Illinois Department of Transportation

Local Public Agency Formal Contract

Contractor's Name: P.T. Ferro Construction

Contractor's Address: 700 S. Rowell Ave. | City: Joliet | State: IL | Zip Code: 60433

STATE OF ILLINOIS

Local Public Agency: Village of Homer Glen | County: Will | Section Number: 21-00000-01-GM

Street Name/Road Name: 14240 W. 151st Street | Type of Funds: MFT General

☒ CONTRACT BOND (when required)

For a County and Road District Project

Submitted/Approved

Highway Commissioner Signature | Date

Submitted/Approved

County Engineer/Superintendent of Highways | Date

For a Municipal Project

Submitted/Approved/Passed

Signature | Date: 5/18/21

Official Title

Department of Transportation

☐ Concurrence in approval of award

Regional Engineer Signature: Jose Rios/MB | Date: 6/15/21

M. AKRAM CHAUDHRY
062-036735
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

Akram Chaudhry

Local Public Agency	Local Street/Road Name	County	Section Number
Village of Homer Glen	14240 W. 151st Street	Will	21-00000-01-GM

1. THIS AGREEMENT, made and concluded the 18th (Day) day of May 2021 (Month and Year) between the Village (Local Public Agency Type) of Homer Glen (Local Public Agency), known as the party of the first part, and P.T. Ferro Construction (Contractor), its successor, and assigns, known as the party of the second part.

2. 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 this contract, the party of the second part agrees with said party of the first part, at its 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 contract.

3. 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 21-00000-01-GM (Section Number) in Village of Homer Glen (Local Public Agency), approved by the Illinois Department of Transportation on 03/24/21 (Date), are essential documents of this contract and are a part hereof.

4. IN WITNESS WHEREOF, the said parties have executed this contract on the date above mentioned.

Attest: The Village (Local Public Agency Type) of Homer Glen (Name of Local Public Agency)

Clerk — Date: 5/18/21

(SEAL)

Party of the First Part — By: — Date: 5/18/21

(If a Corporation)

Corporate Name: P.T. Ferro Construction Company

President, Party of the Second Part — By: — Date: 5/18/21

(SEAL)

(If a Limited Liability Corporation)

LLC Name:

Manager or Authorized Member, Party of the Second Part — By:

(If a Partnership)

Attest:

Secretary — Date: 5/18/21

(SEAL)

Partner — Date

Partner — Date

Partners doing Business under the firm name of

Party of the Second Part

(If an individual)

Party of the Second Part — Date

Bond #107423661

Illinois Department of Transportation

Contract Bond

Print Form | Print With Instructions | Reset Form

Local Public Agency	County	Street Name/Road Name	Section Number
Village of Homer Glen	Will	Various (2021 Resurfacing	21-00000-01-GM

Bond information to be returned to Local Public Agency at 14240 W. 151st Street Homer Glen, IL 60491
Complete Address

We, P.T. Ferro Construction Co. 700 S. Rowell Ave. Joliet, IL 60433
Contractor's Name and Address

a/an Corporation organized under the laws of the State of Illinois as PRINCIPAL, and
State

Travelers Casualty and Surety Company of America
Surety Name and Address

as SURETY, are held and firmly bound unto the above Local Public Agency (thereafter referred to as "LPA") in the penal sum of

One Million, Thirty One Thousand Two Hundred Twenty Eight Dollars and Seventy One Cents ----------

Dollars ($1,031,228.71) lawful money of the United States, to be paid to said LPA, the payment of which we bind ourselves, successors and assigns jointly to pay to the LPA this sum under the conditions of this instrument.

WHEREAS, THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that the said Principal has entered into a written contract with the LPA acting through its awarding authority for the construction of work on the above sections, which contract is hereby referred to and made a part hereof, as if written herein at length, and whereby the said Principal has promised and agreed to perform said work in accordance with the terms of said contract, and has promised to pay all sums of money due for any labor, materials, apparatus, fixtures or machinery furnished to such Principal for the purpose of performing such work and has further agreed to pay all direct and indirect damages to any person, firm, company or corporation to whom any money may be due from the Principal, subcontractor or otherwise for any such labor, materials, apparatus, fixtures or machinery so furnished and that suit may be maintained on such bond by any such person, firm, company or corporation for the recovery of any such money.

NOW, THEREFORE, if the said Principal shall perform said work in accordance with the terms of said contract, and shall pay all sums of money due or to become due for any labor, materials, apparatus, fixtures or machinery furnished to it for the purpose of constructing such work, and shall commence and complete the work within the time prescribed in said contract, and shall pay and discharge all damages, direct and indirect, that may be suffered or sustained on account of such work during the time of the performance thereof and until the said work shall have been accepted, and shall hold the LPA and its awarding authority harmless on account of any such damages and shall in all respects fully and faithfully comply with all the provisions, conditions and requirements of said contract, then this obligation shall be void; otherwise it shall remain in full force and effect.

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective agents this 18th (Day) day of May 2021 (Month and Year).

PRINCIPAL

Company Name	Company Name
P.T. Ferro Construction Co.	N/A
By	By
Signature & Title / Date	Signature & Title / Date
Matthew D. Marketti, President — 5/18/21	
Attest	Attest
Signature & Title / Date	Signature & Title / Date
Wm. David Berkley, Secretary — 5/18/21	

P.T. FERRO CONSTRUCTION CO Corporate SEAL ILLINOIS

(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 IL

COUNTY OF Will

I, Consuelo Ceja * a Notary Public in and for said county, do hereby certify that

Notary Name

Matthew D. Marketti and Wm. David Berkley

Insert name of Individuals signing on behalf of PRINCIPAL

who is/are each personally known to me to be the same person(s) whose name(s) is/are subscribed to the foregoing instrument on behalf of PRINCIPAL, appeared before me this day in person and acknowledged respectively, that he/she/they signed and delivered said instrument freely and voluntarily for the uses and purposes therein set forth.

Given under my hand and notarial seal this 18th day of May 2021

Day Month, Year

OFFICIAL SEAL
Consuelo Ceja
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires Oct. 8, 2023

(SEAL)

Notary Public Signature

Consuelo Ceja

Date commission expires 10/08/2023

SURETY

Name of Surety

Travelers Casualty and Surety Company of America

Title

By: James I. Moore, Attorney-in-Fact

TRAVELERS CASUALTY AND SURETY COMPANY OF AMERICA
HARTFORD, CONN.

STATE OF IL

COUNTY OF DuPage

I, Jasmine Baez * a Notary Public in and for said county, do hereby certify that

Notary Name

James I. Moore

Insert name of Individuals signing on behalf of PRINCIPAL

who is/are each personally known to me to be the same person(s) whose name(s) is/are subscribed to the foregoing instrument on behalf of SURETY, appeared before me this day in person and acknowledged respectively, that he/she/they signed and delivered said instrument freely and voluntarily for the uses and purposes therein set forth.

Given under my hand and notarial seal this 18th day of May 2021

Day Month, Year

(SEAL)

JASMINE BAEZ
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
January 22, 2022

Notary Public Signature

Jasmine Baez

Date commission expires 1/22/2022

Approved this 18th day of May 2021

Day Month, Year

Attest:

Local Public Agency Clerk Signature

Date 5/18/21

Clerk

Local Public Agency Type

Awarding Authority

Village of Homer Glen

Awarding Authority Signature

Date 5/18/21

TRAVELERS

Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **James I Moore** of **DOWNERS GROVE** **Illinois**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February**, **2017**.

State of Connecticut

City of Hartford ss.

By: _____
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February**, **2017**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed 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 hereunto set my hand and official seal.

My Commission expires the **30th** day of **June**, **2021**

Marie C. Tetreault
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 18th day of May, 2021

Kevin E. Hughes
Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.

TRAVELERS

Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **James I Moore** of **DOWNERS GROVE** **Illinois**, their true and lawful Attorney-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **3rd** day of **February, 2017.**

State of Connecticut

City of Hartford ss.

By: _____
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February, 2017**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed 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 hereunto set my hand and official seal.

My Commission expires the **30th** day of **June, 2021**

Marie C. Tetreault
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 7th day of April, 2021

Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney-in-Fact and the details of the bond to which the power is attached.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Homer Glen / Homer T	Will	21-00000-01-GM	Various (2021 Resurfacing Pro

NOTICE TO BIDDERS

Sealed proposals for the project described below will be received at the office of Homer Township Road District (Name of Office)

14400 W 151st Street, Homer Glen, IL 60491 (Address) until 4:00 PM (Time) on 04/07/21 (Date).

Sealed proposals will be opened and read publicly at the office of Homer Township Road District (Name of Office)

14400 W 151st Street, Homer Glen, IL 60491 (Address) at 4:00 PM (Time) on 04/07/21 (Date).

DESCRIPTION OF WORK

Location	Project Length
Various Locations	4.10

Proposed Improvement

Consists of resurfacing with hot-mix asphalt binder and surface courses, combination concrete curb & gutter removal and replacement, and all necessary and collateral work to construct the improvements.

1. Plans and proposal forms will be available in the office of

Electronically via email by contacting Tina Napolitano at tnapolitano@hrgreen.com or at 815-385-1778.

2. ☒ Prequalification

   If checked, the 2 apparent as read low bidders must file within 24 hours after the letting an "Affidavit of Availability" (Form BC 57) in triplicate, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work. One original shall be filed with the Awarding Authority and two originals with the IDOT District Office.

3. The Awarding Authority reserves the right to waive technicalities and to reject any or all proposals as provided in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals.

4. The following BLR Forms shall be returned by the bidder to the Awarding Authority:
   a. Local Public Agency Formal Contract Proposal (BLR 12200)
   b. Schedule of Prices (BLR 12201)
   c. Proposal Bid Bond (BLR 12230) (if applicable)
   d. Apprenticeship or Training Program Certification (BLR 12325) (do not use for project with Federal funds.)
   e. Affidavit of Illinois Business Office (BLR 12326) (do not use for project with Federal funds)

5. The quantities appearing in the bid schedule are approximate and are prepared for the comparison of bids. Payment to the Contractor will be made only for the actual quantities of work performed and accepted or materials furnished according to the contract. The scheduled quantities of work to be done and materials to be furnished may be increased, decreased or omitted as hereinafter provided.

6. Submission of a bid shall be conclusive assurance and warranty the bidder has examined the plans and understands all requirements for the performance of work. The bidder will be responsible for all errors in the proposal resulting from failure or neglect to conduct an in depth examination. The Awarding Authority will, in no case, be responsible for any costs, expenses, losses or changes in anticipated profits resulting from such failure or neglect of the bidder.

7. The bidder shall take no advantage of any error or omission in the proposal and advertised contract.

8. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Agency and the blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Awarding Authority is used, it shall be marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Awarding Authority at the address and in care of the official in whose office the bids are to be received. All proposals shall be filed prior to the time and at the place specified in the Notice to Bidders. Proposals received after the time specified will be returned to the bidder unopened.

9. Permission will be given to a bidder to withdraw a proposal if the bidder makes the request in writing or in person before the time for opening proposals.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Homer Glen / Homer T	Will	21-00000-01-GM	Various (2021 Resurfacing Pro

PROPOSAL

1. Proposal of P.T. Ferro Construction Co.
Contractor's Name
700 S. Rowell Ave, Joliet IL 60433
Contractor's Address

2. The plans for the proposed work are those prepared by HR Green, Inc.
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 30 working days or by _____ unless additional time is granted in accordance with the specifications.

6. 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 of check shall be forfeited to the Awarding Authority.

7. 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 products 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. A bid may be declared unacceptable if neither a unit price nor a total price is shown.

8. The undersigned submits herewith the schedule of prices on BLR 12201 covering the work to be performed under this contract.

9. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12201, 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.

10. 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 Treasurer of Homer Glen.
The amount of the check is 5% bid amount (_____).

Attach Cashier's Check or Certified Check Here

In the event that one proposal guaranty check is intended to cover two or more bid proposals, the amount must be equal to the sum of the proposal guaranties which would be required for each individual bid proposal. If the proposal guaranty check is placed in another bid proposal, state below where it may be found.

The proposal guaranty check will be found in the bid proposal for: Section Number _____.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Homer Glen / Homer T	Will	21-00000-01-GM	Various (2021 Resurfacing Pro

CONTRACTOR CERTIFICATIONS

The certifications hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder.

1. **Debt Delinquency.** The bidder or contractor or subcontractor, respectively, certifies that it is not delinquent in the payment of any tax administered by the Department of Revenue unless the individual or other entity is contesting, in accordance with the procedure established by the appropriate Revenue Act, its liability for the tax or the amount of the tax. Making a false statement voids the contract and allows the Department to recover all amounts paid to the individual or entity under the contract in a civil action.

2. **Bid-Rigging or Bid Rotating**. The bidder or contractor or subcontractor, respectively, certifies that it is not barred from contracting with the Department by reason of a violation of either 720 ILCS 5/33E-3 or 720 ILCS 5/33E-4.

   A violation of section 33E-3 would be represented by a conviction of the crime of bid-rigging which, in addition to Class 3 felony sentencing, provides that any person convicted of this offense, or any similar offense of any state or the United States which contains the same elements as this offense shall be barred for 5 years from the date of conviction from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent on behalf of the corporation.

   A violation of Section 33E-4 would be represented by a conviction of the crime of bid-rotating which, in addition to Class 2 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from contracting with any unit of State of Local government. No corporation shall be barred from contracting with any unit of State or Local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent on behalf of the corporation.

3. **Bribery.** The bidder or contractor or subcontractor, respectively, certifies that, it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois or any unit of local government, nor has the firm made an admission of guilt of such conduct which is a matter or record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm.

4. **Interim Suspension or Suspension.** The bidder or contractor or subcontractor, respectively, certifies that it is not currently under a suspension as defined in Subpart I of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative code. Furthermore, if suspended prior to completion of this work, the contract or contracts executed for the completion of this work may be canceled.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Homer Glen / Homer T	Will	21-00000-01-GM	Various (2021 Resurfacing Prog

SIGNATURES

(If an individual)

Signature of Bidder | Date

Business Address

City | State | Zip Code

(If a partnership)

Firm Name

Signature | Date

Title

Business Address

City | State | Zip Code

Insert the Names and Addresses of all Partners

(If a corporation)

Corporate Name: P.T. Ferro Construction Co.

Signature | Date: 4/7/21

Title: President

Business Address: 700 S. Rowell Ave

City: Joliet | State: IL | Zip Code: 60433

P.T. FERRO CONSTRUCTION CO Corporate SEAL ILLINOIS

Insert Names of Officers

President: Matt Marketti

Attest:

Wm. David Berkley

Secretary

Secretary

WM. DAVID BERKLEY

Treasurer

DIANE ABERNATHY

Illinois Department of Transportation

Schedule of Prices

Contractor's Name: P.T. Ferro Construction Co.

Contractor's Address: 700 S. Rowell Ave | City: Joliet | State: IL | Zip Code: 60433

Local Public Agency: Village of Homer Glen / Homer Township Road District | County: Will | Section Number: 21-00000-01-GM

Route(s) (Street/Road Name): Various (2021 Resurfacing Project)

Schedule for Multiple Bids

Combination Letter	Sections Included in Combinations	Total
		$1,031,228.71

Schedule for Single Bid

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

Item Number	Items	Unit	Quantity	Unit Price	Total
1	BITUMINOUS MATERIALS (TACK COAT)	POUND	46,620	0.01	466.20
2	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	2,987	78.00	232,986.00
3	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	55	60.00	3,300.00
4	HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', IL-9.5, N50	TON	6,953	63.00	438,039.00
5	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT	SQ YD	255	0.01	2.55
6	HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	14,450	1.20	17,340.00
7	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	22,380	1.40	31,332.00
8	HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4"	SQ YD	32,185	1.70	54,714.50
9	PAVEMENT PATCHING (SPECIAL), 2-1/2"	SQ YD	650	19.50	12,675.00
10	PAVEMENT PATCHING (SPECIAL), 4"	SQ YD	195	30.00	5,850.00
11	CLASS D PATCHES, 4 INCH	SQ YD	1,400	28.00	39,200.00
12	AGGREGATE SHOULDERS, TYPE B	TON	620	30.00	18,600.00
13	DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT, 3 INCH	SQ YD	152	42.00	6,384.00
14	AGGREGATE BASE COURSE REMOVAL AND REPLACEMENT, 12 INCH	SQ YD	743	28.00	20,804.00
15	PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT, 5"	SQ FT	1,450	9.50	13,775.00
16	DETECTABLE WARNINGS	SQ FT	260	16.00	4,160.00
17	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	2,760	36.50	100,740.00
18	MANHOLES, TYPE A, 4-FT DIAMETER WITH NEW FRAME AND LID	EACH	3	2,100.00	6,300.00
19	CATCH BASINS, TYPE C WITH NEW FRAME AND GRATE	EACH	3	1,200.00	3,600.00
20	DRAINAGE AND UTILITY STRUCTURES TO BE REMOVED	EACH	6	300.00	1,800.00
21	DRAINAGE AND UTILITY STRUCTURES TO BE ADJUSTED	EACH	26	0.01	0.26
22	DRAINAGE AND UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	5	600.00	3,000.00
23	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	20	0.01	0.20
24	RAISED REFLECTIVE PAVEMENT MARKERS	EACH	20	100.00	2,000.00
25	THERMOPLASTIC PAVEMENT MARKING, LINE 4"	FOOT	10,880	0.75	8,160.00
26	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	6,000.00	6,000.00
	Bidder's Total Proposal				$1,031,228.71

BLR 12201 (Rev. 01/21/21)
Formerly BLR 12200A

Illinois Department of Transportation

Apprenticeship and Training Program Certification

Local Public Agency	County	Street Name/Road Name	Section Number
Homer Glen/Homer Township Rd Dist.	Will	Various	21-00000-01-GM

All contractors are required to complete the following certification

☒ For this contract proposal or for all bidding groups in this deliver and install proposal.

☐ For the following deliver and install bidding groups in this material proposal.

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 bidder's 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:

1. Except as provided in paragraph 4 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.

2. The undersigned bidder further certifies, for work to be performed by subcontract, that each of its subcontractors 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.

3. 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.

Operating Engineers' Local #150 Registration No. IL008780173, Chicagoland Laborers' Training & Apprenticeship Program Registration No. IL017990001, Chicago Regional Council of Carpenters Apprentice & Training Registration No. IL017650001, International Brotherhood of Teamsters Joint Council No. 25 Training Registration No. IL815005004, DuPage County Cement Masons' Local #502 JATC Registration No. IL008820041, Northern Illinois Cement Masons & Plasterers JATC Local #11 Registration No. IL004890005, Iron Workers #444 JATC Registration No. IL008-0820, NECA-IBEW Local 176 JATC Registration No. IL012-0514

4. Except for any work identified above, if any bidder or subcontractor 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 workforces and positions of ownership. ☐

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 afterward 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		Signature	Date
P.T. Ferro Construction Co.			
Title			
President			
Address	City	State	Zip Code
700 S. Rowell Rd.	Joliet	IL	60433

Illinois Department of Transportation

Affidavit of Illinois Business Office

Local Public Agency	County	Street Name/Road Name	Section Number
Homer Glen/Homer Township Rd Dist.	Will	Various	21-00000-01-GM

I, Matt Marketti (Name of Affiant) of Joliet (City of Affiant), IL (State of Affiant)
being first duly sworn upon oath, state as follows:

1. That I am the President (Officer or Position) of P.T. Ferro Construction Co. (Bidder)
2. That I have personal knowledge of the facts herein stated.
3. That, if selected under the proposal described above, P.T. Ferro Construction Co. (Bidder) will maintain a business office in the State of Illinois, which will be located in Will (County) 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: Matt Marketti Date: 4/7/21

Print Name of Affiant: Matt Marketti

Notary Public

State of IL

County Will

Signed (or subscribed or attested) before me on 4/7/21 (date) by Matt Marketti (name/s of person/s), authorized agent(s) of P.T. Ferro Construction Co. (Bidder)

OFFICIAL SEAL
Consuelo Ceja
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires Oct. 8, 2023
(SEAL)

Signature of Notary Public: Consuelo Ceja

My commission expires 10/08/2023

Illinois Department of Transportation

Affidavit of Availability

For the Letting of 4/7/2021

(Letting date)

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

Part I. Work Under Contract

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	1	2	3	4	Awards Pending	
Contract Number	MOEN AVE #61E00	FARRELL RD PATH, LOCKPORT #61D48	BLACK RD & SHOREWOOD DR SIGNALIZATION	151ST & WEST, ORLAND PARK #61F86	CEDAR ROAD OVERLAY 21-00051-10-GM	
Contract With	IDOT	IDOT	VILLAGE OF SHOREWOOD	IDOT	WCDOT	
Estimated Completion Date	11/20/2019	8/23/2019	9/25/2020	12/1/2020	8/1/2021	
Total Contract Price	4,999,401.00	334,679.92	641,744.50	4,647,785.85	452,180.99	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	4,445,412.00	9,607.07	641,744.50	3,729,721.40	452,180.99	9,278,665.96
Uncompleted Dollar Value if Firm is the Subcontractor						0.00
				Total Value of All Work		9,278,665.96

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	673,322.00		120,459.00	900,000.00		1,693,781.00
Portland Cement Concrete Paving						0.00
HMA Plant Mix	889,018.00		28,913.00	750,000.00	331,495.99	1,999,426.99
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces	119,172.00		11,010.00	275,000.00		405,182.00
Highway,R.R. and Waterway Structures						0.00
Drainage	149,736.00		32,855.00		34,910.00	217,501.00
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction	260,592.00		39,282.00	590,870.00		890,744.00
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling			5,860.00	6,840.00	40,000.00	52,700.00
Demolition						0.00
Pavement Markings (Paint)						0.00
						0.00
						0.00
Totals	2,091,840.00	0.00	238,379.00	2,522,710.00	406,405.99	5,259,334.99

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Illinois Department of Transportation

Affidavit of Availability

For the Letting of 4/7/2021

(Letting date)

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

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	5	6	7	8	Awards Pending	
Contract Number	ST LOUIS ST @ IL 53, ELWOOD #61F94	IL 126 (WALLIN/KENDALL CO LINE) #62K16	IL RTE 83 @ CHICAGO ROAD #62J38	2020 ROADWAYS RESURFACING CONTRACT A	US 45 PATCHING (COLORADO/STUENKEL) #62M32	
Contract With	IDOT	IDOT	IDOT	CITY OF JOLIET	IDOT	
Estimated Completion Date	12/1/2020	7/30/2020	7/1/2020	11/30/2020	10/1/2021	
Total Contract Price	2,572,560.00	889,686.00	172,867.90	260,405.88	427,820.15	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	125,000.00	69,000.00	34,065.40	260,405.88	427,820.15	10,194,957.39
Uncompleted Dollar Value if Firm is the Subcontractor						0.00
				Total Value of All Work		10,194,957.39

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

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						Accumulated Totals
Earthwork	100,000.00				41,000.00	1,834,781.00
Portland Cement Concrete Paving						0.00
HMA Plant Mix		69,000.00	5,000.00	252,355.88	74,000.00	2,399,782.87
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces						405,182.00
Highway,R.R. and Waterway Structures						0.00
Drainage				8,050.00		225,551.00
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction					146,161.43	1,036,905.43
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling						52,700.00
Demolition						0.00
Pavement Markings (Paint)						0.00
						0.00
						0.00
Totals	100,000.00	69,000.00	5,000.00	260,405.88	261,161.43	5,954,902.30

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Illinois Department of Transportation

Affidavit of Availability

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(Letting date)

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

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	9	10	11	12	Awards Pending	
Contract Number	POLICE PARKING LOT	W FRONTAGE RD, CHANNAHON #62J91	HARGER RD, OAK BROOK #61G55	IL 17 @ MAZON #66K79		
Contract With	VILLAGE OF PLAINFIELD	IDOT	IDOT	IDOT		
Estimated Completion Date	7/31/2020	9/1/2020	8/1/2021	9/30/2020		
Total Contract Price	451,631.34	361,155.00	1,692,753.00	249,319.00		Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	32,093.15	43,259.00	1,692,753.00	22,529.00		11,985,591.54
Uncompleted Dollar Value if Firm is the Subcontractor						0.00
				Total Value of All Work		11,985,591.54

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

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						Accumulated Totals
Earthwork			210,525.00	22,529.00		2,067,835.00
Portland Cement Concrete Paving						0.00
HMA Plant Mix	5,000.00	43,259.00	9,765.00			2,457,806.87
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces			32,030.00			437,212.00
Highway,R.R. and Waterway Structures			515,377.00			515,377.00
Drainage			54,650.00			280,201.00
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction			67,844.00			1,104,749.43
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling						52,700.00
Demolition						0.00
Pavement Markings (Paint)						0.00
						0.00
						0.00
Totals	5,000.00	43,259.00	890,191.00	22,529.00		6,915,881.30

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Illinois Department of Transportation

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(Letting date)

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

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	13	14	15	16	Awards Pending	
Contract Number	2020 MFT CONTRACT B	FERNWAY SUBDIVISION IMPROVEMENTS	ARCH COURT	CENTER ST PATCHING		
Contract With	CITY OF JOLIET	ORLAND PARK	CITY OF JOLIET	STEVE SPIESS		
Estimated Completion Date	11/27/2020	11/13/2020	12/1/2020	10/23/2020		
Total Contract Price	2,433,640.56	933,406.77	208,730.70	12,925.00		Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	2,433,640.00	933,406.77	208,730.70			15,561,369.01
Uncompleted Dollar Value if Firm is the Subcontractor				12,925.00		12,925.00
						15,574,294.01

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						Accumulated Totals
Earthwork		267,185.00	48,750.00			2,383,770.00
Portland Cement Concrete Paving						0.00
HMA Plant Mix	1,143,481.00	142,440.00	20,622.00	12,925.00		3,777,274.87
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces	28,650.00	121,300.00	17,608.00			604,770.00
Highway,R.R. and Waterway Structures						515,377.00
Drainage	83,315.00	118,550.00	55,775.00			537,841.00
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction	626,895.00	114,445.00	60,765.70			1,906,855.13
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling	535,099.00	35,100.77				622,899.77
Demolition						0.00
Pavement Markings (Paint)						0.00
						0.00
						0.00
Totals	2,417,440.00	799,020.77	203,520.70	12,925.00	0.00	10,348,787.77

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	17	18	19	20	Awards Pending	
Contract Number	MASON & SALEM ROADWAY IMPROV.	ROMEOVILLE - WM KINGSTON/JORD	IL RTE 7 @ ADELMANN DR GUARDRAIL	RTE 6 OVER CSX, MORRIS #66E45		
Contract With	CITY OF JOLIET	LEN COX	LOCKPORT	IDOT		
Estimated Completion Date		8/1/2021	3/31/2021	12/1/2021		
Total Contract Price	627,152.89	53,012.50	92,886.04	2,077,263.09		Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	627,152.89		92,886.04	2,077,263.09		18,358,671.03
Uncompleted Dollar Value if Firm is the Subcontractor		53,012.50				65,937.50
				Total Value of All Work		18,424,608.53

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						Accumulated Totals
Earthwork	103,310.76		24,500.00	443,265.00		2,954,845.76
Portland Cement Concrete Paving						0.00
HMA Plant Mix	18,825.00	13,600.00		191,950.39		4,001,650.26
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces	88,042.65					692,812.65
Highway,R.R. and Waterway Structures				480,819.20		996,196.20
Drainage	205,632.00			39,745.00		783,218.00
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction	196,003.50	39,412.50	42,717.04	115,826.50		2,300,814.67
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling				35,537.00		658,436.77
Demolition						0.00
Pavement Markings (Paint)						0.00
						0.00
						0.00
Totals	611,813.91	53,012.50	67,217.04	1,307,143.09	0.00	12,387,974.31

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Illinois Department of Transportation

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Springfield, Illinois 62764

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	21	22	23	24	Awards Pending	
Contract Number	CITY CENTER BUILDING &	CHERRY HILL ROAD BRIDGE	I80 EB STRUCTURES #60W34	MCCARTHY RD, LEMONT #61G86		
Contract With	CITY OF CREST HILL	WCDOT	IDOT	IDOT		
Estimated Completion Date	12/1/2021	8/1/2021	6/1/2023	10/1/2021	1/0/1900	
Total Contract Price	686,748.75	540,962.56	5,512,026.08	1,669,136.22		Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	686,748.75	533,962.56	5,512,026.08	1,669,136.22		26,760,544.64
Uncompleted Dollar Value if Firm is the Subcontractor						65,937.50
				Total Value of All Work		26,826,482.14

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						Accumulated Totals
Earthwork		53,380.00	228,000.00	252,196.00		3,488,421.76
Portland Cement Concrete Paving						0.00
HMA Plant Mix	244,413.25	26,005.32	926,865.00	573,281.24		5,772,215.07
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces	148,412.00	26,410.00	1,279,547.08	114,483.00		2,261,664.73
Highway,R.R. and Waterway Structures		260,023.44				1,256,219.64
Drainage		45,337.75	2,063,896.00	107,730.00		3,000,181.75
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction	293,923.50			186,006.00		2,780,744.17
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling			605,928.00	95,002.00		1,359,366.77
Demolition		30,001.00				30,001.00
Pavement Markings (Paint)						0.00
						0.00
						0.00
Totals	686,748.75	441,157.51	5,104,236.08	1,328,698.24	0.00	19,948,814.89

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.

