

RETURN WITH BID

Local Public Agency
Formal Contract Proposal

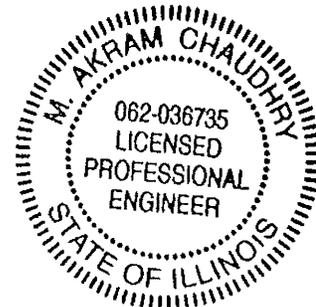
PROPOSAL SUBMITTED BY		
Contractor's Name		
Street		P.O. Box
City	State	Zip Code

STATE OF ILLINOIS
 COUNTY OF KENDALL
OSWEGO
 (Name of City, Village, Town or Road District)

FOR THE IMPROVEMENT OF
 STREET NAME OR ROUTE NO. VARIOUS (2016 ROAD PROGRAM)
 SECTION NO. 16-00051-00-FP
 TYPES OF FUNDS GENERAL VILLAGE FUNDS

SPECIFICATIONS (required) PLANS (required)

For Municipal Projects		
Submitted	Approved	Passed
	<i>Jennifer Matthews</i>	
<input type="checkbox"/> Mayor	<input type="checkbox"/> President of Board of Trustees	<input checked="" type="checkbox"/> Municipal Official
06/27/2016		
Date		



Akram Chaudhry

Note: All proposal documents, including Proposal Guaranty Checks or Proposal Bid Bonds, should be stapled together to prevent loss when bids are processed.

RETURN WITH BID

NOTICE TO BIDDERS

County KENDALL
Local Public Agency VILLAGE OF OSWEGO
Section Number 16-00051-00-FP
Route VARIOUS

Sealed proposals for the improvement described below will be received at the office of Director of Public Works,
100 Parker's Mill, Oswego, Illinois, 60543 until 10:00 AM on July 12, 2016

Sealed proposals will be opened and read publicly at the office of Director of Public Works
100 Parker's Mill, Oswego, Illinois, 60543 at 10:00 AM on July 12, 2016

DESCRIPTION OF WORK

Name Oswego 2016 Road Program Length: 8255.00 feet (1.56 miles)
Location Various Streets
Proposed Improvement consists of portland cement concrete pavement Removal , hot-mix asphalt binder and surface courses,
curb and gutter removal and replacement, and sidewalk removal and replacement and all incidental and miscellaneous work.

1. Plans and proposal forms will be available in the office of the Finance Department, Oswego Village Hall, 100 Parker's Mill,
Oswego, IL, 60543 or online at http://www.oswegoil.org, under the Business & Development Tab - Bids & RFP's.

2. [X] Prequalification
If checked, the 2 low bidders must file within 24 hours after the letting an "Affidavit of Availability" (Form BC 57), in
duplicate, 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 one original 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. BLR 12200: Local Public Agency Formal Contract Proposal
b. BLR 12200a Schedule of Prices
c. BLR 12230: Proposal Bid Bond (if applicable)
d. BLR 12325: Apprenticeship or Training Program Certification (do not use for federally funded projects)
e. BLR 12326: Affidavit of Illinois Business Office

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.

RETURN WITH BID

PROPOSAL

County KENDALL
Local Public Agency VILLAGE OF OSWEGO
Section Number 16-00051-00-FP
Route VARIOUS

- 1. Proposal of ... for the improvement of the above section by the construction of PCC pavement removal, hot-mix asphalt binder and surface courses, curb and gutter removal and replacement, sidewalk removal and replacement and all necessary and collateral work to complete the improvements.
a total distance of 8255.00 feet, of which a distance of 8255.00 feet, (1.563 miles) are to be improved.
2. The plans for the proposed work are those prepared by HR Green, Inc., 651 Prairie Point Dr, Yorkville, IL and approved by the Department of Transportation on ...
3. The specifications referred to herein are those prepared by the Department of Transportation and designated as "Standard Specifications for Road and Bridge Construction" and the "Supplemental Specifications and Recurring Special Provisions" thereto, adopted and in effect on the date of invitation for bids.
4. The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check Sheet for Recurring Special Provisions" contained in this proposal.
5. The undersigned agrees to complete the work within ... working days or by 10/14/2016 unless additional time is granted in accordance with the specifications.
6. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this proposal is either a bid bond if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to:
Village Treasurer of Oswego
The amount of the check is 5% Bid Amount ().
7. In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to the sum of the proposal guaranties, which would be required for each individual proposal. If the proposal guaranty check is placed in another proposal, it will be found in the proposal for: Section Number ...
8. The successful bidder at the time of execution of the contract will be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond or check shall be forfeited to the Awarding Authority.
9. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
10. A bid will be declared unacceptable if neither a unit price nor a total price is shown.
11. The undersigned submits herewith the schedule of prices on BLR 12200a covering the work to be performed under this contract.
12. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12200a, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.

RETURN WITH BID

CONTRACTOR CERTIFICATIONS

County	<u>KENDALL</u>
Local Public Agency	<u>VILLAGE OF OSWEGO</u>
Section Number	<u>16-00051-00-FP</u>
Route	<u>VARIOUS</u>

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.

- 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 procedures established by the appropriate revenue Act, its liability for the tax or the amount of 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.
- 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 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 in 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 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 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 in behalf of the corporation.

- 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 of 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.
- 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 cancelled.

RETURN WITH BID

SIGNATURES

County KENDALL
Local Public Agency VILLAGE OF OSWEGO
Section Number 16-00051-00-FP
Route VARIOUS

(If an individual)

Signature of Bidder _____

Business Address _____

(If a partnership)

Firm Name _____

Signed By _____

Business Address _____

Inset Names and Addressed of All Partners



(If a corporation)

Corporate Name _____

Signed By _____

President

Business Address _____

Inset Names of Officers



President _____

Secretary _____

Treasurer _____

Attest: _____
Secretary



Route VARIOUS
County KENDALL
Local Agency OSWEGO
Section 16-00051-00-FP

RETURN WITH BID

PAPER BID BOND

WE _____ as PRINCIPAL,
and _____ as SURETY,
are held jointly, severally and firmly bound unto the above Local Agency (hereafter referred to as "LA") in the penal sum of 5% of the total bid price, or for the amount specified in the proposal documents in effect on the date of invitation for bids whichever is the lesser sum. We bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly pay to the LA this sum under the conditions of this instrument.

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

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

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

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

Principal

(Company Name) _____
By: _____ By: _____
(Signature and Title) (Signature and Title)

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

Surety

(Name of Surety) By: _____
(Signature of Attorney-in-Fact)

STATE OF ILLINOIS,
COUNTY OF _____
I, _____, a Notary Public in and for said county,
do hereby certify that _____

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

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

Given under my hand and notarial seal this _____ day of _____

My commission expires _____
(Notary Public)

ELECTRONIC BID BOND

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

The Principal may submit an electronic bid bond, in lieu of completing the above section of the Proposal Bid Bond Form. By providing an electronic bid bond ID code and signing below, the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the LA under the conditions of the bid bond as shown above. (If PRINCIPAL is a joint venture of two or more contractors, an electronic bid bond ID code, company/Bidder name title and date must be affixed for each contractor in the venture.)

Electronic Bid Bond ID Code

Electronic Bid Bond ID Code

(Company/Bidder Name)

(Signature and Title)

Date



Apprenticeship or Training Program Certification

Return with Bid

Route VARIOUS
County KENDALL
Local Agency OSWEGO
Section 16-00051-00-FP

All contractors are required to complete the following certification:

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

Blank lines for listing deliver and install groups.

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

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

Blank lines for listing program sponsors and work categories.

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

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

Bidder: _____

By: _____

(Signature)

Address: _____

Title: _____



Affidavit of Illinois Business Office

County KENDALL
Local Public Agency OSWEGO
Section Number 16-00051-00-FP
Route VARIOUS

State of _____)
) ss.
County of _____)

I, _____ of _____, _____,
(Name of Affiant) (City of Affiant) (State of Affiant)

being first duly sworn upon oath, states as follows:

- 1. That I am the _____ of _____ bidder.
officer or position
2. That I have personal knowledge of the facts herein stated.
3. That, if selected under this proposal, _____, will maintain a
(bidder)
business office in the State of Illinois which will be located in _____ 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)

(Print Name of Affiant)

This instrument was acknowledged before me on _____ day of _____, _____.

(SEAL)

(Signature of Notary Public)



Illinois Department of Transportation

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

Affidavit of Availability For the Letting of _____

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

Part I. Work Under Contract

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

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

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

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

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

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

Part III. Work Subcontracted to Others.

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

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

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

Subscribed and sworn to before me

this _____ day of _____, _____ Type or Print Name _____ Officer or Director _____ Title _____

Signed _____

Notary Public

My commission expires _____

(Notary Seal)

Company _____

Address _____

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted April 1, 2016

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

No ERRATA this year.

SUPPLEMENTAL SPECIFICATIONS

Std. Spec. Sec.

Page No.

No Supplemental Specifications this year.

CHECK SHEET
FOR
RECURRING SPECIAL PROVISIONS

Adopted April 1, 2016

The following RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

<u>CHECK SHEET #</u>	<u>RECURRING SPECIAL PROVISIONS</u>	<u>PAGE NO.</u>
1	<input type="checkbox"/> Additional State Requirements for Federal-Aid Construction Contracts	1
2	<input type="checkbox"/> Subletting of Contracts (Federal-Aid Contracts)	4
3	<input type="checkbox"/> EEO	5
4	<input type="checkbox"/> Specific EEO Responsibilities Non Federal-Aid Contracts	15
5	<input type="checkbox"/> Required Provisions - State Contracts	20
6	<input type="checkbox"/> Asbestos Bearing Pad Removal	26
7	<input type="checkbox"/> Asbestos Waterproofing Membrane and Asbestos Hot-Mix Asphalt Surface Removal	27
8	<input type="checkbox"/> Temporary Stream Crossings and In-Stream Work Pads	28
9	<input type="checkbox"/> Construction Layout Stakes Except for Bridges	29
10	<input type="checkbox"/> Construction Layout Stakes	32
11	<input type="checkbox"/> Use of Geotextile Fabric for Railroad Crossing	35
12	<input type="checkbox"/> Subsealing of Concrete Pavements	37
13	<input type="checkbox"/> Hot-Mix Asphalt Surface Correction	41
14	<input type="checkbox"/> Pavement and Shoulder Resurfacing	43
15	<input type="checkbox"/> Patching with Hot-Mix Asphalt Overlay Removal	44
16	<input type="checkbox"/> Polymer Concrete	45
17	<input type="checkbox"/> PVC Pipeliner	47
18	<input type="checkbox"/> Bicycle Racks	48
19	<input type="checkbox"/> Temporary Portable Bridge Traffic Signals	50
20	<input type="checkbox"/> Work Zone Public Information Signs	52
21	<input type="checkbox"/> Nighttime Inspection of Roadway Lighting	53
22	<input type="checkbox"/> English Substitution of Metric Bolts	54
23	<input type="checkbox"/> Calcium Chloride Accelerator for Portland Cement Concrete	55
24	<input type="checkbox"/> Quality Control of Concrete Mixtures at the Plant	56
25	<input checked="" type="checkbox"/> Quality Control/Quality Assurance of Concrete Mixtures	64
26	<input type="checkbox"/> Digital Terrain Modeling for Earthwork Calculations	80
27	<input type="checkbox"/> Pavement Marking Removal	82
28	<input type="checkbox"/> Preventive Maintenance – Bituminous Surface Treatment	83
29	<input type="checkbox"/> Preventive Maintenance – Cape Seal	89
30	<input type="checkbox"/> Preventive Maintenance – Micro-Surfacing	104
31	<input type="checkbox"/> Preventive Maintenance – Slurry Seal	115
32	<input type="checkbox"/> Temporary Raised Pavement Markers	125
33	<input type="checkbox"/> Restoring Bridge Approach Pavements Using High-Density Foam	126

CHECK SHEET
FOR
LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

Adopted April 1, 2016

The following LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

<u>CHECK SHEET #</u>		<u>PAGE NO.</u>
LRS 1	Reserved	130
LRS 2	<input type="checkbox"/> Furnished Excavation	131
LRS 3	<input checked="" type="checkbox"/> Work Zone Traffic Control Surveillance	132
LRS 4	<input checked="" type="checkbox"/> Flaggers in Work Zones	133
LRS 5	<input checked="" type="checkbox"/> Contract Claims	134
LRS 6	<input checked="" type="checkbox"/> Bidding Requirements and Conditions for Contract Proposals	135
LRS 7	<input type="checkbox"/> Bidding Requirements and Conditions for Material Proposals	141
LRS 8	Reserved	147
LRS 9	<input type="checkbox"/> Bituminous Surface Treatments	148
LRS 10	Reserved	149
LRS 11	<input type="checkbox"/> Employment Practices	150
LRS 12	<input checked="" type="checkbox"/> Wages of Employees on Public Works	152
LRS 13	<input checked="" type="checkbox"/> Selection of Labor	154
LRS 14	<input type="checkbox"/> Paving Brick and Concrete Paver Pavements and Sidewalks	155
LRS 15	<input checked="" type="checkbox"/> Partial Payments	158
LRS 16	<input checked="" type="checkbox"/> Protests on Local Lettings	159
LRS 17	<input checked="" type="checkbox"/> Substance Abuse Prevention Program	160
LRS 18	<input type="checkbox"/> Multigrade Cold Mix Asphalt	161

TABLE OF CONTENTS

MAINTENANCE OF ROADWAYS 1

COMPLETION DATE 1

MOBILIZATION 1

DRIVEWAY CLOSING 1

RESIDENT NOTIFICATION 2

TRAFFIC CONTROL AND PROTECTION 2

SEQUENCE OF CONSTRUCTION 3

PORTLAND CEMENT CONCRETE PAVEMENT REMOVAL 3

PREPARATION OF BASE, SPECIAL 4

AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS 4

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT 5

PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT, 5 INCH 6

DETECTABLE WARNINGS 7

SEEDING (COMPLETE)..... 7

DRIVEWAY PAVEMENT REMOVAL..... 8

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 8

HOT-MIX ASPHALT DRIVEWAY PAVEMENT 9

CLASS C PATCHES 9

DRAINAGE AND UTILITY STRUCTURES TO BE ADJUSTED 10

DRAINAGE AND UTILITY STRUCTURES TO BE RECONSTRUCTED WITH NEW FRAME & GRATE..... 10

INLETS, TYPE A 10

CONSTRUCTION LAYOUT 10

HOT-MIX ASPHALT BINDER, LEVEL BINDER AND SURFACE COURSE..... 11

SPECIAL PROVISIONS

The following Special Provisions supplement the Illinois Department of Transportation's (IDOT) "Standard Specifications for Road and Bridge Construction," adopted January 1, 2012, (hereinafter referred to as the "Standard Specifications"); the "Manual on Uniform Traffic Control Devices for Streets and Highways" the "Manual of Test Procedures of Materials", in effect on the date of invitation for bids; the "Supplemental Specifications and Recurring Special Provisions," latest edition as indicated on the Check Sheet included herein, which apply to and govern the construction of the Village of Oswego 2016 Road Program, Section 16-00051-00-FP, Village of Oswego, Kendall County. In case of conflict with any part or parts of the Standard Specifications, these Special Provisions shall take precedence and shall govern.

DESCRIPTION OF WORK

Work to be performed under this contract consists of roadway improvements within the Village of Oswego. This work shall include, but not be limited to, Portland cement concrete pavement removal, hot-mix asphalt binder and surface courses, combination concrete curb and gutter removal and replacement, sidewalk removal and replacement, and all incidental and collateral work necessary to complete the project as described herein.

LOCATION OF WORK

This project consists of the resurfacing of various roads and streets in the Village of Oswego as shown on the location maps and in the project summary. The total length of the improvement is 8,255 feet.

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.

COMPLETION DATE

This contract shall be completed by **October 14, 2016**; if the Contractor fails to complete the work by the above-specified date, liquidated damages will be charged in accordance with Article 108.09 of the Standard Specifications and shall be strictly adhered to.

MOBILIZATION

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

DRIVEWAY CLOSING

It will be the Contractor's responsibility to notify residents, businesses and the Village when access to the parking and driveways will be temporarily closed due to construction operations. At locations where the curb in front of a driveway is scheduled to be removed, the Contractor shall contact the homeowner or business 24 hours prior to removing the curb or drive approach. The Contractor shall distribute notices

provided by the Village, to businesses and residents. Every effort shall be made to accommodate access to these properties. 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 business owners affected by the resurfacing shall be notified 48 hours in advance of the closing of the parking areas in front of their businesses.

