For SMA the coarse aggregate shall also have water absorption ≤ 2.0 percent."

Revise the last paragraph of Article 1102.01 (a) (5) of the Standard Specifications to read:

"IL-4.75 and Stone Matrix Asphalt (SMA) mixtures which contain aggregate having

absorptions greater than or equal to 2.0 percent, or which contain steel slag sand, shall have minimum surge bin storage plus haul time of 1.5 hours.”

Revise the nomenclature table in Article 1030.01 of the Standard Specifications to read:

“High ESAL	IL-19.0 binder; IL-9.5 surface; IL-4.75; SMA-12.5, SMA-9.5
Low ESAL	IL-19.0L binder; IL-9.5L surface; Stabilized Subbase (HMA) ^{1/} ; HMA Shoulders ^{2/}

1/ Uses 19.0L binder mix.

2/ Uses 19.0L for lower lifts and 9.5L for surface lift.”

Revise Article 1030.02 of the Standard Specifications and Supplemental Specifications to read:

“**1030.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a)	Coarse Aggregate 1004.03
(b)	Fine Aggregate 1003.03
(c)	RAP Material 1031
(d)	Mineral Filler 1011
(e)	Hydrated Lime 1012.01
(f)	Slaked Quicklime (Note 1)
(g)	Performance Graded Asphalt Binder (Note 2) 1032
(h)	Fibers (Note 3)
(i)	Warm Mix Asphalt (WMA) Technologies (Note 4)

Note 1. Slaked quicklime shall be according to ASTM C 5.

Note 2. The asphalt binder shall be an SBS PG 76-28 when the SMA is used on a full-depth asphalt pavement and SBS PG 76-22 when used as an overlay, except where modified herein. The asphalt binder shall be an Elvaloy or SBS PG 76-22 for IL-4.75, except where modified herein. The elastic recovery shall be a minimum of 80.

Note 3. A stabilizing additive such as cellulose or mineral fiber shall be added to the SMA mixture according to Illinois Modified AASHTO M 325. The stabilizing additive shall meet the Fiber Quality Requirements listed in Illinois Modified AASHTO M 325. Prior to approval and use of fibers, the Contractor shall submit a notarized certification by the producer of these materials stating they meet these requirements. Reclaimed Asphalt Shingles (RAS) may be used in Stone Matrix Asphalt (SMA) mixtures designed with an SBA polymer modifier as a fiber additive if the mix design with RAS included meets AASHTO T305 requirements. The RAS shall be from a certified source that produces either Type 1 or Type 2. Material shall meet requirements noted herein and the actual dosage rate will be determined by the Engineer.

Note 4. Warm mix additives or foaming processes shall be selected from the current Bureau of Materials and Physical Research Approved List, “Warm Mix Asphalt Technologies”.

Revise Article 1030.04(a)(1) of the Standard Specifications and the Supplemental Specifications to read:

- “ (1) High ESAL Mixtures. The Job Mix Formula (JMF) shall fall within the following limits.

High ESAL, MIXTURE COMPOSITION (% PASSING) ^{1/}										
Sieve Size	IL-19.0 mm		SMA ^{4/} IL-12.5 mm		SMA ^{4/} IL-9.5 mm		IL-9.5 mm		IL-4.75 mm	
	min	max	min	max	min	max	min	max	min	max
1 1/2 in. (37.5 mm)										
1 in. (25 mm)		100								
3/4 in. (19 mm)	90	100		100						
1/2 in. (12.5 mm)	75	89	80	100		100		100		100
3/8 in. (9.5 mm)				65	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	90	100
#8 (2.36 mm)	20	42	16	24 ^{5/}	16	32 ^{5/}	34 ^{6/}	52 ^{2/}	70	90
#16 (1.18 mm)	15	30					10	32	50	65
#30 (600 μm)			12	16	12	18				
#50 (300 μm)	6	15					4	15	15	30
#100 (150 μm)	4	9					3	10	10	18
#200 (75 μm)	3	6	7.0	9.0 ^{3/}	7.5	9.5 ^{3/}	4	6	7	9 ^{3/}
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		1.0

- 1/ Based on percent of total aggregate weight.
- 2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign = 90.
- 3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.
- 4/ The maximum percent passing the #635 (20 μm) sieve shall be ≤ 3 percent.
- 5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above the percentage stated on the table.
- 6/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.

Revise Article 1030.04(b)(1) of the Standard Specifications to read:

“(1) High ESAL Mixtures. The target value for the air voids of the HMA shall be 4.0 percent and for IL-4.75 it shall be 3.5 percent at the design number of gyrations. The VMA and VFA of the HMA design shall be based on the nominal maximum size of the aggregate in the mix, and shall conform to the following requirements.

VOLUMETRIC REQUIREMENTS High ESAL				
N design n	Voids in the Mineral Aggregate (VMA), % minimum			Voids Filled with Asphalt Binder (VFA), %
	IL-19.0	IL-9.5	IL- 4.75 ^{1/}	
50	13.5	15.0	18.5	65 – 78 ^{2/}
70			65 - 75	
90				

1/ Maximum Draindown for IL-4.75 shall be 0.3 percent

2/ VFA for IL-4.75 shall be 72-85 percent"

Replace Article 1030.04(b)(3) of the Standard Specifications with the following:

"(3) SMA Mixtures.

Volumetric Requirements SMA ^{1/}			
Ndesign	Design Air Voids Target %	Voids in the Mineral Aggregate (VMA), % min.	Voids Filled with Asphalt (VFA), %
80 ^{4/}	3.5	17.0 ^{2/}	75 - 83
		16.0 ^{3/}	

1/ Maximum draindown shall be 0.3 percent. The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30 °F.

2/ Applies when specific gravity of coarse aggregate is ≥ 2.760.

3/ Applies when specific gravity of coarse aggregate is < 2.760.

4/ Blending of different types of aggregate will not be permitted.

For surface course, the coarse aggregate can be crushed steel slag, crystalline crushed stone or crushed sandstone. For binder course, coarse aggregate shall be crushed stone (dolomite), crushed gravel, crystalline crushed stone, or crushed sandstone.

Add to the end of Article 1030.05 (d) (2) a. of the Standard Specifications:

"During production, the Contractor shall test SMA mixtures for draindown according to AASHTO T305 at a frequency of 1 per day of production."

Delete last sentence of the second paragraph of Article 1102.01(a) (4) b. 2.

Add to the end of Article 1102.01 (a) (4) b. 2.:

“As an option, collected dust (baghouse) may be used in lieu of manufactured mineral filler according to the following:

(a.) Sufficient collected dust (baghouse) is available for production of the SMA mix for the entire project.

(b.) A mix design was prepared based on collected dust (baghouse).

2) Design Verification and Production

Revise Article 1030.04 (d) of the Standard Specifications to read:

“(d) Verification Testing. High ESAL, IL-4.75, and SMA mix designs submitted for verification will be tested to ensure that the resulting mix designs will pass the required criteria for the Hamburg Wheel Test (IL mod AASHTO T-324) and the Tensile Strength Test (IL mod AASHTO T-283). The Department will perform a verification test on gyratory specimens compacted by the Contractor. If the mix fails the Department’s verification test, the Contractor shall make the necessary changes to the mix and resubmit compacted specimens to the Department for verification. If the mix fails again, the mix design will be rejected.

All new and renewal mix designs will be required to be tested, prior to submittal for Department verification and shall meet the following requirements:

(1)Hamburg Wheel Test criteria. The maximum allowable rut depth shall be 0.5 in. (12.5 mm). The minimum number of wheel passes at the 0.5 in. (12.5 mm) rut depth criteria shall be based on the high temperature binder grade of the mix as specified in the mix requirements table of the plans.

Illinois Modified AASHTO T 324 Requirements ^{1/}

Asphalt Binder Grade	# Repetitions	Max Rut Depth (mm)
PG 70 -XX (or higher)	20,000	12.5
PG 64 -XX (or lower)	10,000	12.5

1/ When produced at temperatures of 275 ± 5 °F (135 ± 3 °C) or less, loose Warm Mix Asphalt shall be oven aged at 270 ± 5 °F (132 ± 3 °C) for two hours prior to gyratory compaction of Hamburg Wheel specimens.

Note: For SMA Designs (N-80) the maximum rut depth is 6.0 mm at 20,000 repetitions. For IL 4.75mm Designs (N-50) the maximum rut depth is 9.0mm at 15,000 repetitions.

(2) Tensile Strength Criteria. The minimum allowable conditioned tensile strength shall be 60 psi (415 kPa) for non-polymer modified performance graded (PG) asphalt binder and 80 psi (550 kPa) for polymer modified PG asphalt binder. The maximum allowable unconditioned tensile strength shall be 200 psi (1380 kPa).”

Production Testing. Revise first paragraph of Article 1030.06(a) of the Standard Specifications to read:

“(a) High ESAL, IL-4.75, WMA, and SMA Mixtures. For each contract, a 300 ton (275 metric tons) test strip, except for SMA mixtures it will be 400 ton (363 metric ton), will be required at the beginning of HMA production for each mixture at the beginning of each construction year according to the Manual of Test Procedures for Materials “Hot Mix Asphalt Test Strip Procedures”. At the request of the Producer, the Engineer may waive the test strip if previous construction during the current construction year has demonstrated the constructability of the mix using Department test results.”

Add the following after the sixth paragraph in Article 1030.06 (a) of the Standard Specifications:

“The Hamburg Wheel test shall also be conducted on all HMA mixtures from a sample taken within the first 500 tons (450 metric tons) on the first day of production or during start up with a split reserved for the Department. The mix sample shall be tested according to the Illinois Modified AASHTO T 324 and shall meet the requirements specified herein. Mix production shall not exceed 1500 tons (1350 metric tons) or one day’s production, whichever comes first, until the testing is completed and the mixture is found to be in conformance. The requirement to cease mix production may be waived if the plant produced mixture demonstrates conformance prior to start of mix production for a contract.

If the mixture fails to meet the Hamburg Wheel criteria, no further mixture will be accepted until the Contractor takes such action as is necessary to furnish a mixture meeting the criteria”

Method of Measurement:

Add the following after the fourth paragraph of Article 406.13 (b):

“The plan quantities of SMA mixtures shall be adjusted using the actual approved binder and surface Mix Design’s G_{mb} .”

Basis of Payment.

Replace the fourth paragraph of Article 406.14 of the Standard Specifications with the following:

“Stone matrix asphalt will be paid for at the contract unit price per ton (metric ton) for POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, of the mixture composition and N_{design} specified; and POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, of the mixture composition and N_{design} specified.”

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (D-1)

Effective: November 1, 2012

Revised: January 1, 2018

Revise Section 1031 of the Standard Specifications to read:

“SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

1031.01 Description. Reclaimed asphalt pavement and reclaimed asphalt shingles shall be according to the following.

(a) Reclaimed Asphalt Pavement (RAP). RAP is the material resulting from cold milling or crushing an existing hot-mix asphalt (HMA) pavement. RAP will be considered processed FRAP after completion

of both crushing and screening to size. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.

- (b) Reclaimed Asphalt Shingles (RAS). Reclaimed asphalt shingles (RAS). RAS is from the processing and grinding of preconsumer or post-consumer shingles. RAS shall be a clean and uniform material with a maximum of 0.5 percent unacceptable material, as defined in Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources", by weight of RAS. All RAS used shall come from a Bureau of Materials and Physical Research approved processing facility where it shall be ground and processed to 100 percent passing the 3/8 in. (9.5 mm) sieve and 90 percent passing the #4 (4.75 mm) sieve. RAS shall meet the testing requirements specified herein. In addition, RAS shall meet the following Type 1 or Type 2 requirements.
- (1) Type 1. Type 1 RAS shall be processed, preconsumer asphalt shingles salvaged from the manufacture of residential asphalt roofing shingles.
- (2) Type 2. Type 2 RAS shall be processed post-consumer shingles only, salvaged from residential, or four unit or less dwellings not subject to the National Emission Standards for Hazardous Air Pollutants (NESHAP).