Illinois Department of Transportation

Affidavit of Availability

For the Letting of 4/7/2021
(Letting date)

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.

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

Part I. Work Under Contract

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.**

	25	26	27	28	Awards Pending	
Contract Number	GOVERNORS HWY, #62L25	FOX RIVER DR OVER FOX RIVER 19-00148-00-BR	CO HWY 23 OVER E. AUX 19-00150-00-BR	2021 PARKING LOT		
Contract With	IDOT	KENDALL CO HWY	KENDALL CO HWY	JJC		
Estimated Completion Date	10/1/2021	8/1/2021	10/1/2021	6/15/2021	1/0/1900	
Total Contract Price	970,197.32	107,893.00	948,830.92	204,240.00		Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	970,197.32	107,893.00	948,822.26	204,240.00		28,991,697.22
Uncompleted Dollar Value if Firm is the Subcontractor						65,937.50
				Total Value of All Work		29,057,634.72

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	4,598.76		54,065.00	6,306.08		3,553,391.60
Portland Cement Concrete Paving						0.00
HMA Plant Mix	591,897.31		68,111.51	129,135.16		6,561,359.05
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces	20,250.00		32,164.00			2,314,078.73
Highway,R.R. and Waterway Structures		41,566.00	575,002.95			1,872,788.59
Drainage			15,750.10	3,465.94		3,019,397.79
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction				13,434.00		2,794,178.17
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling	119,013.90			21,360.56		1,499,741.23
Demolition		29,016.00	85,325.00			144,342.00
Pavement Markings (Paint)						0.00
						0.00
						0.00
Totals	735,759.97	70,582.00	830,418.56	173,701.74	0.00	21,759,277.16

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Illinois Department of Transportation

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2300 South Dirksen Parkway Room 322
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Part I. Work Under Contract

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	29	30	31	32	Awards Pending	
Contract Number	2021 NON MFT	2021 MFT	2021 PAVING			
Contract With	VILLAGE OF PLAINFIELD	VILLAGE OF PLAINFIELD	FRANKFORT SCHOOL DIST			
Estimated Completion Date	8/17/2021	8/17/2021	7/31/2021	1/0/1900	1/0/1900	
Total Contract Price	2,052,897.78	1,730,877.95	265,462.00			Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	2,052,897.78	1,730,877.95	270,462.00			33,045,934.95
Uncompleted Dollar Value if Firm is the Subcontractor						65,937.50
				Total Value of All Work		33,111,872.45

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	49,050.50	37,743.10				3,640,185.20
Portland Cement Concrete Paving						0.00
HMA Plant Mix	1,068,244.62	1,033,723.46	140,811.00			8,804,138.13
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces	12,040.00	1,296.00	15,000.00			2,342,414.73
Highway,R.R. and Waterway Structures						1,872,788.59
Drainage	8,825.00	7,345.00				3,035,567.79
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction	367,573.71	428,960.00	7,000.00			3,597,711.88
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling	203,883.56	173,479.14	53,971.00			1,931,074.93
Demolition						144,342.00
Pavement Markings (Paint)						0.00
						0.00
						0.00
Totals	1,709,617.39	1,682,546.70	216,782.00	0.00	0.00	25,368,223.25

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INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2021

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS, frequently used RECURRING SPECIAL PROVISIONS, and LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS.

ERRATA Standard Specifications for Road and Bridge Construction
(Adopted 4-1-16) (Revised 1-1-21)

SUPPLEMENTAL SPECIFICATIONS

Illinois Department of Transportation

Check Sheet for Recurring Special Provisions

Local Public Agency	County	Section Number
Homer Township Road District	Will	21-00000-01-GM

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

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Local Public Agency	County	Section Number
Homer Township Road District	Will	21-00000-01-GM

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

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INDEX OF SPECIAL PROVISIONS

SPECIAL PROVISIONS

VILLAGE OF HOMER GLEN / HOMER TOWNSHIP ROAD DISTRICT
WILL COUNTY
SECTION NUMBER: 21-00000-01-GM

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted April 1, 2016, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures of Materials" in effect on the date of invitation of bids, and the Supplemental Specification and Recurring Special Provisions indicated on the Check Sheet included here in which apply to and govern the construction of the above named section, and in case of conflict with any parts, or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

The project is located within Homer Glen and Homer Township, Will County, Illinois as shown on the location maps and in the project summary. The net and gross length of the project is 21,670 feet (4.10 miles).

DESCRIPTION OF PROJECT

The work shall include, but not limited to hot-mix asphalt surface removal, hot-mix asphalt surface course, hot-mix asphalt binder course, concrete curb and gutter removal and replacement and all incidental and collateral work necessary to complete the project as described herein.

MAINTENANCE OF ROADWAYS

Beginning on the date that work begins on this project, the Contractor 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 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.

WORKING DAYS

The Contractor shall complete the work within **30 working days**. If the Contractor fails to complete the work within the above-specified timeframe, provisions of Article 108.09 of the Standard Specifications will be strictly adhered to for liquidated damages.

REDUCTION IN THE SCOPE OF WORK

The Project Summary is a listing of work to be completed. However, due to budgetary constraints the awarding authority reserves the right to reduce the scope of work to be completed under the contract in accordance with Article 104.02 of the Standard Specifications.

No allowance will be made for delay or anticipated profits as the result of a decrease in the quantities of work to be performed or the reduction in asphalt thickness up to a half inch (1/2").

TRAFFIC CONTROL AND PROTECTION (SPECIAL)

All roads shall be kept open to traffic. 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

701501, 701901, and BLR 17-4

Special Provisions

Maintenance of Roadways, Supplemental Signage
Work Zone Traffic Control (LRS#3), Flaggers in Work Zones (LRS#4)

The Contractor shall contact the Road District 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 Road District 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).

WORK HOURS

The Contractor must adhere to the Township 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. No work may be performed prior or beyond this period without prior written approval from the Road District.

SUPPLEMENTAL SIGNAGE

NO PARKING SIGNS
The Contractor shall be responsible for keeping vehicles off the streets as needed for the project. The Contractor shall install and maintain temporary signs in the parkway twenty-four (24) hours prior to starting work on each street. The signs shall read "NO PARKING, 7:00 AM – 7:00 PM" and state the day or days of the week work will be done. Immediately following each stage of work on each street, the Contractor shall remove the signs and reinstall them as needed.

FRESH OIL SIGNS
The Contractor shall be responsible for posting 'FRESH OIL' signs (48" X 48" minimum) as needed for the project. The Contractor shall install and maintain temporary signs in the parkway twenty-four (24) hours prior to placing prime coat on each street. The signs shall read "FRESH OIL, TRAVEL AT YOUR OWN RISK". The Contractor shall remove the signs and reinstall them as needed.

ROAD CONSTRUCTION AHEAD SIGNS
The Contractor shall be responsible for posting 'ROAD CONSTRUCTION AHEAD' signs (48" X 48" minimum) as needed for the project. The Contractor shall install and maintain temporary signs in the parkway seventy-two (72) hours prior to beginning work in a particular area or subdivision. The Contractor shall remove the signs and reinstall them as needed.

If construction and maintenance sign installation is not completed as specified above or as requested by the Engineer or the Road District, liquidated damages in the amount of $500.00 per day will be assessed. This work shall be included in the cost for TRAFFIC CONTROL AND PROTECTION (SPECIAL).

UTILITY COORDINATION

Before starting any excavation, the Contractor shall call JULIE at 800-892-0123 or 811 for field locations of buried electric, telephone, fiber optic, gas facilities, etc. A 48 hour notification is required.

WATER SUPPLY

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 use of the water.

STREET SWEEPING & PREPARATION

The Contractor shall be responsible for sweeping and cleaning streets of any debris and material that has accumulated as a result of the construction activity. A mechanical sweeper, mechanically driven air and handwork with shovel and broom shall be utilized to provide a clean street for the motoring public. If street sweeping is not completed as requested by the Engineer or the Road District, liquidated damages in the amount of $500.00 per day will be assessed. This work shall be considered incidental to the contract.

PRECONSTRUCTION CONFERENCE

A preconstruction conference shall be held at the office of Homer Township Road District. The progress schedule shall be reviewed at that time. In addition, the Contractor shall provide a list of the intended source of materials and the intended list of subcontractors to be used with respect to the subject project.

APPLICATION FOR PAYMENT

Application for payment to the Contractor shall be in accordance with the Standard Specifications and these Special Provisions. The Engineer will submit Engineer's Payment Estimate for partial payment to the Contractor for the work completed to the Township not more than once monthly on a date specified by the Township.

The Contractor shall procure from each subcontractor and supplier of material or labor a waiver of any claim which they may have under the mechanics lien laws of the state in which the work is located, to insure the Township immunity from mechanics liens on subcontractors in carrying out the contract and any work orders for additions thereto, all as a condition of any payment by the Township. Any payments made by the Township without requiring compliance with this paragraph shall not be construed as a Waiver by the Township of the right to require compliance with this paragraph as a condition to later payments.

The Contractor shall submit Partial Waivers of Lien from all subcontractors and suppliers with each partial payment estimate and Contractor's Affidavit for subcontractors and suppliers with second payment request for the previous payment estimates and then with all subsequent payment estimates. The Contractor shall furnish with his final application for payment a complete release of all liens arising out of this contract, or receipts in full in lieu thereof and an affidavit that the releases and receipts include all labor and material for which a lien could be filed.

DEBRIS REMOVAL

Materials resulting from the removal of asphalt surfaces, pavement patching, etc. shall be removed at the end of each day to an approved site. In the judgment of the Road District, should it be necessary to remove such materials, the Road District will have the material removed and the Contractor shall have the dollar amount reduced from the next pay estimate.

PROTECTION AND RESTORATION OF PROPERTY

The Contractor shall take all necessary precautions for the protection of public and private property. The Contractor is responsible for the damage or destruction of property resulting from neglect, misconduct, or omission in his/her manner of method of execution or non-execution of the work or caused by defective work, or the use of unsatisfactory materials or equipment, and such responsibility shall not be released until the work has been completed and accepted and the requirements of these specifications complied with.

Whenever public or private property is so damaged or destroyed, the Contractor shall, at his/her expense, restore such property to a condition equal to that which existed prior to such damage or injury by repairing, rebuilding, or replacing it as may be directed, or he/she shall otherwise make good such damage or destruction in an acceptable manner. If he/she fails to do so, the Road District will withhold any payouts toward completed work until arrangements are made to correct any damage as described above.

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.

DRIVEWAY CLOSING

It will be the Contractor's responsibility to notify residents and the Road District when access to their driveways will be temporarily closed due to concrete curb and gutter installation and/or driveway replacement. At locations where new curb and gutter is to be installed across a driveway, the Contractor shall contact the homeowner 48 hours prior to removing the pavement. The Contractor shall distribute notices, provided by the Road District, to residents. Every effort shall be made to accommodate access to these properties (i.e., knock on doors when driveway is about to be closed). The Contractor shall not be allowed to close a Driveway for more than 48 hours under any circumstance. The Contractor shall be responsible for maintaining the barricades to prevent traffic from using the driveways during this period.

The Contractor shall fill the holes created by the removal of the driveway pavement where new gutter, sidewalk or pipe underdrains is to be installed with aggregate base course (CA-6 crushed) so that the residents can use their driveways until the start of installation of the concrete gutter and/or sidewalk. The cost of the aggregate base course will be included in the cost of the item of work being constructed.

DUST CONTROL WATERING

This work shall consist of the exclusive control of dust resulting from construction operations and is not intended for use in the compaction of earth embankments, as specified under Article 107.36 of the Standard Specifications. Dust shall be controlled by the uniform application of sprinkled water and shall be applied only when directed by the Engineer, in a manner meeting his approval. All equipment used for this work shall meet the Engineer's approval and shall be equipped with adequate measuring devices for metering the exact amount of water discharged. This work shall include furnishing all labor, water and equipment for controlling dust as herein specified.

MOBILIZATION

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

WORK TO BE PERFORMED BY ROAD DISTRICT

The Road District may elect to perform the following work with their own forces:

- Drainage and Utility Structures to be Adjusted (if determined to be by Road District)

The Contractor shall cooperate with the Road District to the fullest extent possible with respect to the above preparatory work to be performed by Road District forces. The contractor shall provide a minimum 14 days' notice prior to the start of construction.

HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT

When HOT-MIX ASPHALT SURFACE REMOVAL is to be performed under traffic, the Contractor shall provide and maintain temporary asphalt ramps at both upstream and downstream ends of the pavement area removed. The temporary ramps shall be constructed immediately upon completion of the removal operation by leveling and filling with bituminous material, as necessary. Ramps shall have a minimum taper rate of three foot (3') per one inch (1") of thickness and shall be removed prior to placing the proposed surface course. Temporary ramps will not be paid for separately but shall be considered incidental to the bid price per square yard for Hot-Mix Asphalt Surface Removal.

HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT consists of constructing butt joints for a satisfactory transition between pavement being resurfaced and pavement remaining at existing grade, and shall be accomplished in accordance with the applicable portions of Article 406.08 and Section 440 of the Standard Specifications and the details included herein. Should any pavement be damaged by removal operations sufficient to warrant replacement, in the Engineer's judgment, the Contractor shall replace it in kind for no additional payment.

HOT-MIX ASPHALT SURFACE REMOVAL shall be measured in place and the area computed in square yards. This work will be paid for at the contract unit price per SQUARE YARD for HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT. Saw cutting shall be considered incidental.

PAVEMENT PATCHING (SPECIAL)

This work shall consist of all labor, materials and equipment necessary to construct Class D pavement patches at the locations shown on the plans. The work shall be performed accordance with applicable portions of Section 442 of the Standard Specifications, except as modified herein.

Delete Note 2 from Article 442.02 of the Standard Specification and replace with the following:

"Note 2. The HMA used shall be Binder course and/or Surface course as indicated in the "Hot-Mix Asphalt Mixture Requirements" chart in the plans."

Basis of Payment. This work shall be paid for at the contract unit price per square yard of PAVEMENT PATCHING (SPECIAL), of the thickness specified.

CLASS D PATCHES

This work shall conform to the appropriate articles of Section 442 of the Standard Specification, except that no type classification will be kept. Each patch is to have a full depth saw cut and then be removed. Saw cutting of the patches and removal of the existing pavement, including sub base is to be included in the cost of this item. All patches depressed in excess of 3" than the surface of the surrounding asphalt shall be marked with Type II barricades for no longer than 48 hours. Leveling binder shall be used to ramp the edges of the patches after this time has expired. The cost of the leveling binder used to ramp the edges of the patch shall be included in the cost of the patch.

Patches will be measured in place and the area computed in square yards. If additional pavement or sub-grade is removed due to negligence on the part of the Contractor, the additional quantity of pavement removal and replacement or sub-grade material will not be measured for payment.

Where unsuitable material is encountered in the sub-grade, the removal and replacement shall be performed by the Contractor and shall be paid for at the contract unit price per SQUARE YARD for AGGREGATE BASE COURSE REMOVAL AND REPLACEMENT, 12 INCH.

Basis of Payment. This work will be paid for at the contract unit price per SQUARE YARD for CLASS D PATCHES, of the specified thickness.

ASPHALT GRINDINGS

The Road District has elected to keep a portion the grindings generated from the various HOT-MIX ASPHALT SURFACE REMOVAL items. It is undetermined at this time the exact amount of material the Road District intends to keep and the Contractor shall deliver the grindings to the Road District yard (14400 W. 151st Street, Homer Glen, IL). It is anticipated the Road District may elect to have additional grindings to be delivered to other locations that will be determined at the start of construction at no additional cost. This work shall not be paid for separately but shall be included in the unit price of the various HOT-MIX ASPHALT SURFACE REMOVAL items. Any additional grindings not chosen to be delivered to Road District locations shall remain the property of the Contractor and shall be removed from the project site.

AGGREGATE SHOULDERS, TYPE B

Description.
This work shall be performed in accordance with the applicable parts of Section 481 of the Standard Specifications as shown in the project summary. Materials shall be in conformance with the applicable articles of Section 1004 of the Standard Specifications with the following exceptions:

Revise Article 1004.04 (c), paragraph 5 to read: "For granular aggregate shoulders, gradation CA 6 crushed gravel or crushed stone, shall be used."

The Contractor shall construct and compact the tapered shoulder to the satisfaction of the Engineer.

This work will be paid for at the contract unit price per TON for AGGREGATE SHOULDERS, TYPE B.

DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT

This work shall consist of the removal of existing driveway aprons and the construction of hot-mix asphalt driveway pavement on a prepared sub-grade in accordance with applicable articles of Section 406, 440 and 482 of the Standard Specifications, Special Provisions for Hot-Mix Asphalt.

This work shall be done at locations shown on the project summary, and at locations where the Engineer determines it will be necessary to provide a smooth transition in the driveway pavement. Additional compensation will NOT be allowed for varying materials types or thicknesses comprising of the existing driveway approach.

The Contractor shall form a perpendicular straight joint by full depth machine sawing at the end of the portion to be removed to prevent surface spalling. These areas must be marked and measured for payment by the Engineer prior to removal. The Contractor at his/her expense shall repair any driveway pavement damaged by the Contractor during the driveway pavement removal operations.

The Contractor shall fill the holes created by the removal of the driveway pavement with aggregate base course (CA-6 crushed) so that the residents can use their driveways until the start of installation of the improvements. The cost of the aggregate base course will be included in the cost of the item of work being constructed.

Materials for the hot-mix asphalt driveway pavement shall consist of the following:

- Three inches (3") of hot-mix asphalt surface course

The hot-mix asphalt driveway surface shall produce a tight surface conforming to the grade of the adjacent area. The hot-mix asphalt surface to remain shall be saw-cut in a neat, straight line.

Prior to replacement with the hot-mix asphalt surface course, the exposed base course shall be shaped, compacted, and primed including the exposed edge of the hot-mix asphalt surface remaining to the satisfaction of the Engineer. Additional crushed aggregate (CA-6 gradation) base course may be required in the preparation of the base course as indicated above. Any additional aggregate base course required for the preparation of the base and filling of depressions created by the construction shall be considered included to this pay item.

This work will be paid for at the contract unit price per SQUARE YARD for DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT, of the thickness specified, which price shall include saw cutting and the removal and disposal of the existing driveway pavement.

AGGREGATE BASE COURSE REMOVAL & REPLACEMENT, 12 INCH

This work shall consist of the removal of the existing aggregate base course to a minimum depth of 12 inches (12"), disposal of surplus material, compacting the subgrade and installation of Aggregate Base Course Type B to a minimum compacted thickness of 12 inches (12").

After the subgrade has been brought to a smooth grade and proper shape, it shall be compacted by use of vibratory rollers and/or compactors.

Replacement shall consist of installing CA-6 crushed aggregate. This work shall be done in accordance with the applicable articles of Section 351 of the Standard Specifications. This item shall also be used for subgrade removal and replacement.

This work will be paid for at the contract unit price per SQUARE YARD for AGGREGATE BASE COURSE REMOVAL AND REPLACEMENT, 12 INCH, which price shall include all equipment, labor and materials required to complete this work.

PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT, 5 INCH

This work shall be done in accordance with Section 424 and 440 of the Standard Specifications and the concrete shall meet the requirements of Class SI concrete. The Contractor shall remove the existing sidewalk and sufficient sub-grade to allow for placement of two inches (2") of approved CA-6 crushed stone or crushed gravel on a compacted sub-grade. Replacement shall include the installation of Portland Cement Concrete sidewalk to a minimum thickness of five inches (5"), and thickened to six inches (6") across driveways, and two inches (2") of CA-6 sub-base under the new sidewalk where unsuitable materials are found, and as directed by the Engineer. If filling is required in the sidewalk subgrade, it shall consist of placing and compacting an approved granular material to the satisfaction of the Engineer as incidental.

The Contractor shall use High Early Strength concrete for sidewalk replacement at the location of the driveways at no additional cost to the contract. The Contractor shall fill the voids created by the removal of sidewalk at the location of the driveways with crushed aggregate so that the residents can use their driveways until the start of sidewalk replacement operations.

At sidewalk ramp locations side curbs or flares may be required to meet ADA requirements. When a flare or curb is constructed it shall meet the three foot (3') minimum curb transition.

This work will be paid for at the contract unit price per SQUARE FOOT for PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT, 5 INCH, which price shall include any necessary excavation for the installation of two inches (2") of approved CA-6 crushed stone or crushed gravel under the new sidewalk, filling with compacted granular material, and additional thickness at driveways. At the Contractor's option CA-16 crushed aggregate may be substituted for CA-6. **Restoration in kind of the disturbed parkway areas shall be considered incidental.**

No stamps advertising the Contractor, construction companies, or other private concerns shall be placed in the concrete.

DETECTABLE WARNINGS

This work shall consist of the installation of pre-fabricated replaceable panel of truncated domes twenty-four inches (24") wide and forty-eight inches (48") in length on concrete sidewalk accessibility ramps at locations as directed by the Engineer.

Truncated domes shall be in accordance with Article 424.09 of the Standard Specifications. The domes shall parallel the pavement crosswalk in accordance with the latest Highway Standard. The panel shall be Red. The panel shall meet the requirements of ASTM C1028 – Slip Resistance and ASTM G155 – Accelerated Weathering.

The Detectable Warning Panel shall be one of the following products, or an approved equal:

ADA Solutions, Inc. Cast-in-Place available from
Stetsons Building Products, Inc.
2425 20th Street
Rockford, IL 61104
Phone: (800) 383-2181

OR

EZ-Set Tile available from
Traffic Control Corporation
10435 Argonne Woods Drive
Woodridge, IL 60517
Phone: (800) 996-6511

OR

Armor-Tile Replaceable Cast-In Place System available from
White Cap Construction Supply
8124 W. 188th Street
Mokena, IL 60448
Phone: (815) 464-8828

This work will be paid for at the contract unit price per SQUARE FOOT for DETECTABLE WARNINGS.

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

This work shall consist of the removal and replacement of existing concrete curb and gutter at locations as determined by the Engineer. The purpose of this work is to replace curb and gutter at sidewalk ramp locations, or that is damaged and/or requires replacement to improve the street drainage. The

replacement curb and gutter section shall be as directed by the Engineer and match that of the existing. This work shall be done in accordance with Section 440 and Section 606 of the Standard Specifications, the details included in the plans, and the concrete shall meet the requirements of Article 1020.04 for SI concrete.

Add the following to Article 440.03:

"The Contractor shall perform his work in a manner causing minimal inconvenience to the residents and motoring public. The trenches created by the removal operations in front of the driveways shall be filled with aggregate to provide access to the residents to their driveways, except for curb and gutter replacement when the driveways will be closed to the residents for 48 hours.

Reinforcing bars may be embedded in old concrete curb. Sawing, removal, and disposal of reinforcing bars will not be paid for separately but shall be included in the cost of the item removed.

Additional excavation noted by the Engineer in the field to provide a suitable granular sub-base will be performed by the Contractor at no expense to the Contract.

Removal of the existing pavement will be required in order to install a full front face form."

Add the following to Article 606.05:

"The minimum gutter flag depth of the new curb and gutter will be ten inches (10") regardless of the size and type of the existing curb and gutter.

Removal of the existing pavement will be required in order to install a full front face form. Steel angle pieces will not be allowed for forming, and a full lumber setup will be required for forming. The area between the edge of the existing pavement and the face of the new gutter shall be cleaned of all loose material and shall be filled with Class PV/ SI concrete to a minimum of six inch (6") width."

Add the following to Article 606.06:

"The Contractor shall limit driveway closures to 72 hours; the Contractor shall have the option to use accelerating admixtures or Class PP concrete to meet this requirement."

Add the following to Article 606.07:

"Where new curb and gutter meets existing curb and gutter to remain, the gutters shall be connected with two 5/8" diameter reinforcing bars, twelve inches (12") long. Holes 5/8" in diameter shall be drilled six inches (6") into the existing concrete curb and gutter prior to driving reinforcing bars into place.

Contraction joints shall be provided at uniform intervals not to exceed twelve feet (12'). Construction joints with dowel bars shall be provided at the end of a day's pour. Expansion joints shall be constructed at intervals not to exceed sixty feet (60') or as determined by the Engineer and shall consist of a minimum of one inch (1") thick preformed expansion joint filler conforming to the cross-section of the curb and gutter and shall be provided with two (2) No. 5 (#5) by eighteen inch (18") coated smooth dowel bars conforming to Article 1006.11(b) of the Standard Specifications. The dowel bars shall be fitted with a cap having a pinched stop that will provide a minimum of one inch (1") of expansion."

Revise Article 606.13 to read:

"After the concrete has obtained the specified strength, the spaces in back of the construction shall be backfilled to the required elevation with pulverized topsoil (no stones), compacted, neatly graded for positive drainage and seeded with salt tolerant grass seed meeting the requirements of Class 1A seed in Article 250.07 of the Standard Specifications."

The Contractor shall note that the Engineer will measure the curb and gutter as marked for replacement prior to removal of the existing curb. This measurement, as marked, will be the final payment quantity and shall be verified by the Contractor prior to removal.

All new curb and gutter shall be depressed at sidewalk ramp locations. The transition from full-height curb and gutter to depressed curb shall occur over a distance of three feet (3') minimum.

This work shall be paid for at the contract unit price per FOOT for COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT which price shall include all of the above including 4" of Aggregate Base Course Type B (CA-7 Crushed) under the new curb where unsuitable materials are found, and as directed by the Engineer. **Restoration of the disturbed parkway areas with topsoil and seeding shall be considered incidental.**

MANHOLES, TYPE A, 4-FT DIAMETER WITH NEW FRAME AND LID

This work shall be performed at locations of existing drainage and utility structures being removed and shall be performed in accordance with Section 602 of the Standard Specifications.

A new frame and lid shall be included in the cost of the manhole being installed and the frame and lid type shall be approved by the Engineer prior to installation.

The connection of existing storm sewer to the new manhole structure will not be paid for separately but shall included in the cost of this item.

This work shall be paid for at the contract unit price per EACH for MANHOLES, TYPE A, 4-FT DIAMETER WITH NEW FRAME AND LID, which price shall include all labor, materials, and equipment necessary to complete the installation.

CATCH BASINS, TYPE C WITH NEW FRAME AND GRATE

This work shall be performed at locations of existing drainage and utility structures being removed and shall be performed in accordance with Section 602 of the Standard Specifications.

A new frame and grate shall be included in the cost of the catch basin being installed and the frame and grate type shall be approved by the Engineer prior to installation.

The connection of existing storm sewer to the new catch basin structure will not be paid for separately but shall included in the cost of this item.

This work shall be paid for at the contract unit price per EACH for CATCH BASINS, TYPE C WITH NEW FRAME AND GRATE, which price shall include all labor, materials, and equipment necessary to complete the installation.

DRAINAGE AND UTILITY STRUCTURES TO BE REMOVED

All Inlets, Catch Basins, Manholes, Valve Vaults, and Sanitary Structures shall be classified as DRAINAGE AND UTILITY STRUCTURES, and the work shall be performed as per Section 605 of the Standard Specifications.

This work will be paid for at the contract unit price per EACH for DRAINAGE AND UTILITY STRUCTURES TO BE ADJUSTED. The use of steel adjusting rings shall not be allowed.

DRAINAGE AND UTILITY STRUCTURES TO BE ADJUSTED

All Inlets, Catch Basins, Manholes, Valve Vaults, and Sanitary Structures shall be classified as DRAINAGE AND UTILITY STRUCTURES, and the work shall be performed as per Section 603 of the Standard Specifications.

This work will be paid for at the contract unit price per EACH for DRAINAGE AND UTILITY STRUCTURES TO BE ADJUSTED. The use of steel adjusting rings shall not be allowed.

DRAINAGE AND UTILITY STRUCTURES TO BE RECONSTRUCTED

All Inlets, Catch Basins, Manholes, Valve Vaults, and Sanitary Structures shall be classified as DRAINAGE AND UTILITY STRUCTURES, and the work shall be performed as per Section 602 of the Standard Specifications.

This work will be paid for at the contract unit price per EACH for DRAINAGE AND UTILITY STRUCTURES TO BE RECONSTRUCTED.