RESIDENT NOTIFICATION

It will be the Contractor's responsibility to notify residents and the Village at least 24 hours prior to start of work on their streets; also notifying the Residents when access to their driveways will be temporarily closed due to curb and gutter, gutter, and/or driveway replacement. The Contractor shall distribute notices provided by the Village, to residents. Every effort shall be made to accommodate access to these properties. The contractor shall not be allowed to close a Driveway for more than 48 hours under any circumstance.

TRAFFIC CONTROL AND PROTECTION

All roads shall be kept open to traffic. **The Contractor shall provide access to local traffic at all times.** 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 nonworking 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, 701801, 701901, and BLR 17-4

Special Provisions

Maintenance of Roadways
Construction and Maintenance Signs
Flaggers in Work Zones (LRS#4)

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

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

At the preconstruction meeting, the Contractor shall furnish the name and telephone number where he may be reached during non-working hours of the individual in his direct employ that is to be responsible

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

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

SEQUENCE OF CONSTRUCTION

The Contractor shall be responsible for staging the construction of the mainline roadways and driveways so as to allow the ingress and egress of resident vehicles and maintain access for emergency vehicles.

In general the following is the anticipated sequence of construction:

Wingate Drive and Mandy Lane

- Complete all pavement (up to Binder Course) and concrete work. The Contractor will be allowed to completely shut down both roadways to traffic and maintain vehicle access utilizing Alley C.

Waterbury Circle and Wingate Court

The sequence of construction shall be staged so that at least one lane of traffic is open at all times during construction of the pavement:

- Pavement removal – Northbound lanes
- Aggregate base course work; curb & gutter replacement – Northbound lanes
- Driveway replacement – Northbound side
- HMA paving – Northbound lanes
- Repeat construction sequence for Southbound lanes

The Contractor can complete all work on the above roadways up to the binder course and then follow up with placement of the final surface course on all streets. The Contractor will be allowed to modify the sequence of construction and planned schedule by submitting their proposed plan for approval by the Engineer at least 72 hours in advance of the starting work. Any additional signs and extra effort required by the Contractor to stage the construction will be included in the cost of TRAFFIC CONTROL AND PROTECTION.

PORTLAND CEMENT CONCRETE PAVEMENT REMOVAL

This work shall consist of the complete removal of the existing concrete pavement to the thickness of 6" over the full-width of the roadway as shown in the project summary and shall be done in accordance with the applicable portions of Article 440 of the Standard Specifications. It is anticipated that the entire concrete pavement will be removed, saving portions of the existing curb and gutter, and exposing the base course. The Contractor shall saw cut the pavement full depth at the edge of the gutter flag prior to the pavement removal. Any damage done to the existing curb and gutter to remain shall be repaired and restored at the Contractor's expense. The intent is to keep the existing aggregate base course intact so the Contractor shall take extra care during pavement removal operations.

It is the intent to remove the entire concrete pavement as required, so as to provide a proper surface for resurfacing without raising the present crown of the road. The average depth to be removed is 6" as shown on the plans, however, no additional compensation will be granted for removal of the concrete pavement for variance in thickness or excavation and disposal of excess material. The method of performing this work shall be reviewed with and acceptable to the Engineer. Excess aggregate material resulting from grading of the base course to accommodate the proposed hot-mix asphalt thickness shall be hauled away at contractor's expense. Any additional aggregate required to bring the Aggregate Base Course to proper grade will be CA-6 crushed gravel or stone and will be paid for separately as AGGREGATE BASE COURSE, TYPE B.

Pavement 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 PORTLAND CEMENT CONCRETE PAVEMENT REMOVAL. **Saw cutting full depth for the removal of the pavement shall be considered incidental.**

PREPARATION OF BASE, SPECIAL

This work shall be performed in the areas of concrete pavement removal on the streets shown in the Project Summary sheet and as directed by the Engineer. This work will be done in accordance with Section 358 of the Standard Specifications.

All areas in the roadway that are generally loose aggregate shall be, shaped, water added if necessary, and compacted as shown on the plans and to the satisfaction of the Engineer. It will be necessary to grade and shape the existing aggregate base course in order to establish the proposed base course elevation. The Contractor may be required to add additional aggregate material (crushed gravel or crushed stone) to the existing base to bring the base course to the proper grade. The material and construction shall conform to Section 351 of the Standard Specifications. The additional material will be paid for separately per TON for AGGREGATE BASE COURSE, TYPE B.

Proof-rolling with a 45,000-pound, rubber-tired vehicle in the presence of the Engineer shall be required to demonstrate that the base is firm and in proper condition for resurfacing.

Base or subgrade repairs needed at this time shall be marked and measured for payment by the Engineer, and shall be paid for at the contract unit price per square yard for AGGREGATE BASE COURSE REMOVAL AND REPLACEMENT, 12 INCH.

The Contractor will be required to resurface the area within 10 calendar days of the completion of this operation; failure to do so shall result in a charge of \$1,000 per each calendar day over the above specified time.

This work will be measured and paid for at the contract unit price per SQUARE YARD for PREPARATION OF BASE, SPECIAL, which price shall include preparation of base and removal of excess material. The removal and replacement of unsuitable material shall be paid for separately as AGGREGATE BASE COURSE REMOVAL AND REPLACEMENT, 12 INCH.

AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS

Revise Article 402.10 of the Standard Specifications to read:

“402.10 For Temporary Access. The contractor shall construct and maintain aggregate surface course for temporary access to private entrances, commercial entrances and roads according to Article 402.07 and as directed by the Engineer.

The aggregate surface course shall be constructed to the dimensions and grades specified below, except as modified by the plans or as directed by the Engineer.

- (a) Private Entrance. The minimum width shall be 12 ft (3.6 m). The minimum compacted thickness shall be 6 in. (150 mm). The maximum grade shall be eight percent, except as required to match the existing grade.
- (a) Commercial Entrance. The minimum width shall be 24 ft (7.2 m). The minimum compacted thickness shall be 9 in. (230 mm). The maximum grade shall be six percent, except as required to match the existing grade.

- (b) Road. The minimum width shall be 24 ft (7.2 m). The minimum compacted thickness shall be 9 in. (230 mm). The grade and elevation shall be the same as the removed pavement, except as required to meet the grade of any new pavement constructed.

Maintaining the temporary access shall include relocating and/or regrading the aggregate surface course for any operation that may disturb or remove the temporary access. The same type and gradation of material used to construct the temporary access shall be used to maintain it.

When use of the temporary access is discontinued, the aggregate shall be removed and utilized in the permanent construction or disposed of according to Article 202.03.”

Add the following to Article 402.12 of the Standard Specifications:

“Aggregate surface course for temporary access will be measured for payment as each for every private entrance, commercial entrance or road constructed for the purpose of temporary access. If a residential drive, commercial entrance, or road is to be constructed under multiple stages, the aggregate needed to construct the second or subsequent stages will not be measured for payment but shall be included in the cost per each of the type specified.”

Revise the second paragraph of Article 402.13 of the Standard Specifications to read:

“Aggregate surface course for temporary access will be paid for at the contract unit price per each for TEMPORARY ACCESS (PRIVATE ENTRANCE), TEMPORARY ACCESS (COMMERCIAL ENTRANCE) or TEMPORARY ACCESS (ROAD).

Partial payment of the each amount bid for temporary access, of the type specified, will be paid according to the following schedule:

- (a) Upon construction of the temporary access, sixty percent of the contract unit price per each, of the type constructed, will be paid.
- (b) Subject to the approval of the Engineer for the adequate maintenance and removal of the temporary access, the remaining forty percent of the pay item will be paid upon the permanent removal of the temporary access.”

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 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 and the concrete shall meet the requirements of Article 1020.04 for SI concrete.

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. **The Contractor shall use High Early Strength Concrete in order to limit driveway closure to 48 hours.**

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.

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.

Removal of the existing curb and gutter shall be performed with a full-depth perpendicular saw cut, done in such a manner as to prevent damage to the curb and gutter to remain in place. Any saw cut edges broken off or otherwise damaged, or any curb sections to remain in place that are raised up or pushed down by the removal operation shall be removed and replaced to the satisfaction of the Engineer with no additional compensation to be made to the Contractor. **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.**

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.

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.** 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, which will be included in the cost of COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

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.

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.

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.

SEEDING (COMPLETE)

This work shall be performed on the parkway areas at locations of curb and sidewalk removal and replacement as shown in the project summary and as directed by the Engineer.

This work shall consist of furnishing, placing and shaping an average depth of 2 inches (2") of pulverized topsoil, Seeding Class 1A, Erosion Control Blanket (Article 251.04), Supplemental Watering and Fertilizer

Nutrients at the rate of 270 pounds per acre, from the edge of proposed pavement to taper into the existing parkway as shown on the plans and in the project summary.

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

In some areas; the thickness of topsoil may exceed 2 inches (2") to bring the proposed grade flush with the edge of pavement. The Contractor shall coordinate with the Engineer on restoration of the disturbed areas. Blending of the disturbed areas with the adjacent terrain based on this coordination is considered part of this contract and shall be paid at the contract unit price for the necessary items, which prices shall include all labor, material and equipment necessary to perform the work. The cost for the additional topsoil shall be included in SEEDING (COMPLETE) pay item.

SEEDING (COMPLETE) will 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 SEEDING (COMPLETE), which price shall include all labor, material and equipment necessary to complete the work as specified above

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

DRIVEWAY PAVEMENT REMOVAL

This work shall be done in accordance with Section 440 of the Standard Specifications. This work shall be done at locations shown on the plans and where directed by the Engineer. No additional compensation will be allowed for varying materials types or thicknesses comprising of the existing driveway approach.

Where a valve box or domestic water service valve (b-box) exists in the limits of removal, the Contractor shall surround the box with full-depth saw cuts and break out around the box before removing that section of pavement.

Reinforcing bars may be embedded in old concrete driveways. 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.

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. Any damage to existing driveways outside the marked limits of removal shall be repaired at the Contractor's expense.

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

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT

This work shall consist of Portland Cement Concrete driveway pavement constructed on a prepared sub-grade and in accordance with requirements of Section 423 in so far as they apply and the concrete shall meet the requirements of Article 1020.04 for Class SI concrete.

Portland Cement Concrete Driveway Pavement shall be six inches (6") in thickness. Materials for the two inches (2") of aggregate base course shall be as specified herein for Aggregate Base Course, Type B, CA-6, crushed stone or crushed gravel. At the Contractor's option CA-16 crushed aggregate may be substituted for CA-6.

Where a valve box or domestic water service valve (b-box) exists in the limits of new driveway pavement, the Contractor shall surround the box with plastic pipe of a length sufficient to extend the full depth of proposed pavement. Expansion joint material around b-boxes shall be approved by the Engineer prior to driveway installation.

At points where the proposed driveway pavement occupies a sidewalk crossing, 3/4" preformed expansion joint filler shall be placed between the concrete driveway and the sidewalk longitudinal joint on the edge furthest from the street. The expansion joint filler shall extend the entire depth and width of the driveway. Preformed expansion joint filler of 1/2" thickness shall be placed between the new concrete and all structures which extend through the driveway, including, but not limited to, utility manholes.

Alignment, slope, and grades of the formwork will be verified by the Engineer upon a minimum of 24 hours notice by the Contractor before pouring concrete. No concrete shall be placed without prior approval of the formwork by the Engineer.

After the water sheen has disappeared, the surface shall be given a broom finish. The broom shall be drawn across the driveway at right angles to the edges of the driveway, with adjacent strokes slightly overlapping, producing a uniform, slightly roughened surface with parallel broom marks.

Any necessary preparation of the sub-grade including excavation and disposal of materials shall be paid for as DRIVEWAY PAVEMENT REMOVAL.

The Contractor shall use High Early Strength Concrete in order to limit driveway closure to 48 hours.

This work will be paid for at the contract unit price per SQUARE YARD for PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT measured in place, which price shall include two inches (2") of Aggregate Base Course, Type B, CA-6, crushed stone or crushed gravel, additional cost for the use of High Early Strength Concrete, and all incidental work.

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

HOT-MIX ASPHALT DRIVEWAY PAVEMENT

This work shall consist of furnishing, placing and compacting hot-mix asphalt driveway pavement at locations shown on the plans and as directed by the Engineer.

This work shall conform to the applicable Sections of Articles 311, 355 and 406.

Residential driveways shall be constructed to a nominal thickness of 9 inches. The driveways shall have a minimum 3" thick surface course (HMA Surface Course, Mix "D", N50). The driveway shall be constructed on a 6 inch compacted aggregate subbase conforming to the applicable Sections of Article 311 for Subbase Granular Materials Type B. Aggregate and bituminous material prime coats shall be applied according to Article 406 and as directed by the Engineer.

This work will be paid for at the contract unit price per SQUARE YARD for HOT-MIX ASPHALT DRIVEWAY PAVEMENT, measured in place; which price shall include six inches (6") of aggregate subbase, prime coats, and all incidental work.

CLASS C PATCHES

This work shall consist of removal of the existing PCC pavement, including full depth saw cut around perimeter, the necessary excavation and replacement with a Class C patch material as detailed, and in

accordance with applicable articles of Section 442 of the Standard Specifications except that the four types, namely types 1, 2, 3 and 4 are combined under this pay item.

This work will be paid for at the contract unit price per SQUARE YARD for CLASS C PATCHES, of the depth specified, which price shall include full depth saw cutting around perimeter of the patch, pavement removal, necessary excavation, furnishing, placing Class PP concrete to the depth indicated, and the removal and disposal of any surplus material.

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 602 and 603 of the Standard Specifications.

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

DRAINAGE AND UTILITY STRUCTURES TO BE RECONSTRUCTED WITH NEW FRAME & GRATE

This work shall consist of the reconstruction of drainage and utility structures at locations indicated in the Summary of Quantities or as directed by the Engineer. This work shall be completed in accordance with the applicable portions of Section 602 and 603 of the Standard Specifications.

This work shall include providing the additional masonry work, in excess of 2 feet, required to reconstruct to good condition existing Inlets, Catch Basins, Manholes, Valve Vaults, and Sanitary Structures to the proposed grade. The disposal of existing frames and grates and the furnishing of new frame and grate, of the type specified by the Engineer, shall be included in the cost of this item.

This work will be paid for at the contract unit price EACH for DRAINAGE AND UTILITY STRUCTURES TO BE RECONSTRUCTED WITH NEW FRAME & GRATE.

INLETS, TYPE A

This work shall be completed according to the included Highway Standard and the applicable portions of Section 602 of the Standard Specifications. The Type 12 frame and grate is included in the cost of this item but if the Engineer determines the location of proposed inlet must be revised, the frame type may be changed to a type required for parkway installation (Type 1 OL or any other). No additional compensation will be made to the Contractor for revision to the type of frame or lid.

This work will be paid for at the contract unit price EACH for INLETS, TYPE A, TYPE 12 FRAME AND GRATE.

CONSTRUCTION LAYOUT

This work shall be performed in accordance with the applicable portions of the IDOT Recurring Check Sheet #10 and the following requirements.

Stakes for line and grade of curb and gutter shall be set at sufficient intervals (not to exceed 50 ft) to assure substantial conformance to existing curb line and grade. The Contractor shall be responsible for having the finished work conform to the lines, grades and elevations of the existing curb and gutter. All stakes shall be placed prior to the removal of the curb and gutter.

This work will be paid for at the contract LUMP SUM price for CONSTRUCTION LAYOUT.

HOT-MIX ASPHALT BINDER, LEVELING BINDER AND SURFACE COURSE

Effective: May 2013

Revised: May 2016

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," N50	PG 58-22/58-28*	PG 58-28/58-34*	3.5% @ 50 GYR
Leveling Binder (Machine Method), 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 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.