1031.02 Stockpiles. RAP and RAS stockpiles shall be according to the following.

- (a) RAP Stockpiles. The Contractor shall construct individual, sealed RAP stockpiles meeting one of the following definitions. Additional processed RAP (FRAP) shall be stockpiled in a separate working pile, as designated in the QC Plan, and only added to the sealed stockpile when test results for the working pile are complete and are found to meet tolerances specified herein for the original sealed FRAP stockpile. Stockpiles shall be sufficiently separated to prevent intermingling at the base. All stockpiles (including unprocessed RAP and FRAP) shall be identified by signs indicating the type as listed below (i.e. "Non- Quality, FRAP -#4 or Type 2 RAS", etc...).
- (1) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, Superpave HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in FRAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. All FRAP shall be processed prior to testing and sized into fractions with the separation occurring on or between the #4 (4.75 mm) and 1/2 in. (12.5 mm) sieves. Agglomerations shall be minimized such that 100 percent of the RAP in the coarse fraction shall pass the maximum sieve size specified for the mix the FRAP will be used in.
- (2) Restricted FRAP (B quality) stockpiles shall consist of RAP from Class I, Superpave (High ESAL), or HMA (High ESAL). If approved by the Engineer, the aggregate from a maximum 3.0 in. (75 mm) single combined pass of surface/binder milling will be classified as B quality. All millings from this application will be processed into FRAP as described previously.
- (3) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, Superpave HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate RAP shall be processed (FRAP) prior to testing. Conglomerate RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (4) Conglomerate "D" Quality (DQ). Conglomerate DQ RAP stockpiles shall consist of RAP from HMA shoulders, bituminous stabilized subbases or Superpave (Low ESAL)/HMA (Low ESAL) IL-19.0L binder mixture. The coarse aggregate in this RAP may be crushed or round but shall be at least D quality.

This RAP may have an inconsistent gradation and/or asphalt binder content. Conglomerate DQ RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.

- (5) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".

RAP or FRAP containing contaminants, such as earth, brick, sand, concrete, sheet asphalt, bituminous surface treatment (i.e. chip seal), pavement fabric, joint sealants, plant cleanout etc., will be unacceptable unless the contaminants are removed to the satisfaction of the Engineer. Sheet asphalt shall be stockpiled separately.

- (b) RAS Stockpiles. Type 1 and Type 2 RAS shall be stockpiled separately and shall be sufficiently separated to prevent intermingling at the base. Each stockpile shall be signed indicating what type of RAS is present.

However, a RAS source may submit a written request to the Department for approval to blend mechanically a specified ratio of Type 1 RAS with Type 2 RAS. The source will not be permitted to change the ratio of the blend without the Department prior written approval. The Engineer's written approval will be required, to mechanically blend RAS with any fine aggregate produced under the AGCS, up to an equal weight of RAS, to improve workability. The fine aggregate shall be "B Quality" or better from an approved Aggregate Gradation Control System source. The fine aggregate shall be one that is approved for use in the HMA mixture and accounted for in the mix design and during HMA production.

Records identifying the shingle processing facility supplying the RAS, RAS type, and lot number shall be maintained by project contract number and kept for a minimum of three years.

1031.03 Testing. FRAP and RAS testing shall be according to the following.

- (a) FRAP Testing. When used in HMA, the FRAP shall be sampled and tested either during processing or after stockpiling. It shall also be sampled during HMA production.
- (1) During Stockpiling. For testing during stockpiling, washed extraction samples shall be run at the minimum frequency of one sample per 500 tons (450 metric tons) for the first 2000 tons (1800 metric tons) and one sample per 2000 tons (1800 metric tons) thereafter. A minimum of five tests shall be required for stockpiles less than 4000 tons (3600 metric tons).
- (2) Incoming Material. For testing as incoming material, washed extraction samples shall be run at a minimum frequency of one sample per 2000 tons (1800 metric tons) or once per week, whichever comes first.
- (3) After Stockpiling. For testing after stockpiling, the Contractor shall submit a plan for approval to the District proposing a satisfactory method of sampling and testing the RAP/FRAP pile either in-situ or by restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to obtain representative samples throughout the pile for testing.

Before extraction, each field sample of FRAP, shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedure. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

- (b) RAS Testing. RAS shall be sampled and tested during stockpiling according to Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources". The Contractor shall also sample as incoming material at the HMA plant.

- (1) During Stockpiling. Washed extraction and testing for unacceptable materials shall be run at the minimum frequency of one sample per 200 tons (180 metric tons) for the first 1000 tons (900 metric tons) and one sample per 1000 tons (900 metric tons) thereafter. A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). Once a ≤ 1000 ton (900 metric ton), five-sample/test stockpile has been established it shall be sealed. Additional incoming RAS shall be in a separate working pile as designated in the Quality Control plan and only added to the sealed stockpile when the test results of the working pile are complete and are found to meet the tolerances specified herein for the original sealed RAS stockpile.
- (2) Incoming Material. For testing as incoming material at the HMA plant, washed extraction shall be run at the minimum frequency of one sample per 250 tons (227 metric tons). A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). The incoming material test results shall meet the tolerances specified herein.

The Contractor shall obtain and make available all test results from start of the initial stockpile sampled and tested at the shingle processing facility in accordance with the facility's QC Plan.

Before extraction, each field sample shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedures. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

1031.04 Evaluation of Tests. Evaluation of test results shall be according to the following.

- (a) Evaluation of FRAP Test Results. All test results shall be compiled to include asphalt binder content, gradation and, when applicable (for slag), G_{mm} . A five test average of results from the original pile will be used in the mix designs. Individual extraction test results run thereafter, shall be compared to the average used for the mix design, and will be accepted if within the tolerances listed below.

Parameter	FRAP
No. 4 (4.75 mm)	$\pm 6 \%$
No. 8 (2.36 mm)	$\pm 5 \%$
No. 30 (600 μm)	$\pm 5 \%$
No. 200 (75 μm)	$\pm 2.0 \%$
Asphalt Binder	$\pm 0.3 \%$
G_{mm}	± 0.03 ^{1/}

1/ For stockpile with slag or steel slag present as determined in the current Manual of Test Procedures Appendix B 21, "Determination of Reclaimed Asphalt Pavement Aggregate Bulk Specific Gravity".

If any individual sieve and/or asphalt binder content tests are out of the above tolerances when compared to the average used for the mix design, the FRAP stockpile shall not be used in Hot-Mix Asphalt unless the FRAP representing those tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

The Contractor shall maintain a representative moving average of five tests to be used for Hot-Mix Asphalt production.

With the approval of the Engineer, the ignition oven may be substituted for extractions according to the ITP, "Calibration of the Ignition Oven for the Purpose of Characterizing Reclaimed Asphalt Pavement (RAP)" or Illinois Modified AASHTO T-164-11, Test Method A.

- (b) Evaluation of RAS Test Results. All of the test results, with the exception of percent unacceptable materials, shall be compiled and averaged for asphalt binder content and gradation. A five test average of results from the original pile will be used in the mix designs. Individual test results run thereafter, when compared to the average used for the mix design, will be accepted if within the tolerances listed below.

Parameter	RAS
No. 8 (2.36 mm)	± 5 %
No. 16 (1.18 mm)	± 5 %
No. 30 (600 µm)	± 4 %
No. 200 (75 µm)	± 2.5 %
Asphalt Binder Content	± 2.0 %

If any individual sieve and/or asphalt binder content tests are out of the above tolerances when compared to the average used for the mix design, the RAS shall not be used in Hot-Mix Asphalt unless the RAS representing those tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

- (c) Quality Assurance by the Engineer. The Engineer may witness the sampling and splitting conduct assurance tests on split samples taken by the Contractor for quality control testing a minimum of once a month.

The overall testing frequency will be performed over the entire range of Contractor samples for asphalt binder content and gradation. The Engineer may select any or all split samples for assurance testing. The test results will be made available to the Contractor as soon as they become available.

The Engineer will notify the Contractor of observed deficiencies.

Differences between the Contractor's and the Engineer's split sample test results will be considered acceptable if within the following limits.

Test Parameter	Acceptable Limits of Precision	
	FRAP	RAS
% Passing: ^{1/}		
1/2 in.	5.0%	
No. 4	5.0%	
No. 8	3.0%	4.0%
No. 30	2.0%	3.0%
No. 200	2.2%	2.5%
Asphalt Binder Content	0.3%	1.0%
G _{mm}	0.030	

1/ Based on washed extraction.

In the event comparisons are outside the above acceptable limits of precision, the Engineer will immediately investigate.

- (d) Acceptance by the Engineer. Acceptable of the material will be based on the validation of the Contractor's quality control by the assurance process.

1031.05 Quality Designation of Aggregate in RAP and FRAP.

- (a) RAP. The aggregate quality of the RAP for homogeneous, conglomerate, and conglomerate "D" quality stockpiles shall be set by the lowest quality of coarse aggregate in the RAP stockpile and are designated as follows.
- (1) RAP from Class I, Superpave/HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.
 - (2) RAP from Superpave/HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.
 - (3) RAP from Class I, Superpave/HMA (High ESAL) binder mixtures, bituminous base course mixtures, and bituminous base course widening mixtures are designated as containing Class C quality coarse aggregate.
 - (4) RAP from bituminous stabilized subbase and BAM shoulders are designated as containing Class D quality coarse aggregate.
- (b) FRAP. If the Engineer has documentation of the quality of the FRAP aggregate, the Contractor shall use the assigned quality provided by the Engineer.

If the quality is not known, the quality shall be determined as follows. Fractionated RAP stockpiles containing plus #4 (4.75 mm) sieve coarse aggregate shall have a maximum tonnage of 5,000 tons (4,500 metric tons). The Contractor shall obtain a representative sample witnessed by the Engineer. The sample shall be a minimum of 50 lb (25 kg). The sample shall be extracted according to Illinois Modified AASHTO T 164 by a consultant laboratory prequalified by the Department for the specified testing. The consultant laboratory shall submit the test results along with the recovered aggregate to the District Office. The cost for this testing shall be paid by the Contractor. The District will forward the sample to the Bureau of Materials and Physical Research Aggregate Lab for MicroDeval Testing, according to ITP 327. A maximum loss of 15.0 percent will be applied for all HMA applications. The fine aggregate portion of the fractionated RAP shall not be used in any HMA mixtures that require a minimum of "B" quality aggregate or better, until the coarse aggregate fraction has been determined to be acceptable thru a MicroDeval Testing.

1031.06 Use of FRAP and/or RAS in HMA. The use of FRAP and/or RAS shall be the Contractor's option when constructing HMA in all contracts.

- (a) FRAP. The use of FRAP in HMA shall be as follows.
- (1) Coarse Aggregate Size (after extraction). The coarse aggregate in all FRAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.
 - (2) Steel Slag Stockpiles. FRAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) mixtures regardless of lift or mix type.
 - (3) Use in HMA Surface Mixtures (High and Low ESAL). FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall have coarse aggregate that is Class B quality or better. FRAP shall be

considered equivalent to limestone for frictional considerations unless produced/screened to minus 3/8 inch.