HOT-MIX ASPHALT BINDER, LEVELING BINDER AND SURFACE COURSE
Effective: May 2013
Revised: August 2020

Description and Materials. The Hot Mix Asphalt mix design, production, and construction (materials, machinery, and methods) shall conform to the specific requirements of the standard specifications for Road and Bridge Construction adopted by the Illinois Department of Transportation, 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-9.5 mm Surface and Level courses shall have a minimum of 40% passing the #8 sieve.
3. Use of FRAP or RAS shall be in accordance with IDOT prevailing Specifications and Special Provision.
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 Overlay	AC TYPE Full Depth HMA	VOIDS
Hot Mix Asphalt Surface Course, Mix "D", IL-9.5 N50	PG 58-22/58-28*	PG 58-28/58-34*	3.5% @ 50 GYR
Hot Mix Asphalt Binder Course, IL-9.5, N50	PG 58-22/58-28*	PG 58-28-/58-34*	3.5% @ 50 GYR
Hot Mix Asphalt Binder Course, IL-19, N50	PG 58-22/58-28*	PG 58-28/58-34*	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%.

Construction:

7. Tack coat all longitudinal joints (hot and cold) and curb faces.
8. 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.
9. Auger and tunnel extensions are required on all lifts, all mixes.
10. Reverse augers must be installed properly.
11. Augers shall be installed properly at the bearing point.
12. Roll (compact) the confined and curb line longitudinal joint by overlapping by 6" from the hot to cold side of mat and / or curbing.
13. 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.
14. Asphalt along the curb line shall be compacted such that the asphalt is ¼" above the curb line.

FRICTION AGGREGATE (D-1)
Effective: January 1, 2011
Revised: November 1, 2019

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	Allowed Alone or in Combination [5/]: Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete

<table>
<tr><th>Use</th><th>Mixture</th><th>Aggregates Allowed</th></tr>
<tr><td>HMA
Low ESAL</td><td>Stabilized Subbase or Shoulders</td><td><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</td></tr>
<tr><td>HMA
High ESAL
Low ESAL</td><td>Binder
IL-19.0
or IL-19.0L

SMA Binder</td><td><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/]</td></tr>
<tr><td>HMA
High ESAL
Low ESAL</td><td>C Surface and Binder IL-9.5 or IL-9.5L

SMA
Ndesign 50 Surface</td><td><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/]</td></tr>
<tr><td>HMA
High ESAL</td><td>D Surface and Binder IL-9.5

SMA
Ndesign 50
Surface</td><td><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>

<table><tr><th>Up to...</th><th>With...</th></tr><tr><td>25% Limestone</td><td>Dolomite</td></tr><tr><td>50% Limestone</td><td>Any Mixture D aggregate other than Dolomite</td></tr><tr><td>75% Limestone</td><td>Crushed Slag (ACBF) or Crushed Sandstone</td></tr></table></td></tr>
</table>

Use	Mixture	Aggregates Allowed	
HMA High ESAL	E Surface IL-9.5 SMA Ndesign 80 Surface	Allowed Alone or in Combination [5/ 6/]: Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		Other Combinations Allowed:	
		Up to...	*With...*
		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
HMA High ESAL	F Surface IL-9.5 SMA Ndesign 80 Surface	Allowed Alone or in Combination [5/ 6/]: Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		Other Combinations Allowed:	
		Up to...	*With...*
		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."
6/ Combining different types of aggregate will not be permitted in SMA Ndesign 80."

HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D-1)
Effective: November 1, 2019
Revised: February 1, 2020

Description. This work shall consist of constructing a hot-mix asphalt (HMA) binder and/or surface course on a prepared base. Work shall be according to Sections 406 and 1030 of the Standard Specifications, except as modified herein.

Materials. Revise Article 1004.03(c) to read:

" (c) Gradation. The coarse aggregate gradations shall be as listed in the following table.

Use	Size/Application	Gradation No.
Class A-1, A-2, & A-3	3/8 in. (10 mm) Seal	CA 16 or CA 20
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & A-3	Cover Coat	CA 14
HMA High ESAL	IL-19.0; Stabilized Subbase IL-19.0	CA 11 1/
	SMA 12.5 2/	CA 13 4/, CA 14, or CA 16
	SMA 9.5 2/	CA 13 3/4/ or CA 16 3/
	IL-9.5	CA 16
	IL-9.5FG	CA 16
HMA Low ESAL	IL-19.0L	CA 11 1/
	IL-9.5L	CA 16

1/ CA 16 or CA 13 may be blended with the CA 11.

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/ The specified coarse aggregate gradations may be blended.

4/ 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."

HMA Nomenclature. Revise the "High ESAL" portion of the table in Article 1030.01 to read:

"High ESAL	Binder Courses	IL-19.0, IL-9.5, IL-9.5FG, IL-4.75, SMA 12.5, Stabilized Subbase IL-19.0
	Surface Courses	IL-9.5, IL-9.5FG, SMA 12.5, SMA 9.5"

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 a 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 I 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 Department's Qualified Producer List, "Technologies for the Production of Warm Mix Asphalt (WMA)"."

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

High ESAL, MIXTURE COMPOSITION (% PASSING) [1/]										
Sieve Size	IL-19.0 mm		SMA 12.5		SMA 9.5		IL-9.5mm		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 [4/]	16	32 [4/]	34 [5/]	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/
#635 (20 µm)			≤ 3.0		≤ 3.0					
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/ 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.

5/ 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, for IL-4.75 it shall be 3.5 percent and for Stabilized Subbase it shall be 3.0 percent at the design number of gyrations. The voids in the mineral aggregate (VMA) and voids filled with asphalt binder (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				
	Voids in the Mineral Aggregate (VMA), % minimum			Voids Filled with Asphalt Binder (VFA), %
Ndesign	IL-19.0; Stabilized Subbase 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."

Revise the table in Article 1030.04(b)(3) to read:

"VOLUMETRIC REQUIREMENTS, SMA 12.5 1/ and SMA 9.5 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."

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 steal slag sand, shall have minimum surge bin storage plus haul time of 1.5 hours."

Quality Control/Quality Assurance (QC/QA). Revise the third paragraph of Article 1030.05(d)(3) to read:

" If the Contractor and Engineer agree the nuclear density test method is not appropriate for the mixture, cores shall be taken at random locations determined according to the QC/QA document "Determination of Random Density Test Site Locations". Core densities shall be determined using the Illinois Modified AASHTO T 166 or T 275 procedure."

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

" 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 second table in Article 1030.05(d)(4) and its notes to read:

"DENSITY CONTROL LIMITS

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-9.5FG	Ndesign = 50 - 90	93.0 – 97.4 %	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 = 80	93.5 – 97.4 %	91.0%

1/ Density shall be determined by cores or by correlated, approved thin lift nuclear gauge.

2/ 92.0 % when placed as first lift on an unimproved subgrade."

Equipment. Add the following to Article 1101.01 of the Standard Specifications:

" (h) Oscillatory Roller. The oscillatory roller shall be self-propelled and provide a smooth operation when starting, stopping, or reversing directions. The oscillatory roller shall be able to operate in a mode that will provide tangential impact force with or without vertical impact force by using at least one drum. The oscillatory roller shall be equipped with water tanks and sprinkling devices, or other approved methods, which shall be used to wet the drums to prevent material pickup. The drum(s) amplitude and frequency of the tangential and vertical impact force shall be approximately the same in each direction and meet the following requirements:

(1) The minimum diameter of the drum(s) shall be 42 in. (1070 mm);

(2) The minimum length of the drum(s) shall be 57 in. (1480 mm);

(3) The minimum unit static force on the drum(s) shall be 125 lb/in. (22 N/m); and

(4) The minimum force on the oscillatory drum shall be 18,000 lb (80 kN)."

Construction Requirements.

Add the following to Article 406.03 of the Standard Specifications:

"(j) Oscillatory Roller 1101.01"

Revise the third paragraph of Article 406.05(a) to read:

" All depressions of 1 in. (25 mm) or more in the surface of the existing pavement shall be filled with binder. At locations where heavy disintegration and deep spalling exists, the area shall be cleaned of all loose and unsound material, tacked, and filled with binder (hand method)."

Revise Article 406.05(c) to read.

" (c) Binder (Hand Method). Binder placed other than with a finishing machine will be designated as binder (hand method) and shall be compacted with a roller to the satisfaction of the Engineer. Hand tamping will be permitted when approved by the Engineer."

Revise the special conditions for mixture IL-4.75 in Article 406.06(b)(2)e. to read:

" e. The mixture shall be overlaid within 5 days of being placed."

Revise Article 406.06(d) to read:

" (d) Lift Thickness. The minimum compacted lift thickness for HMA binder and surface courses shall be as follows.

MINIMUM COMPACTED LIFT THICKNESS	
Mixture Composition	Thickness, in. (mm)
IL-4.75	3/4 (19) - over HMA surfaces 1/ 1 (25) - over PCC surfaces 1/
IL-9.5FG	1 1/4 (32)
IL-9.5, IL-9.5L	1 1/2 (38)
SMA 9.5	1 3/4 (45)
SMA 12.5	2 (51)
IL-19.0, IL-19.0L	2 1/4 (57)

1/ The maximum compacted lift thickness for mixture IL-4.75 shall be 1 1/4 in. (32 mm)."

Revise Table 1 and Note 3/ of Table 1 in Article 406.07(a) of the Standard Specifications to read:

"TABLE 1 - MINIMUM ROLLER REQUIREMENTS FOR HMA				
	Breakdown Roller (one of the following)	Intermediate Roller	Final Roller (one or more of the following)	Density Requirement
Binder and Surface 1/	V_D, P 3/, T_B, 3W, O_T, O_B	P 3/, O_T, O_B	Vs, T_B, T_F, O_T	As specified in Articles: 1030.05(d)(3), (d)(4), and (d)(7).
IL-4.75 and SMA 4/ 5/	T_B, 3W, O_T	- -	T_F, 3W, O_T	
Bridge Decks 2/	T_B	- -	T_F	As specified in Articles 582.05 and 582.06.

3/ A vibratory roller (V_D) or oscillatory roller (O_T or O_B) may be used in lieu of the pneumatic-tired roller on mixtures containing polymer modified asphalt binder."

Add the following to EQUIPMENT DEFINITION in Article 406.07(a) contained in the Errata of the Supplemental Specifications:

" O_T - Oscillatory roller, tangential impact mode. Maximum speed is 3.0 mph (4.8 km/h) or 264 ft/min (80 m/min).

O_B - Oscillatory roller, tangential and vertical impact mode, operated at a speed to produce not less than 10 vertical impacts/ft (30 impacts/m)."

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).

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 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 second through the fifth paragraphs of Article 406.14 with the following:

" HMA binder and surface courses will be paid for at the contract unit price per ton (metric ton) for MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS; HOT-MIX ASPHALT BINDER COURSE (HAND METHOD), of the Ndesign specified; HOT-MIX ASPHALT BINDER COURSE, of the mixture composition and Ndesign specified; HOT-MIX ASPHALT SURFACE COURSE, of the mixture composition, friction aggregate, and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE (HAND METHOD), of the Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, of the mixture composition and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, of the mixture composition, friction aggregate, and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, of the mixture composition and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, of the mixture composition, friction aggregate, and Ndesign specified."

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (D-1)
Effective: November 1, 2012
Revise: November 1, 2019

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 Central Bureau of Materials Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources", by weight of RAS. All RAS used shall come from a Central Bureau of Materials 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, 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 mixture composition of the mix design.

(2) Restricted FRAP (B quality) stockpiles shall consist of RAP from Class I, HMA (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, 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 HMA (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 Central Bureau of Materials 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)	± 6 %
No. 8 (2.36 mm)	± 5 %
No. 30 (600 μm)	± 5 %
No. 200 (75 μm)	± 2.0 %
Asphalt Binder	± 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	
% Passing:1/	FRAP	RAS
1/2 in.	5.0%	

No. 4	5.0%	
No. 8	3.0%	4.0%
No. 30	2.0%	4.0%
No. 200	2.2%	4.0%
Asphalt Binder Content	0.3%	3.0%
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, HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.

(2) RAP from HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.

(3) RAP from Class I, 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 Central Bureau of Materials 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 listed below for a given N Design.

Maximum Asphalt Binder Replacement (ABR) for FRAP with RAS Combination

HMA Mixtures 1/ 2/ 4/	Maximum % ABR		
Ndesign	Binder 5/	Surface 5/	Polymer Modified 3/
30L	50	40	30
50	40	35	30
70	40	30	30
90	40	30	30
SMA			30
IL-4.75			40

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 %.

5/ When the mix has Illinois Flexibility Index Test (I-FIT) requirements, the maximum percent asphalt binder replacement designated on the table may be increased by 5%.

1031.07 HMA Mix Designs. At the Contractor's option, HMA mixtures may be constructed utilizing 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.

The RAP, FRAP and RAS stone specific gravities (G_{sb}) shall be according to the "Determination of Aggregate Bulk (Dry) Specific Gravity (G_{sb}) of Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)" procedure in the Department's Manual of Test Procedures for Materials.

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

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 and agglomerated material.

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) FRAP. The coarse aggregate in all FRAP used shall be equal to or less than the nominal maximum size requirement for the HMA mixture being produced.

(b) 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.

(c) 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).

e. RAS and FRAP weight to the nearest pound (kilogram).

f. Virgin asphalt binder weight to the nearest pound (kilogram).

g. 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 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 Central Bureau of Materials 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.

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

Homer Township Road District

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

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

SPECIAL PROVISION FOR CONSTRUCTION AND MAINTENANCE SIGNS

Effective: January 1, 2004
Revised: June 1, 2007

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

701.14. Signs. Add the following paragraph to Article 701.14:

All warning signs shall have minimum dimensions of 1200 mm x 1200 mm (48" x 48") and have a black legend on a fluorescent orange reflectorized background, meeting, as a minimum, Type AP reflectivity requirements of Table 1091-2 in Article 1091.02.

State of Illinois
DEPARTMENT OF TRANSPORTATION
Bureau of Local Roads & Streets

SPECIAL PROVISION FOR EMULSIFIED ASPHALTS

Effective: January 1, 2007
Revised: February 7, 2008

All references to Sections and Articles in this Special Provision shall be construed to mean specific Sections and Articles in the Standard Specifications for Road and Bridge Construction adopted by the Department of Transportation.

Replace the table after Note 2 in Article 403.02 with the following:

Type of Construction	Bituminous Materials Recommended for Weather Conditions Indicated	
	Warm [15 °C to 30 °C]* [(60 °F to 85 °F)]*	Hot [30 °C Plus]* [(85 °F Plus)]*
Prime	MC-30, PEP	MC-30, PEP
Cover Coat and Seal Coat	RS-2, CRS-2, RC-800, RC-3000, MC-800, MC-3000, SC-3000, HFE-90, HFE-150, HFE-300, HFRS-2, PEA**	RS-2, CRS-2, RC-800, RC-3000, MC-800, MC-3000, SC-3000, PG46-28, PG52-28, HFE-90, HFE-150, HFE-300, HFRS-2, PEA**

* Temperature of the air in the shade at the time of application.
** PEA is only allowed on roads with low traffic volumes

Replace the table after Note 2 in Article 406.02 with the following:

Type of Construction	Bituminous Materials Recommended
Prime (tack) on Brick, Concrete, or Bituminous Bases (Note 3)	SS-1, SS-1h, CSS-1, CSS-1h, HFE-90, RC-70
Prime on Aggregate Bases (Note 4)	MC-30, PEP
Mixture for Cracks, Joints, and Flangeways	PG58-22, PG64-22

Note 3. When emulsified asphalts are used, they shall be diluted with an equal volume of potable water. HFE emulsions shall be diluted by the manufacturer. The diluted material shall be thoroughly agitated within 24 hours of application and show no separation of water and emulsion. The diluted material shall not be returned to an approved emulsion storage tank.

Note 4. Preparation of the bituminous PEP shall be as specified in Article 403.05.

Replace the table in Article 1032.04 with the following:

Spraying Application Temperature Ranges		
Type and Grade of Bituminous Material	Temperature Ranges	
	°F min. - max.	°C min. - max.
PEP	60 - 130	15 - 55
PEA	140 - 190	60 -88
MC-30	85 - 190	30 - 90
MC-70, RC-70, SC-70	120 - 225	50 - 105
MC-250, SC-250	165 - 270	75 - 130
MC-800, SC-800	200 - 305	95 - 150
MC-3000, SC-3000	230 - 345	110 - 175
PG46-28	275 - 385	135 - 195
PG52-28	285 - 395	140 - 200
RS-2, CRS-2	110 - 160	45 - 70
SS-1, SS-1h, CSS-1, CSS-1h	75 - 130	25 - 55
SS-1hP, CSS-1hP	75 - 130	25 - 55
HFE-90, HFE-150, HFE-300	150 - 180	65 - 80
HFP, CRSP, HFRS-2	150 - 180	65 - 80
E-2	85 - 190	30 - 90
E-3	120 - 225	50 - 105
E-4	165 - 270	75 - 130

Add subparagraph (g) to Article 1032.06:

(g) Penetrating Emulsified Asphalt (PEA). The penetrating emulsified asphalt shall meet the following requirements when tested according to AASHTO T59:

Viscosity, Saybolt Fural @ 25°C (77°F),	sec:	20 - 500
Sieve Test, retained on 850 μm (No. 20) sieve, maximum,	%:	0.10
Storage Stability Test, 1 day, maximum,	%:	1
Float Test @ 60°C (140°F), minimum,	sec:	150
Stone Coating Test, 3 minutes,	:	Stone Coated Thoroughly
Particle Charge	:	Negative
pH, minimum	:	7.3
Distillation Test:		
Distillation to 260°C (500°F) Residue, minimum	%:	65
Oil Distillate by Volume, maximum	%:	3
Test on residue from distillation:		
Penetration @ 25°C (77°F), 100 g, 5 sec, minimum	dmm:	300

Replace the last sentence and table of Article 1032.06 with the following:

The different grades are, in general, used for the following.

Grade	Use
SS-1, SS-1h, CSS-1, CSS-1h, HFE 90, SS-1hP, CSS-1hP	Tack or fog seal
PEP	Bituminous surface treatment prime
RS-2, HFE 90, HFE 150, HFE 300, CRSP, HFP, CRS-2, HFRS-2, PEA	Bituminous surface treatment
CSS-1h Latex Modified	Microsurfacing

BDE SPECIAL PROVISIONS
For the January 15 and March 5, 2021 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	1	☐	Accessible Pedestrian Signals (APS)	April 1, 2003	April 1, 2020
80274	2	☐	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
80192	3	☐	Automated Flagger Assistance Device	Jan. 1, 2008	
80173	4	☐	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
80426	5	☐	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	
80241	6	☐	Bridge Demolition Debris	July 1, 2009	
5026I	7	☐	Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5048I	8	☐	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5049I	9	☐	Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5053I	10	☐	Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
* 80425	11	☐	Cape Seal	Jan. 1, 2020	Jan. 1, 2021
80384	12	■	Compensable Delay Costs	June 2, 2017	April 1, 2019
80198	13	☐	Completion Date (via calendar days)	April 1, 2008	
80199	14	☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293	15	☐	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
80311	16	☐	Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
80261	17	■	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80387	18	☐	Contrast Preformed Plastic Pavement Marking	Nov. 1, 2017	
* 80434	19	☐	Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
80029	20	☐	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	March 2, 2019
80402	21	☐	Disposal Fees	Nov. 1, 2018	
80378	22	☐	Dowel Bar Inserter	Jan. 1, 2017	Jan. 1, 2018
80421	23	☐	Electric Service Installation	Jan. 1, 2020	
80415	24	☐	Emulsified Asphalts	Aug. 1, 2019	
80423	25	☐	Engineer's Field Office and Laboratory	Jan. 1, 2020	
80229	26	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
80417	27	☐	Geotechnical Fabric for Pipe Underdrains and French Drains	Nov. 1, 2019	
80420	28	☐	Geotextile Retaining Walls	Nov. 1, 2019	
* 80433	29	☐	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	
80304	30	☐	Grooving for Recessed Pavement Markings	Nov. 1, 2012	Nov. 1, 2020
80422	31	☐	High Tension Cable Median Barrier	Jan. 1, 2020	Nov. 1, 2020
80416	32	☐	Hot-Mix Asphalt – Binder and Surface Course	July 2, 2019	Nov. 1, 2019
80398	33	☐	Hot-Mix Asphalt – Longitudinal Joint Sealant	Aug. 1, 2018	Nov. 1, 2019
* 80406	34	☐	Hot-Mix Asphalt – Mixture Design Verification and Production (Modified for I-FIT)	Jan. 1, 2019	Jan. 1, 2021
80347	35	☐	Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	July 2, 2019
80383	36	☐	Hot-Mix Asphalt – Quality Control for Performance	April 1, 2017	July 2, 2019
80411	37	☐	Luminaires, LED	April 1, 2019	
80393	38	☐	Manholes, Valve Vaults, and Flat Slab Tops	Jan. 1, 2018	March 1, 2019
80045	39	☐	Material Transfer Device	June 15, 1999	Aug. 1, 2014
80418	40	☐	Mechanically Stabilized Earth Retaining Walls	Nov. 1, 2019	Nov. 1, 2020
* 80424	41	☐	Micro-Surfacing and Slurry Sealing	Jan. 1, 2020	Jan. 1, 2021
80428	42	☐	Mobilization	April 1, 2020	
80412	43	☐	Obstruction Warning Luminaires, LED	Aug. 1, 2019	
80430	44	■	Portland Cement Concrete – Haul Time	July 1, 2020	
80359	45	☐	Portland Cement Concrete Bridge Deck Curing	April 1, 2015	Nov. 1, 2019
80431	46	☐	Portland Cement Concrete Pavement Patching	July 1, 2020	

	80432	47	☐	Portland Cement Concrete Pavement Placement	July 1, 2020	
	80300	48	☐	Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
	3426I	49	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
	80157	50	☐	Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
*	80306	51	☐	Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	Jan. 1, 2021
	80407	52	☐	Removal and Disposal of Regulated Substances	Jan. 1, 2019	Jan. 1, 2020
	80419	53	☐	Silt Fence, Inlet Filters, Ground Stabilization and Riprap Filter Fabric	Nov. 1, 2019	April 1, 2020
	80395	54	☐	Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018	
	80340	55	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2017
	80127	56	☐	Steel Cost Adjustment	April 2, 2004	Aug. 1, 2017
	80408	57	☐	Steel Plate Beam Guardrail Manufacturing	Jan. 1, 2019	
	80413	58	☐	Structural Timber	Aug. 1, 2019	
	80397	59	☐	Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	60	☐	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
*	80435	61	☐	Surface Testing of Pavements – IRI	Jan. 1, 2021	
	80298	62	☐	Temporary Pavement Marking	April 1, 2012	April 1, 2017
	80409	63	■	Traffic Control Devices - Cones	Jan. 1, 2019	
	80410	64	☐	Traffic Spotters	Jan. 1, 2019	
	20338	65	☐	Training Special Provisions	Oct. 15, 1975	
	80318	66	☐	Traversable Pipe Grate for Concrete End Sections	Jan. 1, 2013	Jan. 1, 2018
	80429	67	☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	
	80288	68	☐	Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
	80302	69	☐	Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
	80414	70	☐	Wood Fence Sight Screen	Aug. 1, 2019	April 1, 2020
	80427	71	☐	Work Zone Traffic Control Devices	Mar. 2, 2020	
	80071	72	☐	Working Days	Jan. 1, 2002	

The following special provisions are in the 2021 Supplemental Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location(s)	Effective	Revised
80277	Concrete Mix Design – Department Provided	Check Sheet #37	Jan. 1, 2012	April 1, 2016
80405	Elastomeric Bearings	Article 1083.01	Jan. 1, 2019	
80388	Equipment Parking and Storage	Article 701.11	Nov. 1, 2017	
80165	Moisture Cured Urethane Paint System	Article 1008.06	Nov. 1, 2006	Jan. 1, 2010
80349	Pavement Marking Blackout Tape	Articles 701.04, 701.19(f), 701.20(j) and 1095.06	Nov. 1, 2014	April 1, 2016
80371	Pavement Marking Removal	Articles 783.02-783.04, 783.06 and 1101.13	July 1, 2016	
80389	Portland Cement Concrete	Article 1020.04 Table 1 and Note 4	Nov. 1, 2017	
80403	Traffic Barrier Terminal, Type 1 Special	Articles 631.04 and 631.12	Nov. 1, 2018	

The following special provisions have been deleted from use.

File Name	Special Provision Title	Effective	Revised
80317	Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	Aug. 1, 2019

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

COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017
Revised: April 1, 2019

Revise Article 107.40(b) of the Standard Specifications to read:

"(b) Compensation. Compensation will not be allowed for delays, inconveniences, or damages sustained by the Contractor from conflicts with facilities not meeting the above definition; or if a conflict with a utility in an unanticipated location does not cause a shutdown of the work or a documentable reduction in the rate of progress exceeding the limits set herein. The provisions of Article 104.03 notwithstanding, compensation for delays caused by a utility in an unanticipated location will be paid according to the provisions of this Article governing minor and major delays or reduced rate of production which are defined as follows.

(1) Minor Delay. A minor delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two hours, but not to exceed two weeks.

(2) Major Delay. A major delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two weeks.

(3) Reduced Rate of Production Delay. A reduced rate of production delay occurs when the rate of production on the work in conflict with the utility in an unanticipated location decreases by more than 25 percent and lasts longer than seven calendar days."

Revise Article 107.40(c) of the Standard Specifications to read:

"(c) Payment. Payment for Minor, Major, and Reduced Rate of Production Delays will be made as follows.

(1) Minor Delay. Labor idled which cannot be used on other work will be paid for according to Article 109.04(b)(1) and (2) for the time between start of the delay and the minimum remaining hours in the work shift required by the prevailing practice in the area.

Equipment idled which cannot be used on other work, and which is authorized to standby on the project site by the Engineer, will be paid for according to Article 109.04(b)(4).

(2) Major Delay. Labor will be the same as for a minor delay.

Equipment will be the same as for a minor delay, except Contractor-owned equipment will be limited to two weeks plus the cost of move-out to either the

Contractor's yard or another job and the cost to re-mobilize, whichever is less. Rental equipment may be paid for longer than two weeks provided the Contractor presents adequate support to the Department (including lease agreement) to show retaining equipment on the job is the most economical course to follow and in the public interest.

(3) Reduced Rate of Production Delay. The Contractor will be compensated for the reduced productivity for labor and equipment time in excess of the 25 percent threshold for that portion of the delay in excess of seven calendar days. Determination of compensation will be in accordance with Article 104.02, except labor and material additives will not be permitted.

Payment for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be determined according to Article 109.13."

Revise Article 108.04(b) of the Standard Specifications to read:

"(b) No working day will be charged under the following conditions.

(1) When adverse weather prevents work on the controlling item.

(2) When job conditions due to recent weather prevent work on the controlling item.

(3) When conduct or lack of conduct by the Department or its consultants, representatives, officers, agents, or employees; delay by the Department in making the site available; or delay in furnishing any items required to be furnished to the Contractor by the Department prevents work on the controlling item.

(4) When delays caused by utility or railroad adjustments prevent work on the controlling item.

(5) When strikes, lock-outs, extraordinary delays in transportation, or inability to procure critical materials prevent work on the controlling item, as long as these delays are not due to any fault of the Contractor.

(6) When any condition over which the Contractor has no control prevents work on the controlling item."

Revise Article 109.09(f) of the Standard Specifications to read:

"(f) Basis of Payment. After resolution of a claim in favor of the Contractor, any adjustment in time required for the work will be made according to Section 108. Any adjustment in the costs to be paid will be made for direct labor, direct materials, direct equipment, direct jobsite overhead, direct offsite overhead, and other direct costs allowed by the resolution. Adjustments in costs will not be made for interest charges, loss of anticipated profit, undocumented loss of efficiency, home office overhead and unabsorbed overhead

other than as allowed by Article 109.13, lost opportunity, preparation of claim expenses and other consequential indirect costs regardless of method of calculation.

The above Basis of Payment is an essential element of the contract and the claim cost recovery of the Contractor shall be so limited."

Add the following to Section 109 of the Standard Specifications.

"**109.13 Payment for Contract Delay.** Compensation for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be allowed when such costs result from a delay meeting the criteria in the following table.

Contract Type	Cause of Delay	Length of Delay
Working Days	Article 108.04(b)(3) or Article 108.04(b)(4)	No working days have been charged for two consecutive weeks.
Completion Date	Article 108.08(b)(1) or Article 108.08(b)(7)	The Contractor has been granted a minimum two week extension of contract time, according to Article 108.08.

Payment for each of the various costs will be according to the following.

(a) Escalated Material and/or Labor Costs. When the delay causes work, which would have otherwise been completed, to be done after material and/or labor costs have increased, such increases will be paid. Payment for escalated material costs will be limited to the increased costs substantiated by documentation furnished by the Contractor. Payment for escalated labor costs will be limited to those items in Article 109.04(b)(1) and (2), except the 35 percent and 10 percent additives will not be permitted.

(b) Extended Project Overhead. For the duration of the delay, payment for extended project overhead will be paid as follows.

(1) Direct Jobsite and Offsite Overhead. Payment for documented direct jobsite overhead and documented direct offsite overhead, including onsite supervisory and administrative personnel, will be allowed according to the following table.