BDE SPECIAL PROVISIONS
For the April 22 and June 10, 2016 Lettings

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

<u>File Name</u>	<u>#</u>		<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80099	1		Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
*	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	July 1, 2015
80241	5		Bridge Demolition Debris	July 1, 2009	
5026I	6		Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5048I	7		Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5049I	8		Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5053I	9		Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
80360	10	X	Coarse Aggregate Quality	July 1, 2015	
80198	11		Completion Date (via calendar days)	April 1, 2008	
80199	12		Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293	13		Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	April 1, 2015
*	80311	14	Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
*	80277	15	Concrete Mix Design – Department Provided	Jan. 1, 2012	April 1, 2016
80261	16		Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
*	80029	17	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Jan. 2, 2016
*	80363	18	Engineer's Field Office	April 1, 2016	
80358	19		Equal Employment Opportunity	April 1, 2015	
*	80364	20	X Errata for the 2016 Standard Specifications	April 1, 2016	
80229	21		Fuel Cost Adjustment	April 1, 2009	July 1, 2015
80304	22		Grooving for Recessed Pavement Markings	Nov. 1, 2012	Aug. 1, 2014
*	80246	23	Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	April 1, 2016
*	80347	24	Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	April 1, 2016
*	80336	25	Longitudinal Joint and Crack Patching	April 1, 2014	April 1, 2016
80045	26		Material Transfer Device	June 15, 1999	Aug. 1, 2014
*	80342	27	Mechanical Side Tie Bar Inserter	Aug. 1, 2014	April 1, 2016
80165	28		Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
*	80361	29	Overhead Sign Structures Certification of Metal Fabricator	Nov. 1, 2015	April 1, 2016
*	80349	30	Pavement Marking Blackout Tape	Nov. 1, 2014	April 1, 2016
*	80298	31	Pavement Marking Tape Type IV	April 1, 2012	April 1, 2016
*	80365	32	Pedestrian Push-Button	April 1, 2016	
*	80359	33	Portland Cement Concrete Bridge Deck Curing	April 1, 2015	April 1, 2016
*	80353	34	Portland Cement Concrete Inlay or Overlay	Jan. 1, 2015	April 1, 2016
*	80338	35	Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	April 1, 2014	April 1, 2016
*	80300	36	Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
80328	37		Progress Payments	Nov. 2, 2013	
3426I	38		Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
80157	39		Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
*	80306	40	X Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	April 1, 2016
*	80340	41	Speed Display Trailer	April 2, 2014	April 1, 2016
80127	42		Steel Cost Adjustment	April 2, 2004	July 1, 2015
80362	43		Steel Slag in Trench Backfill	Jan. 1, 2016	
*	80317	44	Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	April 1, 2016

<u>File Name</u>	<u>#</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80355	45	Temporary Concrete Barrier	Jan. 1, 2015	July 1, 2015
20338	46	Training Special Provisions	Oct. 15, 1975	
80318	47	Traversable Pipe Grate	Jan. 1, 2013	April 1, 2014
* 80288	48	Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
80302	49	Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
80289	50	Wet Reflective Thermoplastic Pavement Marking	Jan. 1, 2012	
80071	51	Working Days	Jan. 1, 2002	

The following special provisions and recurring special provisions are in the 2016 Standard Specifications.

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location</u>	<u>Effective</u>	<u>Revised</u>
80240	Above Grade Inlet Protection	Articles 280.02, 280.04, and 1081.15	July 1, 2009	Jan. 1, 2012
80310	Coated Galvanized Steel Conduit	Article 811.03	Jan. 1, 2013	Jan. 1, 2015
80341	Coilable Nonmetallic Conduit	Article 1088.01	Aug. 1, 2014	Jan. 1, 2015
80294	Concrete Box Culverts with Skews \leq 30 Degrees Regardless of Design Fill and Skews $>$ 30 Degrees with Design Fills $>$ 5 Feet	Article 540.04	April 1, 2012	April 1, 2014
80334	Concrete Gutter, Curb, Median, and Paved Ditch	Articles 606.02, 606.07, and 1050.04	April 1, 2014	Aug. 1, 2014
80335	Contract Claims	Article 109.09	April 1, 2014	
Chk Sht #27	English Substitution of Metric Reinforcement Bars	Article 508.09	April 1, 1996	Jan. 1, 2011
80265	Friction Aggregate	Articles 1004.01 and 1004.03	Jan. 1, 2011	Nov. 1, 2014
80329	Glare Screen	Sections 638 and 1085	Jan. 1, 2014	
Chk Sht #20	Guardrail and Barrier Wall Delineation	Sections 635, 725, 782, and 1097	Dec. 15, 1993	Jan. 1, 2012
80322	Hot-Mix Asphalt – Mixture Design Composition and Volumetric Requirements	Sections 312, 355, 406, 407, 442, 482, 601, 1003, 1004, 1030, and 1102	Nov. 1, 2013	Nov. 1, 2014
80323	Hot-Mix Asphalt – Mixture Design Verification and Production	Sections 406, 1030, and 1102	Nov. 1, 2013	Nov. 1, 2014
80348	Hot-Mix Asphalt – Prime Coat	Sections 403, 406, 407, 408, 1032, and 1102	Nov. 1, 2014	
80315	Insertion Lining of Culverts	Sections 543 and 1029	Jan. 1, 2013	Nov. 1, 2013
80351	Light Tower	Article 1069.08	Jan. 1, 2015	
80324	LRFD Pipe Culvert Burial Tables	Sections 542 and 1040	Nov. 1, 2013	April 1, 2015
80325	LRFD Storm Sewer Burial Tables	Sections 550 and 1040	Nov. 1, 2013	April 1, 2015
80337	Paved Shoulder Removal	Article 440.07	April 1, 2014	
80254	Pavement Patching	Article 701.17	Jan. 1, 2010	
80352	Pavement Striping - Symbols	Article 780.14	Jan. 1, 2015	
Chk Sht #19	Pipe Underdrains	Section 601 and Articles 1003.01, 1003.04, 1004.05, 1040.06, and 1080.05	Sept. 9, 1987	Jan. 1, 2007
80343	Precast Concrete Handhole	Articles 814.02, 814.03, and 1042.17	Aug. 1, 2014	
80350	Retroreflective Sheeting for Highway Signs	Article 1091.03	Nov. 1, 2014	
80327	Reinforcement Bars	Section 508 and Articles 421.04, 442.06, 1006.10	Nov. 1, 2013	
80344	Rigid Metal Conduit	Article 1088.01	Aug. 1, 2014	
80354	Sidewalk, Corner, or Crosswalk Closure	Article 1106.02	Jan. 1, 2015	April 1, 2015
80301	Tracking the Use of Pesticides	Article 107.23	Aug. 1, 2012	
80356	Traffic Barrier Terminals Type 6 or 6B	Article 631.02	Jan. 1, 2015	
80345	Underpass Luminaire	Articles 821.06 and 1067.04	Aug. 1, 2014	April 1, 2015

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location</u>	<u>Effective</u>	<u>Revised</u>
80357	Urban Half Road Closure with Mountable Median	Articles 701.18, 701.19, and 701.20	Jan. 1, 2015	July 1, 2015
80346	Waterway Obstruction Warning Luminaire	Article 1067.07	Aug. 1, 2014	April 1, 2015

The following special provisions require additional information from the designer. The additional information needs to be included in a separate document attached to this check sheet. The Project Development and Implementation section will then include the information in the applicable special provision. The Special Provisions are:

- 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

COARSE AGGREGATE QUALITY (BDE)

Effective: July 1, 2015

Revise Article 1004.01(b) of the Standard Specifications to read:

“(b) Quality. The coarse aggregate shall be according to the quality standards listed in the following table.

COARSE AGGREGATE QUALITY				
QUALITY TEST	CLASS			
	A	B	C	D
Na ₂ SO ₄ Soundness 5 Cycle, ITP 104 ^{1/} , % Loss max.	15	15	20	25 ^{2/}
Los Angeles Abrasion, ITP 96 ^{11/} , % Loss max.	40 ^{3/}	40 ^{4/}	40 ^{5/}	45
Minus No. 200 (75 µm) Sieve Material, ITP 11	1.0 ^{6/}	---	2.5 ^{7/}	---
Deleterious Materials ^{10/}				
Shale, % max.	1.0	2.0	4.0 ^{8/}	---
Clay Lumps, % max.	0.25	0.5	0.5 ^{8/}	---
Coal & Lignite, % max.	0.25	---	---	---
Soft & Unsound Fragments, % max.	4.0	6.0	8.0 ^{8/}	---
Other Deleterious, % max.	4.0 ^{9/}	2.0	2.0 ^{8/}	---
Total Deleterious, % max.	5.0	6.0	10.0 ^{8/}	---
Oil-Stained Aggregate ^{10/} , % max	5.0	---	---	

1/ Does not apply to crushed concrete.

2/ For aggregate surface course and aggregate shoulders, the maximum percent loss shall be 30.

3/ For portland cement concrete, the maximum percent loss shall be 45.

4/ Does not apply to crushed slag or crushed steel slag.

5/ For hot-mix asphalt (HMA) binder mixtures, except when used as surface course, the maximum percent loss shall be 45.

6/ For crushed aggregate, if the material finer than the No. 200 (75 µm) sieve consists of the dust from fracture, essentially free from clay or silt, this percentage may be increased to 2.5.

ERRATA FOR THE 2016 STANDARD SPECIFICATIONS (BDE)

Effective: April 1, 2016

- Page 84 Article 204.02. In the seventh line of the first paragraph change "AASHTO T 99 (Method C)" to "Illinois Modified AASHTO T 99 (Method C)".
- Page 90 Article 205.06. In the first sentence of the third paragraph change "AASHTO T 99 (Method C)" to "Illinois Modified AASHTO T 99 (Method C)".
- Page 91 Article 205.06. In the first sentence of the fourth paragraph change "AASHTO T 99 (Method C)" to "Illinois Modified AASHTO T 99 (Method C)", and in the second sentence change "AASHTO T 224" to "Illinois Modified AASHTO T 99 (Annex A1)".
- Page 91 Article 205.06. In the second line of the fifth paragraph change "AASHTO T 191" to "Illinois Modified AASHTO T 191".
- Page 91 Article 205.06. In the sixth line of the eighth paragraph change "AASHTO T 99 (Method C)" to "Illinois Modified AASHTO T 99 (Method C)".
- Page 148 Article 302.09. In the second sentence of the fifth paragraph change "AASHTO T 191" to "Illinois Modified AASHTO T 191", and in the third sentence change "AASHTO T 99" to "Illinois Modified AASHTO T 99".
- Page 152 Article 310.09. In the second sentence of the second paragraph change "AASHTO T 191" to "Illinois Modified AASHTO T 191", and in the third sentence change "AASHTO T 99" to "Illinois Modified AASHTO T 99".
- Page 155 Article 311.05(a). In the first sentence of the fifth paragraph change "AASHTO T 99 (Method C)" to "Illinois Modified AASHTO T 99 (Method C)", and in the second sentence change "AASHTO T 224" to "Illinois Modified AASHTO T 99 (Annex A1)".
- Page 155 Article 311.05(a). In the second line of the sixth paragraph change "AASHTO T 191" to "Illinois Modified AASHTO T 191".
- Page 163 Article 351.05(a). In the second sentence of the fifth paragraph change "AASHTO T 99 (Method C)" to "Illinois Modified AASHTO T 99 (Method C)", and in the third sentence change "AASHTO T 224" to "Illinois Modified AASHTO T 99 (Annex A1)".
- Page 163 Article 351.05(a). In the second line of the sixth paragraph change "AASHTO T 191" to "Illinois Modified AASHTO T 191".
- Page 169 Article 352.11. In the second sentence of the fourth paragraph change "AASHTO T 191" to "Illinois Modified AASHTO T 191", and in the third sentence change "AASHTO T 134 (Method B)" to "Illinois Modified AASHTO T 134 (Method B)".

Page 169 Article 352.12. In the first sentence of the first paragraph change "AASHTO T 22" to "Illinois Modified AASHTO T 22", and in the second sentence change "AASHTO T 134 (Method B)" to "Illinois Modified AASHTO T 134 (Method B)".

Page 196 Article 406.07(a). After the footnotes in Table 1 - Minimum Roller Requirements for HMA add the following:

"EQUIPMENT DEFINITION

- V_s - Vibratory roller, static mode, minimum 125 lb/in. (2.2 kg/mm) of roller width. Maximum speed = 3 mph (5 km/h) or 264 ft/min (80 m/min). If the vibratory roller does not eliminate roller marks, its use shall be discontinued and a tandem roller, adequately ballasted to remove roller marks, shall be used.
- V_D - Vibratory roller, dynamic mode, operated at a speed to produce not less than 10 impacts/ft (30 impacts/m).
- P - Pneumatic-tired roller, max. speed 3 1/2 mph (5.5 km/h) or 308 ft/min (92 m/min). The pneumatic-tired roller shall have a minimum tire pressure of 80 psi (550 kPa) and shall be equipped with heat retention shields. The self-propelled pneumatic-tired roller shall develop a compression of not less than 300 lb (53 N) nor more than 500 lb (88 N) per in. (mm) of width of the tire tread in contact with the HMA surface.
- T_B - Tandem roller for breakdown rolling, 8 to 12 tons (7 to 11 metric tons), 250 to 400 lb/in. (44 to 70 N/mm) of roller width, max. speed = 3 1/2 mph (5.5 km/h) or 308 ft/min (92 m/min).
- T_F - Tandem roller for final rolling, 200 to 400 lb/in. (35 to 70 N/mm) of roller width with minimum roller width of 50 in. (1.25 m). Ballast shall be increased if roller marks are not eliminated. Ballast shall be decreased if the mat shoves or distorts.
- 3W- Three wheel roller, max. speed = 3 mph (5 km/h) or 264 ft/min (80 m/min), 300 to 400 lb/in. (53 to 70 N/mm) of roller width. The three-wheel roller shall weigh 10 to 12 tons (9 to 11 metric tons)."

Page 331 Article 505.04(p). Under Range of Clearance in the first table change "in. x 10⁻⁶" to "in. x 10⁻³".

Page 444 Article 542.03. In the Notes in Table IIIB add "CPP Corrugated Polypropylene (CPP) pipe with smooth interior".

- Page 445 Article 542.03. In the fourth column in Table IIIB (metric) change the heading for Type 5 pipe from "CPE" to "CPP".
- Page 445 Article 542.03. In the Notes in Table IIIB (metric) change "PE Polyethylene (PE) pipe with a smooth interior" to "CPP Corrugated Polypropylene (CPP) pipe with smooth interior".
- Page 449 Article 542.04(f)(2). In the third line of the second paragraph change "AASHTO T 99 (Method C)" to "Illinois Modified AASHTO T 99 (Method C)".
- Page 544 Article 639.03. In the first sentence of the first paragraph change "AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, Traffic Signals," to "AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals,"".
- Page 546 Article 640.03. In the first sentence of the first paragraph change "AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" to "AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals"".
- Page 548 Article 641.03. In the first sentence of the first paragraph change "AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaire and Traffic Signals," to "AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals,"".
- Page 621 Article 727.03. In the first sentence of the third paragraph change "AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals" to "AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals"".
- Page 629 Article 734.03(a). In the fourth line of the second paragraph change "AASHTO T 99 (Method C)" to "Illinois Modified AASHTO T 99 (Method C)".
- Page 649 Article 801.02. In the first sentence of the first paragraph change "AASHTO's Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" to "AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals"".
- Page 742 Article 1003.04(c). Under Gradation in the table change "(see Article 1003.02(c))" to "(see Article 1003.01(c))".
- Page 755 Article 1004.03(b). Revise the third sentence of the first paragraph to read "For Class A (seal or cover coat), and other binder courses, the coarse aggregate shall be Class C quality or better."

- Page 809 Article 1020.04(e). In the third line of the first paragraph change "ITP SCC-3" to "ITP SCC-4".
- Page 945 Article 1069.05. In the first sentence of the tenth paragraph change ""Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals"" to "AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals"".
- Page 961 Article 1070.04(b)(1). In the third sentence of the first paragraph change ""Standard Specifications of Structural Supports for Highway Signs, Luminaires and Traffic Signals" published by AASHTO" to "AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals"".
- Page 989 Article 1077.01. In the second sentence of the first paragraph change "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, as published by AASHTO" to "AASHTO "LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals"".
- Page 1121 Article 1103.13(a). In the first line of the first paragraph change "Bridge Deck Approach Slabs." to "Bridge Deck and Approach Slabs.".

80364

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (BDE)

Effective: November 1, 2012

Revise: April 1, 2016

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 produced by cold milling or crushing an existing hot-mix asphalt (HMA) pavement. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.
- (b) Reclaimed Asphalt Shingles (RAS). Reclaimed asphalt shingles (RAS). RAS is from the processing and grinding of preconsumer or post-consumer shingles. RAS shall be a clean and uniform material with a maximum of 0.5 percent unacceptable material, as defined in Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources", by weight of RAS. All RAS used shall come from a Bureau of Materials and Physical Research approved processing facility where it shall be ground and processed to 100 percent passing the 3/8 in. (9.5 mm) sieve and 93 percent passing the #4 (4.75 mm) sieve based on a dry shake gradation. RAS shall be uniform in gradation and asphalt binder content and 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. No additional RAP shall be added to the pile after the pile has been sealed. Stockpiles shall be sufficiently separated to prevent intermingling at the base. Stockpiles shall be identified by signs indicating the type as listed below (i.e. "Homogeneous Surface").

Prior to milling, the Contractor shall request the District provide documentation on the quality of the RAP to clarify the appropriate stockpile.

- (1) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, HMA (High and Low ESAL) 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 fractionated prior to testing by screening into a minimum of two size 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 shall pass the sieve size specified below for the mix into which the FRAP will be incorporated.