- (4) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP in which the coarse aggregate is Class C quality or better.
- (5) Use in Shoulders and Subbase. FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be FRAP, Restricted FRAP, conglomerate, or conglomerate DQ.
- (b) RAS. RAS meeting Type 1 or Type 2 requirements will be permitted in all HMA applications as specified herein.
- (c) FRAP and/or RAS Usage Limits. Type 1 or Type 2 RAS may be used alone or in conjunction with FRAP in HMA mixtures up to a maximum of 5.0 percent by weight of the total mix.

When FRAP is used alone or FRAP is used in conjunction with RAS, the percent of virgin asphalt binder replacement (ABR) shall not exceed the amounts indicated in the table below for a given N Design.

Max Asphalt Binder Replacement for FRAP with RAS Combination

HMA Mixtures ^{1/ 2/} _{4/}	Maximum % ABR		
Ndesign	Binder/Leveling Binder	Surface	Polymer Modified _{3/}
30L	50	40	30
50	40	35	30
70	40	30	30
90	40	30	30
4.75 mm N-50			40
SMA N-80			30

- 1/ For Low ESAL HMA shoulder and stabilized subbase, the percent asphalt binder replacement shall not exceed 50 % of the total asphalt binder in the mixture.
- 2/ When the binder replacement exceeds 15 % for all mixes, except for SMA and IL-4.75, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 % binder replacement using a virgin asphalt binder grade of PG64-22 will be reduced to a PG58-28). When constructing full depth HMA and the ABR is less than 15 %, the required virgin asphalt binder grade shall be PG64-28.
- 3/ When the ABR for SMA or IL-4.75 is 15 % or less, the required virgin asphalt binder shall be SBS PG76-22 and the elastic recovery shall be a minimum of 80. When the ABR for SMA or IL-4.75 exceeds 15%, the virgin asphalt binder grade shall be SBS PG70-28 and the elastic recovery shall be a minimum of 80.
- 4/ When FRAP or RAS is used alone, the maximum percent asphalt binder replacement designated on the table shall be reduced by 10 %.

1031.07 HMA Mix Designs. At the Contractor's option, HMA mixtures may be constructed utilizing RAP/FRAP and/or RAS material meeting the detailed requirements specified herein.

- (a) FRAP and/or RAS. FRAP and /or RAS mix designs shall be submitted for verification. If additional FRAP or RAS stockpiles are tested and found to be within tolerance, as defined under "Evaluation of Tests" herein, and meet all requirements herein, the additional FRAP or RAS stockpiles may be used in the original design at the percent previously verified.
- (b) RAS. Type 1 and Type 2 RAS are not interchangeable in a mix design. A RAS stone bulk specific gravity (Gsb) of 2.300 shall be used for mix design purposes.

1031.08 HMA Production. HMA production utilizing FRAP and/or RAS shall be as follows.

To remove or reduce agglomerated material, a scalping screen, gator, crushing unit, or comparable sizing device approved by the Engineer shall be used in the RAS and FRAP feed system to remove or reduce oversized material. If material passing the sizing device adversely affects the mix production or quality of the mix, the sizing device shall be set at a size specified by the Engineer.

If during mix production, corrective actions fail to maintain FRAP, RAS or QC/QA test results within control tolerances or the requirements listed herein the Contractor shall cease production of the mixture containing FRAP or RAS and conduct an investigation that may require a new mix design.

- (a) RAS. RAS shall be incorporated into the HMA mixture either by a separate weight depletion system or by using the RAP weigh belt. Either feed system shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. The portion of RAS shall be controlled accurately to within ± 0.5 percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that the mixture production is halted when RAS flow is interrupted.
- (b) HMA Plant Requirements. HMA plants utilizing FRAP and/or RAS shall be capable of automatically recording and printing the following information.

(1) Dryer Drum Plants.

- a. Date, month, year, and time to the nearest minute for each print.
- b. HMA mix number assigned by the Department.
- c. Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
- d. Accumulated dry weight of RAS and FRAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
- e. Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.
- f. Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.
- g. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.
- h. Aggregate RAS and FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAS and FRAP are printed in wet condition.)
- i. When producing mixtures with FRAP and/or RAS, a positive dust control system shall be utilized.

- j. Accumulated mixture tonnage.
- k. Dust Removed (accumulated to the nearest 0.1 ton (0.1 metric ton))
- (2) Batch Plants.
 - a. Date, month, year, and time to the nearest minute for each print.
 - b. HMA mix number assigned by the Department.
 - c. Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).
 - d. Mineral filler weight to the nearest pound (kilogram).
 - f. RAS and FRAP weight to the nearest pound (kilogram).
 - g. Virgin asphalt binder weight to the nearest pound (kilogram).
 - h. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.

The printouts shall be maintained in a file at the plant for a minimum of one year or as directed by the Engineer and shall be made available upon request. The printing system will be inspected by the Engineer prior to production and verified at the beginning of each construction season thereafter.

1031.09 RAP in Aggregate Surface Course and Aggregate Wedge Shoulders, Type B. The use of RAP or FRAP in aggregate surface course and aggregate shoulders shall be as follows.

- (a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Non-Quality" and "FRAP". The testing requirements of Article 1031.03 shall not apply. RAP used shall be according to the current Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications".
- (b) Gradation. The RAP material shall meet the gradation requirements for CA 6 according to Article 1004.01(c), except the requirements for the minus No. 200 (75 µm) sieve shall not apply. The sample for the RAP material shall be air dried to constant weight prior to being tested for gradation."

GROUND TIRE RUBBER (GTR) MODIFIED ASPHALT BINDER (D-1)

Effective: June 26, 2006

Revised: April 1, 2016

Add the following to the end of article 1032.05 of the Standard Specifications:

"(c) Ground Tire Rubber (GTR) Modified Asphalt Binder. A quantity of 10.0 to 14.0 percent GTR (Note 1) shall be blended by dry unit weight with a PG 64-28 to make a GTR 70-28 or a PG 58-28 to make a GTR 64-28. The base PG 64-28 and PG 58-28 asphalt binders shall meet the requirements of Article 1032.05(a). Compatible polymers may be added during production. The GTR modified asphalt binder shall meet the requirements of the following table.

Test	Asphalt Grade GTR 70-28	Asphalt Grade GTR 64-28
------	----------------------------	----------------------------

Flash Point (C.O.C.), AASHTO T 48, °F (°C), min.	450 (232)	450 (232)
Rotational Viscosity, AASHTO T 316 @ 275 °F (135 °C), Poises, Pa-s, max.	30 (3)	30 (3)
Softening Point, AASHTO T 53, °F (°C), min.	135 (57)	130 (54)
Elastic Recovery, ASTM D 6084, Procedure A (sieve waived) @ 77 °F, (25 °C), aged, ss, 100 mm elongation, 5 cm/min., cut immediately, %, min.	65	65

Note 1. GTR shall be produced from processing automobile and/or light truck tires by the ambient grinding method. GTR shall not exceed 1/16 in. (2 mm) in any dimension and shall contain no free metal particles or other materials. A mineral powder (such as talc) meeting the requirements of AASHTO M 17 may be added, up to a maximum of four percent by weight of GTR to reduce sticking and caking of the GTR particles. When tested in accordance with Illinois modified AASHTO T 27, a 50 g sample of the GTR shall conform to the following gradation requirements:

Sieve Size	Percent Passing
No. 16 (1.18 mm)	100
No. 30 (600 μm)	95 ± 5
No. 50 (300 μm)	> 20

Add the following to the end of Note 1. of article 1030.03 of the Standard Specifications:

“A dedicated storage tank for the Ground Tire Rubber (GTR) modified asphalt binder shall be provided. This tank must be capable of providing continuous mechanical mixing throughout by continuous agitation and recirculation of the asphalt binder to provide a uniform mixture. The tank shall be heated and capable of maintaining the temperature of the asphalt binder at 300 °F to 350 °F (149 °C to 177 °C). The asphalt binder metering systems of dryer drum plants shall be calibrated with the actual GTR modified asphalt binder material with an accuracy of ± 0.40 percent.”

Revise 1030.02(c) of the Standard Specifications to read:

“(c) RAP Materials (Note 5)1031”

Add the following note to 1030.02 of the Standard Specifications:

Note 5. When using reclaimed asphalt pavement and/or reclaimed asphalt shingles, the maximum asphalt binder replacement percentage shall be according to the most recent special provision for recycled materials.

FRICITION AGGREGATE (D-1)

Effective: January 1, 2011

Revised: April 29, 2016

Revise Article 1004.03(a) of the Standard Specifications to read:

“1004.03 Coarse Aggregate for Hot-Mix Asphalt (HMA). The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate for HMA shall be according to the following table.

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	<u>Allowed Alone or in Combination</u> ^{5/} : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA Low ESAL	Stabilized Subbase or Shoulders	<u>Allowed Alone or in Combination</u> ^{5/} : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{1/} Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L SMA Binder	<u>Allowed Alone or in Combination</u> ^{5/ 6/} : Crushed Gravel Carbonate Crushed Stone ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete ^{3/}
HMA High ESAL Low ESAL	C Surface and Leveling Binder IL-9.5 or IL-9.5L SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination</u> ^{5/} : Crushed Gravel Carbonate Crushed Stone ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{4/} Crushed Concrete ^{3/}

Use	Mixture	Aggregates Allowed	
HMA High ESAL	D Surface and Leveling Binder IL-9.5 SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination</u> ^{5/} :	
		Crushed Gravel Carbonate Crushed Stone (other than Limestone) ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{4/} Crushed Concrete ^{3/}	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		25% Limestone	Dolomite
		50% Limestone	Any Mixture D aggregate other than Dolomite
75% Limestone	Crushed Slag (ACBF) or Crushed Sandstone		
HMA High ESAL	E Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> ^{5/ 6/} :	
		Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Dolomite ^{2/}	Any Mixture E aggregate
		75% Dolomite ^{2/}	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone
75% Crushed Gravel ^{2/} or Crushed Concrete ^{3/}	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag		

Use	Mixture	Aggregates Allowed			
HMA High ESAL	F Surface IL-9.5	<u>Allowed Alone or in Combination</u> ^{5/ 6/} :			
	SMA Ndesign 80 Surface	Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.			
		<u>Other Combinations Allowed:</u> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;"><i>Up to...</i></th> <th style="width: 50%;"><i>With...</i></th> </tr> </thead> <tbody> <tr> <td>50% Crushed Gravel^{2/}, Crushed Concrete^{3/}, or Dolomite^{2/}</td> <td>Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone</td> </tr> </tbody> </table>	<i>Up to...</i>	<i>With...</i>	50% Crushed Gravel ^{2/} , Crushed Concrete ^{3/} , or Dolomite ^{2/}
<i>Up to...</i>	<i>With...</i>				
50% Crushed Gravel ^{2/} , Crushed Concrete ^{3/} , or Dolomite ^{2/}	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone				

- 1/ Crushed steel slag allowed in shoulder surface only.
- 2/ Carbonate crushed stone (limestone) and/or crushed gravel shall not be used in SMA Ndesign 80. In SMA Ndesign 50, carbonate crushed stone shall not be blended with any of the other aggregates allowed alone in Ndesign 50 SMA binder or Ndesign 50 SMA surface.
- 3/ Crushed concrete will not be permitted in SMA mixes.
- 4/ Crushed steel slag shall not be used as leveling binder.
- 5/ When combinations of aggregates are used, the blend percent measurements shall be by volume.”
Combining different types of aggregate will not be permitted in SMA Ndesign 80.”