Original Contract Amount	Supervisory and Administrative Personnel
Up to $5,000,000	One Project Superintendent
Over $ 5,000,000 - up to $25,000,000	One Project Manager, One Project Superintendent or Engineer, and One Clerk
Over $25,000,000 - up to $50,000,000	One Project Manager, One Project Superintendent, One Engineer, and

	One Clerk
Over $50,000,000	One Project Manager, Two Project Superintendents, One Engineer, and One Clerk

(2) Home Office and Unabsorbed Overhead. Payment for home office and unabsorbed overhead will be calculated as 8 percent of the total delay cost.

(c) Extended Traffic Control. Traffic control required for an extended period of time due to the delay will be paid for according to Article 109.04.

When an extended traffic control adjustment is paid under this provision, an adjusted unit price as provided for in Article 701.20(a) for increase or decrease in the value of work by more than ten percent will not be paid.

Upon payment for a contract delay under this provision, the Contractor shall assign subrogation rights to the Department for the Department's efforts of recovery from any other party for monies paid by the Department as a result of any claim under this provision. The Contractor shall fully cooperate with the Department in its efforts to recover from another party any money paid to the Contractor for delay damages under this provision."

80384

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010
Revised: November 1, 2014

The reduction of emissions of particulate matter (PM) for off-road equipment shall be accomplished by installing retrofit emission control devices. The term "equipment" refers to diesel fuel powered devices rated at 50 hp and above, to be used on the jobsite in excess of seven calendar days over the course of the construction period on the jobsite (including rental equipment).

Contractor and subcontractor diesel powered off-road equipment assigned to the contract shall be retrofitted using the phased in approach shown below. Equipment that is of a model year older than the year given for that equipment's respective horsepower range shall be retrofitted:

Effective Dates	Horsepower Range	Model Year
June 1, 2010 1/	600-749	2002
	750 and up	2006
June 1, 2011 2/	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006
June 1, 2012 2/	50-99	2004
	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006

1/ Effective dates apply to Contractor diesel powered off-road equipment assigned to the contract.

2/ Effective dates apply to Contractor and subcontractor diesel powered off-road equipment assigned to the contract.

The retrofit emission control devices shall achieve a minimum PM emission reduction of 50 percent and shall be:

a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (http://www.epa.gov/cleandiesel/verification/verif-list.htm), or verified by the California Air Resources Board (CARB) (http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm); or

b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit

device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

Note: Large cranes (Crawler mounted cranes) which are responsible for critical lift operations are exempt from installing retrofit emission control devices if such devices adversely affect equipment operation.

Diesel powered off-road equipment with engine ratings of 50 hp and above, which are unable to be retrofitted with verified emission control devices or if performance certifications are not available which will achieve a minimum 50 percent PM reduction, may be granted a waiver by the Department if documentation is provided showing good faith efforts were made by the Contractor to retrofit the equipment.

Construction shall not proceed until the Contractor submits a certified list of the diesel powered off-road equipment that will be used, and as necessary, retrofitted with emission control devices. The list(s) shall include (1) the equipment number, type, make, Contractor/rental company name; and (2) the emission control devices make, model, USEPA or CARB verification number, or performance certification from the retrofit device manufacturer. Equipment reported as fitted with emissions control devices shall be made available to the Engineer for visual inspection of the device installation, prior to being used on the jobsite.

The Contractor shall submit an updated list of retrofitted off-road construction equipment as retrofitted equipment changes or comes on to the jobsite. The addition or deletion of any diesel powered equipment shall be included on the updated list.

If any diesel powered off-road equipment is found to be in non-compliance with any portion of this special provision, the Engineer will issue the Contractor a diesel retrofit deficiency deduction.

Any costs associated with retrofitting any diesel powered off-road equipment with emission control devices shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed. The Contractor's compliance with this notice and any associated regulations shall not be grounds for a claim.

Diesel Retrofit Deficiency Deduction

When the Engineer determines that a diesel retrofit deficiency exists, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be $1,000.00 for each deficiency identified.

The deficiency will be based on lack of diesel retrofit emissions control.

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected.

Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.

80261

PORTLAND CEMENT CONCRETE – HAUL TIME (BDE)

Effective: July 1, 2020

Revise Article 1020.11(a)(7) of the Standard Specifications to read:

"(7) Haul Time. Haul time shall begin when the delivery ticket is stamped. The delivery ticket shall be stamped no later than five minutes after the addition of the mixing water to the cement, or after the addition of the cement to the aggregate when the combined aggregates contain free moisture in excess of two percent by weight (mass). If more than one batch is required for charging a truck using a stationary mixer, the time of haul shall start with mixing of the first batch. Haul time shall end when the truck is emptied for incorporation of the concrete into the work. The maximum haul time shall be as follows.

Concrete Temperature at Point of Discharge, °F (°C)	Maximum Haul Time 1/ (minutes)	
	Truck Mixer or Truck Agitator	Nonagitator Truck
50 - 64 (10 - 17.5)	90	45
> 64 (> 17.5) - without retarder	60	30
> 64 (> 17.5) - with retarder	90	45

1/ To encourage start-up testing for mix adjustments at the plant, the first two trucks will be allowed an additional 15 minutes haul time whenever such testing is performed.

For a mixture which is not mixed on the jobsite, a delivery ticket shall be required for each load. The following information shall be recorded on each delivery ticket: (1) ticket number; (2) name of producer and plant location; (3) contract number; (4) name of Contractor; (5) stamped date and time batched; (6) truck number; (7) quantity batched; (8) amount of admixture(s) in the batch; (9) amount of water in the batch; and (10) Department mix design number.

For concrete mixed in jobsite stationary mixers, the above delivery ticket may be waived, but a method of verifying the haul time shall be established to the satisfaction of the Engineer."

80430

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

Will County Prevailing Wage Rates posted on 1/13/2021

						Overtime								
Trade Title	**Rg**	**Type**	**C**	**Base**	**Foreman**	**M-F**	**Sa**	**Su**	**Hol**	**H/W**	**Pension**	**Vac**	**Trng**	**Other Ins**
ASBESTOS ABT-GEN	All	ALL		44.40	45.40	1.5	1.5	2.0	2.0	16.10	14.21	0.00	0.90	
ASBESTOS ABT-MEC	All	BLD		38.44	41.51	1.5	1.5	2.0	2.0	14.07	12.51	0.00	0.77	
BOILERMAKER	All	BLD		51.56	56.20	2.0	2.0	2.0	2.0	6.97	21.58	0.00	1.20	
BRICK MASON	All	BLD		47.56	52.32	1.5	1.5	2.0	2.0	11.20	20.51	0.00	0.97	
CARPENTER	All	ALL		49.76	54.74	2.0	2.0	2.0	2.0	11.79	25.74	0.00	0.73	
CEMENT MASON	All	ALL		44.19	46.19	2.0	1.5	2.0	2.0	10.90	27.92	0.00	0.50	
CERAMIC TILE FINISHER	All	BLD		41.80	41.80	1.5	1.5	2.0	2.0	11.25	13.41	0.00	0.88	
COMMUNICATION TECHNICIAN	All	BLD		38.50	42.35	1.5	1.5	2.0	2.0	15.94	14.27	0.00	0.75	1.85
ELECTRIC PWR EQMT OP	All	ALL		54.90	59.90	1.5	1.5	2.0	2.0	12.72	18.42	0.00	3.40	
ELECTRIC PWR GRNDMAN	All	ALL		42.82	59.90	1.5	1.5	2.0	2.0	9.93	14.37	0.00	2.66	
ELECTRIC PWR LINEMAN	All	ALL		54.90	59.90	1.5	1.5	2.0	2.0	12.72	18.42	0.00	3.40	
ELECTRICIAN	All	BLD		47.00	51.23	1.5	1.5	2.0	2.0	16.39	19.26	0.00	1.23	4.21
ELEVATOR CONSTRUCTOR	All	BLD		58.47	65.78	2.0	2.0	2.0	2.0	15.73	18.41	4.68	0.63	
GLAZIER	All	BLD		46.35	47.85	1.5	2.0	2.0	2.0	14.79	22.67	0.00	1.26	
HEAT/FROST INSULATOR	All	BLD		51.25	54.33	1.5	1.5	2.0	2.0	14.07	14.26	0.00	0.77	
IRON WORKER	All	ALL		45.00	49.50	2.0	2.0	2.0	2.0	12.46	27.07	0.00	0.95	
LABORER	All	ALL		44.40	45.15	1.5	1.5	2.0	2.0	16.10	14.21	0.00	0.90	
LATHER	All	ALL		49.76	54.74	2.0	2.0	2.0	2.0	11.79	25.74	0.00	0.73	
MACHINIST	All	BLD		49.68	52.18	1.5	1.5	2.0	2.0	7.93	8.95	1.85	1.47	
MARBLE FINISHER	All	ALL		35.73	49.05	1.5	1.5	2.0	2.0	11.20	18.71	0.00	0.87	
MARBLE MASON	All	BLD		46.71	51.38	1.5	1.5	2.0	2.0	11.20	19.98	0.00	0.95	
MATERIAL TESTER I	All	ALL		34.40		1.5	1.5	2.0	2.0	16.10	14.21	0.00	0.90	
MATERIALS TESTER II	All	ALL		39.40		1.5	1.5	2.0	2.0	16.10	14.21	0.00	0.90	
MILLWRIGHT	All	ALL		49.76	54.74	2.0	2.0	2.0	2.0	11.79	25.74	0.00	0.73	
OPERATING ENGINEER	All	BLD	1	52.10	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	2	50.80	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	3	48.25	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	4	46.50	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	5	55.85	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	6	53.10	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	7	55.10	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	

OPERATING ENGINEER	All	FLT	1	58.20	58.20	1.5	1.5	2.0	2.0	20.50	16.85	2.00	1.65	
OPERATING ENGINEER	All	FLT	2	56.70	58.20	1.5	1.5	2.0	2.0	20.50	16.85	2.00	1.65	
OPERATING ENGINEER	All	FLT	3	50.45	58.20	1.5	1.5	2.0	2.0	20.50	16.85	2.00	1.65	
OPERATING ENGINEER	All	FLT	4	41.95	58.20	1.5	1.5	2.0	2.0	20.50	16.85	2.00	1.65	
OPERATING ENGINEER	All	FLT	5	59.70	58.20	1.5	1.5	2.0	2.0	20.50	16.85	2.00	1.65	
OPERATING ENGINEER	All	FLT	6	40.00	58.20	1.5	1.5	2.0	2.0	20.50	16.85	2.00	1.65	
OPERATING ENGINEER	All	HWY	1	50.30	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	2	49.75	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	3	47.70	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	4	46.30	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	5	45.10	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	6	53.30	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	7	51.30	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
PAINTER	All	ALL		48.30	54.34	1.5	1.5	1.5	2.0	12.51	14.24	0.00	1.87	
PAINTER - SIGNS	All	BLD		39.84	44.74	1.5	1.5	2.0	2.0	2.73	3.39	0.00	0.00	
PILEDRIVER	All	ALL		49.76	54.74	2.0	2.0	2.0	2.0	11.79	25.74	0.00	0.73	
PIPEFITTER	All	BLD		50.75	53.75	1.5	1.5	2.0	2.0	10.85	20.85	0.00	2.92	
PLASTERER	All	BLD		45.00	47.70	1.5	1.5	2.0	2.0	15.75	18.14	0.00	1.25	
PLUMBER	All	BLD		52.00	55.10	1.5	1.5	2.0	2.0	16.22	15.60	0.00	1.40	
ROOFER	All	BLD		45.75	49.75	1.5	1.5	2.0	2.0	11.23	13.61	0.00	0.91	
SHEETMETAL WORKER	All	BLD		50.33	52.85	1.5	1.5	2.0	2.0	11.00	18.46	0.00	1.29	2.39
SPRINKLER FITTER	All	BLD		50.95	53.45	1.5	1.5	2.0	2.0	13.50	16.80	0.00	0.75	
STONE MASON	All	BLD		47.56	52.32	1.5	1.5	2.0	2.0	11.20	20.51	0.00	0.97	
TERRAZZO FINISHER	All	BLD		43.54	43.54	1.5	1.5	2.0	2.0	11.25	15.61	0.00	0.90	
TERRAZZO MASON	All	BLD		47.38	50.88	1.5	1.5	2.0	2.0	11.25	17.07	0.00	0.94	
TILE MASON	All	BLD		48.75	52.75	1.5	1.5	2.0	2.0	11.25	16.90	0.00	0.95	
TRAFFIC SAFETY WORKER	All	HWY		36.75	38.35	1.5	1.5	2.0	2.0	7.95	8.20	0.00	0.75	
TRUCK DRIVER	All	ALL	1	40.70	41.25	1.5	1.5	2.0	2.0	9.90	10.64	0.00	0.15	
TRUCK DRIVER	All	ALL	2	40.85	41.25	1.5	1.5	2.0	2.0	9.90	10.64	0.00	0.15	
TRUCK DRIVER	All	ALL	3	41.05	41.25	1.5	1.5	2.0	2.0	9.90	10.64	0.00	0.15	
TRUCK DRIVER	All	ALL	4	41.25	41.25	1.5	1.5	2.0	2.0	9.90	10.64	0.00	0.15	
TUCKPOINTER	All	BLD		47.25	48.25	1.5	1.5	2.0	2.0	8.59	19.48	0.00	0.94	

Legend

Rg Region

Type Trade Type - All,Highway,Building,Floating,Oil & Chip,Rivers

C Class
Base Base Wage Rate
OT M-F Unless otherwise noted, OT pay is required for any hour greater than 8 worked each day, Mon through Fri. The number listed is the multiple of the base wage.
OT Sa Overtime pay required for every hour worked on Saturdays
OT Su Overtime pay required for every hour worked on Sundays
OT Hol Overtime pay required for every hour worked on Holidays
H/W Health/Welfare benefit
Vac Vacation
Trng Training
Other Ins Employer hourly cost for any other type(s) of insurance provided for benefit of worker.

Explanations WILL COUNTY

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and Veterans Day in some classifications/counties. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration. If in doubt, please check with IDOL.

EXPLANATION OF CLASSES

ASBESTOS - GENERAL - removal of asbestos material/mold and hazardous materials from any place in a building, including mechanical systems where those mechanical systems are to be removed. This includes the removal of asbestos materials/mold and hazardous materials from ductwork or pipes in a building when the building is to be demolished at the time or at some close future date.

ASBESTOS - MECHANICAL - removal of asbestos material from mechanical systems, such as pipes, ducts, and boilers, where the mechanical systems are to remain.

CERAMIC TILE FINISHER

The grouting, cleaning, and polishing of all classes of tile, whether for interior or exterior purposes, all burned, glazed or unglazed products; all composition materials, granite tiles, warning detectable tiles, cement tiles, epoxy composite materials, pavers, glass, mosaics, fiberglass, and all substitute materials, for tile made in tile-like units; all mixtures in tile like form of cement, metals, and other materials that are for and intended for use as a finished floor surface, stair treads, promenade roofs, walks, walls, ceilings, swimming pools, and all other places where tile is to form a finished interior or exterior. The mixing of all setting mortars including but not limited to thin-set mortars, epoxies, wall mud, and any other sand and cement mixtures or adhesives when used in the preparation, installation, repair, or maintenance of tile and/or similar materials. The handling and unloading of all sand, cement, lime, tile, fixtures, equipment, adhesives, or any other materials to be used in the preparation, installation, repair, or maintenance of tile and/or similar materials. Ceramic Tile Finishers shall fill all joints and voids regardless of method on all tile work, particularly and especially after installation of said tile work. Application of any and all protective coverings to all types of tile installations including, but not be limited to, all soap compounds, paper products, tapes, and all polyethylene coverings, plywood, masonite, cardboard, and any new type of products that may be used to protect tile installations, Blastrac equipment, and all floor scarifying equipment used in preparing floors to receive tile. The clean up and removal of all waste and materials. All demolition of existing tile floors and walls to be re-tiled.

COMMUNICATIONS TECHNICIAN

Installation, operation, inspection, maintenance, repair and service of radio, television, recording, voice, sound and vision production and reproduction, telephone and telephone interconnect, facsimile, equipment and appliances used for domestic, commercial, educational and entertainment purposes, pulling of wire through conduit but not the installation of conduit.

MARBLE FINISHER

Loading and unloading trucks, distribution of all materials (all stone, sand, etc.), stocking of floors with material, performing all rigging for heavy work, the handling of all material that may be needed for the installation of such materials, building of scaffolding, polishing if needed, patching, waxing of material if damaged, pointing up, caulking, grouting and cleaning of marble, holding water on diamond or Carborundum blade or saw for setters cutting, use of tub saw or any other saw needed for preparation of material, drilling of holes for wires that anchor material set by setters, mixing up of molding plaster for installation of material, mixing up thin set for the installation of material, mixing up of sand to cement for the installation of material and such other work as may be required in helping a Marble Setter in the handling of all material in the erection or installation of interior marble, slate, travertine, art marble, serpentine, alberene stone, blue stone, granite and other stones (meaning as to stone any foreign or domestic materials as are specified and used in building interiors and exteriors and customarily known as stone in the trade), carrara, sanionyx, vitrolite and similar opaque glass and the laying of all marble tile, terrazzo tile, slate tile and precast tile, steps, risers treads, base, or any other materials that may be used as substitutes for any of the aforementioned materials and which are used on interior and exterior which are installed in a similar manner.

MATERIAL TESTER I: Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

MATERIAL TESTER II: Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.

OPERATING ENGINEER - BUILDING

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Conveyor (Truck Mounted); Concrete Paver Over 27E cu. ft; Concrete Paver 27E cu. ft. and Under: Concrete Placer; Concrete Placing Boom; Concrete Pump (Truck Mounted); Concrete Tower; Cranes, All; Cranes, Hammerhead; Cranes, (GCI and similar Type); Creter Crane; Spider Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Heavy Duty Self-Propelled Transporter or Prime Mover; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, One, Two and Three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Hydro Vac (and similar equipment); Locomotives, All; Motor Patrol; Lubrication Technician; Manipulators; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes-Screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-Form Paver; Straddle Buggies; Operation of Tie Back Machine; Tournapull; Tractor with Boom and Side Boom; Trenching Machines.

Class 2. Boilers; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Inside Elevators; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum; Laser Screed; Rock Drill (Self-Propelled); Rock Drill (Truck Mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressor; Combination Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators (remodeling or renovation work); Hydraulic Power Units (Pile Driving, Extracting, and Drilling); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Low Boys; Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 4. Bobcats and/or other Skid Steer Loaders; Oilers; and Brick Forklift.

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Spreader; Autograder/GOMACO or other similar type machines: ABG Paver; Backhoes with Caisson Attachment; Ballast Regulator; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Tower Cranes of all types: Creter Crane: Spider Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Dredges; Elevators, Outside type Rack & Pinion and Similar Machines; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Truck Mounted; Hoists, One, Two and Three Drum; Heavy Duty Self-Propelled Transporter or Prime Mover; Hydraulic Backhoes; Backhoes with shear attachments up to 40' of boom reach; Lubrication Technician; Manipulators; Mucking Machine; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Snow Melters; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; Hydraulic Telescoping Form (Tunnel); Operation of Tieback Machine; Tractor Drawn Belt Loader; Tractor Drawn Belt Loader (with attached pusher - two engineers); Tractor with Boom; Tractaire with Attachments; Traffic Barrier Transfer Machine; Trenching; Truck Mounted Concrete Pump with Boom; Raised or Blind Hole Drills (Tunnel Shaft); Underground Boring and/or Mining Machines 5 ft. in diameter and over tunnel, etc; Underground Boring and/or Mining Machines under 5 ft. in diameter; Wheel Excavator; Widener (APSCO).

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (Less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster; Hydro Excavating (excluding hose work); Laser Screed; All Locomotives, Dinky; Off-Road Hauling Units (including articulating) Non Self-Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper - Single/Twin Engine/Push and Pull; Scraper - Prime Mover in Tandem (Regardless of Size); Tractors pulling attachments, Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

Class 3. Boilers; Brooms, All Power Propelled; Cement Supply Tender; Compressor, Common Receiver (2); Concrete Mixer (Two Bag and Over); Conveyor, Portable; Farm-Type Tractors Used for Mowing, Seeding, etc.; Forklift Trucks; Grouting Machine; Hoists, Automatic; Hoists, All Elevators; Hoists, Tugger Single Drum; Jeep Diggers; Low Boys; Pipe Jacking Machines; Post-Hole Digger; Power Saw, Concrete Power Driven; Pug Mills; Rollers, other than Asphalt; Seed and Straw Blower; Steam Generators; Stump Machine; Winch Trucks with "A" Frame; Work Boats; Tamper-Form-Motor Driven.

Class 4. Air Compressor; Combination - Small Equipment Operator; Directional Boring Machine; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Vacuum Trucks (excluding hose work); Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. SkidSteer Loader (all); Brick Forklifts; Oilers.

Class 6. Field Mechanics and Field Welders

Class 7. Dowell Machine with Air Compressor; Gradall and machines of like nature.

OPERATING ENGINEER - FLOATING

Class 1. Craft Foreman; Master Mechanic; Diver/Wet Tender; Engineer; Engineer (Hydraulic Dredge).

Class 2. Crane/Backhoe Operator; Boat Operator with towing endorsement; Mechanic/Welder; Assistant Engineer (Hydraulic Dredge); Leverman (Hydraulic Dredge); Diver Tender.

Class 3. Deck Equipment Operator, Machineryman, Maintenance of Crane (over 50 ton capacity) or Backhoe (115,000 lbs. or more); Tug/Launch Operator; Loader/Dozer and like equipment on Barge, Breakwater Wall, Slip/Dock, or Scow, Deck Machinery, etc.

Class 4. Deck Equipment Operator, Machineryman/Fireman (4 Equipment Units or More); Off Road Trucks; Deck Hand, Tug Engineer, Crane Maintenance (50 Ton Capacity and Under) or Backhoe Weighing (115,000 pounds or less); Assistant Tug Operator.

Class 5. Friction or Lattice Boom Cranes.

Class 6. ROV Pilot, ROV Tender

TRAFFIC SAFETY - Effective November 30, 2018, the description of the traffic safety worker trade in this County is as follows: Work associated with barricades, horses and drums used to reduce lane usage on highway work, the installation and removal of temporary, non-temporary or permanent lane, pavement or roadway markings, and the installation and removal of temporary road signs.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry-alls; Fork Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman; Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 man; Teamsters; Unskilled Dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

Class 2. Four axle trucks; Dump Crets and Adgetors under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yeards; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnatrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

Class 4. Six axle trucks; Dual-purpose vehicles, such as mounted crane trucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front.

TERRAZZO FINISHER

The handling of sand, cement, marble chips, and all other materials that may be used by the Mosaic Terrazzo Mechanic, and the mixing, grinding, grouting, cleaning and sealing of all Marble, Mosaic, and Terrazzo work, floors, base, stairs, and wainscoting by hand or machine, and in addition, assisting and aiding Marble, Masonic, and Terrazzo Mechanics.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 217-782-1710 for wage rates or clarifications.

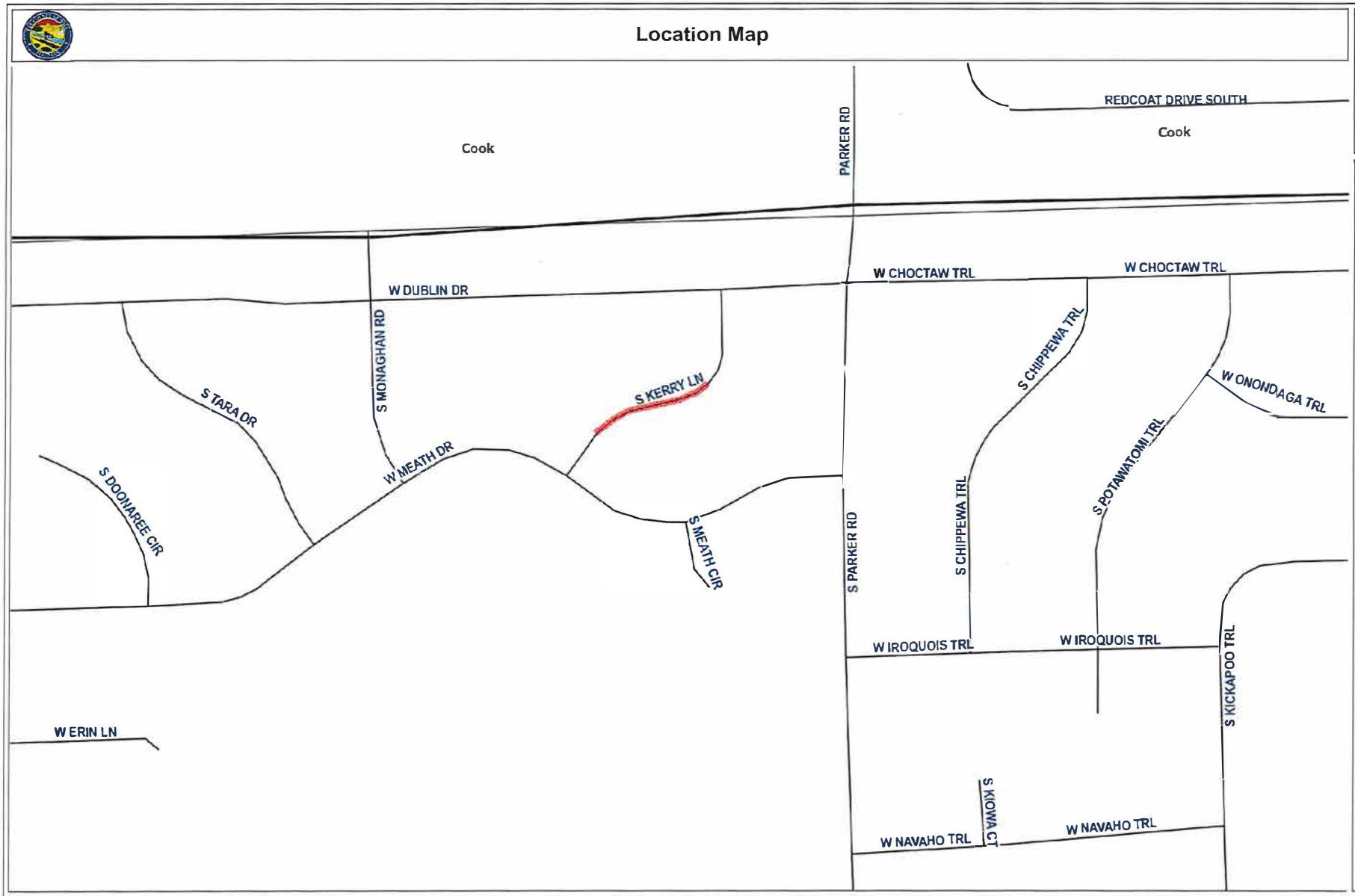
LANDSCAPING

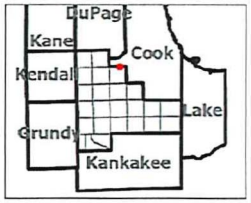
Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.

MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

Notwithstanding the difference in the classification title, the classification entitled "Material Tester I" involves the same job duties as the classification entitled "Material Tester/Inspector I". Likewise, the classification entitled "Material Tester II" involves the same job duties as the classification entitled "Material Tester/Inspector II".