Mixture FRAP will be used in:	Sieve Size that 100 % of FRAP Shall Pass
IL-19.0	1 1/2 in. (40 mm)
IL-9.5	3/4 in. (20 mm)
IL-4.75	1/2 in. (13 mm)

- (2) Homogeneous. Homogeneous RAP stockpiles shall consist of RAP from Class I, HMA (High and Low ESAL) mixtures and represent: 1) the same aggregate quality, but shall be at least C quality; 2) the same type of crushed aggregate (either crushed natural aggregate, ACBF slag, or steel slag); 3) similar gradation; and 4) similar asphalt binder content. If approved by the Engineer, combined single pass surface/binder millings may be considered "homogeneous" with a quality rating dictated by the lowest coarse aggregate quality present in the mixture.
- (3) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, HMA (High and Low ESAL) 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 prior to testing by crushing to where all RAP shall pass the 5/8 in. (16 mm) or smaller screen. Conglomerate RAP stockpiles shall not contain steel slag.
- (4) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".

RAP/FRAP containing contaminants, such as earth, brick, sand, concrete, sheet asphalt, bituminous surface treatment (i.e. chip seal), pavement fabric, joint sealants, 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 not be intermingled. Each stockpile shall be signed indicating what type of RAS is present.

Unless otherwise specified by the Engineer, mechanically blending manufactured sand (FM 20 or FM 22) up to an equal weight of RAS with the processed RAS will be permitted to improve workability. The sand shall be "B Quality" or better from an approved Aggregate Gradation Control System source. The sand shall be 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. RAP/FRAP and RAS testing shall be according to the following.

(a) RAP/FRAP Testing. When used in HMA, the RAP/FRAP shall be sampled and tested either during or after stockpiling.

(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) 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.

Each sample shall be split to obtain two equal 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 or RAS blended with manufactured sand shall be sampled and tested during stockpiling according to Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Source".

Samples shall be collected during stockpiling 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 250 tons (225 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 or RAS blended with manufactured sand shall be stockpiled 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.

Before testing, each sample shall be split to obtain two test samples. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall perform a washed extraction and test for unacceptable materials on 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.

If the sampling and testing was performed at the shingle processing facility in accordance with the QC Plan, the Contractor shall obtain and make available all of the test results from start of the initial stockpile.

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

- (a) Evaluation of RAP/FRAP Test Results. All of the extraction results shall be compiled and averaged for asphalt binder content and gradation, and when applicable G_{mm} . Individual extraction test results, when compared to the averages, will be accepted if within the tolerances listed below.

Parameter	FRAP/Homogeneous/ Conglomerate
1 in. (25 mm)	
1/2 in. (12.5 mm)	± 8 %
No. 4 (4.75 mm)	± 6 %
No. 8 (2.36 mm)	± 5 %
No. 16 (1.18 mm)	
No. 30 (600 μm)	± 5 %
No. 200 (75 μm)	± 2.0 %
Asphalt Binder	± 0.4 % ^{1/}
G_{mm}	± 0.03

1/ The tolerance for FRAP shall be ± 0.3 %.

If more than 20 percent of the individual sieves and/or asphalt binder content tests are out of the above tolerances, the RAP/FRAP shall not be used in HMA unless the RAP/FRAP representing the failing tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

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)".

- (b) Evaluation of RAS and RAS Blended with Manufactured Sand 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. Individual test results, when compared to the averages, 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)	± 2.0 %
Asphalt Binder Content	± 1.5 %

If more than 20 percent of the individual sieves and/or asphalt binder content tests are out of the above tolerances, or if the percent unacceptable material exceeds 0.5 percent by weight of material retained on the # 4 (4.75 mm) sieve, the RAS or RAS blend shall not be used in Department projects. All test data and acceptance ranges shall be sent to the District for evaluation.

1031.05 Quality Designation of Aggregate in RAP/FRAP.

(a) RAP. The aggregate quality of the RAP for homogeneous and conglomerate stockpiles shall be set by the lowest quality of coarse aggregate in the RAP stockpile and are designated as follows.

(1) RAP from Class I, Superpave/HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.

(2) RAP from Class I binder, Superpave/HMA (High ESAL) binder, or (Low ESAL) IL-19.0L binder mixtures are designated as containing Class C 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. Coarse and fine FRAP stockpiles containing plus #4 (4.75 mm) sieve coarse aggregate shall have a maximum tonnage of 5000 tons (4500 metric tons). The Contractor shall obtain a representative sample witnessed by the Engineer. The sample shall be a minimum of 50 lb (25 kg). The sample shall be extracted according to Illinois Modified AASHTO T 164 by a consultant laboratory prequalified by the Department for the specified testing. The consultant laboratory shall submit the test results along with the recovered aggregate to the District Office. The cost for this testing shall be paid by the Contractor. The District will forward the sample to the Bureau of Materials and Physical Research Aggregate Lab for MicroDeval Testing, according to ITP 327. A maximum loss of 15.0 percent will be applied for all HMA applications.

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

(a) RAP/FRAP. The use of RAP/FRAP in HMA shall be as follows.

- (1) Coarse Aggregate Size. The coarse aggregate in all RAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.
 - (2) Steel Slag Stockpiles. Homogeneous RAP stockpiles containing steel slag will be approved for use in all HMA (High ESAL and Low ESAL) Surface and Binder Mixture applications.
 - (3) Use in HMA Surface Mixtures (High and Low ESAL). RAP/FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall be FRAP or homogeneous in which the coarse aggregate is Class B quality or better. RAP/FRAP from Conglomerate stockpiles shall be considered equivalent to limestone for frictional considerations. Known frictional contributions from plus #4 (4.75 mm) homogeneous RAP and FRAP stockpiles will be accounted for in meeting frictional requirements in the specified mixture.
 - (4) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. RAP/FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP, homogeneous, or conglomerate, in which the coarse aggregate is Class C quality or better.
 - (5) Use in Shoulders and Subbase. RAP/FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be FRAP, homogeneous, or conglomerate.
 - (6) When the Contractor chooses the RAP option, the percentage of RAP shall not exceed the amounts indicated in Article 1031.06(c)(1) below for a given Ndesign.
- (b) RAS. RAS meeting Type 1 or Type 2 requirements will be permitted in all HMA applications as specified herein.
- (c) RAP/FRAP and/or RAS Usage Limits. Type 1 or Type 2 RAS may be used alone or in conjunction with RAP or FRAP in HMA mixtures up to a maximum of 5.0 percent by weight of the total mix.
- (1) RAP/RAS. When RAP is used alone or RAP is used in conjunction with RAS, the percentage of virgin asphalt binder replacement shall not exceed the amounts listed in the Max RAP/RAS ABR table listed below for the given Ndesign.

RAP/RAS Maximum Asphalt Binder Replacement (ABR) Percentage

HMA Mixtures <i>1/, 2/</i>	RAP/RAS Maximum ABR %		
	Binder/Leveling Binder	Surface	Polymer Modified
30	30	30	10

50	25	15	10
70	15	10	10
90	10	10	10

1/ For Low ESAL HMA shoulder and stabilized subbase, the RAP/RAS ABR shall not exceed 50 percent of the mixture.

2/ When RAP/RAS ABR exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28). If warm mix asphalt (WMA) technology is utilized and production temperatures do not exceed 275 °F (135 °C), the high and low virgin asphalt binder grades shall each be reduced by one grade when RAP/RAS ABR exceeds 25 percent (i.e. 26 percent RAP/RAS ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).

(2) FRAP/RAS. When FRAP is used alone or FRAP is used in conjunction with RAS, the percentage of virgin asphalt binder replacement shall not exceed the amounts listed in the FRAP/RAS table listed below for the given Ndesign.

FRAP/RAS Maximum Asphalt Binder Replacement (ABR) Percentage

HMA Mixtures <i>1, 2/</i>	FRAP/RAS Maximum ABR %		
	Ndesign	Binder/Leveling Binder	Surface
30	50	40	10
50	40	35	10
70	40	30	10
90	40	30	10

1/ For Low ESAL HMA shoulder and stabilized subbase, the FRAP/RAS ABR shall not exceed 50 percent of the mixture.

2/ When FRAP/RAS ABR exceeds 20 percent for all mixes, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28). If warm mix asphalt (WMA) technology is utilized and production temperatures do not exceed 275 °F (135 °C), the high and low virgin asphalt binder grades shall each be reduced by one grade when FRAP/RAS ABR exceeds 25 percent (i.e. 26 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).

3/ For SMA the FRAP/RAS ABR shall not exceed 20 percent.

4/ For IL-4.75 mix the FRAP/RAS ABR shall not exceed 30 percent.

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

- (a) RAP/FRAP and/or RAS. RAP/FRAP and/or RAS mix designs shall be submitted for verification. If additional RAP/FRAP and/or RAS stockpiles are tested and found that no more than 20 percent of the results, as defined under "Testing" herein, are outside of the control tolerances set for the original RAP/FRAP and/or RAS stockpile and HMA mix design, and meets all of the requirements herein, the additional RAP/FRAP and/or RAS stockpiles may be used in the original mix design at the percent previously verified.
- (b) RAS. Type 1 and Type 2 RAS are not interchangeable in a mix design. A RAS stone bulk specific gravity (Gsb) of 2.300 shall be used for mix design purposes.

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

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

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

If the RAP/FRAP control tolerances or QC/QA test results require corrective action, the Contractor shall cease production of the mixture containing RAP/FRAP and either switch to the virgin aggregate design or submit a new RAP/FRAP design.

- (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) RAP/FRAP and/or RAS. HMA plants utilizing RAP/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 RAP/FRAP/RAS 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 RAP/FRAP material as a percent of the total mix to the nearest 0.1 percent.
- h. Aggregate and RAP/FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAP/FRAP are printed in wet condition.)

(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. RAP/FRAP/RAS weight to the nearest pound (kilogram).
- f. Virgin asphalt binder weight to the nearest pound (kilogram).
- g. Residual asphalt binder in the RAP/FRAP/RAS 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 (temporary access entrances only) and aggregate wedge shoulders, Type B shall be as follows.

- (a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Non-Quality" and "FRAP". The testing requirements of Article 1031.03 shall not apply. RAP used shall be according to the current Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications".
- (b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5 mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded or single sized will not be accepted."

80306

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 Oswego

HR Green, Inc.

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:

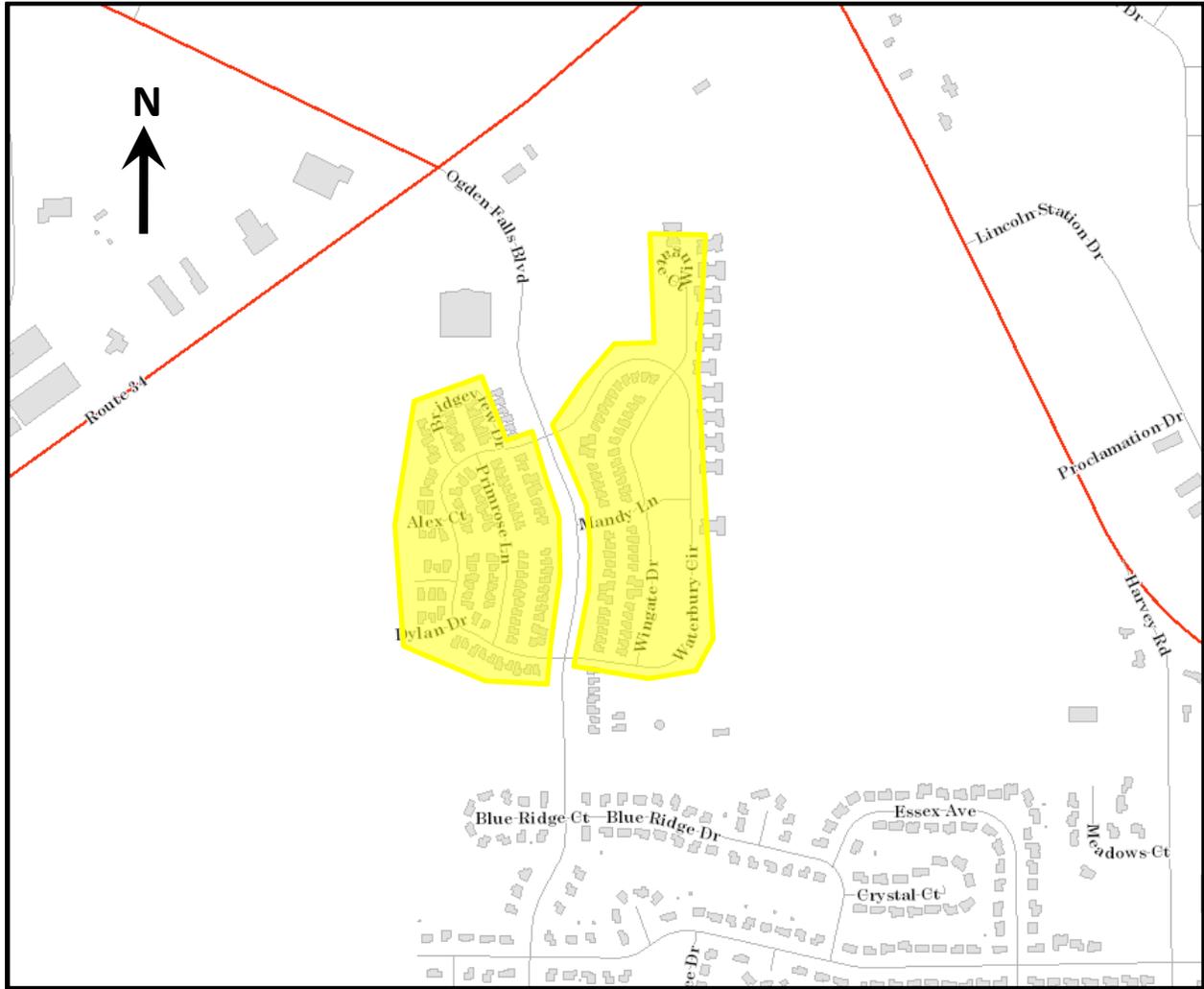
Viscosity, Saybolt Fural @ 25°C (77°F),	sec:	20 - 500
Sieve Test, retained on 850 μm (No. 20) sieve, maximum,	%:	0.10
Storage Stability Test, 1 day, maximum,	%:	1
Float Test @ 60°C (140°F), minimum,	sec:	150
Stone Coating Test, 3 minutes,	:	Stone Coated Thoroughly
Particle Charge	:	Negative
pH, minimum	:	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

LOCATION MAP



STREETS INCLUDED:

STREET NAME
Waterbury Circle
Primrose Lane
Dylan Drive
Christian Court
Alex Court
Bridgeview Drive
Mandy Lane
Wingate Drive
Wingate Court

GENERAL NOTES

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 substantially 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.

WORK HOURS

The Contractor must adhere to the Village ordinance work time schedule between the hours of 7:00 a.m. to 7:00 p.m. from Monday through Friday. No work may be performed prior or beyond this period without prior written approval from the Village.

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.

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.

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 Village, 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 Village of Oswego Public Works. 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 Contractor will prepare invoices not more than once monthly.

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 Village 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 Village. Any payments made by the Village without requiring compliance with this paragraph shall not be construed as a Waiver by the Village 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 Village, should it be necessary to remove such materials, the Village will have the material removed and the Contractor shall have the dollar amount reduced from the next pay estimate.

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 Village, liquidated damages in the amount of \$500.00 per day will be assessed. This work shall be considered incidental to the contract.

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 Village will withhold any payouts toward completed work until arrangements are made to correct any damage as described above.

CLEAN CONSTRUCTION AND DEMOLITION DEBRIS

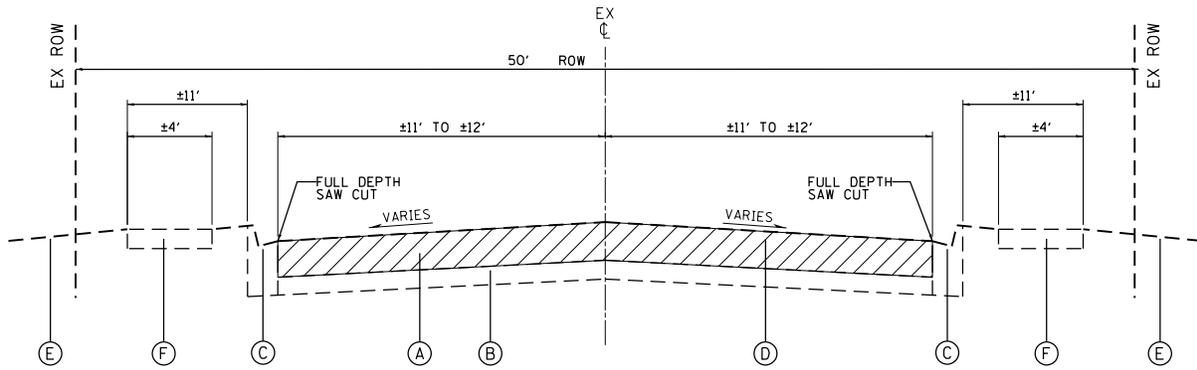
In addition to the requirements of Section 107.01 of the Standard Specifications, the Contractor shall be responsible for the proper removal and disposal of excavated materials from the project site. The Contractor will meet all requirements set forth by the IEPA and Public Act 96-1416 for Clean Construction 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 allowed.