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
INSURANCE

Effective: February 1, 2007
Revised: August 1, 2007

All references to Sections or Articles in this specification shall be construed to mean specific Section or Article of the Standard Specifications for Road and Bridge Construction, adopted by the Department of Transportation.

The Contractor shall name the following entities as additional insured under the Contractor's general liability insurance policy in accordance with Article 107.27:

Village of Homer Glen

The entities listed above and their officers, employees, and agents shall be indemnified and held harmless in accordance with Article 107.26.

BDE SPECIAL PROVISIONS
For the April 26, 2019 and June 14, 2019 Lettings

The following special provisions indicated by a "check mark" are applicable to this contract and will be included by the Project Coordination and Implementation Section of the BD&E. An * indicates a new or revised special provision for the letting.

File Name	#	Special Provision Title	Effective	Revised
	80099	<input type="checkbox"/> 1 Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
	80274	<input type="checkbox"/> 2 Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
	80192	<input type="checkbox"/> 3 Automated Flagger Assistance Device	Jan. 1, 2008	
	80173	<input type="checkbox"/> 4 Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80241	<input type="checkbox"/> 5 Bridge Demolition Debris	July 1, 2009	
	50261	<input type="checkbox"/> 6 Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	50481	<input type="checkbox"/> 7 Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	50491	<input type="checkbox"/> 8 Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	50531	<input type="checkbox"/> 9 Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
	80404	<input type="checkbox"/> 10 Coarse Aggregate Quality for Micro-Surfacing and Cape Seals	Jan. 1, 2019	
*	80384	<input type="checkbox"/> 11 Compensable Delay Costs	June 2, 2017	April 1, 2019
	80198	<input type="checkbox"/> 12 Completion Date (via calendar days)	April 1, 2008	
	80199	<input type="checkbox"/> 13 Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80293	<input type="checkbox"/> 14 Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
	80311	<input type="checkbox"/> 15 Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
	80277	<input type="checkbox"/> 16 Concrete Mix Design – Department Provided	Jan. 1, 2012	April 1, 2016
	80261	<input type="checkbox"/> 17 Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
	80387	<input type="checkbox"/> 18 Contrast Preformed Plastic Pavement Marking	Nov. 1, 2017	
*	80029	<input type="checkbox"/> 19 Disadvantaged Business Enterprise Participation	Sept. 1, 2000	March 2, 2019
	80402	<input type="checkbox"/> 20 Disposal Fees	Nov. 1, 2018	
	80378	<input type="checkbox"/> 21 Dowel Bar Inserter	Jan. 1, 2017	Jan. 1, 2018
	80405	<input type="checkbox"/> 22 Elastomeric Bearings	Jan. 1, 2019	
	80388	<input checked="" type="checkbox"/> 23 Equipment Parking and Storage	Nov. 1, 2017	
	80229	<input type="checkbox"/> 24 Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80304	<input type="checkbox"/> 25 Grooving for Recessed Pavement Markings	Nov. 1, 2012	Nov. 1, 2017
	80246	<input checked="" type="checkbox"/> 26 Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	Aug. 1, 2018
	80398	<input type="checkbox"/> 27 Hot-Mix Asphalt – Longitudinal Joint Sealant	Aug. 1, 2018	Jan. 1, 2019
	80406	<input type="checkbox"/> 28 Hot-Mix Asphalt – Mixture Design Verification and Production (Modified for I-FIT Projects)	Jan. 1, 2019	
	80399	<input type="checkbox"/> 29 Hot-Mix Asphalt – Oscillatory Roller	Aug. 1, 2018	Nov. 1, 2018
	80347	<input type="checkbox"/> 30 Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	Aug. 1, 2018
	80383	<input type="checkbox"/> 31 Hot-Mix Asphalt – Quality Control for Performance	April 1, 2017	Jan. 1, 2019
	80376	<input type="checkbox"/> 32 Hot-Mix Asphalt – Tack Coat	Nov. 1, 2016	
	80392	<input checked="" type="checkbox"/> 33 Lights on Barricades	Jan. 1, 2018	
	80336	<input type="checkbox"/> 34 Longitudinal Joint and Crack Patching	April 1, 2014	April 1, 2016
*	80411	<input type="checkbox"/> 35 Luminaires, LED	April 1, 2019	
*	80393	<input type="checkbox"/> 36 Manholes, Valve Vaults, and Flat Slab Tops	Jan. 1, 2018	March 1, 2019
	80400	<input type="checkbox"/> 37 Mast Arm Assembly and Pole	Aug. 1, 2018	
	80045	<input type="checkbox"/> 38 Material Transfer Device	June 15, 1999	Aug. 1, 2014
	80394	<input type="checkbox"/> 39 Metal Flared End Section for Pipe Culverts	Jan. 1, 2018	April 1, 2018
	80165	<input type="checkbox"/> 40 Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
	80349	<input type="checkbox"/> 41 Pavement Marking Blackout Tape	Nov. 1, 2014	April 1, 2016
	80371	<input type="checkbox"/> 42 Pavement Marking Removal	July 1, 2016	
	80390	<input type="checkbox"/> 43 Payments to Subcontractors	Nov. 2, 2017	
	80389	<input type="checkbox"/> 44 Portland Cement Concrete	Nov. 1, 2017	
	80359	<input type="checkbox"/> 45 Portland Cement Concrete Bridge Deck Curing	April 1, 2015	Nov. 1, 2017

80300	46	<input type="checkbox"/>	Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016	
80328	47	<input type="checkbox"/>	Progress Payments	Nov. 2, 2013		
34261	48	<input type="checkbox"/>	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006	
80157	49	<input type="checkbox"/>	Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006		
80306	50	<input type="checkbox"/>	Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	Jan. 1, 2019	
80407	51	<input type="checkbox"/>	Removal and Disposal of Regulated Substances	Jan. 1, 2019		
80395	52	<input type="checkbox"/>	Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018		
80340	53	<input type="checkbox"/>	Speed Display Trailer	April 2, 2014	Jan. 1, 2017	
80127	54	<input type="checkbox"/>	Steel Cost Adjustment	April 2, 2004	Aug. 1, 2017	
80408	55	<input type="checkbox"/>	Steel Plate Beam Guardrail Manufacturing	Jan. 1, 2019		
80397	56	<input type="checkbox"/>	Subcontractor and DBE Payment Reporting	April 2, 2018		
*	80391	57	<input type="checkbox"/>	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
	80317	58	<input type="checkbox"/>	Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	April 1, 2016
	80298	59	<input type="checkbox"/>	Temporary Pavement Marking	April 1, 2012	April 1, 2017
	20338	60	<input type="checkbox"/>	Training Special Provisions	Oct. 15, 1975	
	80403	61	<input type="checkbox"/>	Traffic Barrier Terminal, Type 1 Special	Nov. 1, 2018	
	80409	62	<input checked="" type="checkbox"/>	Traffic Control Devices - Cones	Jan. 1, 2019	
	80410	63	<input type="checkbox"/>	Traffic Spotters	Jan. 1, 2019	
	80318	64	<input type="checkbox"/>	Traversable Pipe Grate for Concrete End Sections	Jan. 1, 2013	Jan. 1, 2018
	80288	65	<input type="checkbox"/>	Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
	80302	66	<input type="checkbox"/>	Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
	80071	67	<input type="checkbox"/>	Working Days	Jan. 1, 2002	

The following special provisions are in the 2019 Supplemental Specifications and Recurring Special Provisions.

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location(s)</u>	<u>Effective</u>	<u>Revised</u>
80382	Adjusting Frames and Grates	Articles 602.02(s) and (t), 1043.04, and 1043.05	April 1, 2017	
80366	Butt Joints	Article 406.08(c)	July 1, 2016	
80386	Calcium Aluminate Cement for Class PP-5 Concrete Patching	Article 1001.01(e)	Nov. 1, 2017	
80396	Class A and B Patching	Articles 442.06(a)(1) and (2)	Jan. 1, 2018	Nov. 1, 2018
80377	Portable Changeable Message Signs	Articles 701.20(h) and 1106.02(i)	Nov. 1, 2016	April 1, 2017
80385	Portland Cement Concrete Sidewalk	Article 424.12	Aug. 1, 2017	

The following special provision has been deleted from use.

<u>File Name</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80401	Portland Cement Concrete Pavement Connector for Bridge Approach Slab	Aug. 1, 2018	

The following special provisions require additional information from the designer. The additional information needs to be submitted as a separate document. The Project Coordination and Implementation section will then include the information in the applicable special provision.

- Bridge Demolition Debris
- Building Removal - Case I
- Building Removal - Case II
- Building Removal - Case III
- Building Removal-Case IV
- Completion Date
- Completion Date Plus Working Days
- DBE Participation
- Material Transfer Device
- Railroad Protective Liability Insurance
- Training Special Provisions
- Working Days

EQUIPMENT PARKING AND STORAGE (BDE)

Effective: November 1, 2017

Replace the first paragraph of Article 701.11 of the Standard Specifications with the following.

“701.11 Equipment Parking and Storage. During working hours, all vehicles and/or nonoperating equipment which are parked, two hours or less, shall be parked at least 8 ft (2.5 m) from the open traffic lane. For other periods of time during working and for all nonworking hours, all vehicles, materials, and equipment shall be parked or stored as follows.

- (a) When the project has adequate right-of-way, vehicles, materials, and equipment shall be located a minimum of 30 ft (9 m) from the pavement.
- (b) When adequate right-of-way does not exist, vehicles, materials, and equipment shall be located a minimum of 15 ft (4.5 m) from the edge of any pavement open to traffic.
- (c) Behind temporary concrete barrier, vehicles, materials, and equipment shall be located a minimum of 24 in. (600 mm) behind free standing barrier or a minimum of 6 in. (150 mm) behind barrier that is either pinned or restrained according to Article 704.04. The 24 in. or 6 in. measurement shall be from the base of the non-traffic side of the barrier.
- (d) Behind other man-made or natural barriers meeting the approval of the Engineer.”

80388

HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)

Effective: January 1, 2010

Revised: August 1, 2018

Description. This work shall consist of testing the density of longitudinal joints as part of the quality control/quality assurance (QC/QA) of hot-mix asphalt (HMA). Work shall be according to Section 1030 of the Standard Specifications except as follows.

Quality Control/Quality Assurance (QC/QA). Delete the second and third sentence of the third paragraph of Article 1030.05(d)(3) of the Standard Specifications.

Add the following paragraphs to the end of Article 1030.05(d)(3) of the Standard Specifications:

“Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 4 in. (100 mm), from each pavement edge. (i.e. for a 5 in. (125 mm) lift the near edge of the density gauge or core barrel shall be within 5 in. (125 mm) from the edge of pavement.) Longitudinal joint density testing shall be performed using either a correlated nuclear gauge or cores.

- a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.
- b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced 10 ft (3 m) apart longitudinally along the unconfined pavement edge and centered at the random density test location.

When a longitudinal joint sealant (LJS) is applied, longitudinal joint density testing will not be required on the joint(s) sealed.”

Revise the Density Control Limits table in Article 1030.05(d)(4) of the Standard Specifications to read:

“Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density Minimum
IL-4.75	Ndesign = 50	93.0 – 97.4% ^{1/}	91.0%
IL-9.5	Ndesign = 90	92.0 – 96.0%	90.0%
IL-9.5, IL-9.5L	Ndesign < 90	92.5 – 97.4%	90.0%
IL-19.0	Ndesign = 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L	Ndesign < 90	93.0 ^{2/} – 97.4%	90.0%

SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%”
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80246

LIGHTS ON BARRICADES (BDE)

Effective: January 1, 2018

Revise Article 701.16 of the Standard Specifications to read:

“701.16 Lights. Lights shall be used on devices as required in the plans, the traffic control plan, and the following table.