Location Map





Legend

- Roadways
  - Federal
  - State
  - County
  - Local and Private
- Surrounding Counties
- Townships
- Resurfacing Location

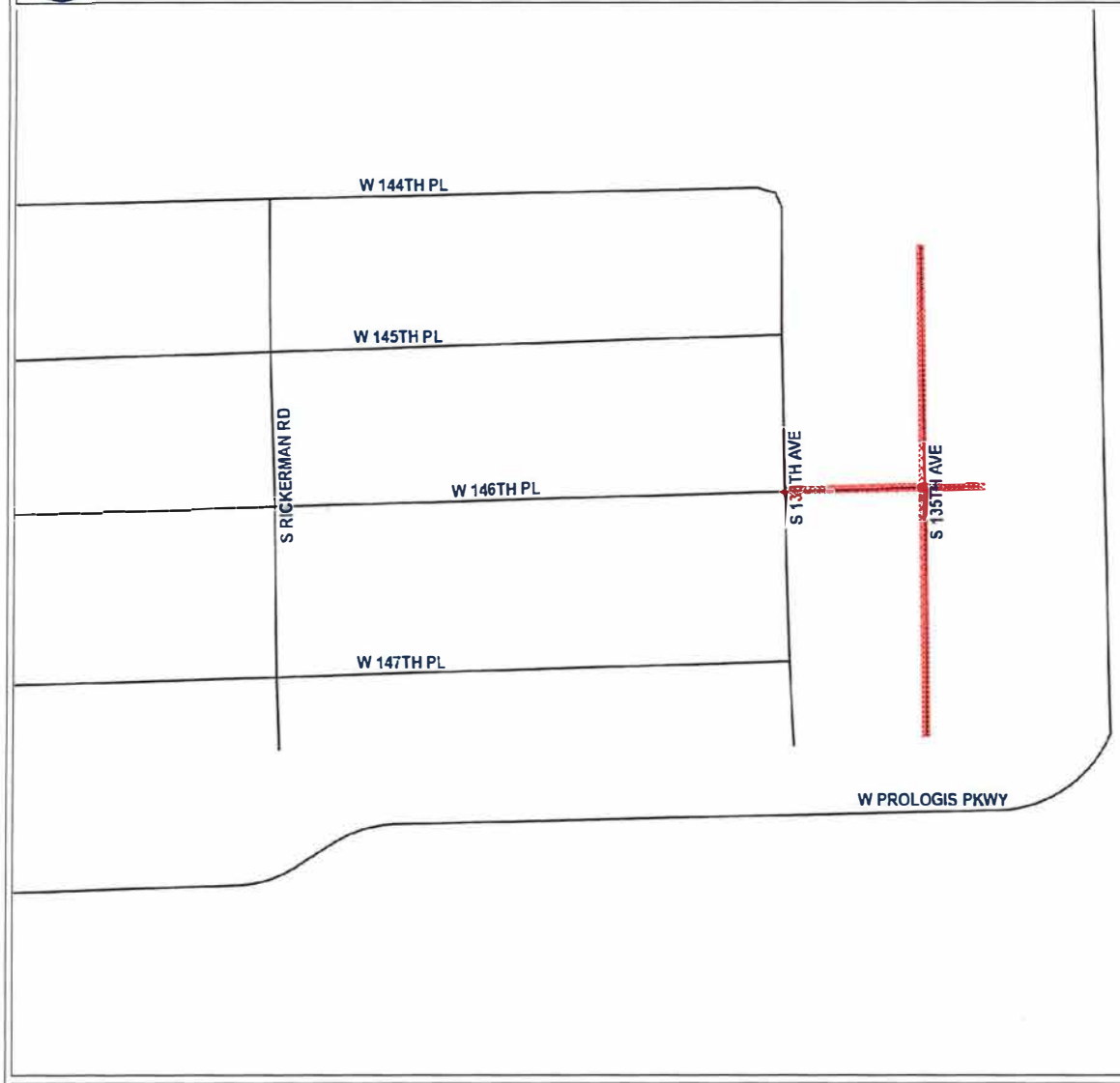
1:4,514

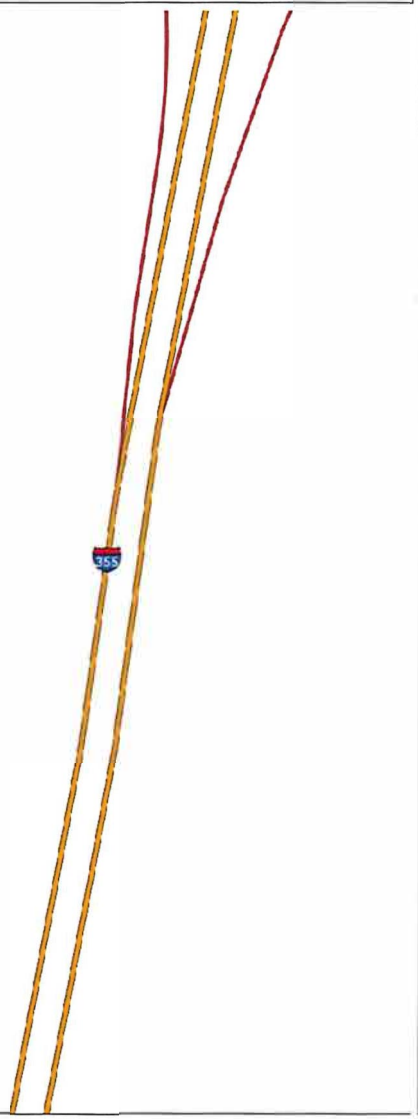
0 0.07 0.1 Miles

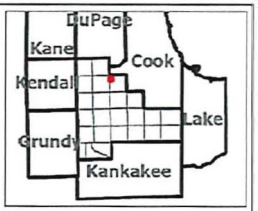
WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

Location Map







Legend

- Roadways
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  - State
  - County
  - Local and Private
- Surrounding Counties
- Townships

Resurfacing Location

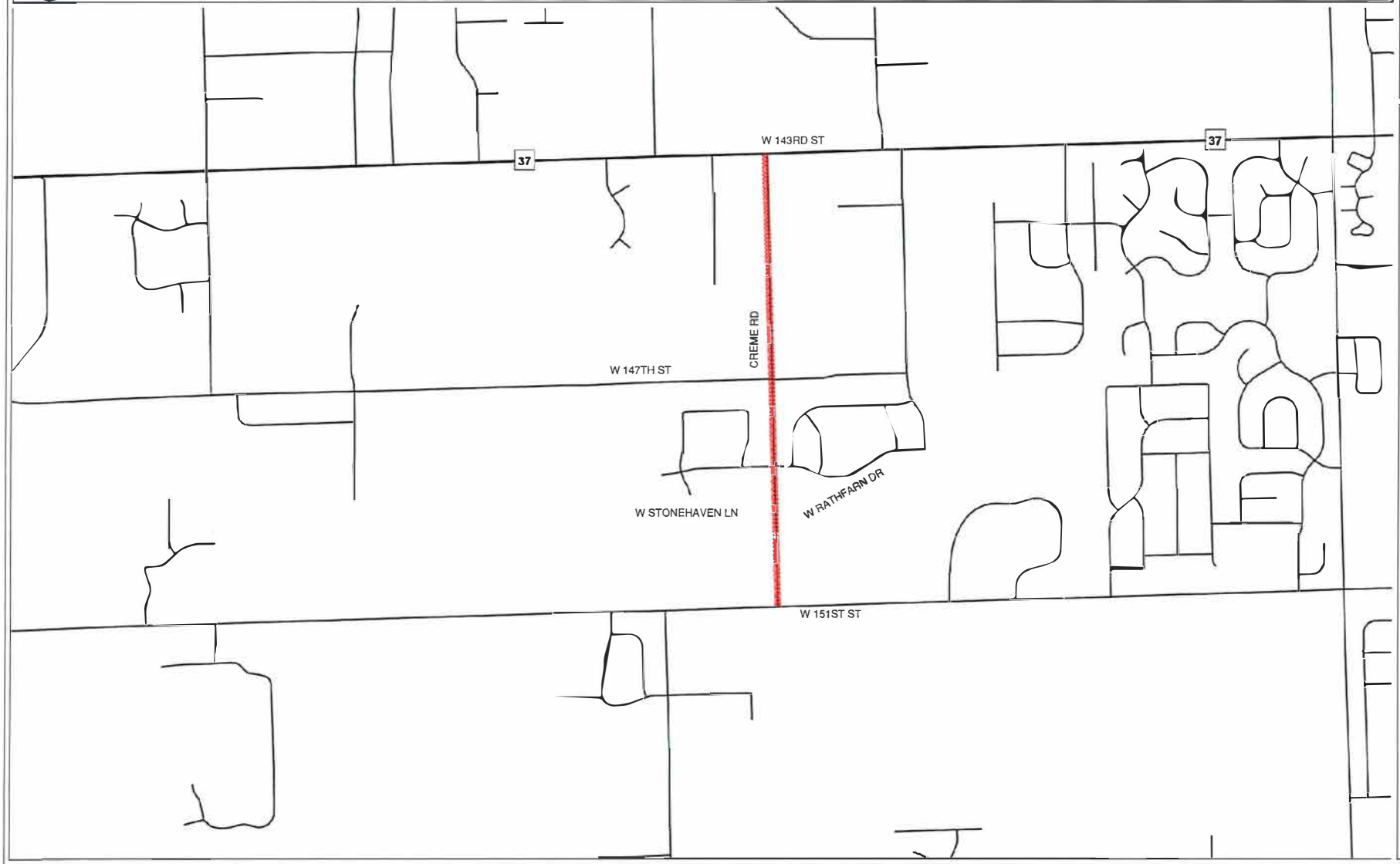
1: 4,514

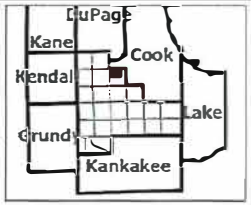
0 0.07 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

Location Map





Legend

- Roadways
  - Federal
  - State
  - County
  - Local and Private
- Surrounding Counties
- Townships
- Resurfacing Location

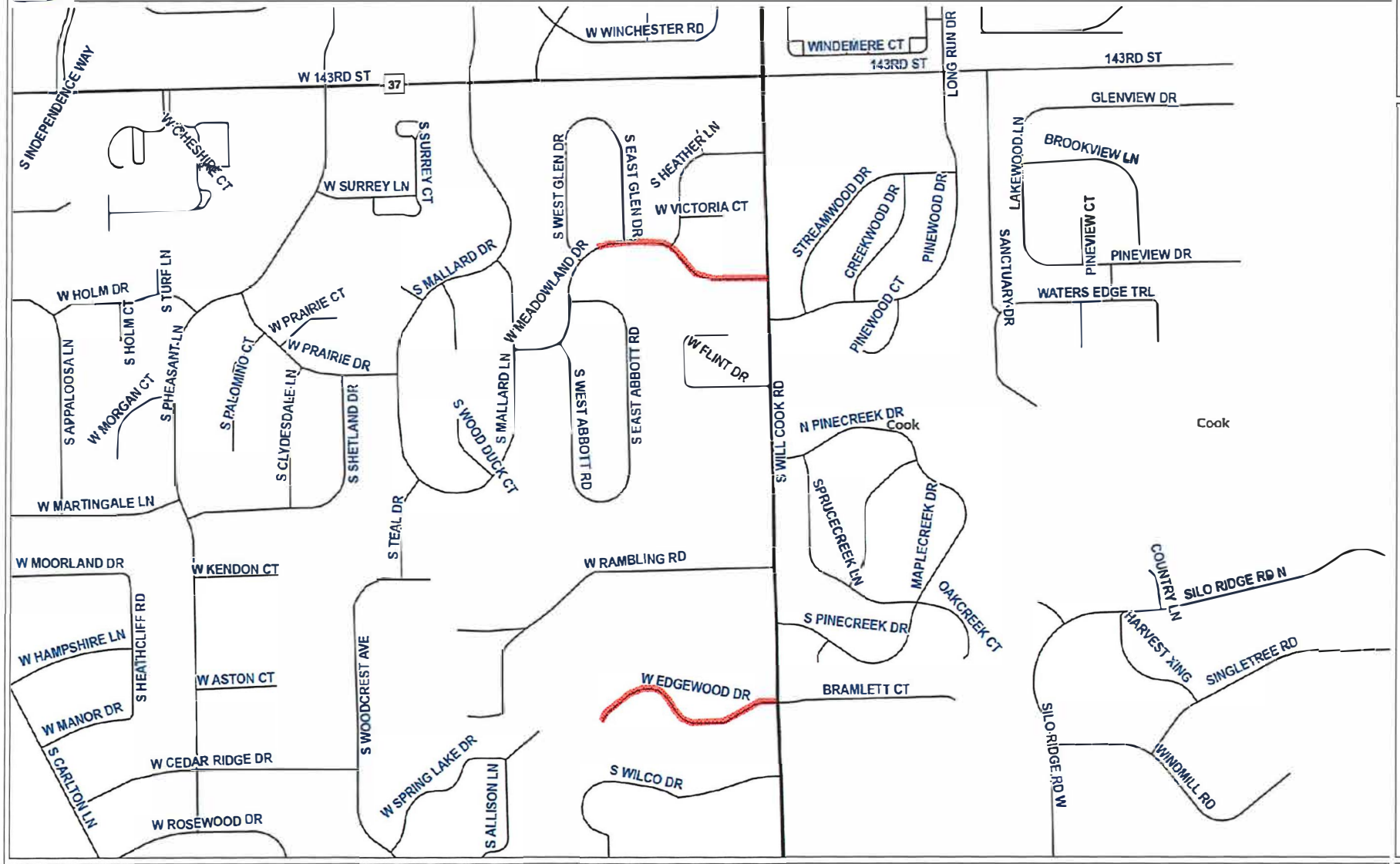
1: 18,056

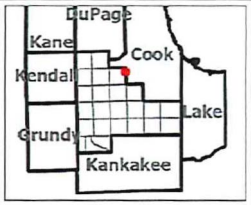
0 0.28 0.6 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

Location Map





Legend

- Roadways
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- Surrounding Counties
- Townships
- Resurfacing Location

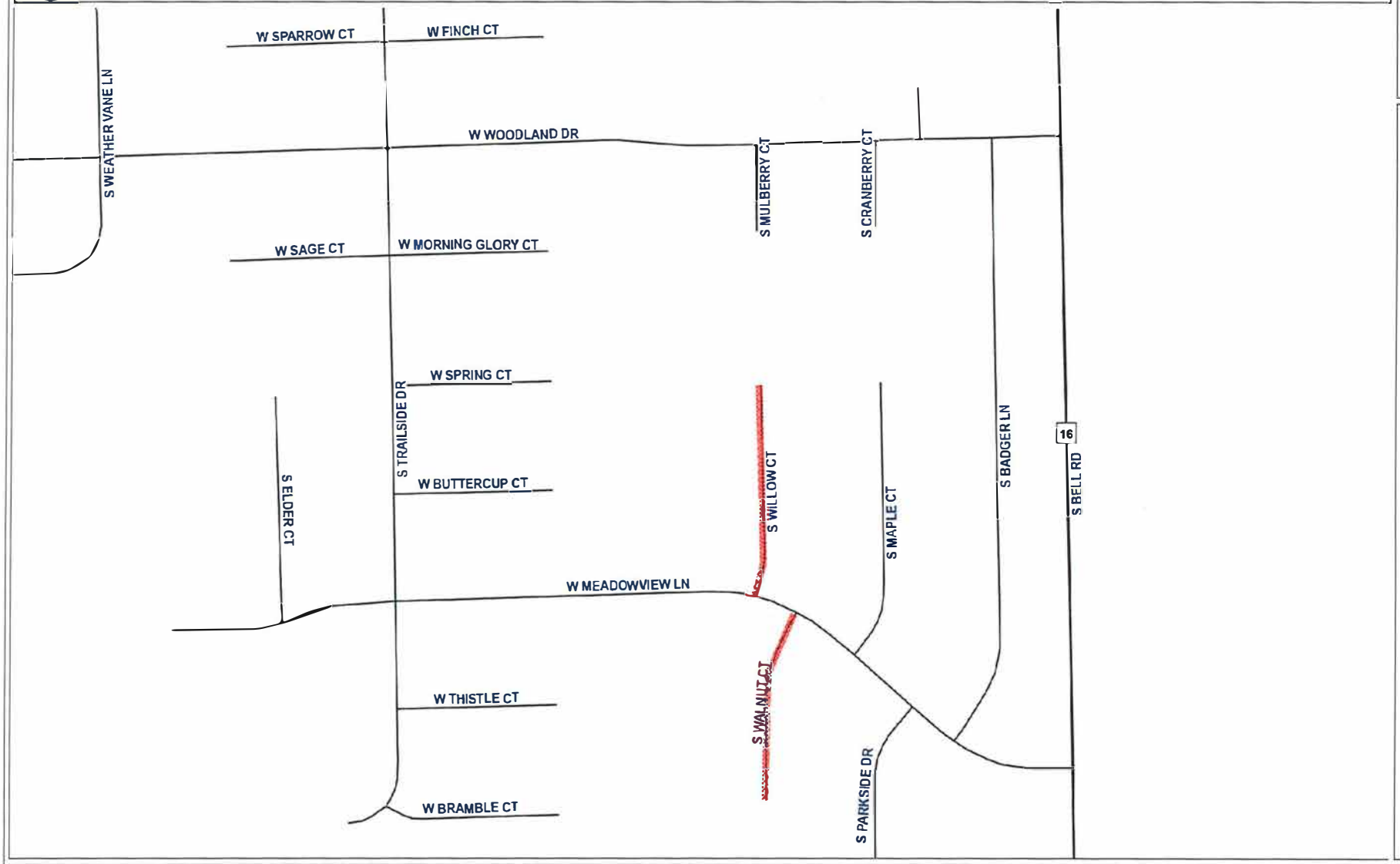
1: 9,028

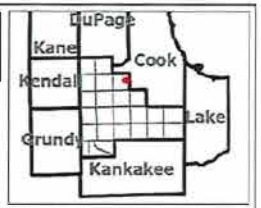
0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

Location Map





Legend

- Roadways
  - Federal
  - State
  - County
  - Local and Private
- Surrounding Counties
- Townships
- Resurfacing Location

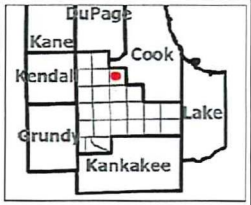
1:4,514

0 0.07 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

Location Map



Legend

- Roadways
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- Townships
- Resurfacing Location

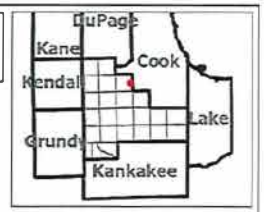
1:9,028

0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

Location Map



Legend

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- Resurfacing Location

1:4,514

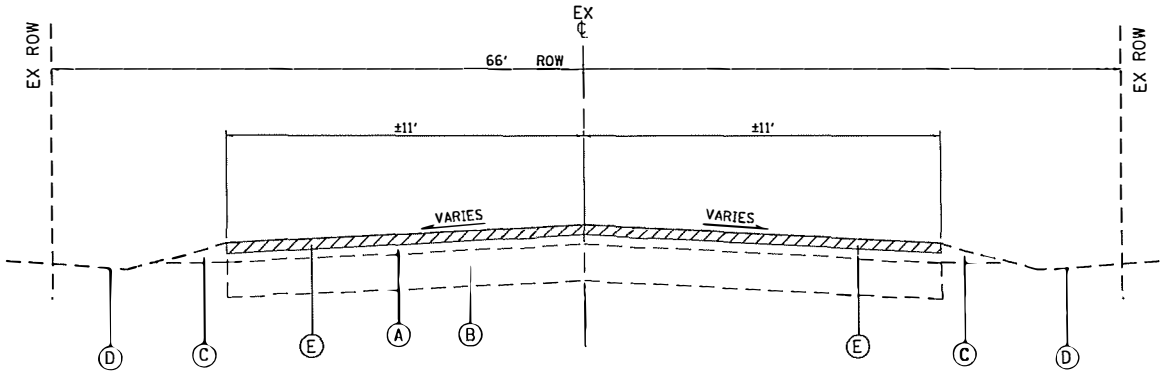
0 0.07 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

Notes

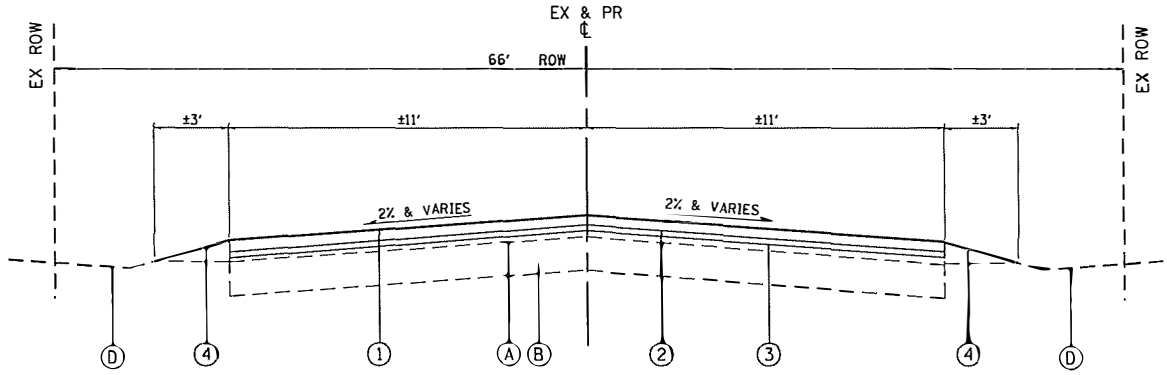
HOMER TOWNSHIP ROAD DISTRICT
2021 ROAD PROGRAM
SCHEDULE OF QUANTITIES

ROADWAY NAME		KERRY LN	146 TH PLACE	135 TH AVE	MEADOWLAND DR	EDGEWOOD DR	WILLOW CT	WALNUT CT	CEDAR GLEN DR	GLEN DALE LN	GLEN CREST LN	GLEN WOOD LN	GLEN VIEW CT	GLEN WOOD CT	DONNA MARIE DR	JOHNSTON LN	JOSEF DR	COUNTRY VIEW LN	SOUTH BELL RD	CREME RD	TOTAL
ROADWAY LIMITS		FROM HEATH DR TO OGDEN DR	FROM 136 TH AVE TO THE EAST END	FROM THE NORTH END TO THE SOUTH END	BETWEEN GLEN DR S AND OLIVE DR W TO WILLCOCK RD	FROM WILLCOCK DR TO THE WEST END	FROM MEADOWVIEW LN TO THE NORTH END	FROM MEADOWVIEW LN TO THE SOUTH END	FROM CEDAR RD TO THE WEST END	FROM CEDAR GLEN DR TO GLEN CREST LN	FROM GLEN DALE LN TO CEDAR GLEN DR	FROM CEDAR RD TO GLEN WOOD LN	FROM GLEN DALE LN TO THE WEST END	FROM GLEN WOOD LN TO THE SOUTH END	FROM COUNTRY VIEW LN TO JOHNSTON LN	FROM JOSEF DR TO DONNA MARIE DR	FROM COUNTRY VIEW LN TO JOHNSTON LN	FROM BELL RD TO DONNA MARIE DR	FROM 139TH ST TO COUNTRY VIEW LN	FROM 143 RD ST TO 151 ST	
LENGTH (FOOT)		485	490	1,190	1,070	1,250	630	570	2,225	1,130	1,400	1,350	800	470	700	425	800	1,675	350	3,200	21,810
WIDTH (FOOT)		12	29	29	28	28	29	29	24	24	24	24	22	24	29	29	29	29	24	25	VARIES
AREA (SQ YD)		650	1,670	4,590	5,200	4,450	2,715	2,300	6,040	3,120	4,710	3,700	2,810	2,000	2,220	1,350	3,410	4,280	195	14,450	69,860
BITUMINOUS MATERIALS (TACK COAT)	POUND	0	1,130	3,100	3,510	3,005	1,835	1,555	4,080	2,110	3,180	2,500	1,900	1,350	1,500	915	2,305	2,890	0	9,755	46,820
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	0	73	198	225	192	118	100	261	135	204	100	122	87	96	59	148	185	0	624	2,987
HOT-MIX ASPHALT BINDERCOURSE, IL-19.0, N50	TON	0	0	0	0	0	0	0	0	0	0	55	0	0	0	0	0	0	0	0	55
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	TON	0	168	462	624	448	274	232	906	314	474	373	283	202	224	136	344	431	0	1,455	6,953
HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT	SQ YD	0	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	0	15	255
HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,450	14,450
HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	0	0	0	0	0	0	0	6,040	3,120	4,710	3,700	2,810	2,000	0	0	0	0	0	0	22,380
HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4"	SQ YD	0	1,670	4,590	5,200	4,450	2,715	2,300	0	0	0	0	0	0	2,220	1,350	3,410	4,280	0	0	32,185
PAVEMENT PATCHING (SPECIAL), 2-1/2"	SQ YD	650	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	650
PAVEMENT PATCHING (SPECIAL), 4"	SQ YD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195	0	195
CLASS D PATCHES, 4 INCH	SQ YD	0	20	95	105	90	55	60	125	65	95	75	60	40	45	30	70	90	0	290	1,400
AGGREGATE SHOULDERS, TYPE B	TON	0	0	0	0	0	0	0	90	50	68	68	40	20	0	0	0	0	0	300	620
DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT, 3 INCH	SQ YD	0	8	24	16	24	16	16	0	0	0	0	0	0	16	8	16	8	0	0	152
AGGREGATE BASE COURSE REMOVAL AND REPLACEMENT, 12 INCH	SQ YD	0	17	46	52	45	28	23	61	32	48	37	29	20	23	14	80	43	0	145	743
PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT, 5"	SQ FT	0	200	300	500	0	100	100	0	0	0	0	0	0	50	50	50	50	0	0	1,450
DETECTABLE WARNINGS	SQ FT	0	20	60	40	0	20	20	0	0	0	0	0	0	10	10	30	30	0	0	260
COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	0	200	0	1,200	100	200	200	0	0	0	125	0	0	200	200	200	100	35	0	2,760
MANHOLES, TYPE A, 4-FT DIAMETER WITH NEW FRAME AND LID	EACH	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
CATCH BASINS, TYPE C WITH NEW FRAME AND GRATE	EACH	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
DRAINAGE AND UTILITY STRUCTURES TO BE REMOVED	EACH	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	6
DRAINAGE AND UTILITY STRUCTURES TO BE ADJUSTED	EACH	0	2	2	4	4	2	2	0	0	0	0	0	0	3	2	2	3	0	0	26
DRAINAGE AND UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3
RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20
RAISED REFLECTIVE PAVEMENT MARKERS	EACH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20
THERMOPLASTIC PAVEMENT MARKING, LINE 4"	FOOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700	10,180	10,880
TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1



EXISTING TYPICAL SECTION

CEDAR GLEN DR, GLEN DALE LN, GLEN CREST LN,
GLEN VIEW CT, GLEN WOOD CT, GLEN WOOD LN



PROPOSED TYPICAL SECTION

CEDAR GLEN DR, GLEN DALE LN, GLEN CREST LN,
GLEN VIEW CT, GLEN WOOD CT, GLEN WOOD LN

EXISTING LEGEND

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT, 4"±
- (B) EXISTING AGGREGATE BASE COURSE
- (C) EXISTING AGGREGATE SHOULDER
- (D) EXISTING GROUND
- (E) HOT-MIX ASPHALT SURFACE REMOVAL, 2"

INDICATES PAVEMENT REMOVAL

PROPOSED LEGEND

1. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; 1 3/4"
2. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50; 3/4"
3. BITUMINOUS MATERIALS (TACK COAT)
4. AGGREGATE SHOULDERS, TYPE B

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	3.5% @ 50 GYR.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	3.5% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR.
CLASS D PATCHES	
CLASS D PATCHES (HMA BINDER, IL-19mm)	4% @ 70 GYR.
PAVEMENT PATCHING	
PAVEMENT PATCHING (SPECIAL), 2-1/2"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	3.5% @ 50 GYR.
PAVEMENT PATCHING (SPECIAL), 4"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	3.5% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR.

THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

NOTE:

CONTRACTOR SHALL MILL BEFORE PATCHING.

PATCHING LOCATIONS WILL BE DETERMINED BY THE ENGINEER AFTER MILLING OPERATIONS.

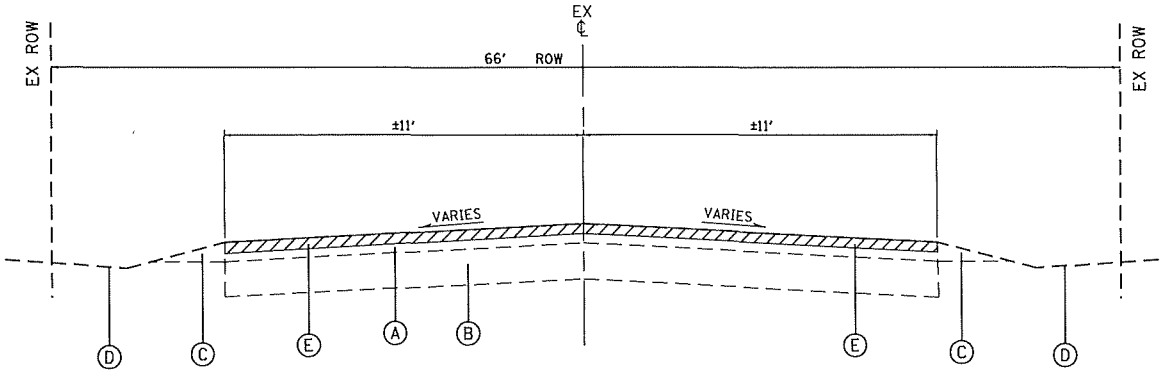
HRG PROJECT NO.: 170992
FILE NAME: 20684-sht-typOl.dgn

HRGreen
HRGreen.com
Illinois Professional Design Firm
184-001322

VILLAGE OF HOMER GLEN /HOMER TOWNSHIP ROAD DISTRICT
2021 RESURFACING PROGRAM

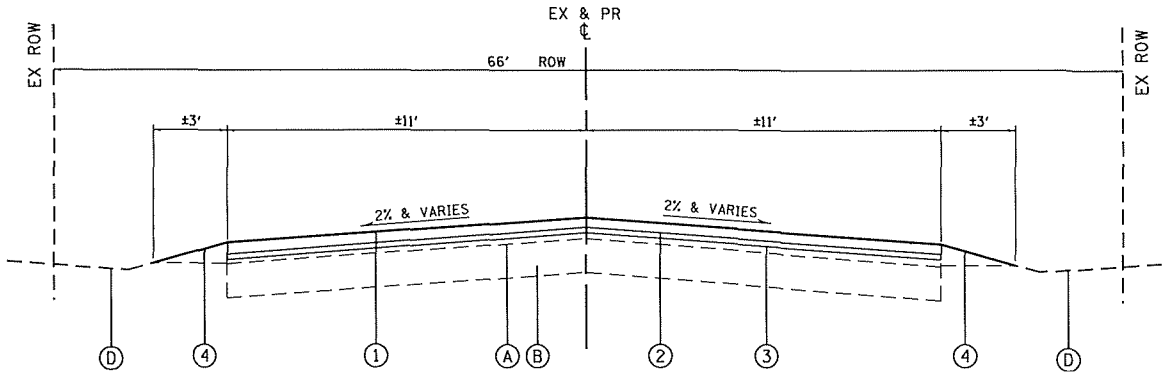
SCALE: N.T.S.