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

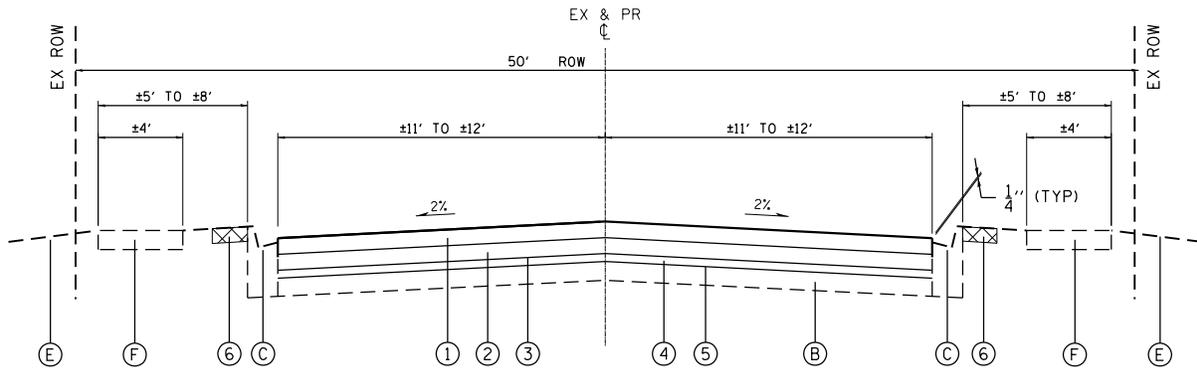
be applied only when directed by the Engineer, in a manner meeting his approval. All equipment used for this work shall meet the Engineer's approval and shall be equipped with adequate measuring devices for metering the exact amount of water discharged. This work shall include furnishing all labor, water and equipment for controlling dust as herein specified.

This work will not be paid for separately, but will be included in the unit bid prices for various items of work included in the contract.



EXISTING TYPICAL SECTION

WATERBURY CIRCLE (EAST), MANDY LANE, WINGATE DRIVE, WINGATE COURT



PROPOSED TYPICAL SECTION

WATERBURY CIRCLE (EAST), MANDY LANE, WINGATE DRIVE, WINGATE COURT

NOTES:

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

EXISTING LEGEND

- (A) EXISTING P.C.C. PAVEMENT, 6±
- (B) EXISTING AGGREGATE BASE COURSE, 4"±
- (C) EXISTING COMBINATION CONCRETE CURB & GUTTER (REMOVAL AND REPLACEMENT LOCATIONS TO BE DETERMINED BY THE ENGINEER.)
- (D) PORTLAND CEMENT CONCRETE PAVEMENT REMOVAL
- (E) EXISTING GROUND
- (F) EXISTING PCC SIDEWALK (REMOVAL AND REPLACEMENT LOCATIONS TO BE DETERMINED BY THE ENGINEER.)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS
RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50; (IL-9.5mm)	3.5% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	3.5% @ 50 GYR.

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; 2"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 4"
- (3) BITUMINOUS MATERIALS (PRIME COAT)
- (4) AGGREGATE BASE COURSE, TYPE B (AS REQUIRED)
- (5) PREPARATION OF BASE, SPECIAL
- (6) SEEDING (COMPLETE) (LOCATIONS TO BE DETERMINED BY THE ENGINEER)

PAVEMENT DESIGN

CLASS III, 2-LANE PAVEMENT
 DESIGN PERIOD: 20 YEARS
 DESIGN TRAFFIC:
 ADT= 1,200
 95% PV (1,140); 4% SU (48); 1% MU (12)
 TF= 0.10
 FINAL DESIGN= 3.25" HMA (MIN.)

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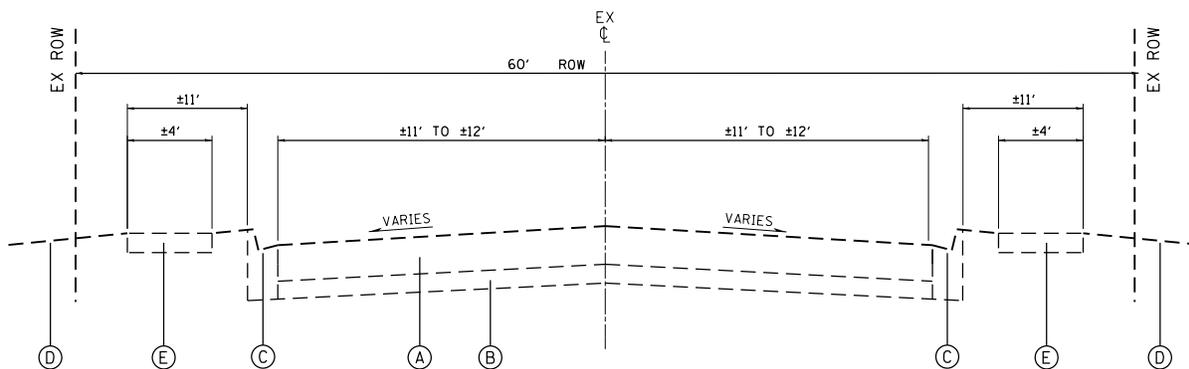


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 Illinois Professional Design Firm
 # 184-001322

**VILLAGE OF OSWEGO
 ROADWAY
 IMPROVEMENTS**

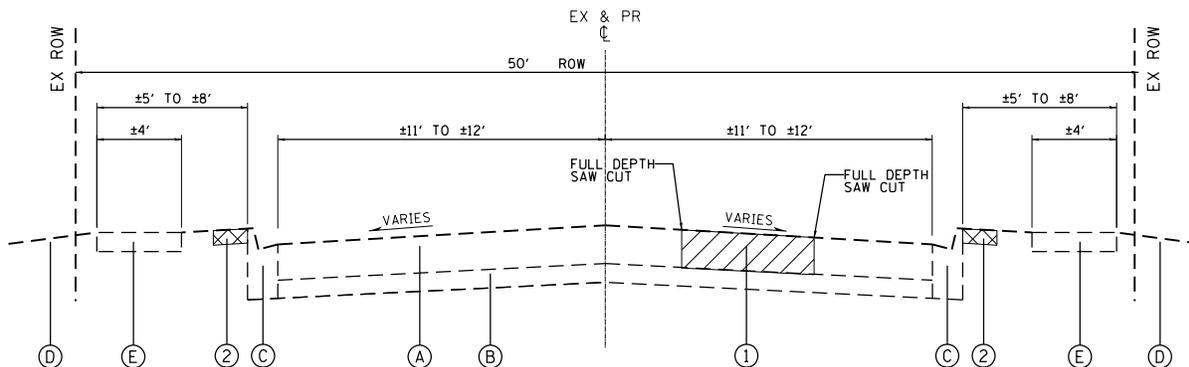
SHEET ORIENTATION

DATE: 06/10/2016		
HORIZ. SCALE: N.T.S.		
DWN. BY:	DSN. BY:	CHK. BY:
BH	BH	AC
SECTION NO. 16-00051-00-FP		
SHEET NO. 1		



EXISTING TYPICAL SECTION

WATERBURY CIRCLE (WEST), PRIMROSE LANE, DYLAN DRIVE, CHRISTIAN COURT,
 ALEX COURT, BRIDGEVIEW DRIVE



PROPOSED TYPICAL SECTION

WATERBURY CIRCLE (WEST), PRIMROSE LANE, DYLAN DRIVE, CHRISTIAN COURT,
 ALEX COURT, BRIDGEVIEW DRIVE

EXISTING LEGEND

- (A) EXISTING P.C.C. PAVEMENT, 6±
- (B) EXISTING AGGREGATE BASE COURSE, 4'±
- (C) EXISTING COMBINATION CONCRETE CURB & GUTTER (REMOVAL AND REPLACEMENT LOCATIONS TO BE DETERMINED BY THE ENGINEER.)
- (D) EXISTING GROUND
- (E) EXISTING PCC SIDEWALK (REMOVAL AND REPLACEMENT LOCATIONS TO BE DETERMINED BY THE ENGINEER.)

PROPOSED LEGEND

- (1) CLASS C PATCHES, 6 INCH (LOCATIONS TO BE DETERMINED BY THE ENGINEER)
- (2) SEEDING (COMPLETE) (LOCATIONS TO BE DETERMINED BY THE ENGINEER)

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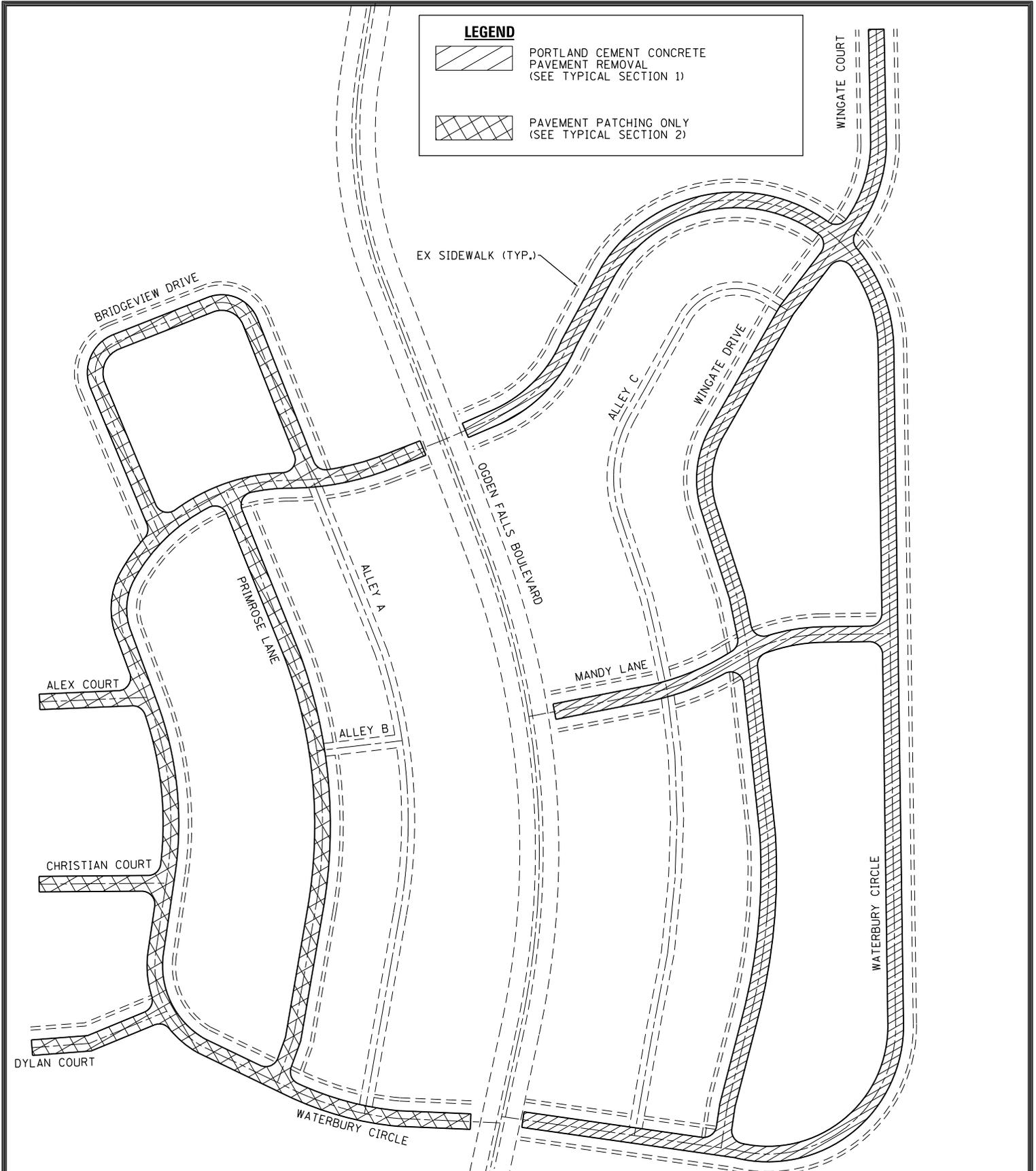


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**VILLAGE OF OSWEGO
 ROADWAY
 IMPROVEMENTS**

SHEET ORIENTATION

DATE: 06/10/2016		
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SECTION NO. 16-00051-00-FP		
SHEET NO. 2		



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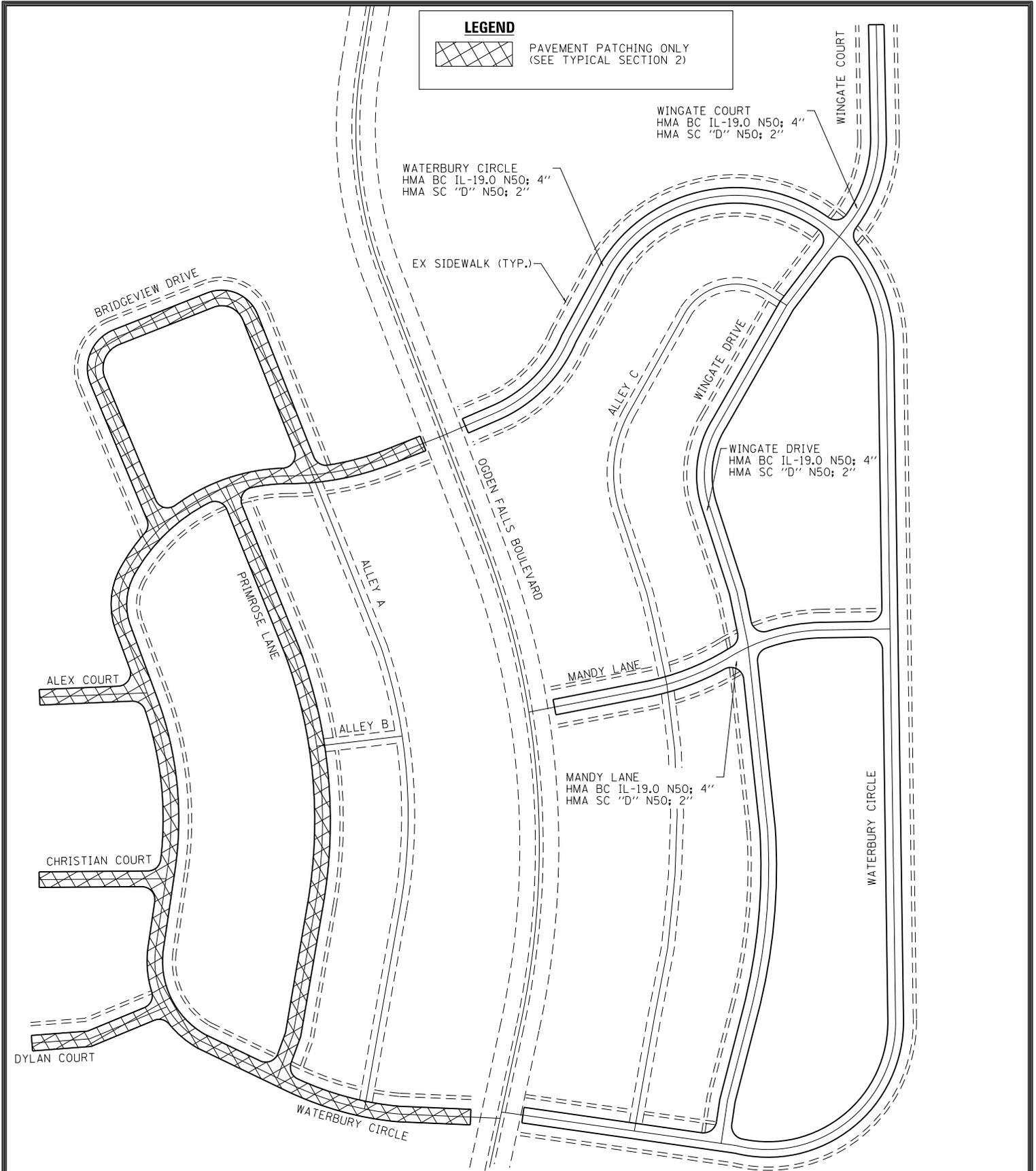
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 # 184-001322

VILLAGE OF OSWEGO REMOVAL PLAN



SHEET ORIENTATION

DATE: 06/10/2016		
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DWN. BY: BH	DSN. BY: BH	CHK. BY: AC
SECTION NO. 16-00051-00-FP		
SHEET NO. 3		