Circumstance	Lights Required
Daylight operations	None
First two warning signs on each approach to the work involving a nighttime lane closure and “ROUGH GROOVED SURFACE” (W8-I107) signs	Flashing mono-directional lights
Devices delineating isolated obstacles, excavations, or hazards at night (Does not apply to patching)	Flashing bi-directional lights
Devices delineating obstacles, excavations, or hazards exceeding 100 ft (30 m) in length at night (Does not apply to widening)	Steady burn bi-directional lights
Channelizing devices for nighttime lane closures on two-lane roads	None
Channelizing devices for nighttime lane closures on multi-lane roads	None
Channelizing devices for nighttime lane closures on multi-lane roads separating opposing directions of traffic	None
Channelizing devices for nighttime along lane shifts on multilane roads	Steady burn mono-directional lights
Channelizing devices for night time along lane shifts on two lane roads	Steady burn bi-directional lights
Devices in nighttime lane closure tapers on Standards 701316 and 701321	Steady burn bi-directional lights
Devices in nighttime lane closure tapers	Steady burn mono-directional lights
Devices delineating a widening trench	None
Devices delineating patches at night on roadways with an ADT less than 25,000	None
Devices delineating patches at night on roadways with an ADT of 25,000 or more	None

Batteries for the lights shall be replaced on a group basis at such times as may be specified by the Engineer.”

Delete the fourth sentence of the first paragraph of Article 701.17(c)(2) of the Standard Specifications.

Revise the first paragraph of Article 603.07 of the Standard Specifications to read:

“603.07 Protection Under Traffic. After the casting has been adjusted and Class SI concrete has been placed, the work shall be protected by a barricade for at least 72 hours.”

80392

TRAFFIC CONTROL DEVICES - CONES (BDE)

Effective: January 1, 2019

Revise Article 701.15(a) of the Standard Specifications to read:

“(a) Cones. Cones are used to channelize traffic. Cones used to channelize traffic at night shall be reflectorized; however, cones shall not be used in nighttime lane closure tapers or nighttime lane shifts.”

Revise Article 1106.02(b) of the Standard Specifications to read:

“(b) Cones. Cones shall be predominantly orange. Cones used at night that are 28 to 36 in. (700 to 900 mm) in height shall have two white circumferential stripes. If non-reflective spaces are left between the stripes, the spaces shall be no more than 2 in. (50mm) in width. Cones used at night that are taller than 36 in. (900 mm) shall have a minimum of two white and two fluorescent orange alternating, circumferential stripes with the top stripe being fluorescent orange. If non-reflective spaces are left between the stripes, the spaces shall be no more than 3 in. (75 mm) in width.

The minimum weights for the various cone heights shall be 4 lb for 18 in. (2 kg for 450 mm), 7 lb for 28 in. (3 kg for 700 mm), and 10 lb for 36 in. (5 kg for 900 mm) with a minimum of 60 percent of the total weight in the base. Cones taller than 36 in. shall be weighted per the manufacturer's specifications such that they are not moved by wind or passing traffic.”

80409

Prevailing Wage Rates for Will County

Effective Date	County	Trade Title	Region	Type	Class	Base Wage	Foreman Wage	OT M-F	OT Sa	OT Su	OT Hol	H/W	Pension	Vacation	Training	Other Fringe Benefit
8/15/2018	Will	ASBESTOS ABT-GEN	All	ALL		42.72	43.72	1.5	1.5	2	2	14.9	12.57	0	0.72	0
11/5/2018	Will	ASBESTOS ABT-MEC	All	BLD		37.88	40.38	1.5	1.5	2	2	12.92	11.82	0	0.72	0
8/15/2018	Will	BOILERMAKER	All	BLD		49.46	53.91	2	2	2	2	6.97	20.41	0	0.4	0
11/16/2018	Will	BRICK MASON	All	BLD		46.19	50.81	1.5	1.5	2	2	10.65	17.92	0	0.92	0
8/15/2018	Will	CARPENTER	All	ALL		47.35	52.09	1.5	1.5	2	2	11.99	20.95	0	0.63	0
2/22/2019	Will	CEMENT MASON	All	ALL		42	44	2	1.5	2	2	10.25	26.02	0	0.5	0
8/15/2018	Will	CERAMIC TILE FNCSHER	All	BLD		39.56	39.56	1.5	1.5	2	2	10.75	12.02	0	0.77	0
1/11/2019	Will	COMMUNICATION TECH	All	BLD		36	37.5	1.5	1.5	2	2	14.92	13.44	1.5	0.72	0
8/15/2018	Will	ELECTRIC PWR EQMT OP	All	ALL		51.9	56.9	1.5	1.5	2	2	12.04	17.18	0	3.23	0
10/26/2018	Will	ELECTRIC PWR GRNDMAN	All	ALL		40.48	56.9	1.5	1.5	2	2	9.39	13.4	0	2.51	0
8/15/2018	Will	ELECTRIC PWR LINEMAN	All	ALL		51.9	56.9	1.5	1.5	2	2	12.04	17.18	0	3.23	0
11/9/2018	Will	ELECTRICIAN	All	BLD		43.5	47.42	1.5	1.5	2	2	15.72	18.34	4	1.2	0
8/15/2018	Will	ELEVATOR CONSTRUCTOR	All	BLD		54.85	61.71	1.5	2	2	2	15.43	9.71	4.39	0.61	6.9
2/8/2019	Will	GLAZIER	All	BLD		43.85	45.35	1.5	2	2	2	14.17	21.11	0	0.94	0
11/5/2018	Will	HT/FROST INSULATOR	All	BLD		50.5	53	1.5	1.5	2	2	12.92	13.16	0	0.72	0
8/15/2018	Will	IRON WORKER	All	ALL		43	44	2	2	2	2	11.26	24.59	0	0.85	0
10/26/2018	Will	LABORER	All	ALL		42.72	43.72	1.5	1.5	2	2	14.9	12.57	0	0.72	0
8/15/2018	Will	LATHER	All	ALL		47.35	52.09	2	2	2	2	11.99	22.49	0	0.63	0
8/15/2018	Will	MACHINIST	All	BLD		47.56		1.5	1.5	2	2	7.05	8.95	1.85	1.47	0
8/15/2018	Will	MARBLE FINISHERS	All	ALL		34.65	47.7	1.5	1.5	2	2	10.65	16.46	0	0.49	0
11/16/2018	Will	MARBLE MASON	All	BLD		45.53	49.97	1.5	1.5	2	2	10.65	17.39	0	0.61	0
11/9/2018	Will	MATERIAL TESTER I	All	ALL		32.72	32.72	1.5	1.5	2	2	14.9	12.57	0	0.72	0
10/26/2018	Will	MATERIALS TESTER II	All	ALL		37.72	37.72	1.5	1.5	2	2	14.9	12.57	0	0.72	0
8/15/2018	Will	MILLWRIGHT	All	ALL		47.35	52.09	2	2	2	2	11.99	22.49	0	0.63	0
8/15/2018	Will	OPERATING ENGINEER	All	BLD	1	51.3		1.5	1.5	2	1.5	15.65	16.55	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	BLD	2	48.8		2	2	2	2	0	0	0	0	38.45
8/15/2018	Will	OPERATING ENGINEER	All	BLD	3	47.25	55.1	2	2	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	BLD	4	44.5		1.5	1.5	1.5	1.5	18.8	14.35	2	1.3	0
8/15/2018	Will	OPERATING ENGINEER	All	BLD	5	54.85	55.1	2	2	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	BLD	6	52.1	55.1	2	2	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	BLD	7	53.1		2	2	2	2	0	0	0	0	36.45
8/15/2018	Will	OPERATING ENGINEER	All	FLT	1	57.05	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
8/15/2018	Will	OPERATING ENGINEER	All	FLT	2	55.55	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
8/15/2018	Will	OPERATING ENGINEER	All	FLT	3	49.45	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
8/15/2018	Will	OPERATING ENGINEER	All	FLT	4	41.1	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
8/15/2018	Will	OPERATING ENGINEER	All	FLT	5	58.55	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
8/15/2018	Will	OPERATING ENGINEER	All	FLT	6	38	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
11/5/2018	Will	OPERATING ENGINEER	All	HWY	1	49.3	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
11/5/2018	Will	OPERATING ENGINEER	All	HWY	2	48.75	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	HWY	3	46.7	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	HWY	4	45.3	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
10/26/2018	Will	OPERATING ENGINEER	All	HWY	5	44.1	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	HWY	6	52.3	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	HWY	7	50.3	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
11/16/2018	Will	PAINTER	All	ALL		46.55	49.46	1.5	1.5	1.5	2	11.81	11.94	0	1.87	0
8/15/2018	Will	PAINTER SIGNS	All	BLD		38.2	43.25	1.5	1.5	2	2	2.6	3.25	0	0	0
8/15/2018	Will	PILEDRIIVER	All	ALL		47.35	52.09	2	2	2	2	11.99	22.49	0	0.63	0
11/16/2018	Will	PIPEFITTER	All	BLD		48.5	51.5	1.5	1.5	2	2	10.05	18.85	0	2.54	0
11/5/2018	Will	PLASTERER	All	BLD		43.25	45.85	1.5	1.5	2	2	14.25	16.69	0	1.45	0
10/26/2018	Will	PLUMBER	All	BLD		50.25	53.25	1.5	1.5	2	2	14.34	14.42	0	1.31	0
10/26/2018	Will	ROOFER	All	BLD		43.65	47.65	1.5	1.5	2	2	9.73	12.44	0	0.53	0
11/16/2018	Will	SHEETMETAL WORKER	All	BLD		48.02	50.42	1.5	1.5	2	2	10.75	16.19	0	1.03	3.5
8/15/2018	Will	SPRINKLER FITTER	All	BLD		48.1	50.6	1.5	1.5	2	2	13.35	15.5	0	1.28	0
8/15/2018	Will	STONE MASON	All	BLD		46.19	50.81	1.5	1.5	2	2	10.65	17.92	0	0.92	0
11/16/2018	Will	TERRAZZO FINISHER	All	BLD		41.54	44.54	1.5	1.5	2	2	10.75	13.71	0	0.86	0

Prevailing Wage Rates for Will County

11/16/2018	Will	TERRAZZO MASON	All	BLD		45.38	48.88	1.5	1.5	2	2	10.75	15.17	0	0.89	0
8/15/2018	Will	TILE MASON	All	BLD		46.49	50.49	1.5	1.5	2	2	10.75	14.99	0	0.9	0
8/15/2018	Will	TRAFFIC SAFETY WRKR	All	HWY		37	38.6	1.5	1.5	2	2	8.9	9.27	0	0.5	0
8/15/2018	Will	TRUCK DRIVER	All	ALL	1	38.41		1.5	1.5	2	2	9.15	10.43	0	0.15	0
8/15/2018	Will	TRUCK DRIVER	All	ALL	2	38.06		1.5	1.5	2	2	8.1	7.97	0	0.15	0
8/15/2018	Will	TRUCK DRIVER	All	ALL	3	39.8		1.5	1.5	2	2	9	9.17	0	0.15	0
8/15/2018	Will	TRUCK DRIVER	All	ALL	4	38.96	38.96	1.5	1.5	2	2	9.15	10.43	0	0.15	0
8/15/2018	Will	TUCK POINTER	All	BLD		46	47	1.5	1.5	2	2	8.34	16.81	0	0.93	0

GENERAL NOTES

- ALL REFERENCES TO STANDARD SPECIFICATIONS IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, APRIL 1, 2016. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- ALL REFERENCES TO ENGINEER SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- ALL ELEVATIONS SHOWN ON THE PLANS ARE ON THE NAVD88 DATUM.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE NOTED.
- PRIOR TO THE START OF CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL STAKE THE PROPOSED PATH ALIGNMENT FOR APPROVAL BY THE VILLAGE. DEPENDING ON FIELD CONDITIONS THE ALIGNMENT MAY NEED TO BE MODIFIED.