F.A.U RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00000-01-GM	WILL		1
		ILLINOIS		



EXISTING TYPICAL SECTION

CREME RD



PROPOSED TYPICAL SECTION

CREME RD

EXISTING LEGEND

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT, 4"±
- (B) EXISTING AGGREGATE BASE COURSE
- (C) EXISTING AGGREGATE SHOULDER
- (D) EXISTING GROUND
- (E) HOT-MIX ASPHALT SURFACE REMOVAL, 1"

INDICATES PAVEMENT REMOVAL

NOTE:

CONTRACTOR SHALL MILL BEFORE PATCHING.

PATCHING LOCATIONS WILL BE DETERMINED BY THE ENGINEER AFTER MILLING OPERATIONS.

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; 1 3/4"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50; 3/4"
- (3) BITUMINOUS MATERIALS (TACK COAT)
- (4) AGGREGATE SHOULDERS, TYPE B

HRG PROJECT NO.: 170992
FILE NAME: 201694-sht-typ02.dgn

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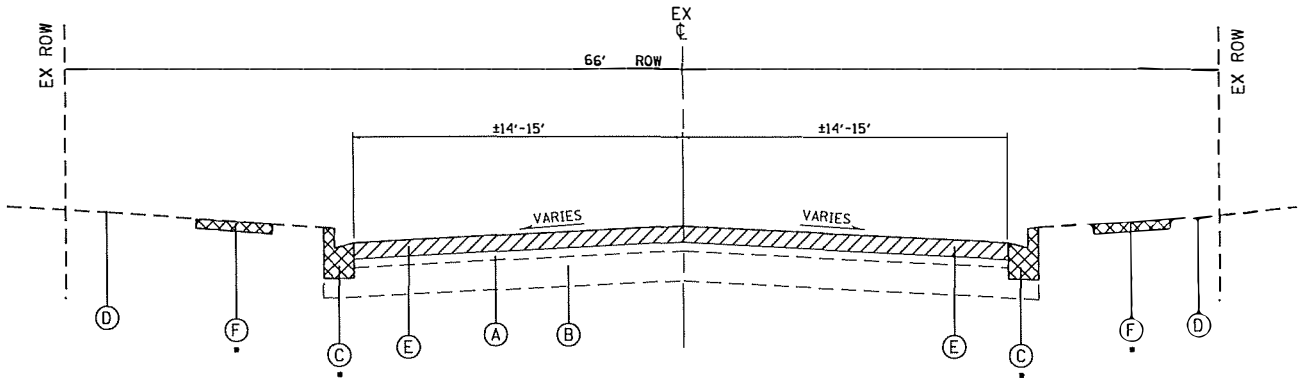
Illinois Professional Design Firm
184-001322

VILLAGE OF HOMER GLEN /HOMER TOWNSHIP ROAD DISTRICT
2021 RESURFACING PROGRAM

SCALE: N.T.S.

F.A.U RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00000-01-GM	WILL		2
		ILLINOIS		

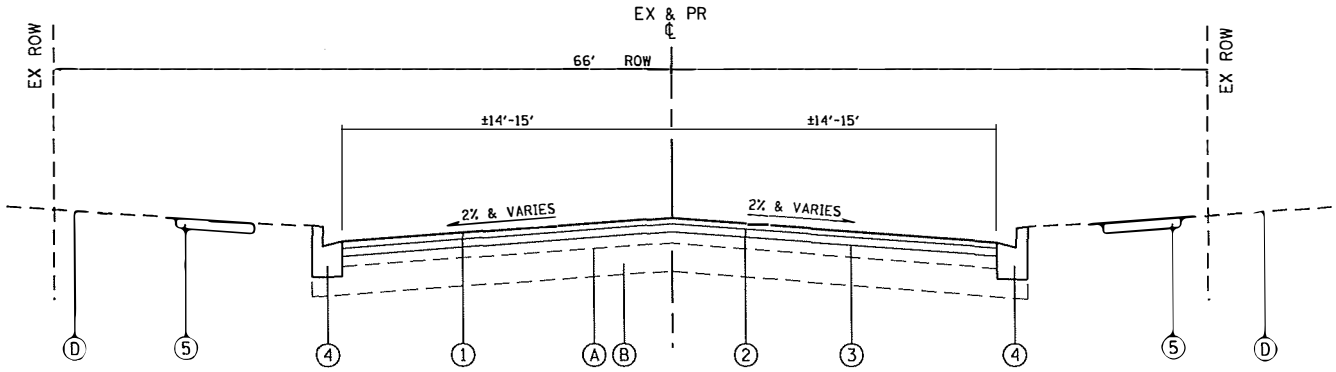


▪ SEE NOTES

EXISTING TYPICAL SECTION

146TH PLACE, 135TH AVE, MEADOWLAND DR, WALNUT CT, WILLOW CT
DONNA MARIE DR, JOHNSTON LN, JOSEF DR, COUNTRY VIEW LN

▪ SEE NOTES



PROPOSED TYPICAL SECTION

146TH PLACE, 135TH AVE, MEADOWLAND DR, WALNUT CT, WILLOW CT
DONNA MARIE DR, JOHNSTON LN, JOSEF DR, COUNTRY VIEW LN

EXISTING LEGEND

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT, 4"±
- (B) EXISTING AGGREGATE BASE COURSE
- (C) EXISTING CONCRETE CURB AND GUTTER
- (D) EXISTING GROUND
- (E) HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4"
- (F) PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT, 5"

INDICATES PAVEMENT REMOVAL

INDICATES REMOVAL ITEM

NOTE:

CONTRACTOR SHALL MILL BEFORE PATCHING.

PATCHING LOCATIONS WILL BE DETERMINED BY THE ENGINEER AFTER MILLING OPERATIONS.

SURFACE COURSE TO BE PLACED 1/4" ABOVE GUTTER FLAG.

SPOT SIDEWALK REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

SPOT CURB AND GUTTER REMOVAL AND REPLACEMENT TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; 1 3/4"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50; 3/4"
- (3) BITUMINOUS MATERIALS (TACK COAT)
- (4) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- (5) PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT, 5"

HRG PROJECT NO.: 170992
FILE NAME: 201694-sht-typ03.dgn

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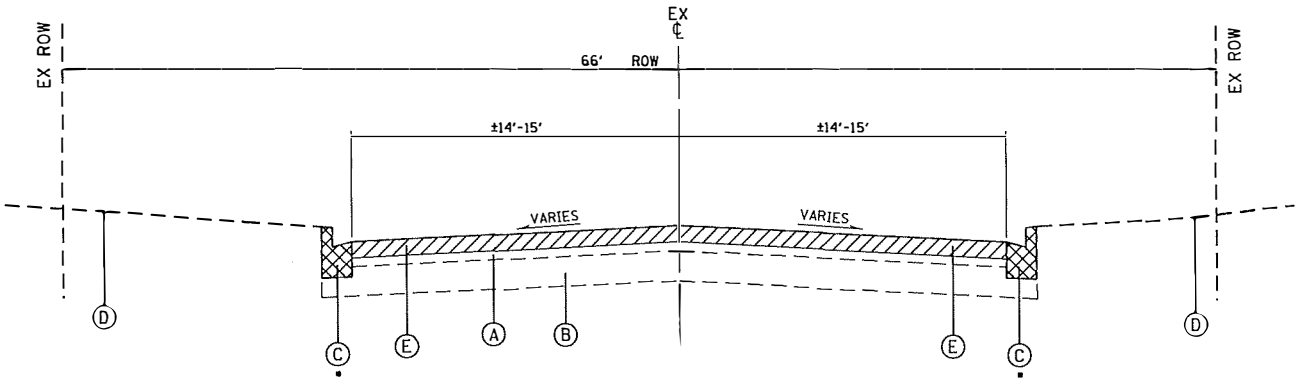
184-001322

VILLAGE OF HOMER GLEN /HOMER TOWNSHIP ROAD DISTRICT
2021 RESURFACING PROGRAM

SCALE: N.T.S.

F.A.U RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00000-01-GM	WILL		3
		ILLINOIS		

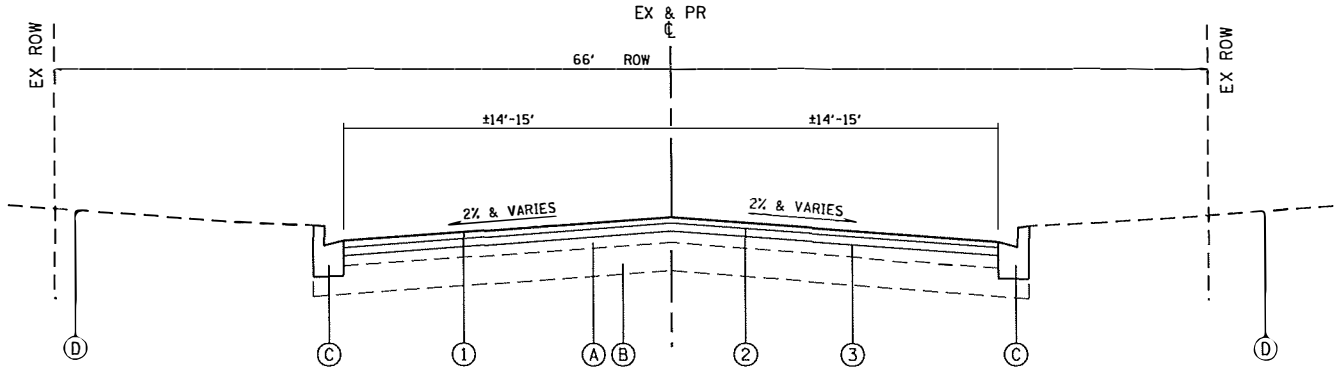


▪ SEE NOTES

EXISTING TYPICAL SECTION

EDGEWOOD DR

▪ SEE NOTES



PROPOSED TYPICAL SECTION

EDGEWOOD DR

EXISTING LEGEND

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT, 4"±
- (B) EXISTING AGGREGATE BASE COURSE
- (C) EXISTING CONCRETE CURB AND GUTTER
- (D) EXISTING GROUND
- (E) HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4"

INDICATES PAVEMENT REMOVAL

NOTE:

CONTRACTOR SHALL MILL BEFORE PATCHING.

PATCHING LOCATIONS WILL BE DETERMINED BY THE ENGINEER AFTER MILLING OPERATIONS.

SURFACE COURSE TO BE PLACED 1/4" ABOVE GUTTER FLAG.

SPOT CURB AND GUTTER REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; 1 3/4"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50; 3/4"
- (3) BITUMINOUS MATERIALS (TACK COAT)

HRG PROJECT NO.: 170992
FILE NAME: 201694-sht-typ04.dgn

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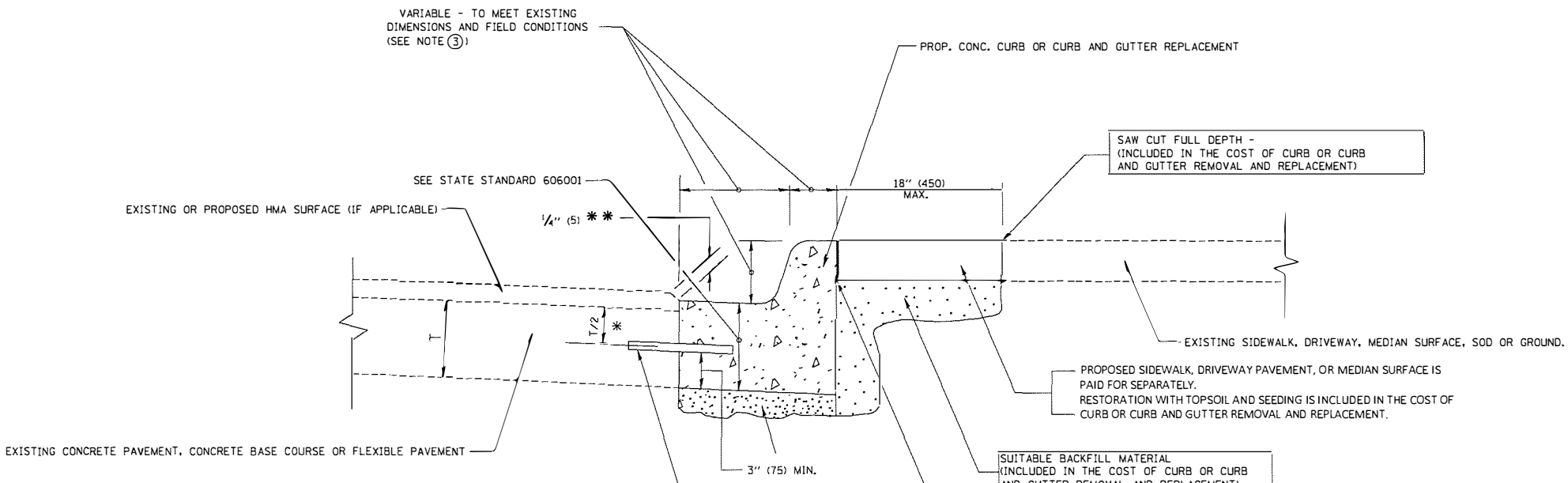
VILLAGE OF HOMER GLEN /HOMER TOWNSHIP ROAD DISTRICT
2021 RESURFACING PROGRAM

SCALE: N.T.S.

F.A.U RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
	21-00000-01-GM	WILL		4
		ILLINOIS		



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

* * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: (1) SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED

(2) ~~FERTILIZER FOR THE REPLACEMENT OF TYPE 606 IS NOT REQUIRED.~~

(3) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

(4) FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

(5) LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(6) THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

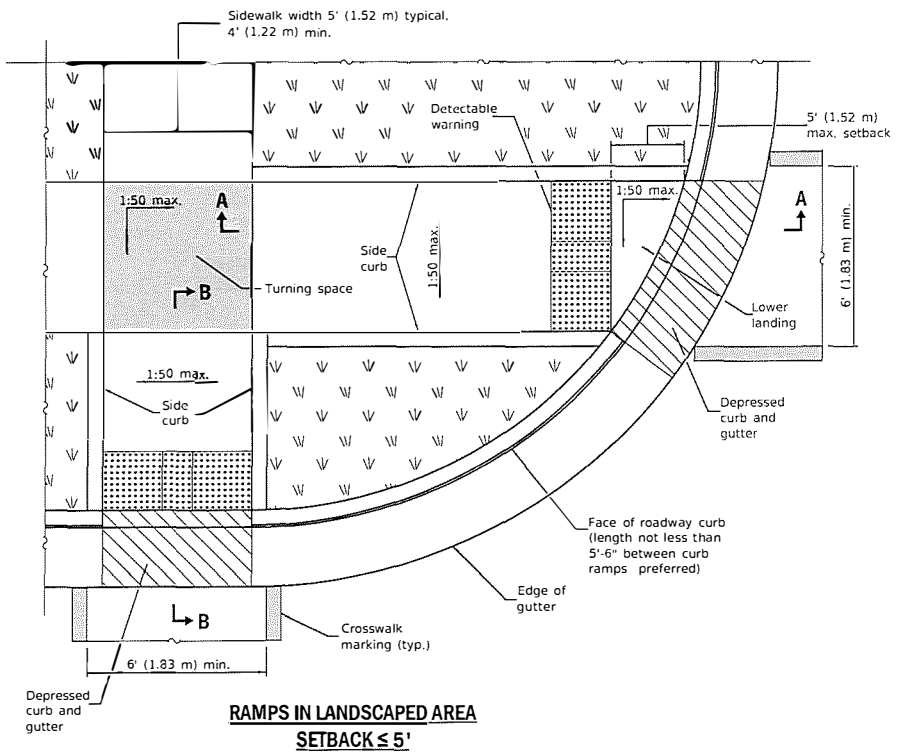
(7) THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

(8) THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

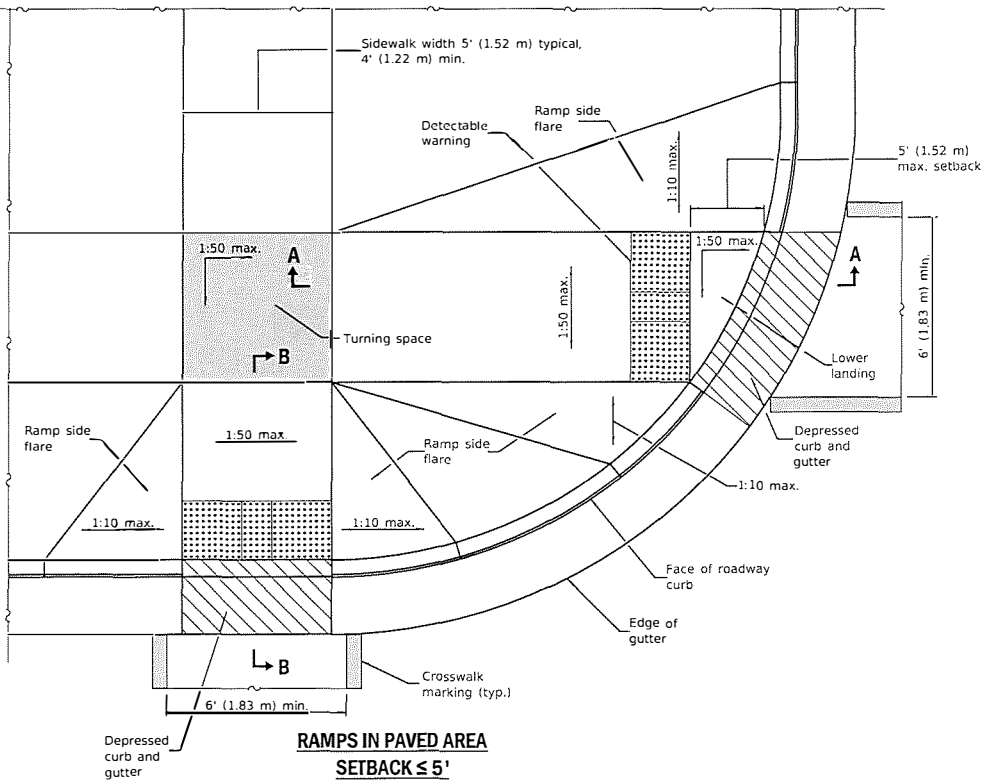
BASIS OF PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

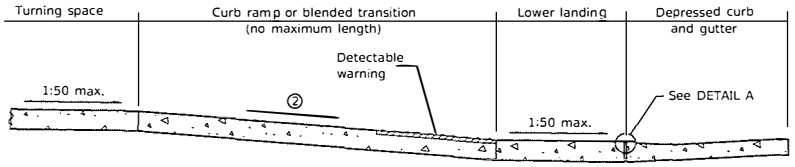
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

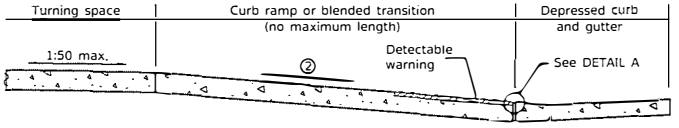


RAMPS IN PAVED AREA
SETBACK ≤ 5'



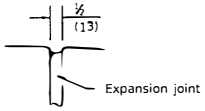
SECTION A-A

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

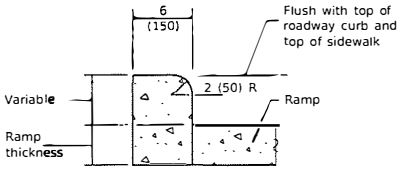


SECTION B-B

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SIDE CURB DETAIL

See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-19	Removed "15-foot rule", added
	"Blended transitions" and placement
	tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at
	turning spaces and lower
	landings.

Illinois Department of Transportation

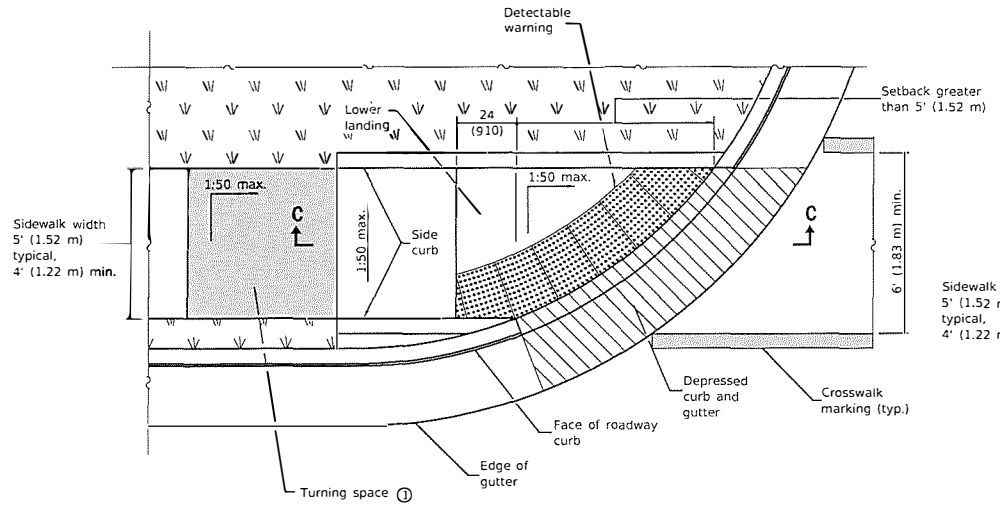
PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19

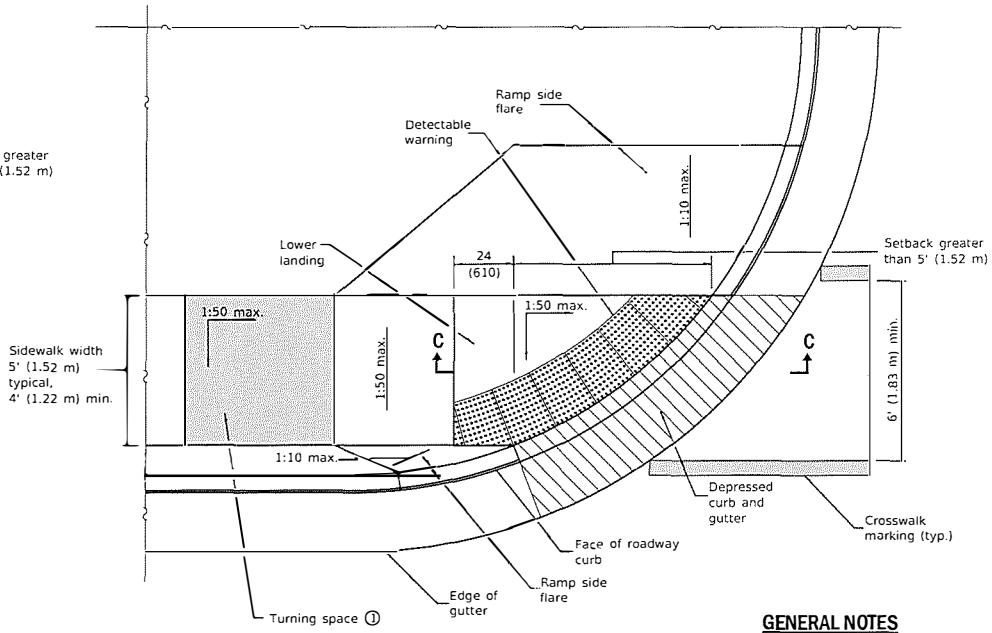
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

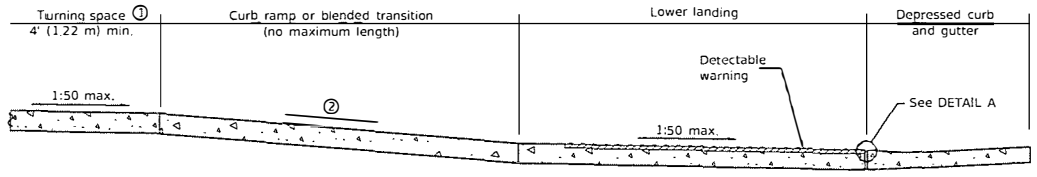
STANDARD 424001-11



RAMP IN LANDSCAPED AREA SETBACK > 5'



RAMP IN PAVED AREA SETBACK > 5'



SECTION C-C

① This turning space not required for blended transitions.