REVISIONS		
#	DATE:	BY:
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		



HRGreen.com
 Illinois Professional Design Firm
 # 184-001322

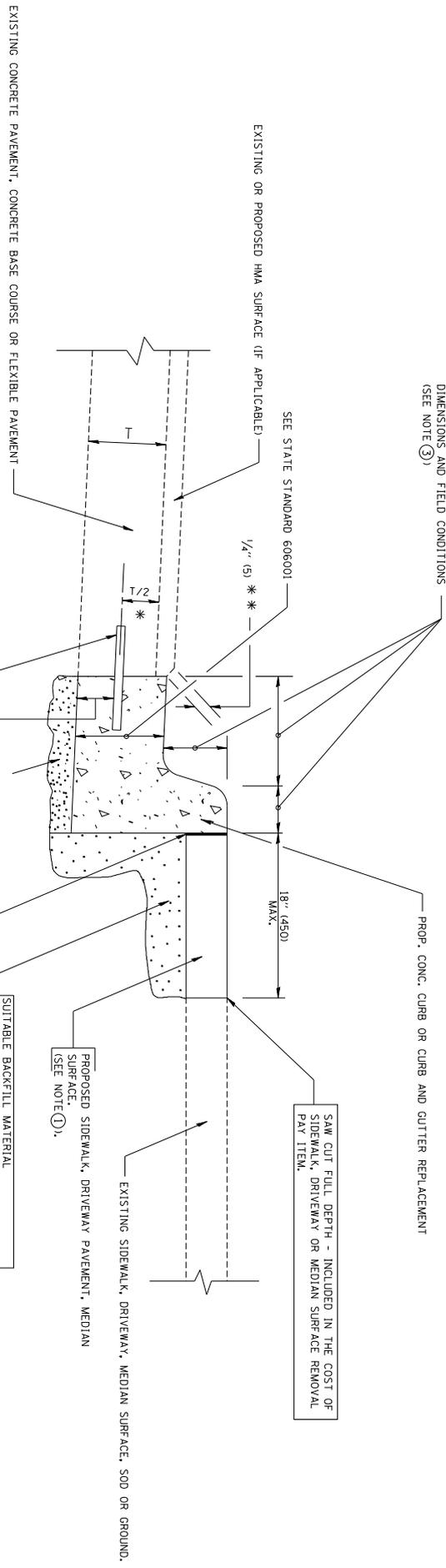
VILLAGE OF OSWEGO RESURFACING PLAN



SHEET ORIENTATION

DATE: 06/10/2016		
HORIZ. SCALE: N.T.S.		
DWN. BY:	DSN. BY:	CHK. BY:
BH	BH	AC
SECTION NO. 16-00051-00-FP		
SHEET NO. 4		

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ③)



* 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 AND WILL BE PAID FOR SEPARATELY.

- ② FERTILIZER FOR THE PLACEMENT OF THE SOD 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 THE 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.

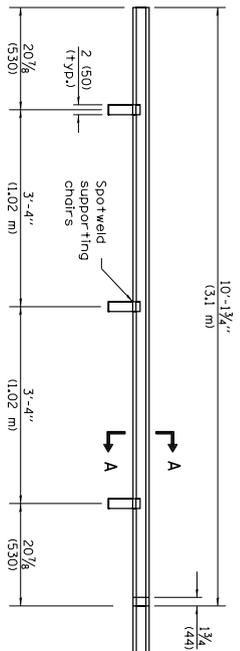
UNSATURABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.
 REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
 REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ④).

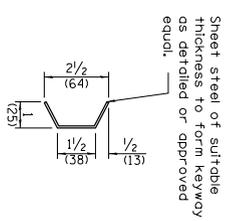
BASIS OF PAYMENT:
 THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

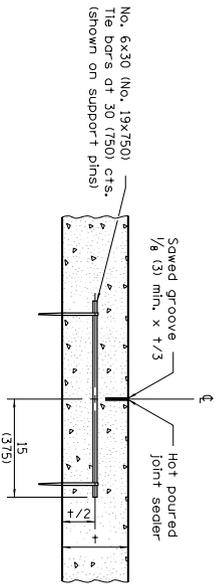
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



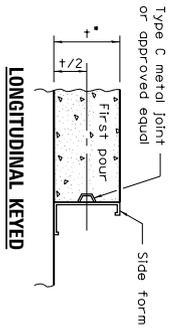
TYPE C METAL JOINT



Sheet steel of suitable thickness to form keyway as detailed or approved equal.

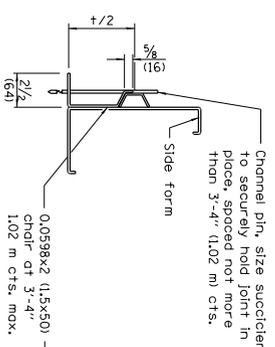


LONGITUDINAL SAWED JOINT

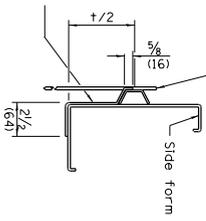


LONGITUDINAL KEVED JOINT

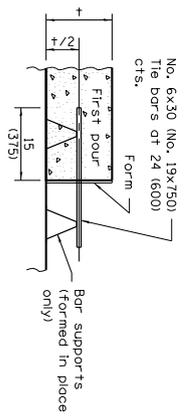
* 8 (203) min. pavement thickness for keyed joints.



SUPPORTING CHAIR ALTERNATE

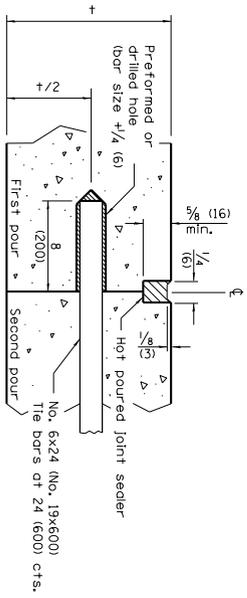


SUPPORTING CHAIR ALTERNATE



LONGITUDINAL CONSTRUCTION JOINT

(TIE BAR FORMED IN PLACE OR MECHANICALLY INSERTED)



LONGITUDINAL CONSTRUCTION JOINT

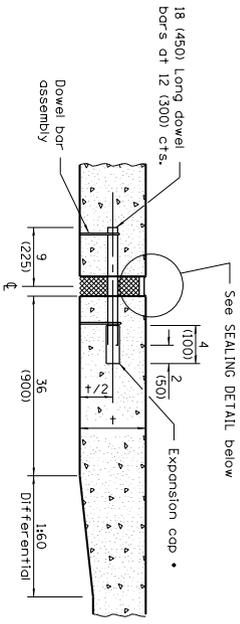
(TIE BAR GROUDED IN PLACE)

GENERAL NOTES
 All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
 All dimensions are in inches (millimeters) unless otherwise shown.

	Illinois Department of Transportation PASSED ENGINEER OF POLICE AND PROCEDURES APPROVED J. Bond January 1, 2015 ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED	1-1-97

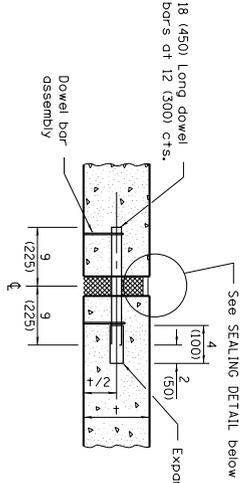
DATE	REVISIONS
1-1-15	Added opt. for mech. inserted tie bars, min. dvmt. thickness for keyed joints.
1-1-08	Switched units to English (metric).

PAVEMENT JOINTS
 (Sheet 1 of 2)
STANDARD 420001-08

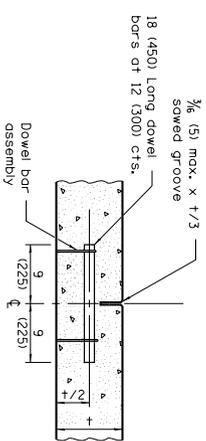


TRANSVERSE EXPANSION JOINT
(FOR PAVEMENTS WITH UNEQUAL THICKNESS)

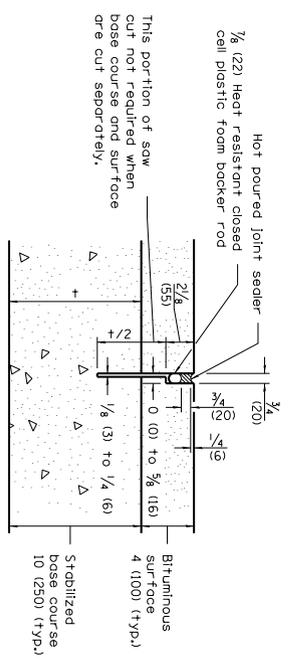
- Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the joint filler material has been installed.



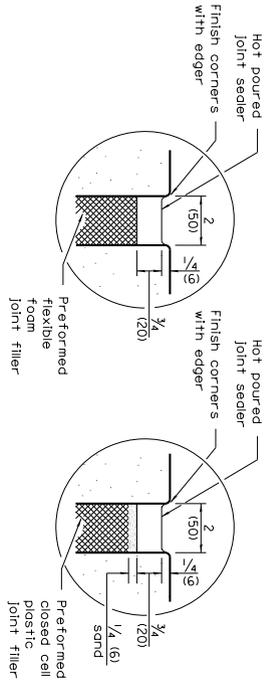
TRANSVERSE EXPANSION JOINT
(FOR PAVEMENTS WITH EQUAL THICKNESS)



TRANSVERSE CONTRACTION JOINT



TRANSVERSE CONTRACTION JOINT
(FOR CM, CFA AND LFA BASE COURSE MIXTURES)

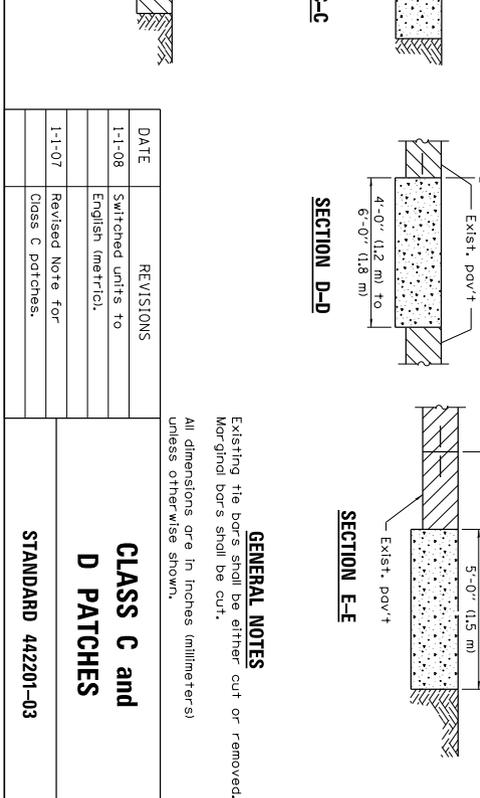
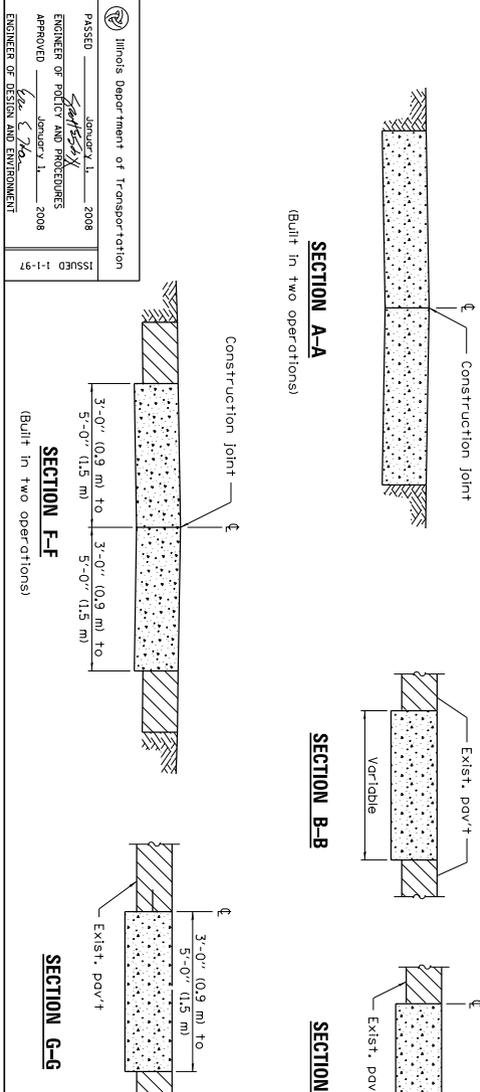
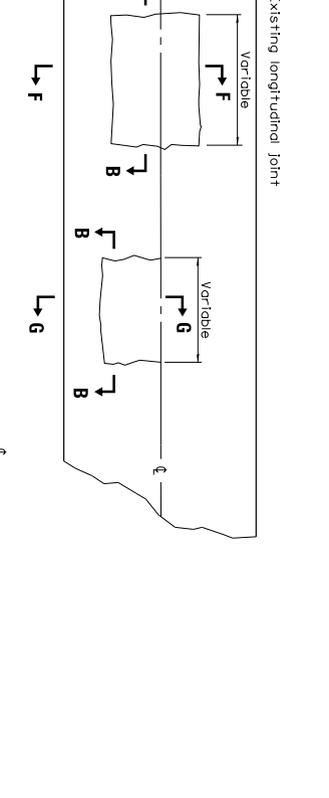
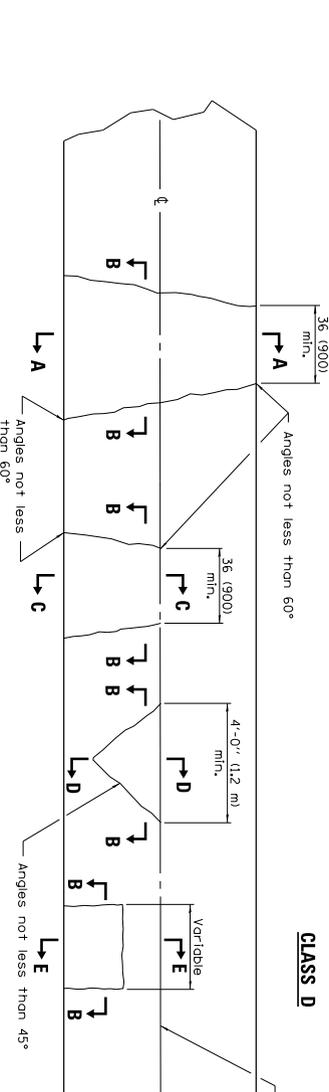
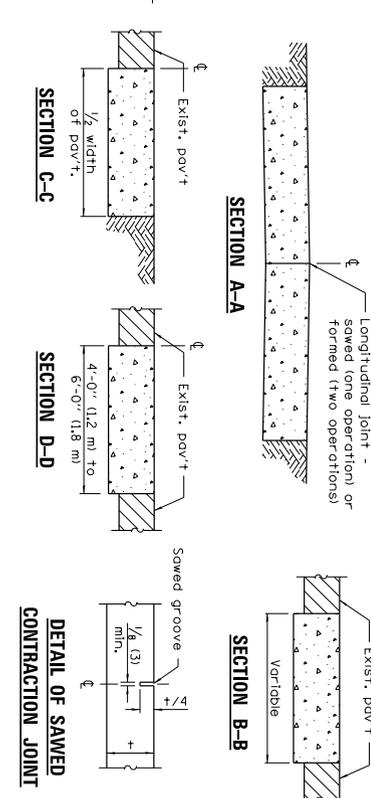
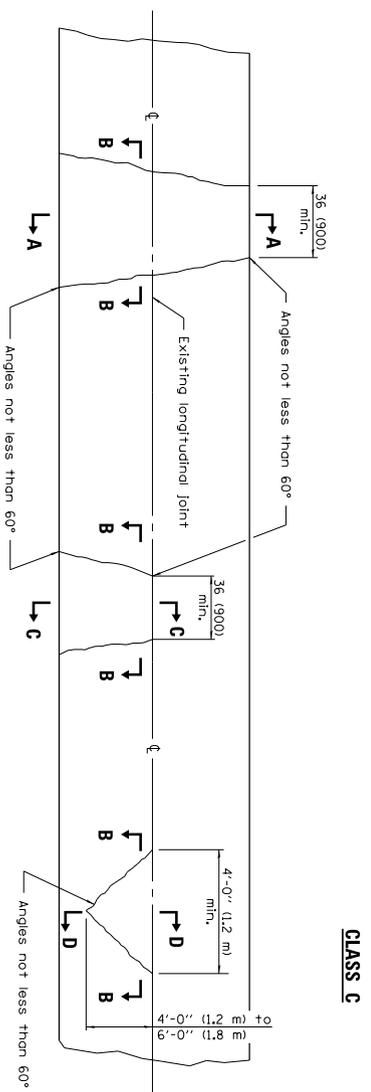