STORM SEWERS, SANITARY SEWER, WATER MAIN AND UTILITIES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S EXPENSE.
- ALL UTILITY COMPANIES SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
- PIPE CULVERT MATERIAL SHALL BE CORRUGATED ALUMINIZED STEEL WITH POLYMER COATING OR APPROVED EQUAL.
- OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE PATH PGL.
- UNLESS OTHERWISE NOTED, OFFSETS FOR DRAINAGE STRUCTURES LOCATED IN CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT AND OFFSETS FOR DRAINAGE STRUCTURES NOT LOCATED IN THE CURB AND GUTTER ARE TO THE CENTER OF THE STRUCTURE.
- WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION, NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
- THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO THE USE OF THE WATER.

BACKFILL

- STORM SEWERS AND PIPE CULVERTS SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07, METHOD 1 ONLY.
- PROVIDE TRENCH BACKFILL FOR ALL UTILITY LINES WITHIN 2' OF PAVED AREAS. ALL TRENCH BACKFILL QUANTITIES FOR STORM SEWER, SANITARY SEWER AND PIPE CULVERTS HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE, BASED ON PIPE SIZE AND INVERT DEPTH FROM SUBGRADE.
- TRENCH BACKFILL MATERIAL SHALL CONSIST OF CA-6 CRUSHED STONE OR CRUSHED AGGREGATE.

SEDIMENTATION AND EROSION CONTROL

- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY AND PERMANENT MEASURES.
- SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF THE ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE IN ACCORDANCE WITH SECTIONS 250 AND 280 OF THE STANDARD SPECIFICATIONS.
- EROSION CONTROL SYSTEMS SHALL BE INSPECTED WEEKLY AND IMMEDIATELY FOLLOWING ANY STORM HAVING A RAINFALL EQUAL TO ONE-HALF INCH OR GREATER. ANY REQUIRED REPAIRS TO THE EROSION CONTROL SYSTEMS SHALL BE MADE IMMEDIATELY. ANY SILTATION OF CULVERTS, STRUCTURES, OR DITCHES SHALL BE CLEANED AND MAINTAINED BY THE CONTRACTOR UNTIL SEEDING HAS TAKEN HOLD. ALL WASHOUTS, GULLIES, ETC. WILL BE REGRADED AND RESEEDED BY THE CONTRACTOR. THIS WORK SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED AS DIRECTED BY THE ENGINEER.
- ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY, OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT OR AS DIRECTED BY THE ENGINEER AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD-PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES. IF DE-WATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
- THE EROSION CONTROL MEASURES INDICATED IN THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

SUMMARY OF QUANTITIES

ITEM	UNIT	TOTAL
TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	100
EARTH EXCAVATION	CU YD	562
TRENCH BACKFILL	CU YD	10
SEEDING, SPECIAL	SO YD	2,489
TEMPORARY DITCH CHECKS	FOOT	40
PERIMETER EROSION BARRIER	FOOT	2,114
AGGREGATE BASE COURSE, TYPE B 6"	SO YD	1,323
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	129
PIPE CULVERTS, CLASS C, TYPE 1 12"	FOOT	30
PIPE CULVERTS, CLASS C, TYPE 1 15"	FOOT	104
STEEL END SECTIONS 15"	EACH	4
FRAMES AND LIDS TO BE ADJUSTED	EACH	1
TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1
BOLLARDS	EACH	2
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SO YD	181
WOOD POST	EACH	4
CONSTRUCTION LAYOUT	LSUM	1
FENCE REMOVAL	FOOT	50

HIGHWAY STANDARDS

000001	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001	TEMPORARY EROSION CONTROL SYSTEMS
542401	METAL FLARED END SECTION FOR PIPE CULVERTS
701001	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701301	LANE CLOSURE, 2L, 2W SHORT TIME OPERATIONS
701801	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901	TRAFFIC CONTROL DEVICES

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 HRC PROJ CONTACT:
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 PLOT DRIVER: ILPlot.dwg
 PEN TABLE: plottbl.tbl



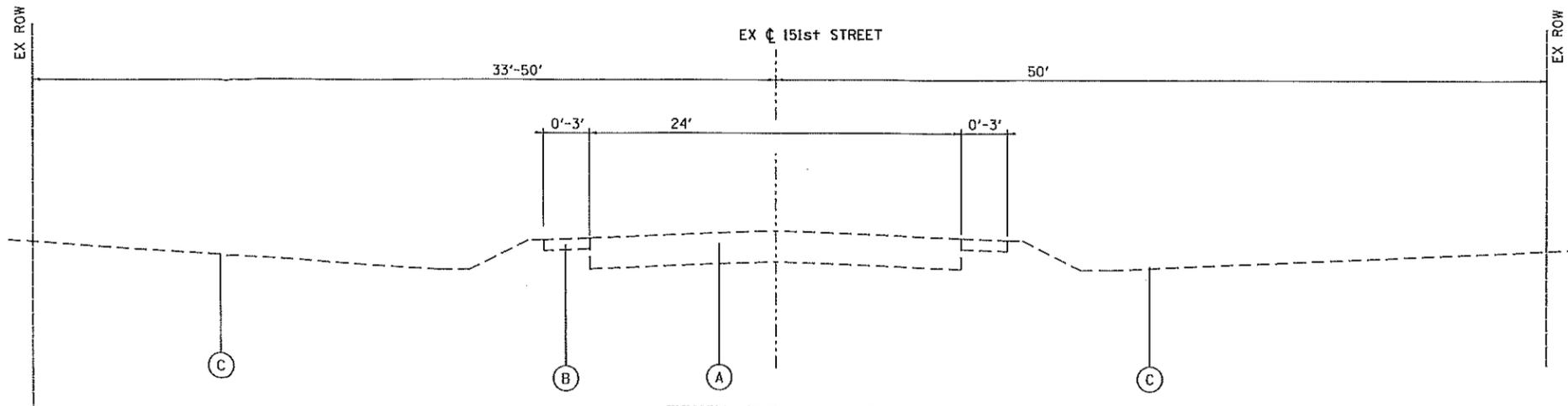
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PLOT DATE = 3/11/2019	CHECKED -	REVISED -
	DATE -	REVISED -

VILLAGE OF HOMER GLEN

**GENERAL NOTES AND SUMMARY OF QUANTITIES
151st STREET PATH**

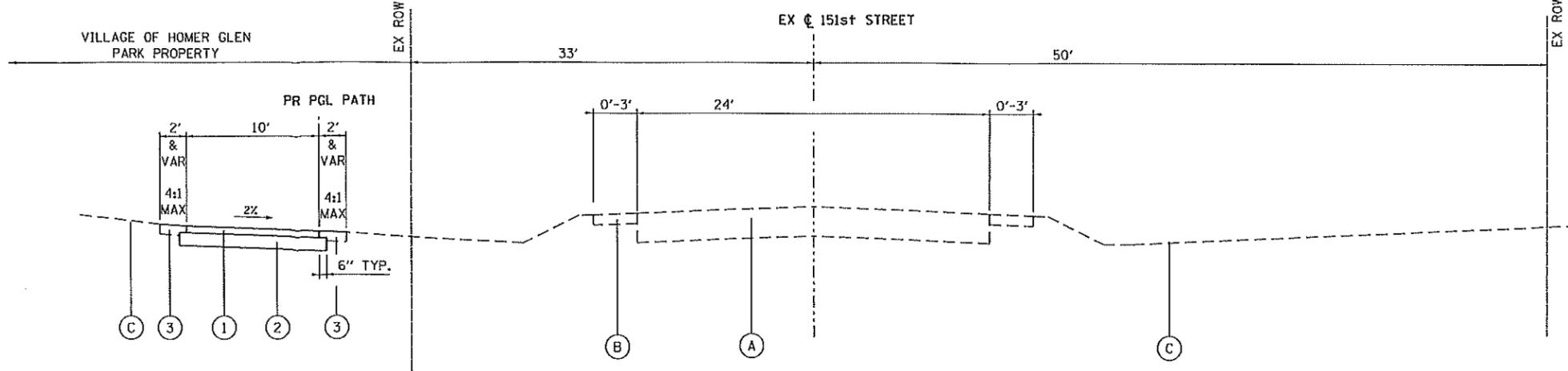
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F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	7	1
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



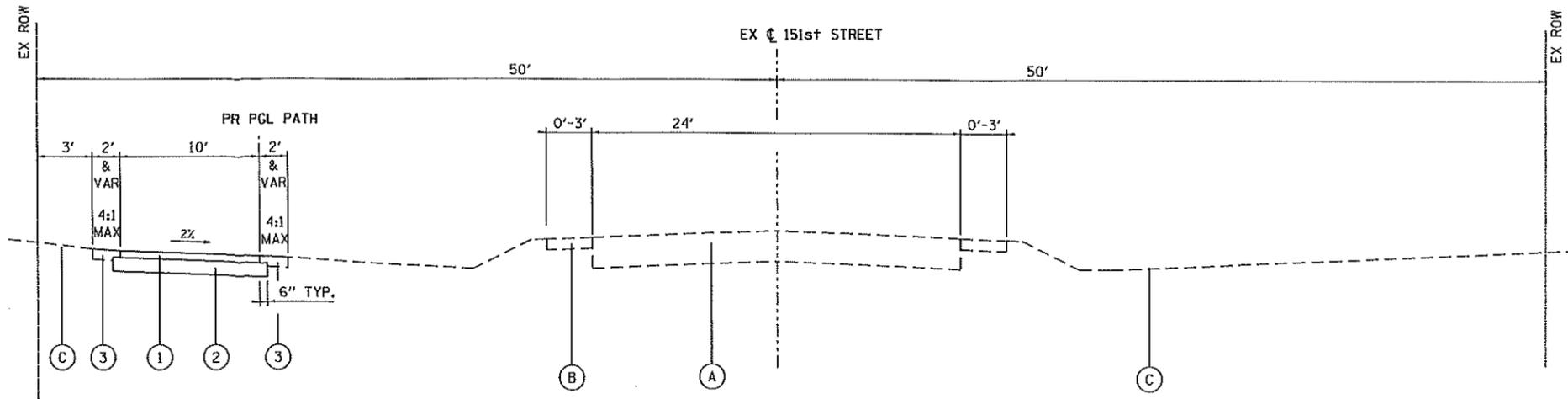
EXISTING TYPICAL SECTION
151st STREET PATH
STA. 100+51.4 TO STA. 111+09.1

- EXISTING LEGEND**
- (A) EXISTING HMA PAVEMENT
 - (B) EXISTING AGGREGATE SHOULDER
 - (C) EXISTING GROUND



PROPOSED TYPICAL SECTION
151st STREET PATH
STA. 100+51.4 TO STA. 109+04

- PROPOSED LEGEND**
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; 2"
 - (2) AGGREGATE BASE COURSE, TYPE B, 6" (CRUSHED GRAVEL OR CRUSHED STONE)
 - (3) SEEDING, SPECIAL