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

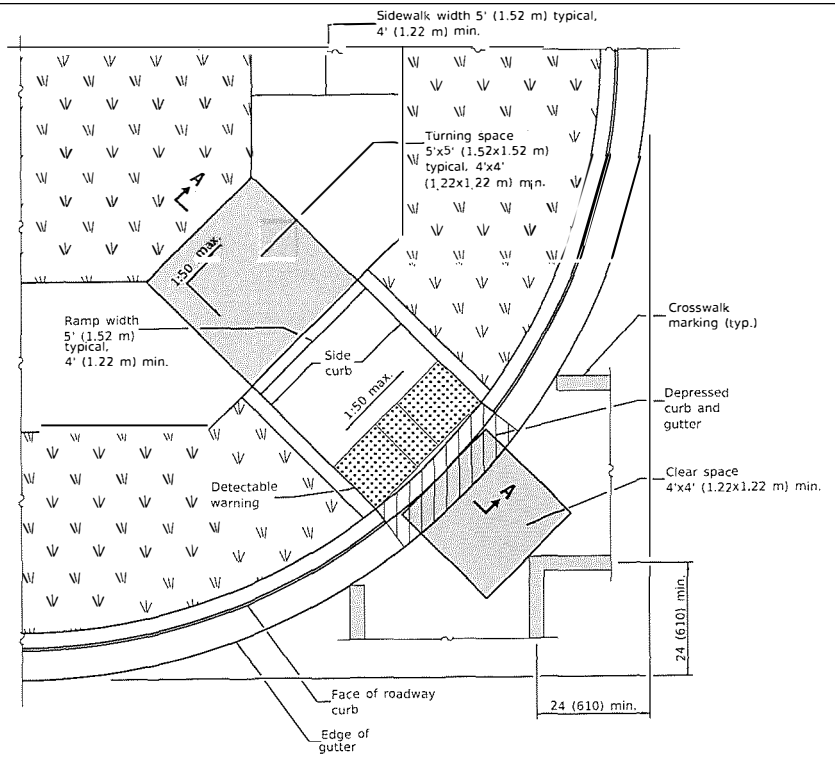
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

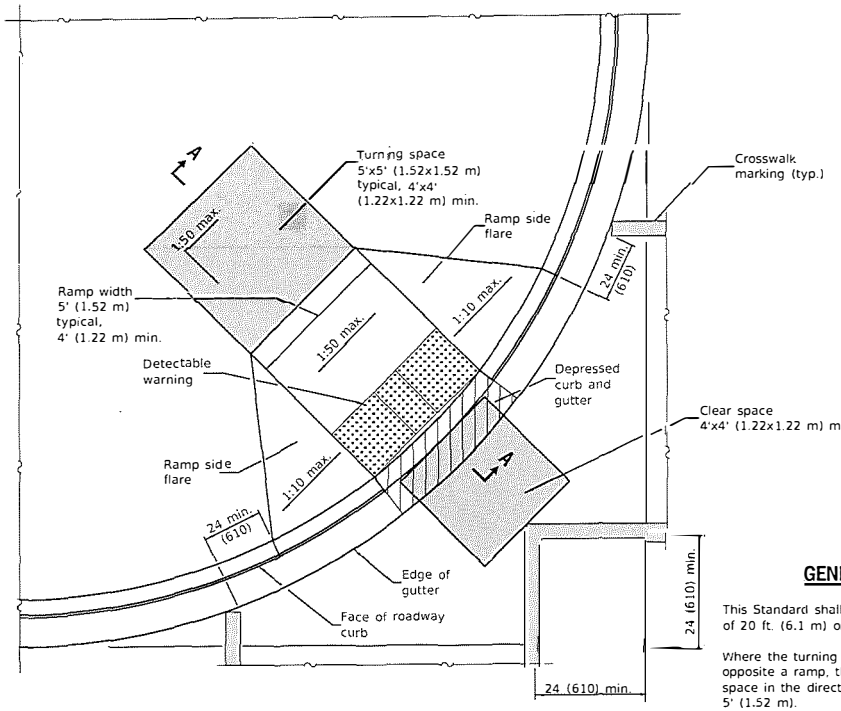
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

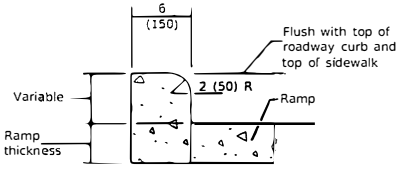
STANDARD 424001-11



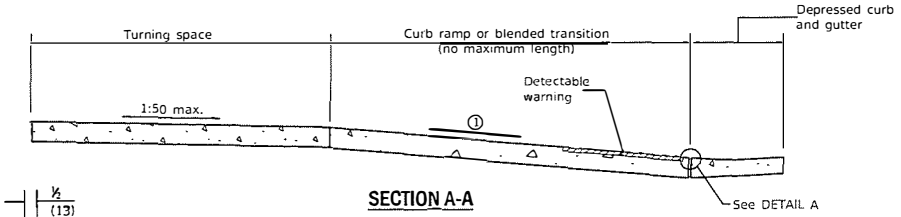
RAMP IN LANDSCAPED AREA



RAMP IN PAVED AREA

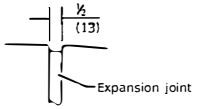


SIDE CURB DETAIL



SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A

GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

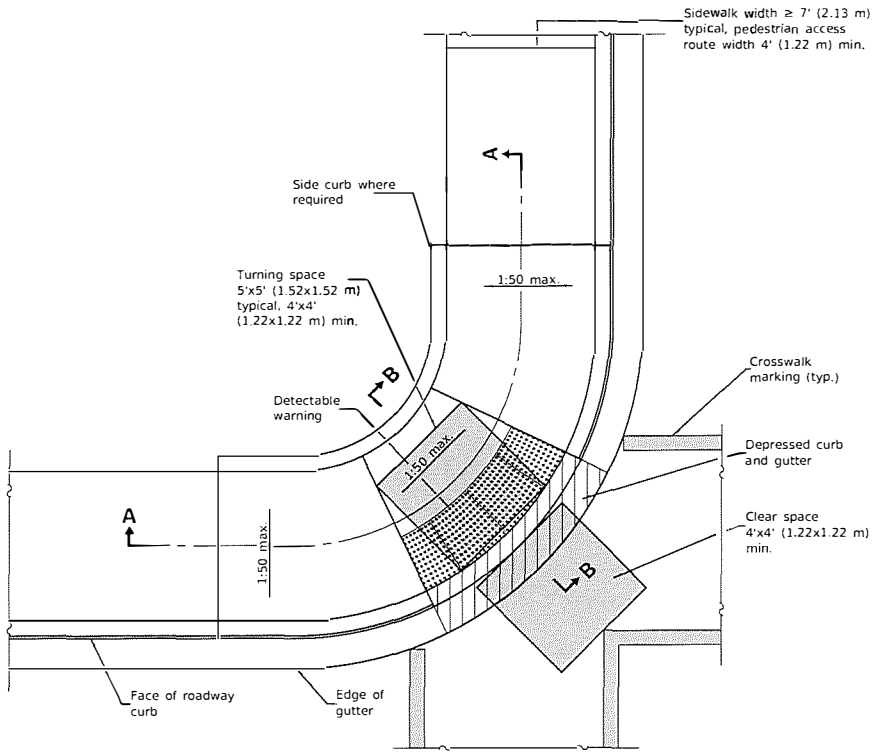
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19

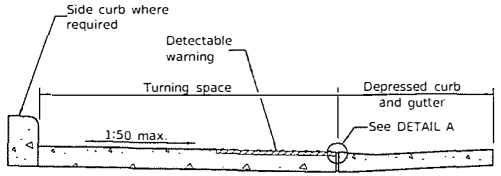
DATE	REVISIONS
1-1-19	Removed "15-foot rule", added
	"blended transitions" and placement
	tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at
	turning spaces.

DIAGONAL CURB RAMPS FOR SIDEWALKS

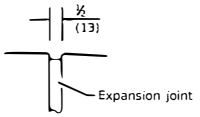
STANDARD 424006-04



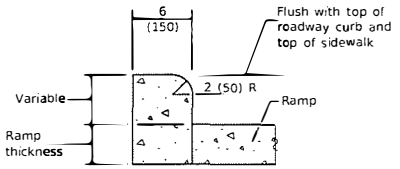
CORNER PARALLEL CURB RAMP



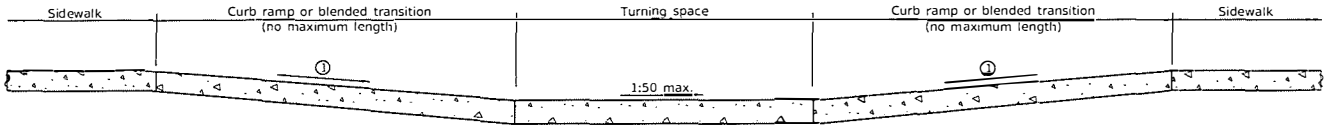
SECTION B-B



DETAIL A



SIDE CURB DETAIL



SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

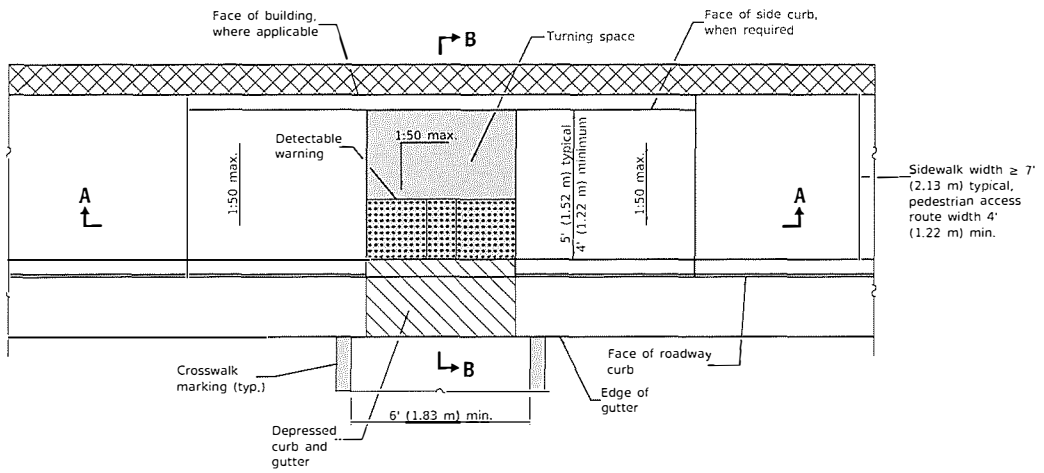
PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

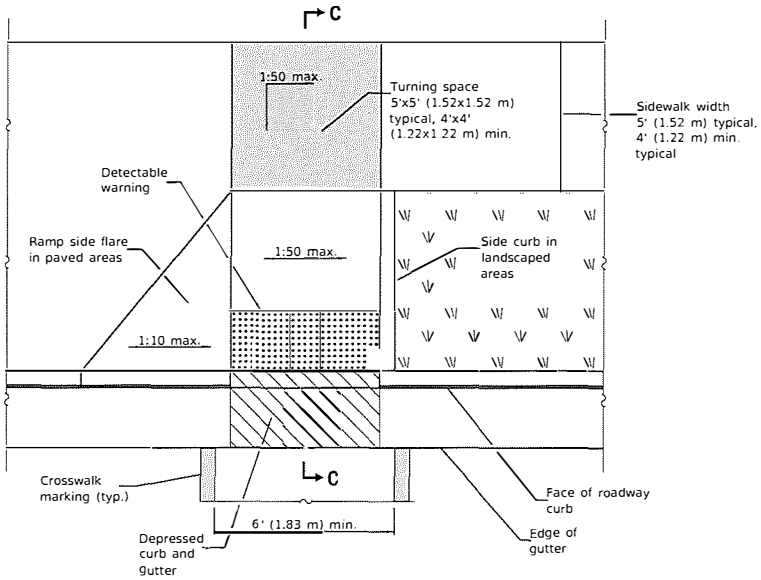
DATE	REVISIONS
1-1-19	Removed upper landing, added
	blended transition and detectable
	warning tolerances.
1-1-17	Revised sidewalk width to
	include 24 (610) buffer
	behind curb.

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

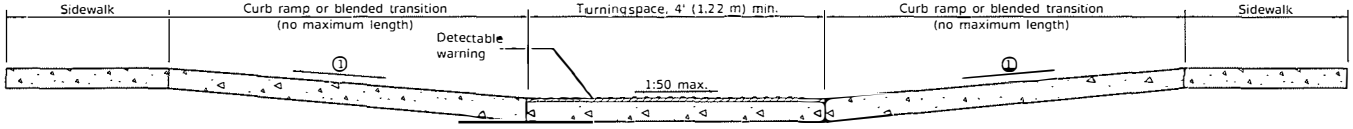
STANDARD 424011-04



PARALLEL MID-BLOCK CURB RAMP

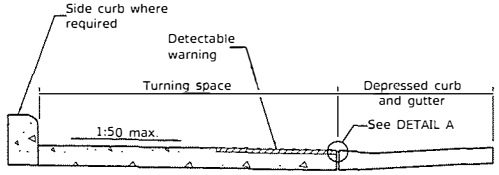


PERPENDICULAR MID-BLOCK CURB RAMP

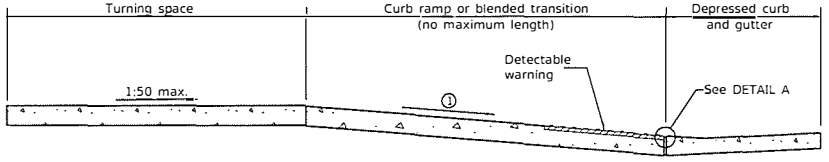


SECTION A-A

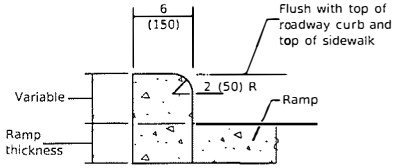
① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



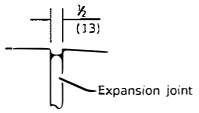
SECTION B-B



SECTION C-C



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

2019
ENGINEER OF DESIGN AND ENVIRONMENT

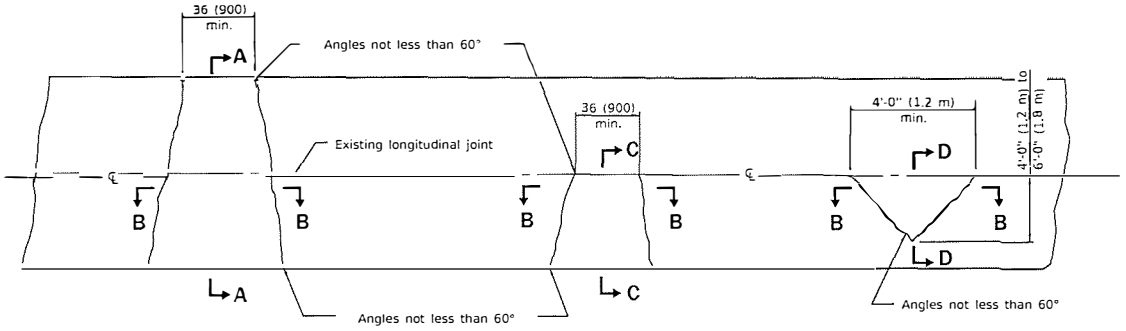
ISSUED 1-1-19

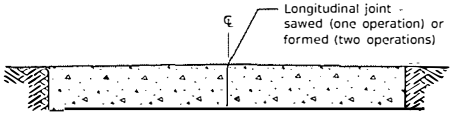
DATE	REVISIONS
1-1-19	Removed upper landing, added
	blended transitions and detectable
	warning tolerances.
1-1-18	Omitted diagonal slope at
	turning spaces and upper
	landings.

MID-BLOCK CURB RAMPS FOR SIDEWALKS

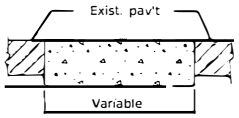
STANDARD 424016-05

CLASS C

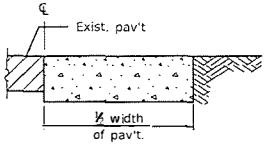




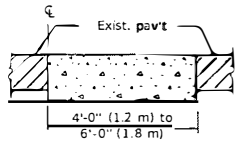
SECTION A-A



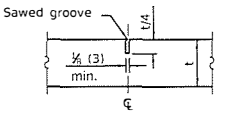
SECTION B-B



SECTION C-C



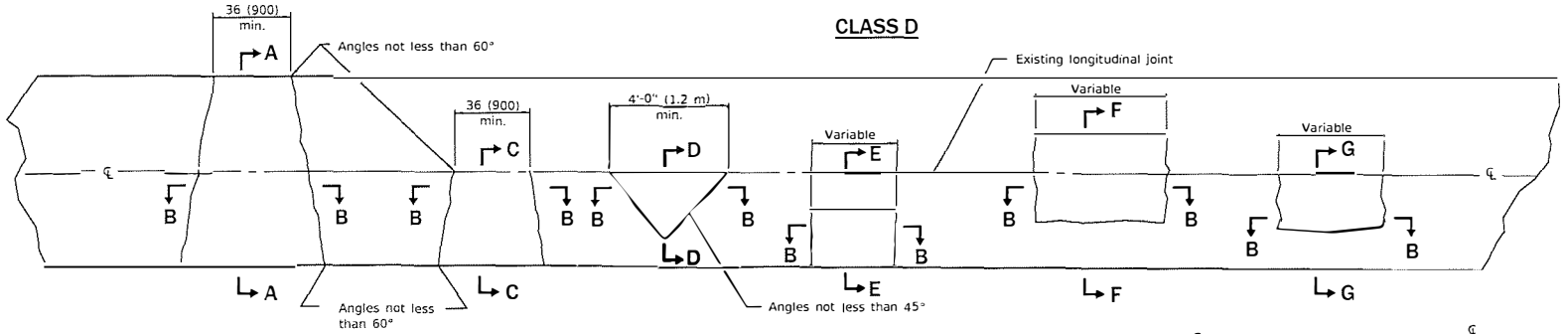
SECTION D-D

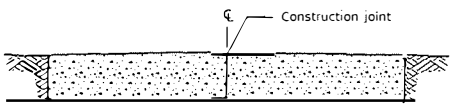


DETAIL OF SAWED CONTRACTION JOINT

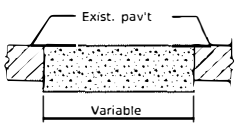
Note:
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.

CLASS D

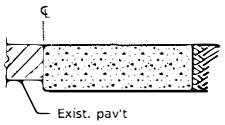




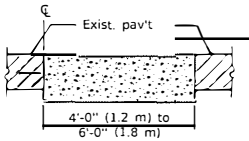
SECTION A-A
(Built in two operations)



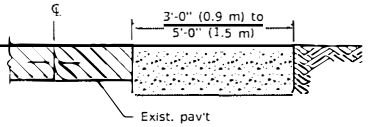
SECTION B-B



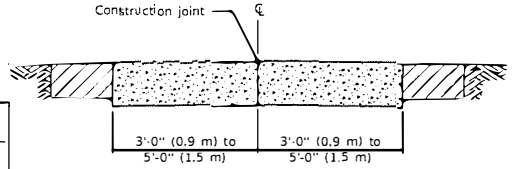
SECTION C-C



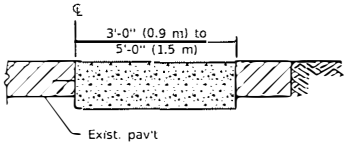
SECTION D-D



SECTION E-E



SECTION F-F
(Built in two operations)



SECTION G-G

GENERAL NOTES

Existing tie bars shall be either cut or removed. Marginal bars shall be cut.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

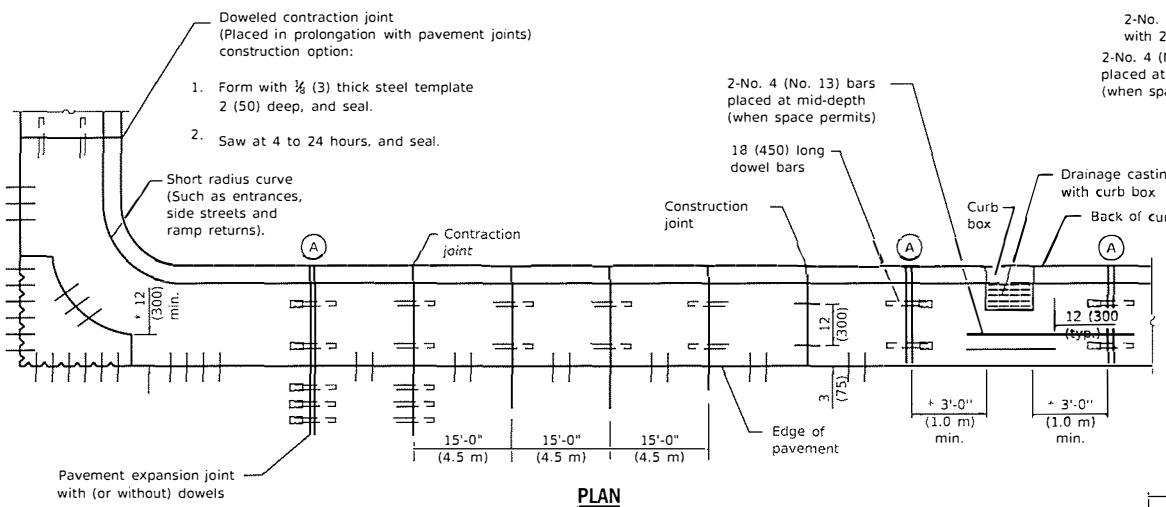
PASSED January 1, 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2008
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

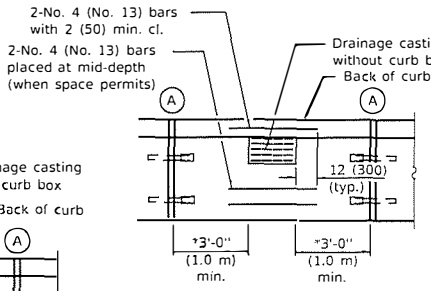
DATE	REVISIONS
1-1-08	Switched units to
	English (metric).
1-1-07	Revised Note for
	Class C patches.

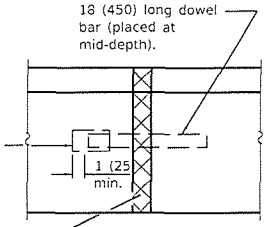
CLASS C and D PATCHES

STANDARD 442201-03

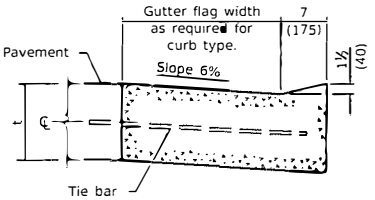


PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

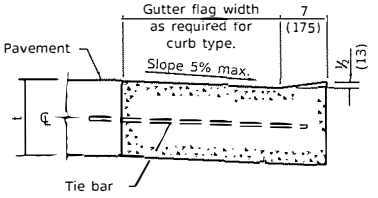




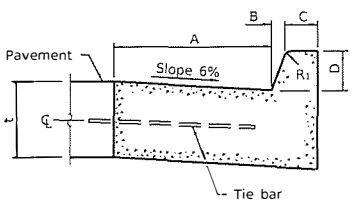
DETAIL (A) EXPANSION JOINT



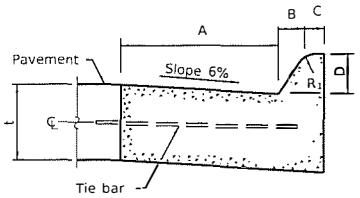
DEPRESSED CURB (TYPICAL)



DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



BARRIER CURB



MOUNTABLE CURB

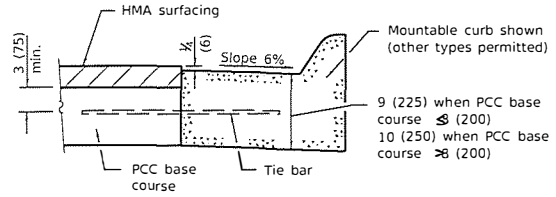
TABLE OF DIMENSIONS
BARRIER CURB

TYPE	A	B	C	D	R1
B-6.06 * (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.12 (B-22.30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.18 (B-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.24 (B-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)

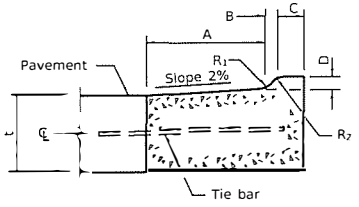
* For corner islands only.

TABLE OF DIMENSIONS
MOUNTABLE CURB

TYPE	A	B	C	D	R1	R2
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.12 (M-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.18 (M-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.24 (M-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

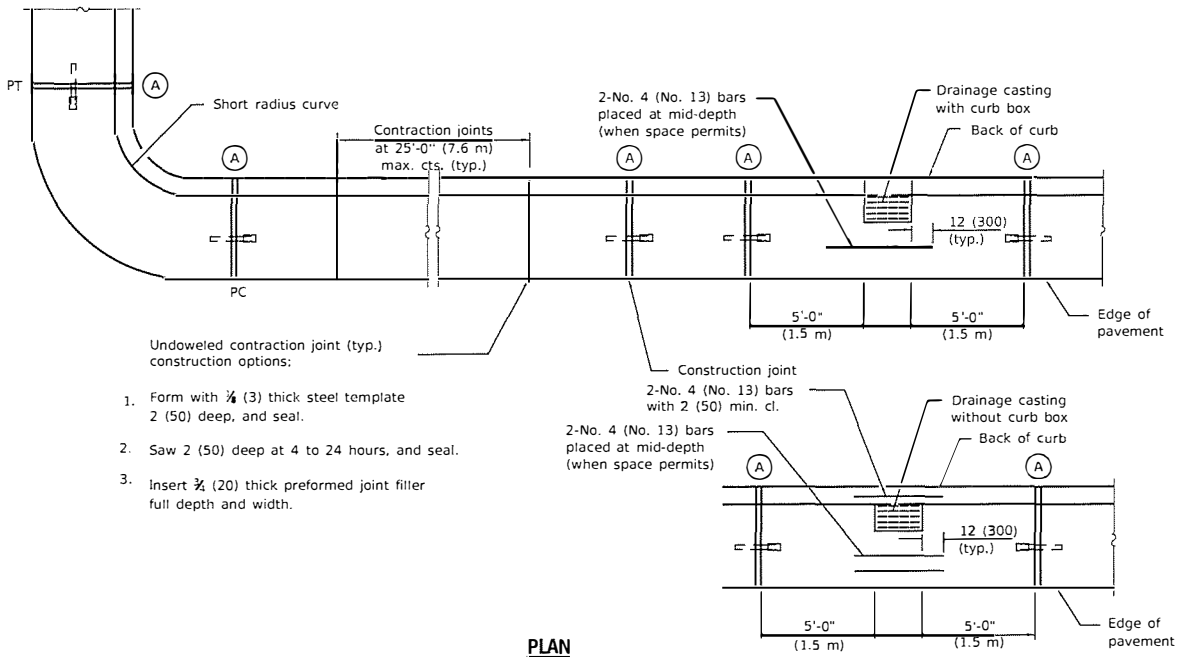
PASSED January 1, 2018
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

DATE	REVISIONS
1-1-18	Revised General Note for tie
	bar spacing to 36 (900) cts.
1-1-15	Added B-6.06 (B-15.15) barrier
	curb and gutter to table
	(corner islands only).

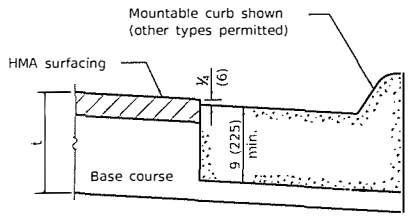
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

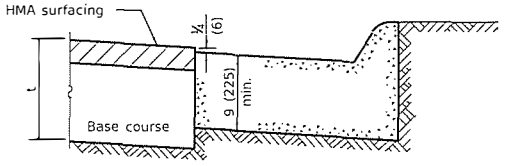
STANDARD 606001-07



PLAN

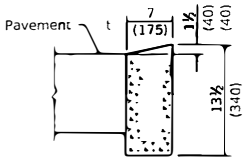


ON DISTURBED SUBGRADE

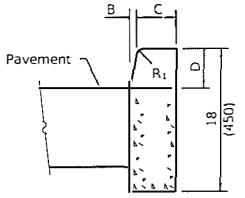


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

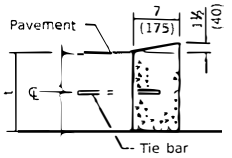


DEPRESSED CURB

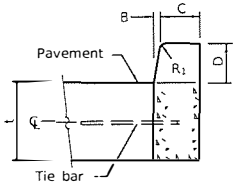


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

Illinois Department of Transportation

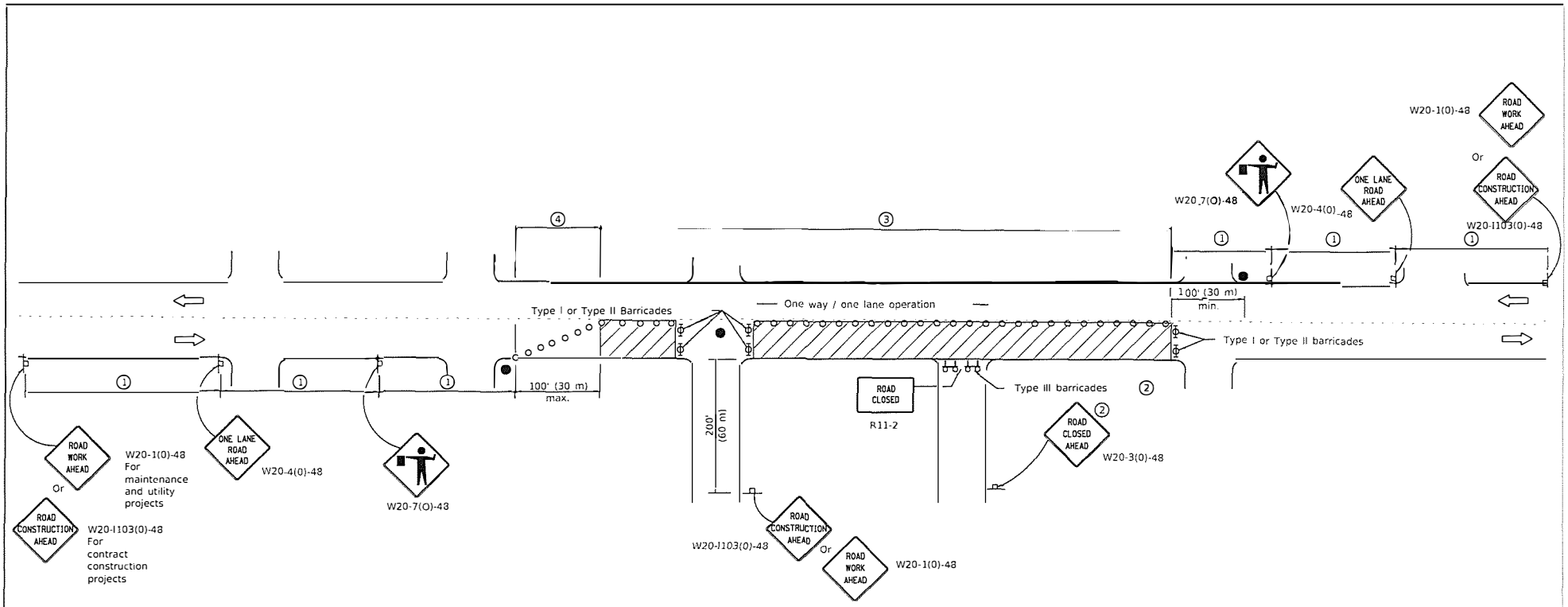
PASSED January 1, 2018
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-19-17

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

STANDARD 606001-07



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights

(1) Refer to SIGN SPACING TABLE for distances.

(2) For approved sideroad closures.

(3) Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.