SEALING DETAIL

DOWEL BAR TABLE	
PAVEMENT THICKNESS	DOWEL BAR DIAMETER
8 (200) or greater	1/2 (38)
7 (175) thru 7.99 (199)	1/4 (32)
Less than 7 (175)	1 (25)

Illinois Department of Transportation
 PASSED: January 1, 2015
 ENGINEER OF POLICY AND PROCEDURES: Michael R. Bond
 APPROVED: January 1, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT: [Signature]

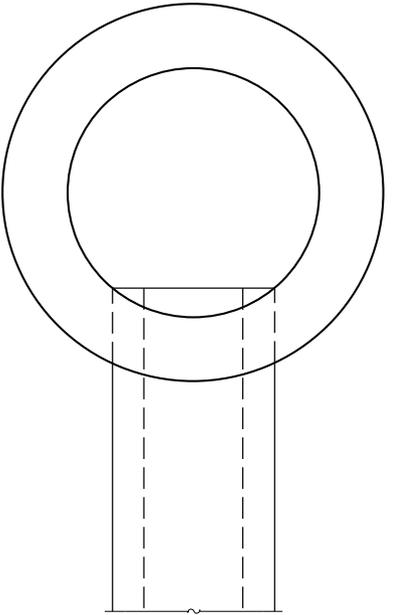
PAVEMENT JOINTS
 (Sheet 2 of 2)
 STANDARD 420001-08



Illinois Department of Transportation
 PASSED January 1, 2008
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED January 1, 2008
 ENGINEER OF DESIGN AND ENVIRONMENT

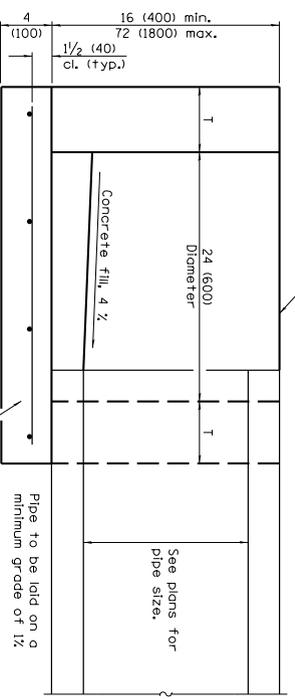
ISSUED 1-1-97

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

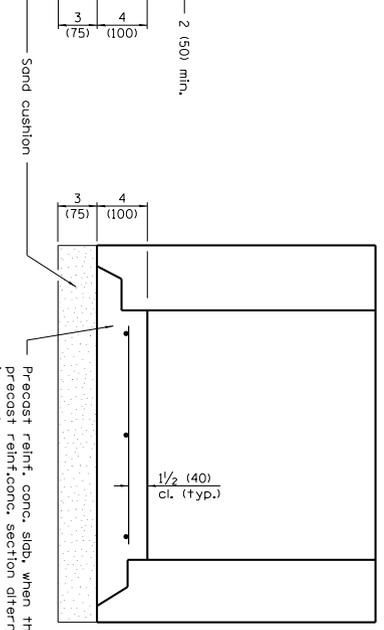
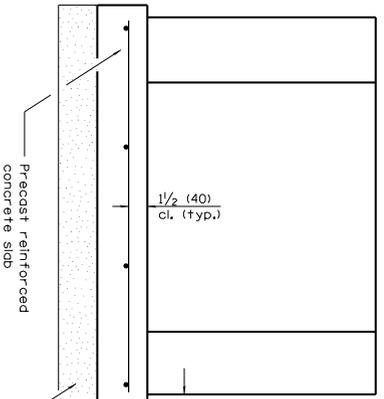


PLAN

ALTERNATE MATERIALS FOR WALLS	
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)



ELEVATION



ALTERNATE METHODS

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).
 Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.
 All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
 PASSED Michael Bond January 1, 2014
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED [Signature] January 1, 2014
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-97

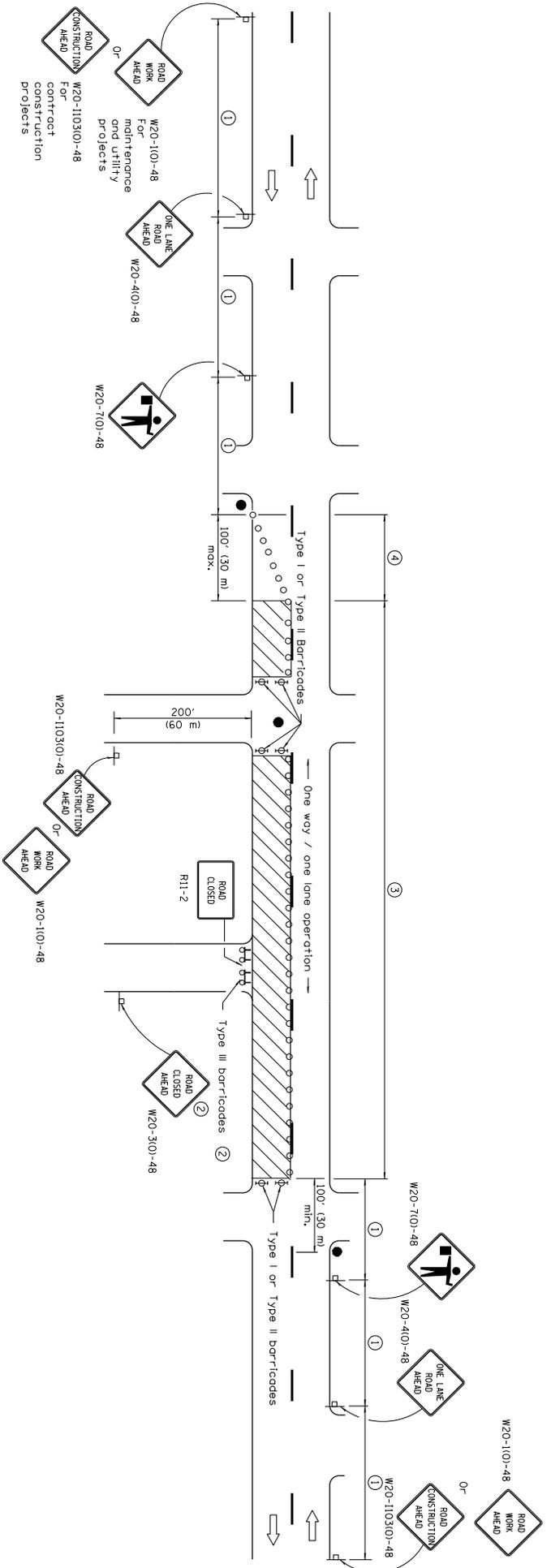
DATE	REVISIONS	
1-1-14	Increased height to 12 (1800) maximum.	<p align="center">INLET - TYPE A</p> <p align="center">STANDARD 602301-04</p>
1-1-11	Detailed reinf. in slabs. Added max. limit to height.	
	Added general notes.	

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
- Flogger 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' (73 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 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

APPROVED: *Michael D. Kelly* January 7, 2011
 ENGINEER OF SAFETY ENGINEERING

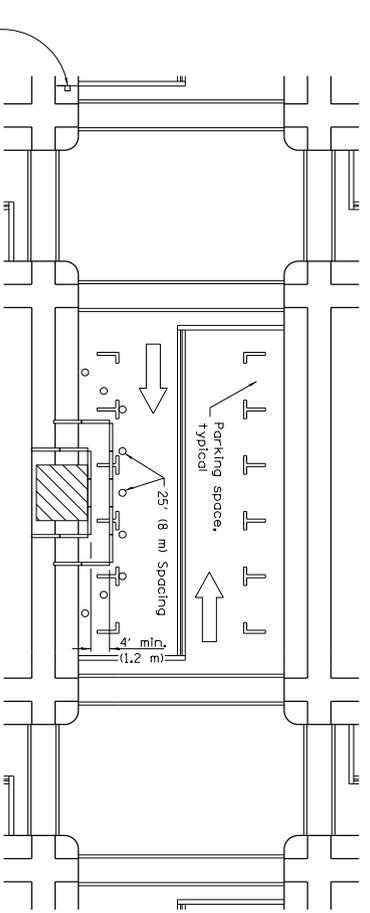
APPROVED: *Scott S. Kelly* January 1, 2011
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED: 1-1-97

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

**URBAN LANE CLOSURE,
2L, 2W, UNDIVIDED**

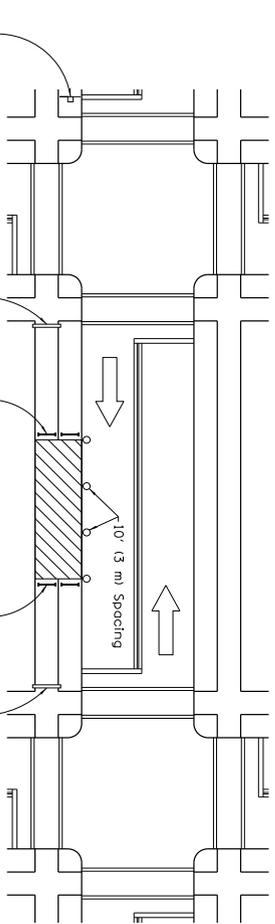
STANDARD 701501-06



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

① ROAD WORK AHEAD
 W20-110-48 for maintenance and utility projects

SIDEWALK DIVERSION



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

① ROAD WORK AHEAD
 W20-110-48 for maintenance and utility projects

USE OTHER SIDE
 SIDEWALK CLOSED
 R11-1102-2430

SIDEWALK CLOSED
 R11-1101-2418

USE OTHER SIDE
 SIDEWALK CLOSED
 R11-1102-2430

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.



Work area



Sign on portable or permanent support



Barricade or drum



Cone, drum or barricade



Type III barricade

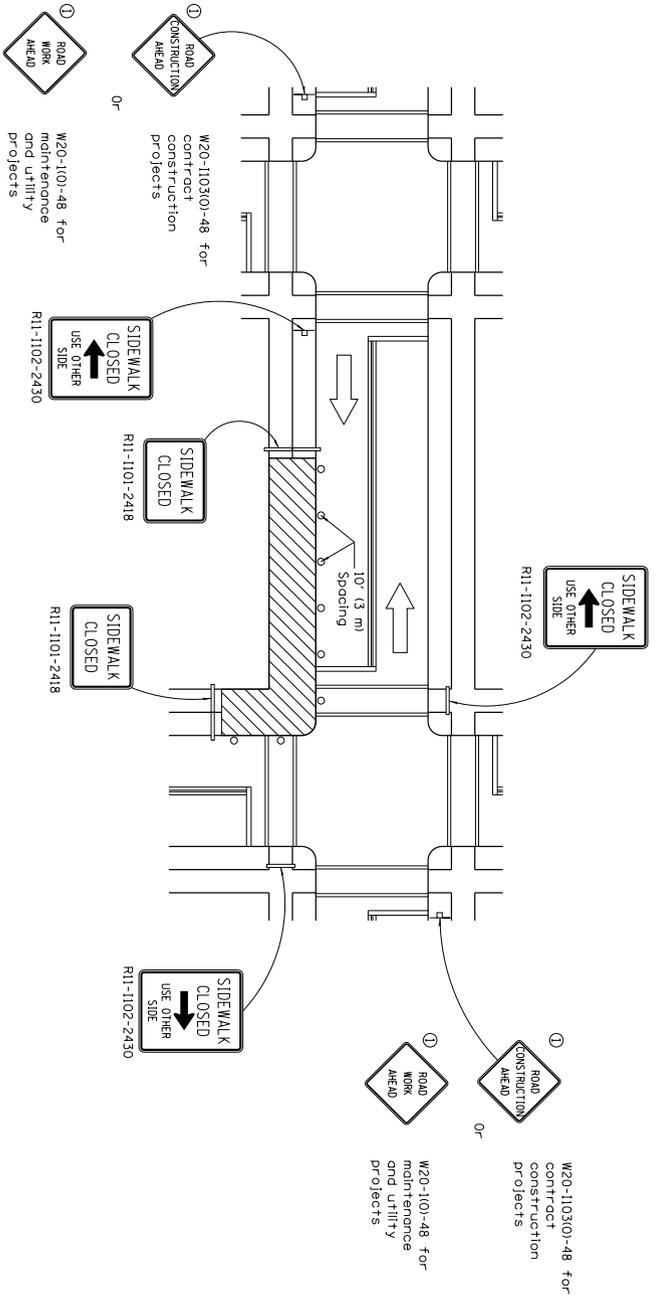


Detectable pedestrian channelizing barricade

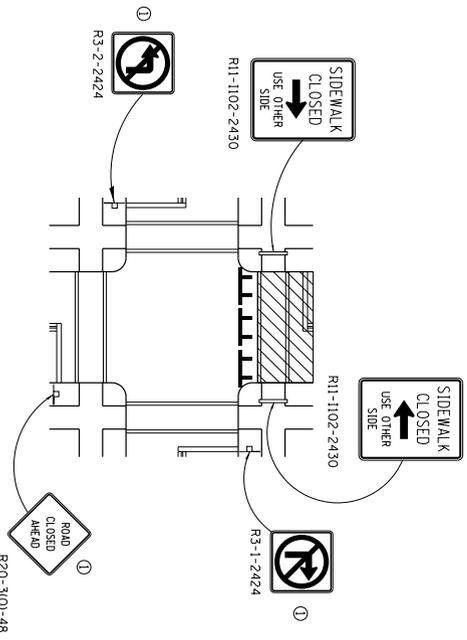
Illinois Department of Transportation APPROVED: April 11, 2016 ENGINEER OF SAFETY ENGINEERING: April 11, 2016 ENGINEER OF DESIGN AND ENVIRONMENT: April 11, 2016 ISSUED: 1-1-97

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

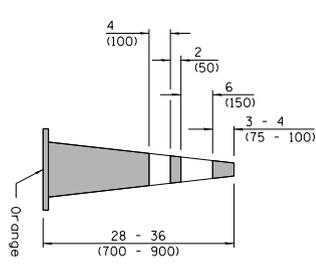
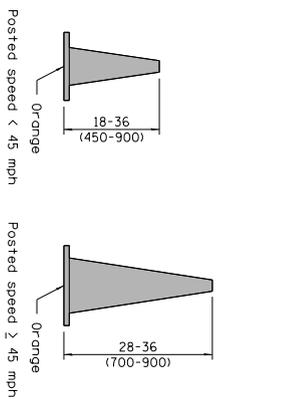


CORNER CLOSURE



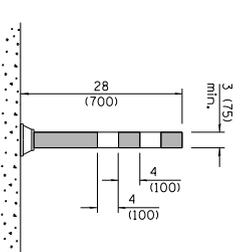
CROSSWALK CLOSURE

SIDEWALK, CORNER OR CROSSWALK CLOSURE

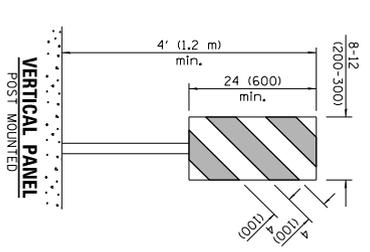


CONE FOR DAYTIME

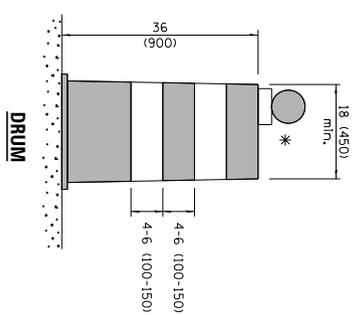
REFLECTORIZED CONE FOR NIGHTTIME



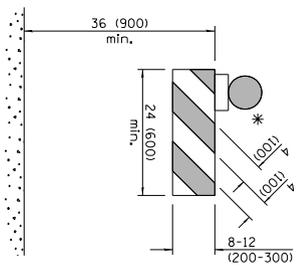
FLEXIBLE DELIMITATOR



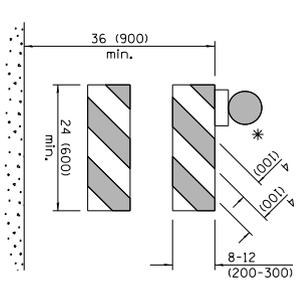
VERTICAL PANEL POST MOUNTED



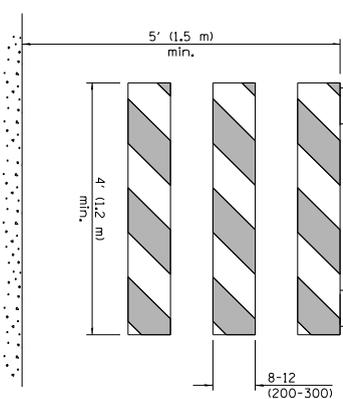
DRUM



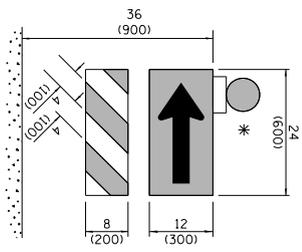
TYPE I BARRICADE



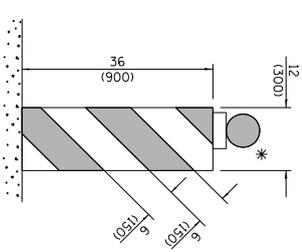
TYPE II BARRICADE



TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE

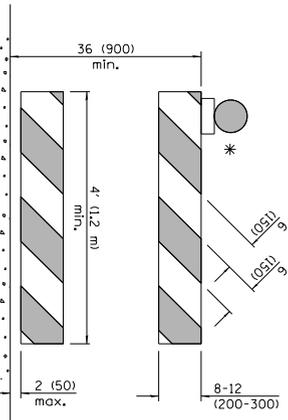


VERTICAL BARRICADE

* Warning lights (if required)

Illinois Department of Transportation

APPROVED April 1, 2016
 ENGINEER OF OPERATIONS
 APPROVED April 1, 2016
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-97



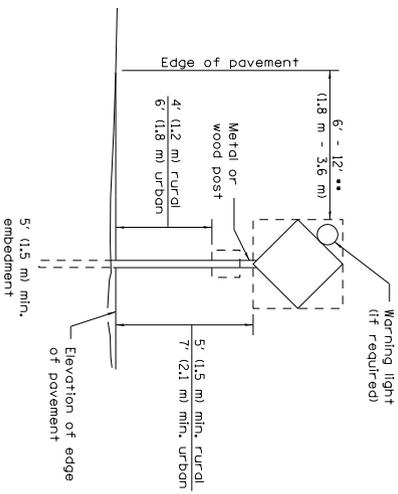
DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

DATE	REVISIONS
4-1-16	Add dims to barricades. Rev note for post mnt. signs.
1-1-15	Rev. cone dts. Add W12-1103. Revised two sign numbers on sheet 2. Added note reg. PHOTO ENFORCED plaque.