PROPOSED TYPICAL SECTION
151st STREET PATH
STA. 109+04 TO STA. 111+09.1

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 FILE NAME: 18558-sh1-tyr-01.dgn
 PLOT DRIVER: L_drf_bvictcrg
 PEN TABLE: plot06a.tbl



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PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 3/11/2019	CHECKED -	REVISED -
	DATE -	REVISED -

VILLAGE OF HOMER GLEN

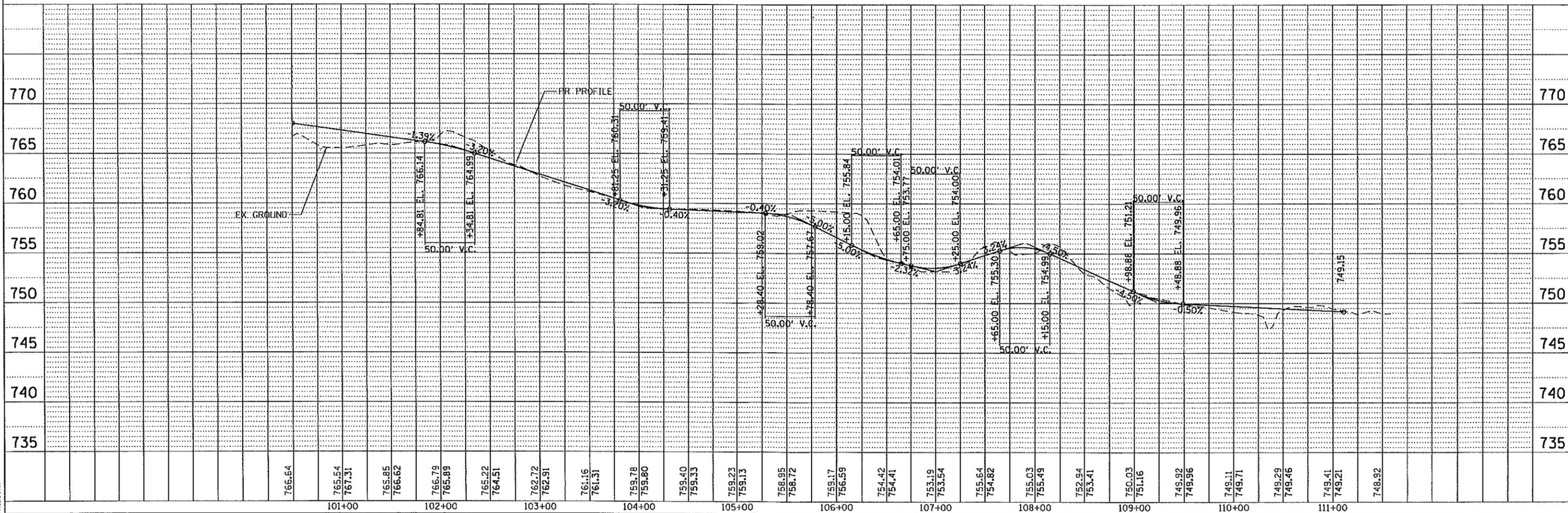
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151st STREET PATH	
SCALE:	SHEET OF SHEETS
STA. TO STA.	

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	7	2
CONTRACT NO.				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

DATE	
BY	
REVISION	
PLANNED	
ALIGNED	
CHECKED	
PAID FILE NAME	
NO.	
PLAN	
NOTE BOOK	
NO.	

DATE	
BY	
REVISION	
PROFILING	
GRADES CHECKED	
GRADES CHECKED	
GRADES CHECKED	
NOTATION	
NO.	
PROFILE	
NOTE BOOK	
NO.	

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PROJECT BEGINS
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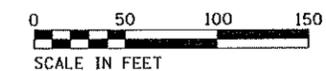
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PROP. CURVE PR_PATH2-1
 PI STA. = 102+41.53
 $\Delta = 15^\circ 57' 03''$ (LT)
 D = 57' 17' 45"
 R = 100.00'
 T = 14.01'
 L = 27.84'
 E = 0.98'
 P.C. STA. = 102+27.52
 P.T. STA. = 102+55.36

PROP. CURVE PR_PATH2-2
 PI STA. = 103+12.91
 $\Delta = 15^\circ 34' 22''$ (RT)
 D = 57' 17' 45"
 R = 100.00'
 T = 13.67'
 L = 27.18'
 E = 0.93'
 P.C. STA. = 102+99.24
 P.T. STA. = 103+26.42

PROP. CURVE PR_PATH2-3
 PI STA. = 108+05.22
 $\Delta = 23^\circ 52' 21''$ (RT)
 D = 57' 17' 45"
 R = 100.00'
 T = 21.14'
 L = 41.67'
 E = 2.21'
 P.C. STA. = 107+84.08
 P.T. STA. = 108+25.74

PROP. CURVE PR_PATH2-4
 PI STA. = 108+85.54
 $\Delta = 23^\circ 52' 21''$ (LT)
 D = 57' 17' 45"
 R = 100.00'
 T = 21.14'
 L = 41.67'
 E = 2.21'
 P.C. STA. = 108+64.41
 P.T. STA. = 109+06.07



PROJECT ENDS
 STA. 111+11.0

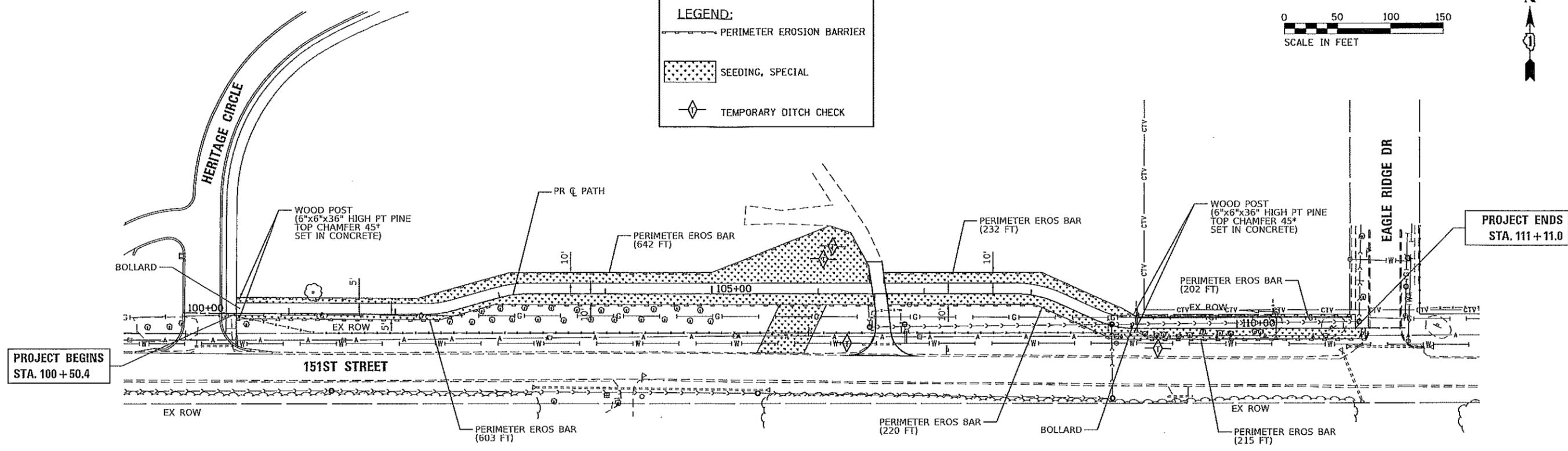
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	PLOT SCALE =	DRAWN -	REVISED -					
	PLOT DATE = 3/11/2019	CHECKED -	REVISED -					
		DATE -	REVISED -					

LEGEND:

- PERIMETER EROSION BARRIER
- SEEDING, SPECIAL
- TEMPORARY DITCH CHECK

0 50 100 150
SCALE IN FEET



Bollard, Model R-8471

R-8471
Lockable in Raised Position
Key required to lower bollard
No key required to raise bollard
(number of keys included: 2)

General Description:
The R-8471 Circle Locking Retractable Bollard consists fully before ground, thereby to avoid obstruction and injury to motorists, and also to the limited maintenance, repair program. A single key locking mechanism allows quick and easy access to restricted areas. The bollard is constructed of high strength and weathering steel with alternative coatings for maximum life and to meet the most exacting maintenance standards. The bollard is made of stainless steel with #6 zinc finish. Features include resistance to corrosion and weathering. Posts are standard with 1 of 4 colors and reflective stripes.

Specifications:
Height: 33 1/2"
Body Diameter: 4 1/2"
Weight: 24 lbs
Material: Stainless Steel 316
Finish: Series Surface Finish Ruffid No. 6
Reflective Tape Options:
 Yellow
 White
 Red
 Blue
 None

Notes:
SECTION A-A
• Fastenment details are for reference illustration only. Measure foundation sizes depend on local soil conditions, weather conditions, and engineering requirements.
• Detail is provided as shown, with open filled holes. Complete foundation and installation not provided by Reliance Foundry.
• This drawing is not to scale. Dimensions provided herein are for reference only. Please consult Reliance Foundry sales professionals if any dimension is critical to your particular installation.
• Reliance Foundry reserves the right to amend design and specifications without prior notice for product improvement.

RELIANCE FOUNDRY
1100 S. 11th Street, St. Louis, MO 63104, USA
1-877-752-3143
www.reliancefoundry.com

Bollard R-8471

ITEM	QTY	DATE	DESCRIPTION	MATERIAL	REMARKS
1	1		RETRACTABLE BOLLARD	Stainless Steel 316	
2	1		CONCRETE FOUNDATION	Concrete	
3	1		KEY	Stainless Steel 316	

HRG PROJECT NO. 181698
HRG PROJ. CONTACT:
FILE NAME: 181698-017-eros-01.dgn
PEN. TABLE: 181698.tbl

HRGreen
12000 Professional Design Firm
184-001322

USER NAME = bhara	DESIGNED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 3/11/2019	CHECKED -	REVISED -
	DATE -	REVISED -