(4) Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

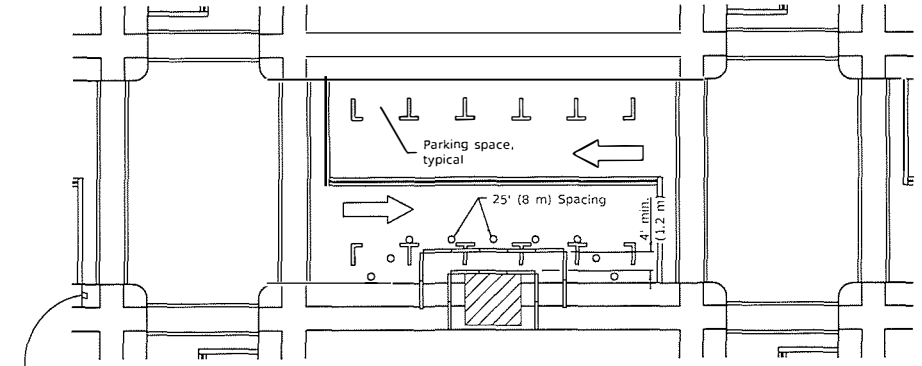
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to
	English (metric).
	Corrected sign No.'s.

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06



① ROAD CONSTRUCTION AHEAD — W20-1103(0)-48 for contract construction projects

Or

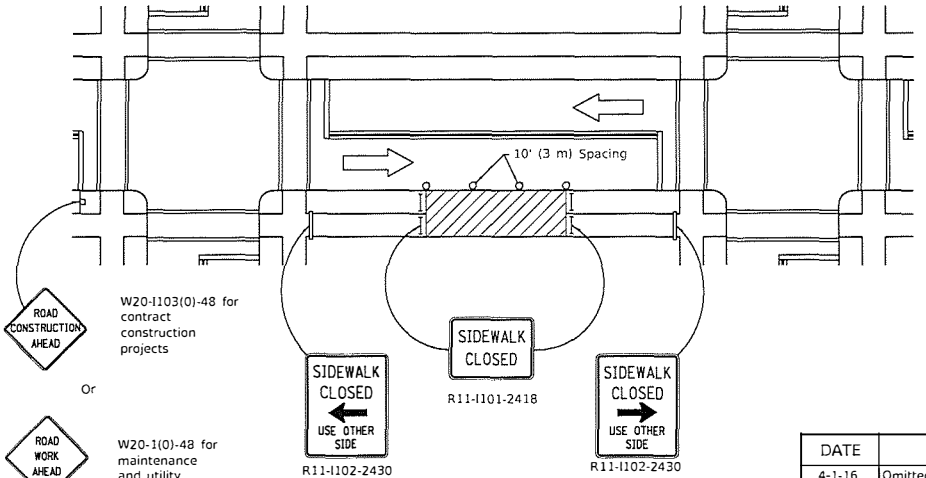
① ROAD WORK AHEAD — W20-1(0)-48 for maintenance and utility projects

SIDEWALK DIVERSION

① Omit whenever duplicated by road work traffic control.

SYMBOLS

- Work area
- Sign on portable or permanent support
- Barricade or drum
- Cone, drum or barricade
- Type III barricade
- Detectable pedestrian channelizing barricade



① ROAD CONSTRUCTION AHEAD — W20-1103(0)-48 for contract construction projects

Or

① ROAD WORK AHEAD — W20-1(0)-48 for maintenance and utility projects

SIDEWALK CLOSURE

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

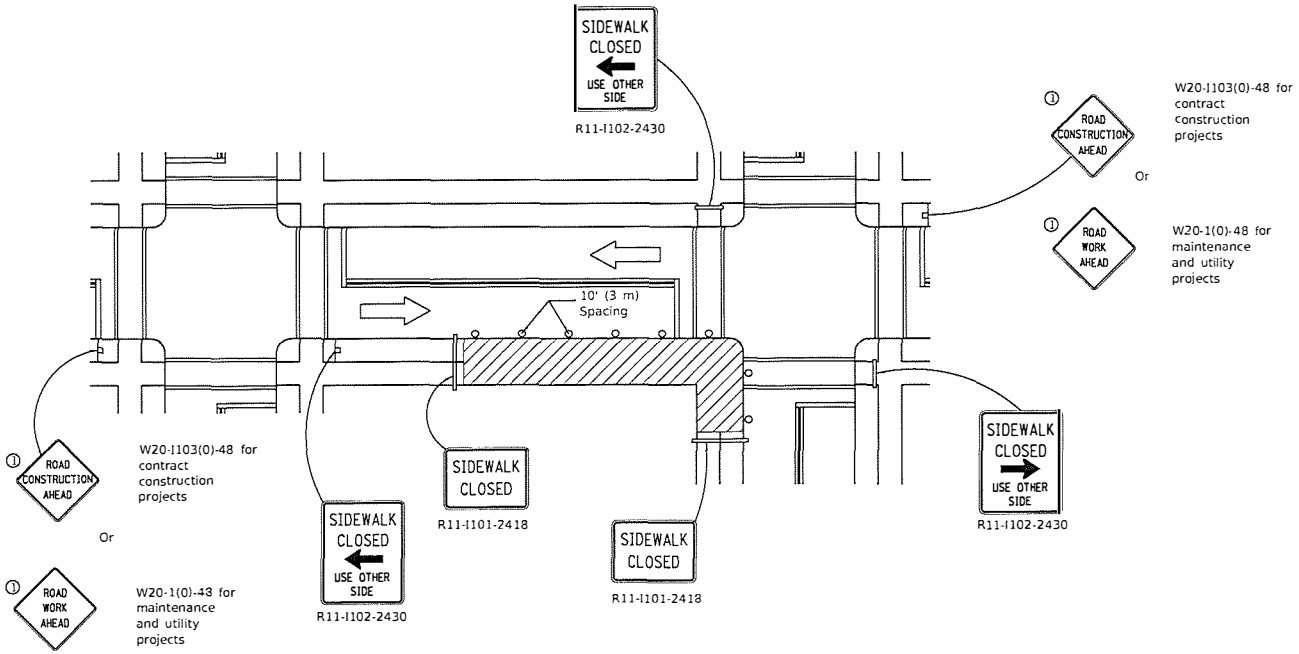
ISSUED 1-1-97

DATE	REVISIONS
4-1-16	Omitted orange safety fence
	from standard as this is
	covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION.
	Modified appearance of
	plan views. Renamed Std.

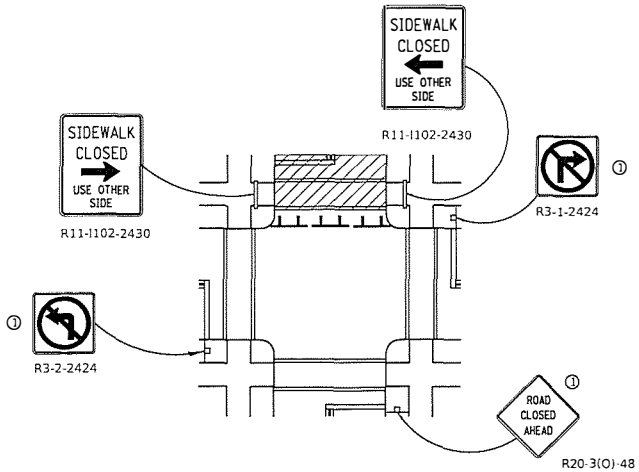
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



CORNER CLOSURE



CROSSWALK CLOSURE

Illinois Department of Transportation

PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

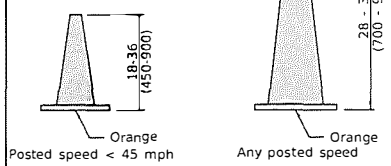
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

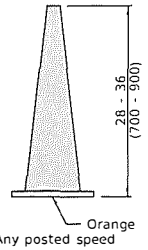
SIDEWALK, CORNER OR CROSSWALK CLOSURE

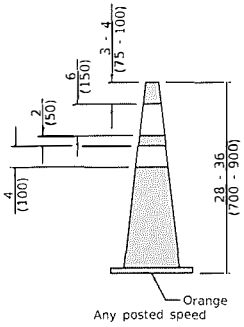
(Sheet 2 of 2)

STANDARD 701801-06



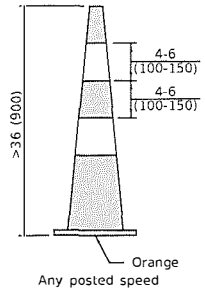
DAYTIME USE

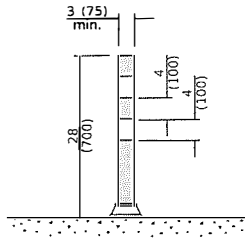




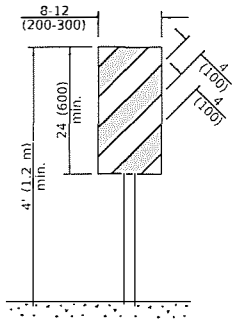
DAY OR NIGHTTIME USE

CONES

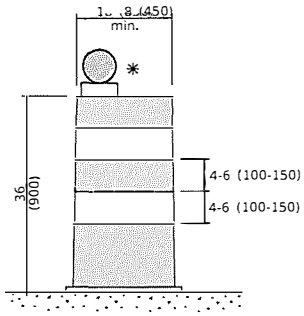




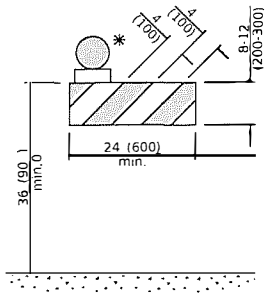
TUBULAR MARKER



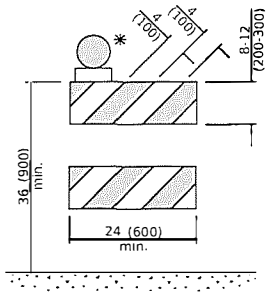
VERTICAL PANEL
POST MOUNTED



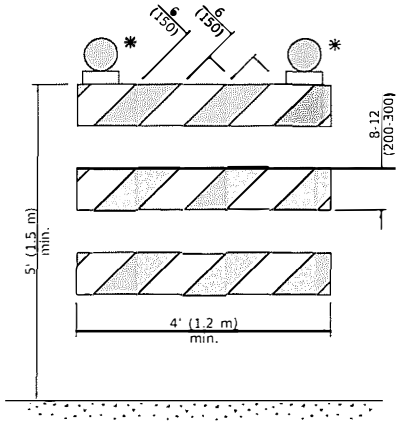
DRUM



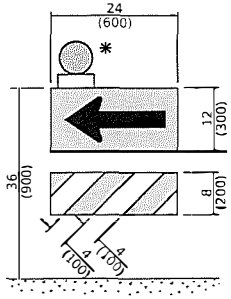
TYPE I BARRICADE



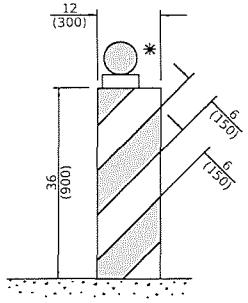
TYPE II BARRICADE



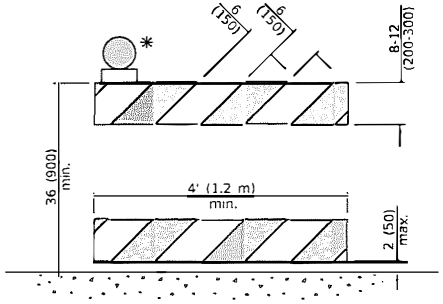
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

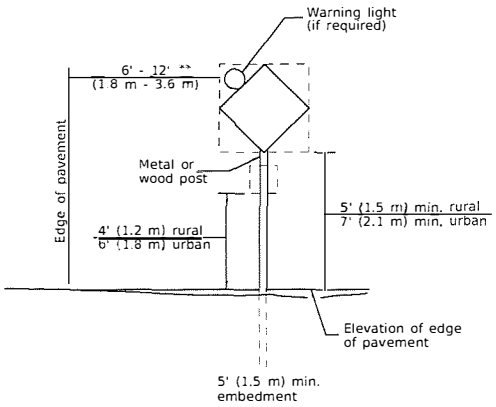
ISSUED 1-1-13

DATE	REVISIONS
1-1-19	Revised cone usage and
	added cones >36" (900 m) height.
1-1-18	Revised END WORK ZONE
	SPEED LIMIT sign from
	orange to white background.

TRAFFIC CONTROL DEVICES

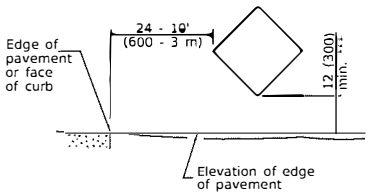
(Sheet 1 of 3)

STANDARD 701901-08



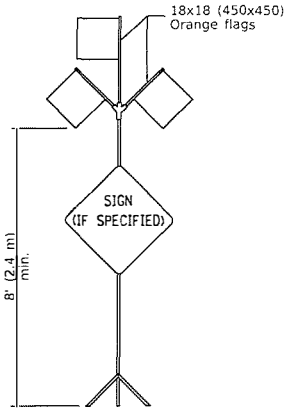
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.

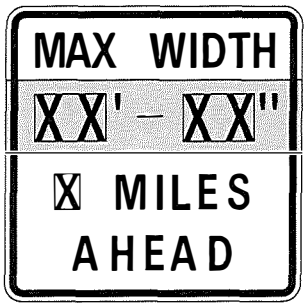


SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



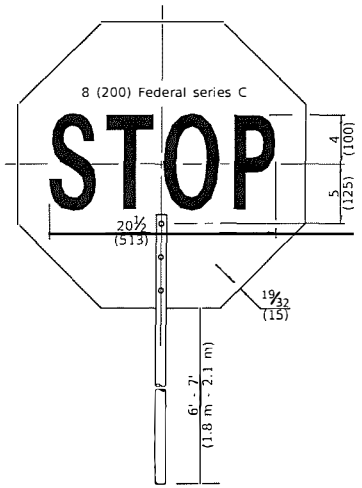
HIGH LEVEL WARNING DEVICE



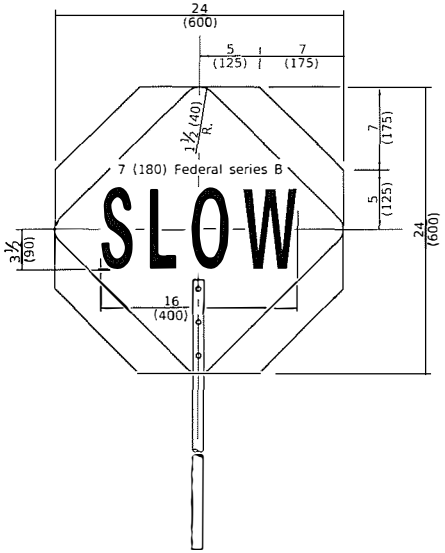
W12-1103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.

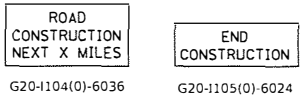


FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN



G20-1104(0)-6036 G20-1105(0)-6024

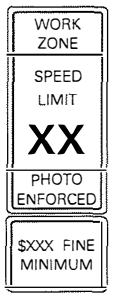
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

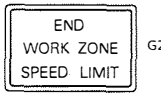
Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



W21-1115(0)-3618
R2-1-3648
R10-1108p-3618 ****
R2-1106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.



G20-1103-6036

This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

**** R10-1108p shall only be used along roadways under the juristiction of the State.

Illinois Department of Transportation

APPROVED January 1, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING

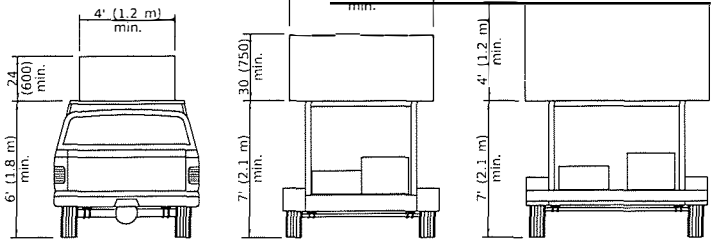
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 11-13

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901-08

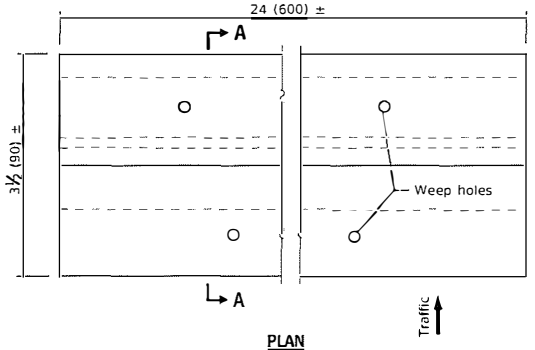


TYPE A ROOF MOUNTED

TYPE B ROOF OR TRAILER MOUNTED

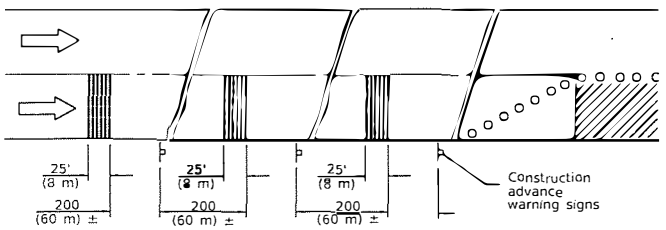
TYPE C TRAILER MOUNTED

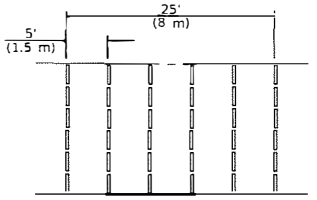
ARROW BOARDS



PLAN

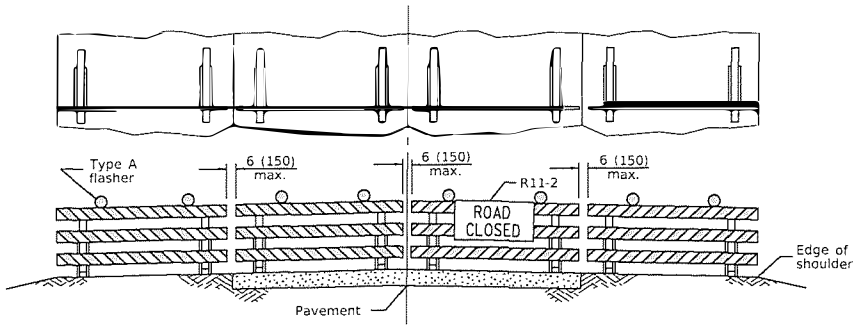
SECTION A-A





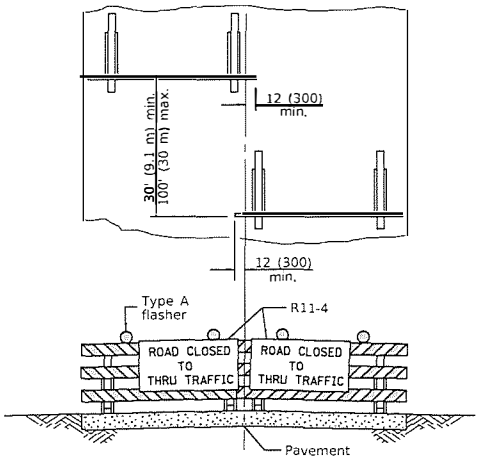
TYP ICALINSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.



ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

Illinois Department of Transportation

APPROVED January 1, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING

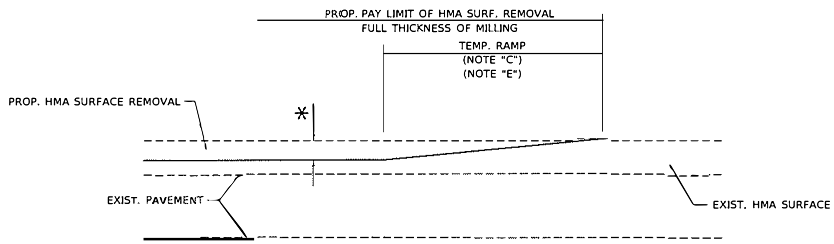
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

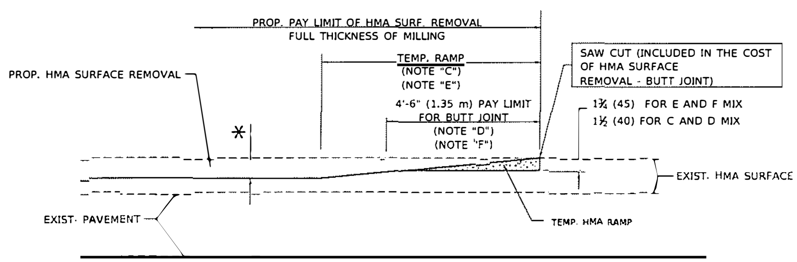
STANDARD 701901-08



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

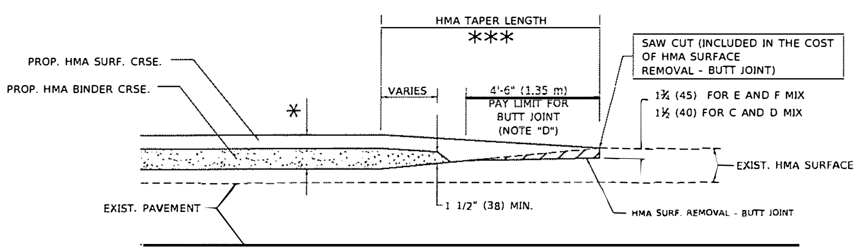


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

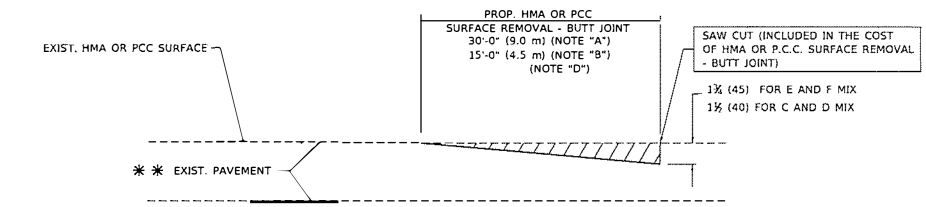
OPTION 2

TYPICAL TEMPORARY RAMP

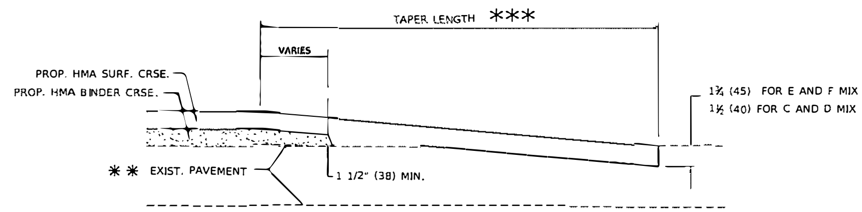


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B. MINOR SIDE ROADS.

C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E. TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F. INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

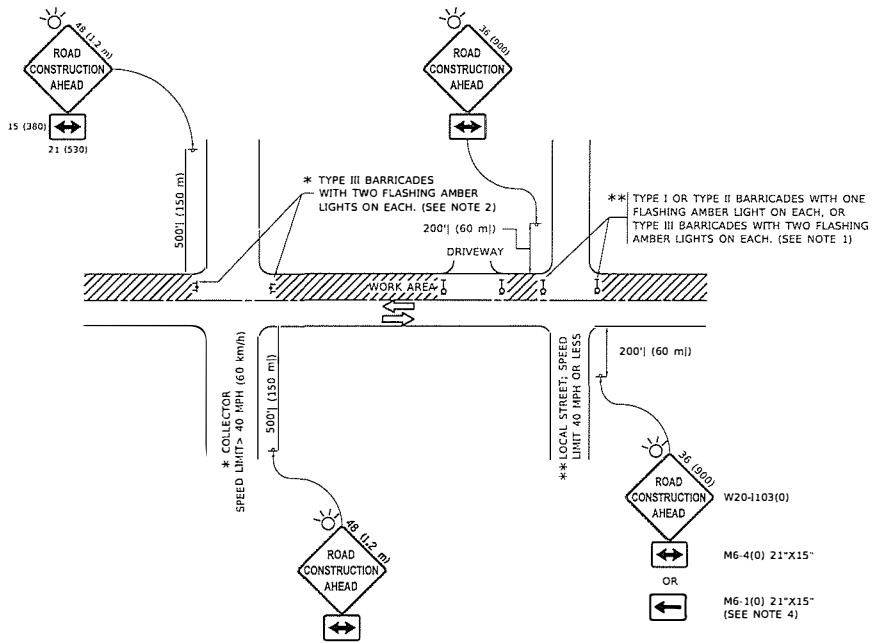
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = footem	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS	F.A. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED - A. ABBAS 03-21-97			BD400-05 BD32
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01			CONTRACT NO.
PLOT DATE = 3/27/2019	DATE - 06-13-90	REVISED - R.BORO 01-01-07		SCALE: NONE / SHEET 1 OF 1 SHEETS / STA. TO STA.	ILLINOIS / FED. AID PROJECT



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = tootemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 7/17/2019	DATE - 06-80	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

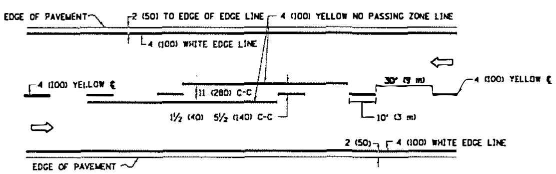
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

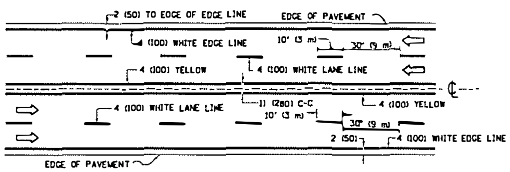
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

TC-10 | CONTRACT NO.

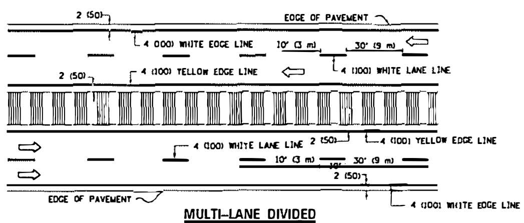
ILLINOIS | FED. AID PROJECT



2-LANE ROADWAY

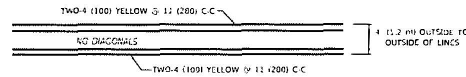


MULTI-LANE UNDIVIDED

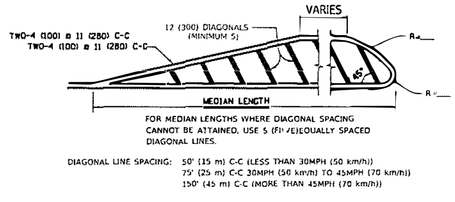


MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



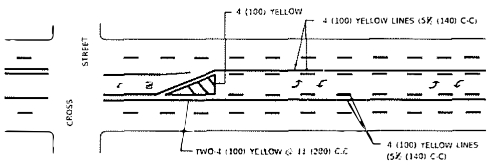
4' (1.2 m) WIDE MEDIANS ONLY



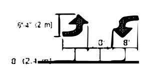
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

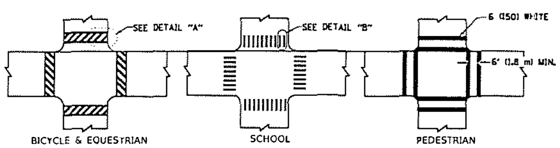


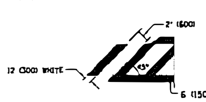
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



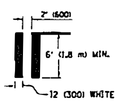
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING





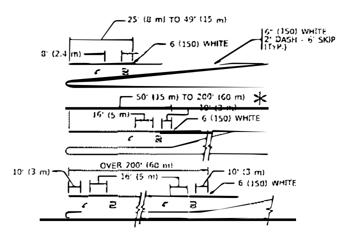
DETAIL "A"



DETAIL "B"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

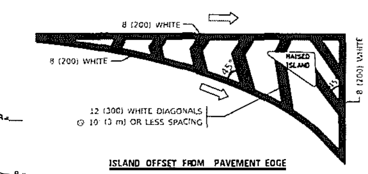


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

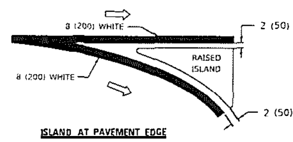
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

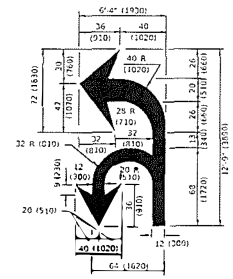


ISLAND OFFSET FROM PAVEMENT EDGE

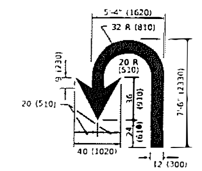


ISLAND AT PAVEMENT EDGE

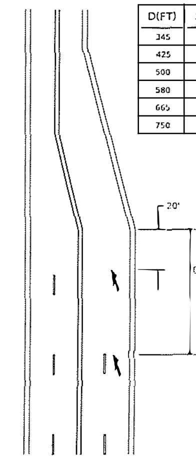
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN



D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME =	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	
	DRAWN -	REVISED - C. JUCIUS 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13	CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		