VILLAGE OF HOMER GLEN

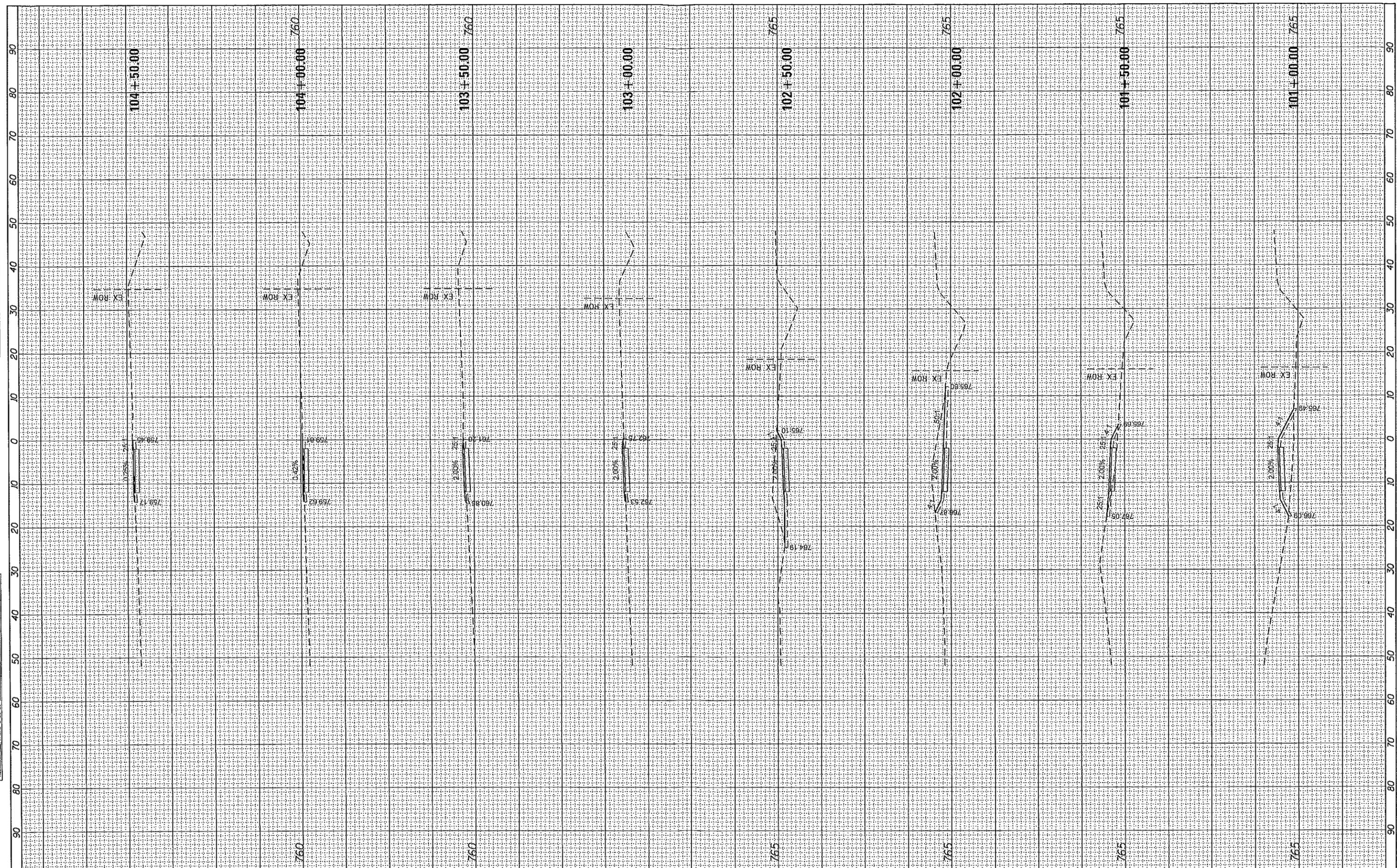
EROSION CONTROL AND LANDSCAPING PLAN
151st STREET PATH

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	7	4
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		



FILE NAME = 101569-sht-XS.dgn
 XS-SHEET-1

USER NAME = bhartna
 PLOT SCALE =
 PLOT DATE = 3/11/2019

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

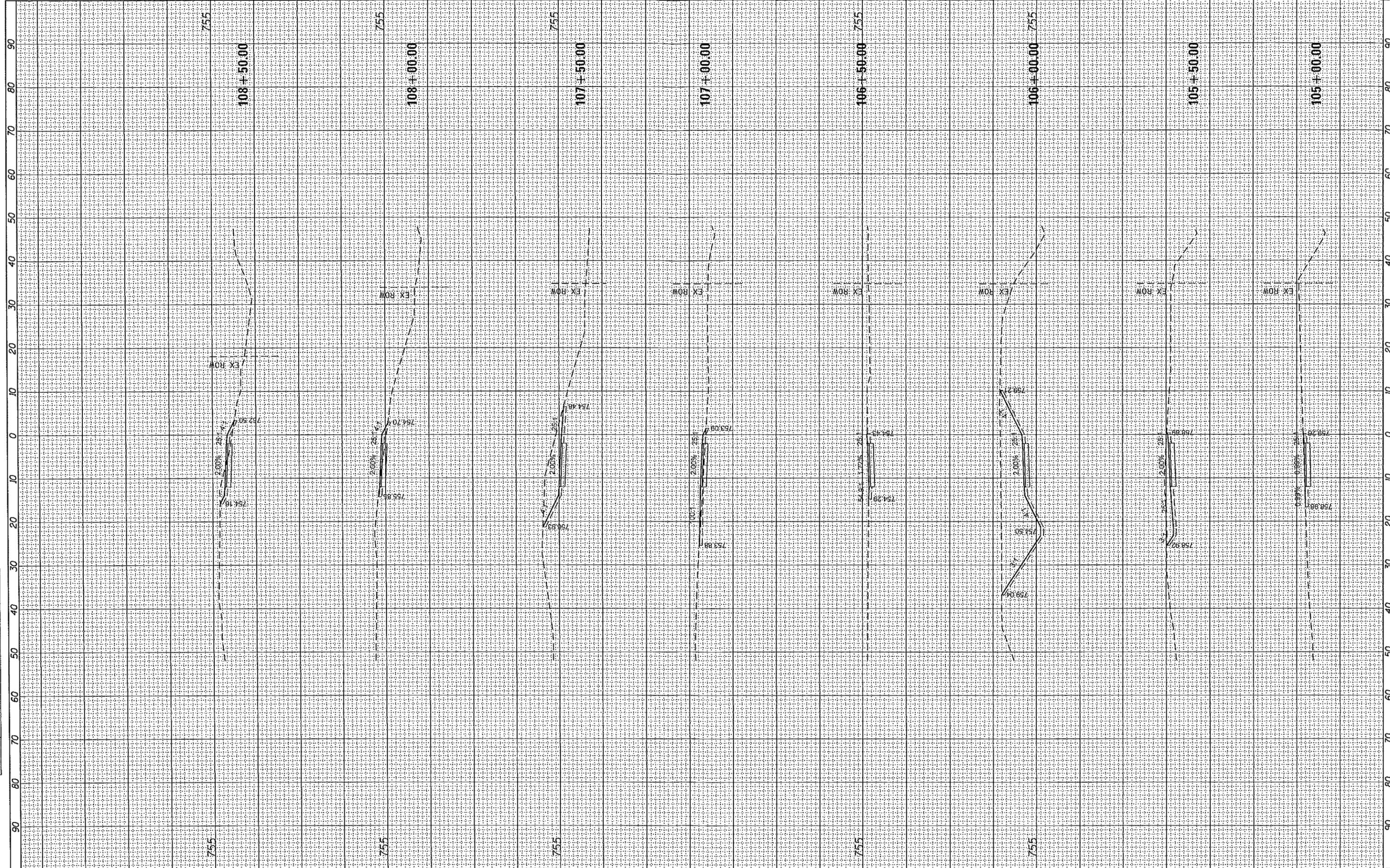
VILLAGE OF HOMER GLEN

CROSS SECTIONS
 151st STREET PATH
 SCALE: SHEET OF SHEETS STA. 101+00.00 TO STA. 104+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	7	5
CONTRACT NO.			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
	AREAS	
	CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
	AREAS	
	CHECKED	



FILE NAME = 101508-ahv-X5.dgn
 XS-SHEET-2

USER NAME = bharlne
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 PLOT SCALE =
 PLOT DATE = 3/11/2019

REVISED -
 REVISED -
 REVISED -
 REVISED -

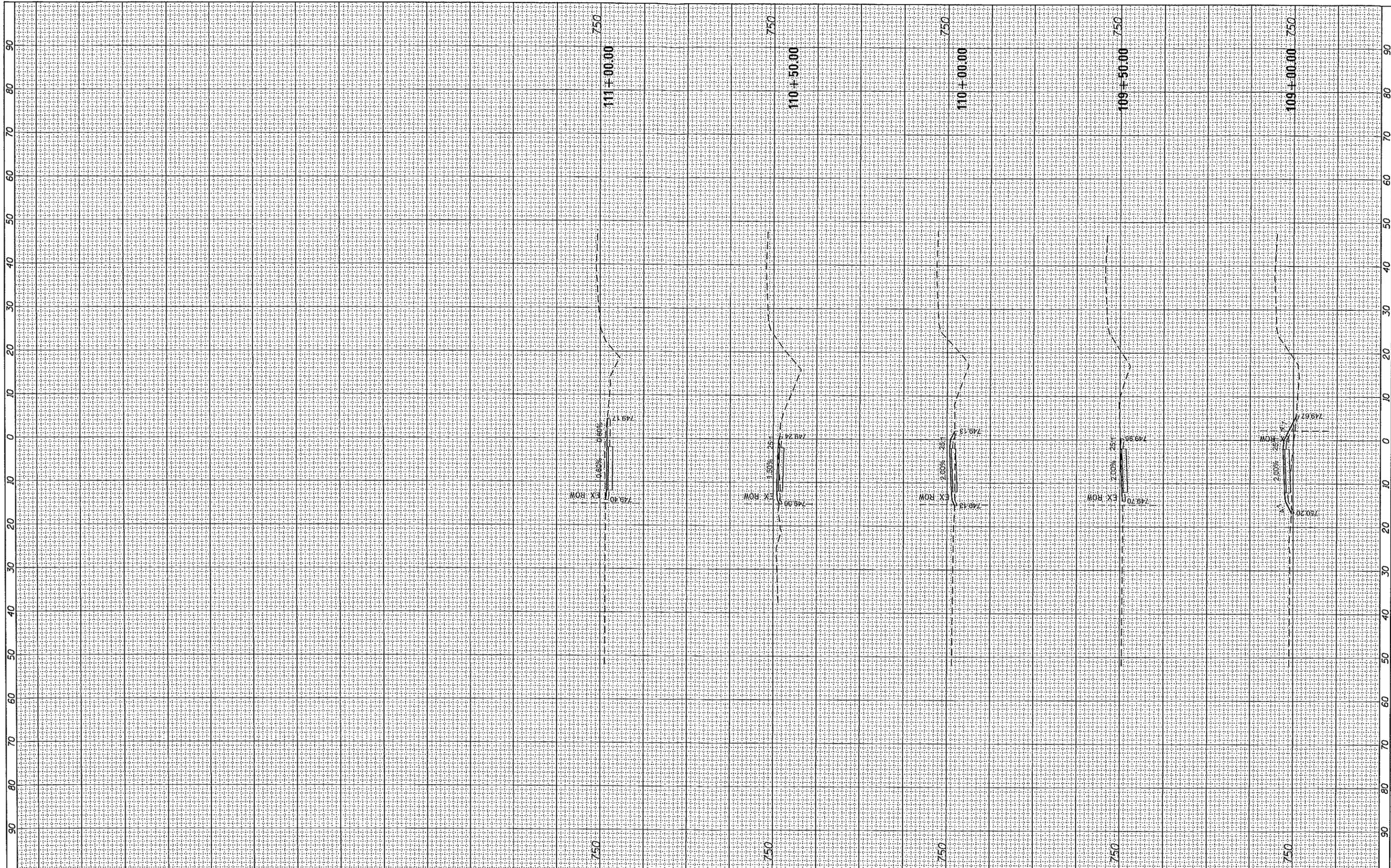
VILLAGE OF HOMER GLEN

CROSS SECTIONS
 151st STREET PATH
 SCALE: SHEET OF SHEETS STA. 105+00.00 TO STA. 108+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	7	6
CONTRACT NO.				
[ILLINOIS] FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	AREAS CHECKED		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	AREAS CHECKED		
	AREAS CHECKED		



FILE NAME = 181588-sh1-XS.dgn
X9-SHEET-3

USER NAME = bhar-tina	DESIGNED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 3/11/2019	CHECKED -	REVISED -
	DATE -	REVISED -

VILLAGE OF HOMER GLEN

CROSS SECTIONS
151st STREET PATH
SCALE: SHEET OF SHEETS STA. 109+00.00 TO STA. 111+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	7	7
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				