TRAFFIC CONTROL DEVICES

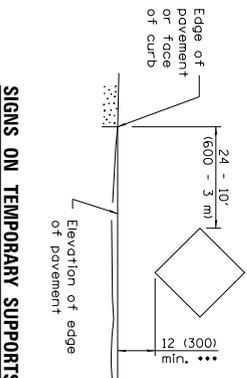
GENERAL NOTES
 All heights shown shall be measured above the pavement surface.
 All dimensions are in inches (millimeters) unless otherwise shown.

STANDARD 701901-05
 (Sheet 1 of 3)



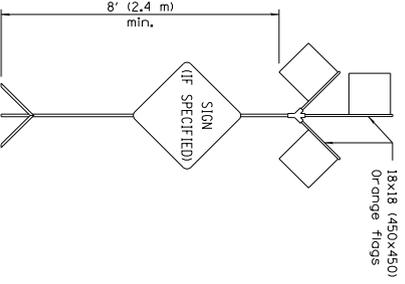
POST MOUNTED SIGNS

•• 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.

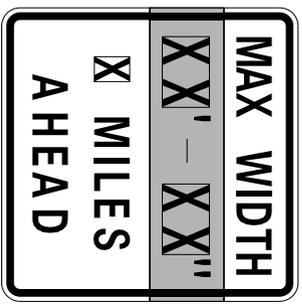


SIGNS ON TEMPORARY SUPPORTS

••• 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.



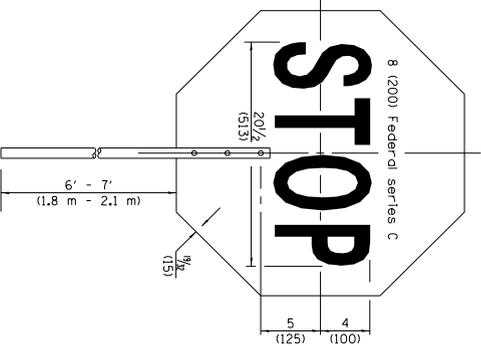
HIGH LEVEL WARNING DEVICE



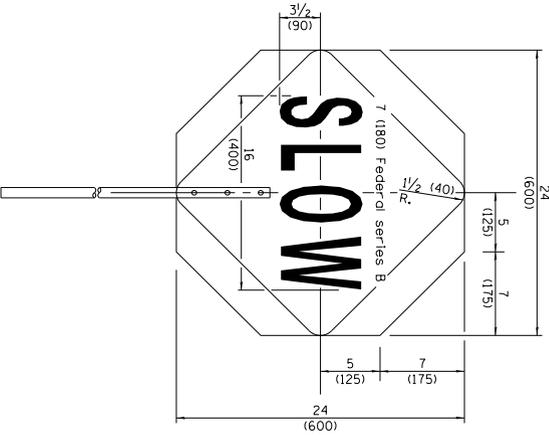
WIDTH RESTRICTION SIGN

XX'-XX" width and X miles or e variable.

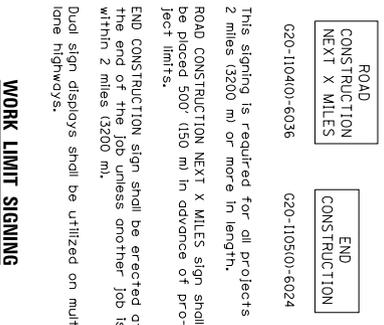
W12-1103-4848



FRONT SIDE



REVERSE SIDE



WORK LIMIT SIGNING

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 ZONE SPEED LIMIT	W21-1105(0)-3618
PHOTO ENFORCED	R2-1-3648
SXXX FINE MINIMUM	R2-1106p-3618
END WORK ZONE SPEED LIMIT	R10-1108p-3618

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

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

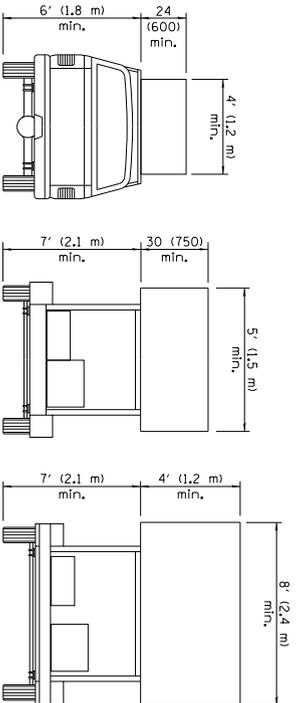
This sign shall be used when the above sign assembly is used.

TRAFFIC CONTROL DEVICES

STANDARD 701901-05

Illinois Department of Transportation
 APPROVED April 1, 2016
 ENGINEER OF OPERATIONS
 APPROVED April 1, 2016
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-97

FLAGGER TRAFFIC CONTROL SIGN

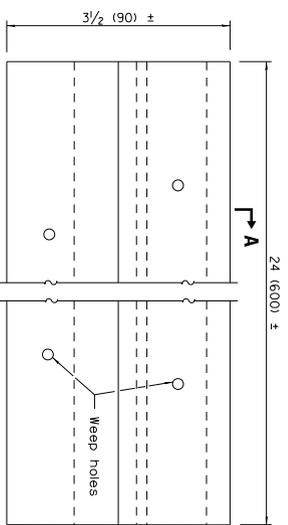


**TYPE A
ROOF
MOUNTED**

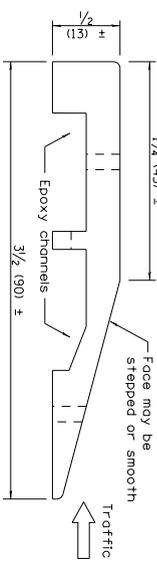
**TYPE B
ROOF OR TRAILER
MOUNTED**

**TYPE C
TRAILER
MOUNTED**

ARROW BOARDS

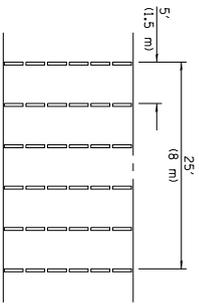
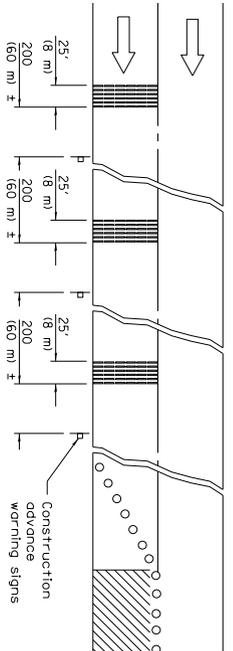


PLAN

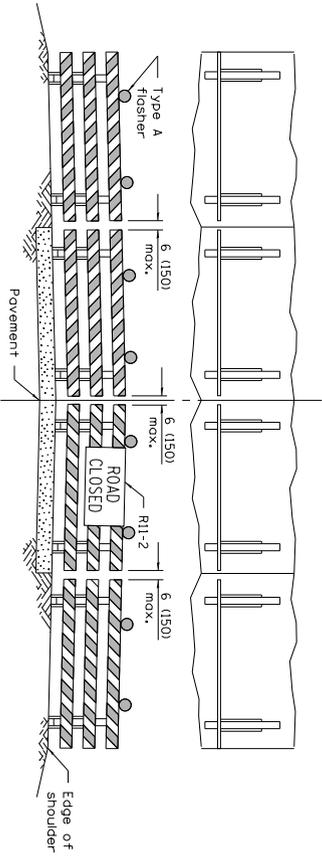


SECTION A-A

TEMPORARY RUMBLE STRIPS

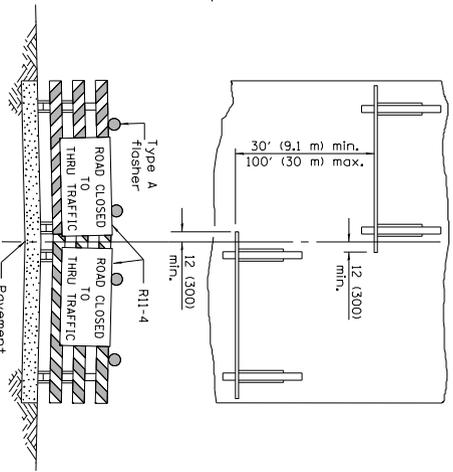


TYPICAL INSTALLATION



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.



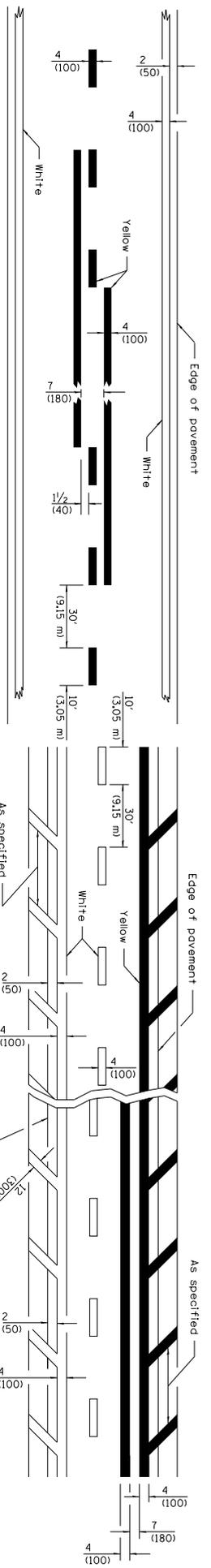
ROAD CLOSED TO THRU TRAFFIC

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 directly in front of the barricade.

**TYPICAL APPLICATIONS OF
TYPE III BARRICADES CLOSING A ROAD**

**TRAFFIC CONTROL
DEVICES**

Illinois Department of Transportation
 APPROVED: April 1, 2016
 ENGINEER OF OPERATIONS: *John Blum*
 APPROVED: April 1, 2016
 ENGINEER OF DESIGN AND ENVIRONMENT: *John Blum*
 ISSUED: 1-1-97



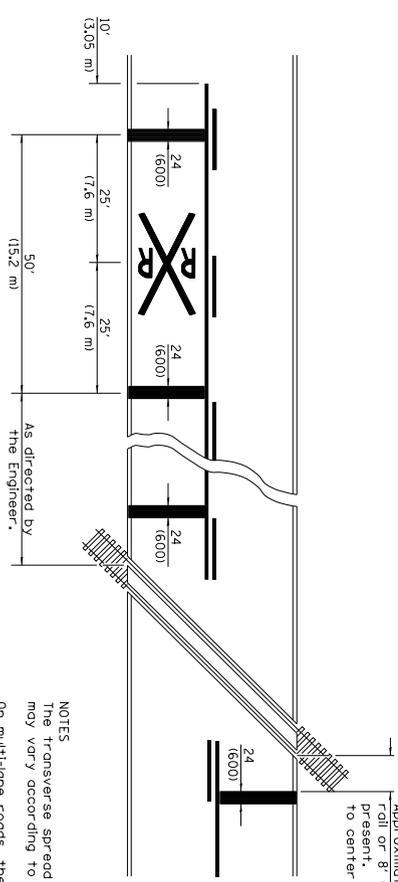
2 LANE

LANE AND EDGE LINES

DIVIDED

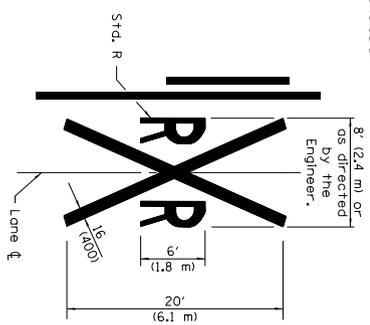
UNDIVIDED

MULTILANE



Approximately 15' (4.5 m) from nearest roll or 8' (2.4 m) back from gate, if present. Stop line placed perpendicular to center line.

NOTES
 The transverse spread of the "X" may vary according to lane width.
 On multi-lane roads, the stop lines shall extend across all approach lanes and separate RRR symbols shall be placed adjacent to each other in each lane.
 When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table 2C-4, Condition B of the MUTCD.



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

Illinois Department of Transportation

APPROVED	January 1, 2015	ISSUED	1-1-97
ENGINEER OF OPERATIONS	<i>John M. [Signature]</i>		
ENGINEER OF DESIGN AND ENVIRONMENT	January 1, 2015		

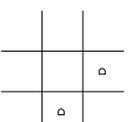
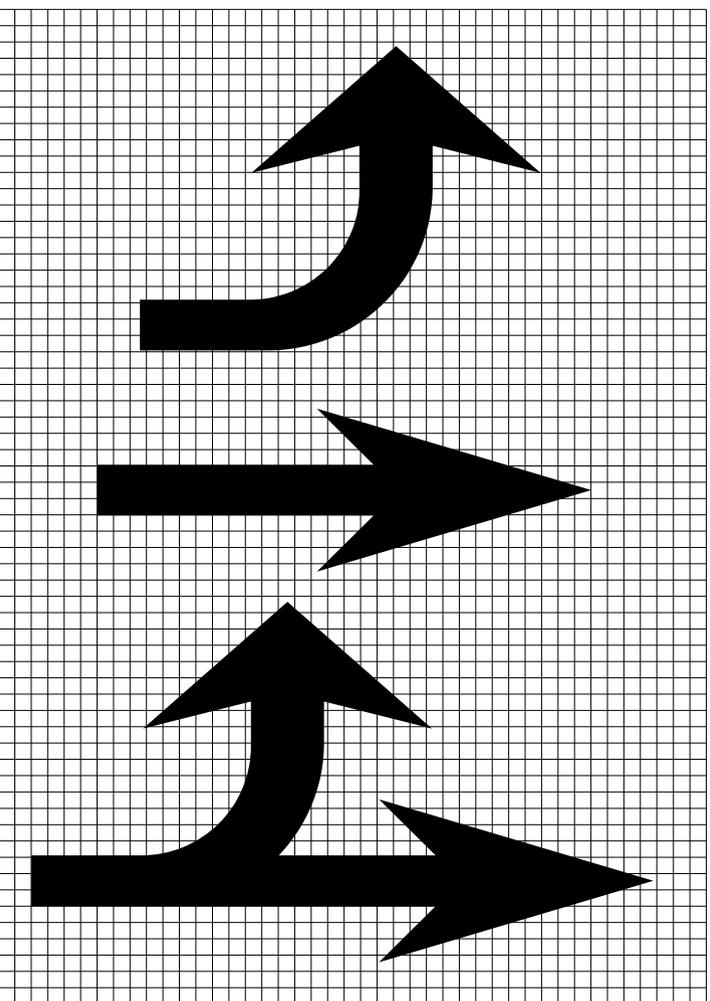
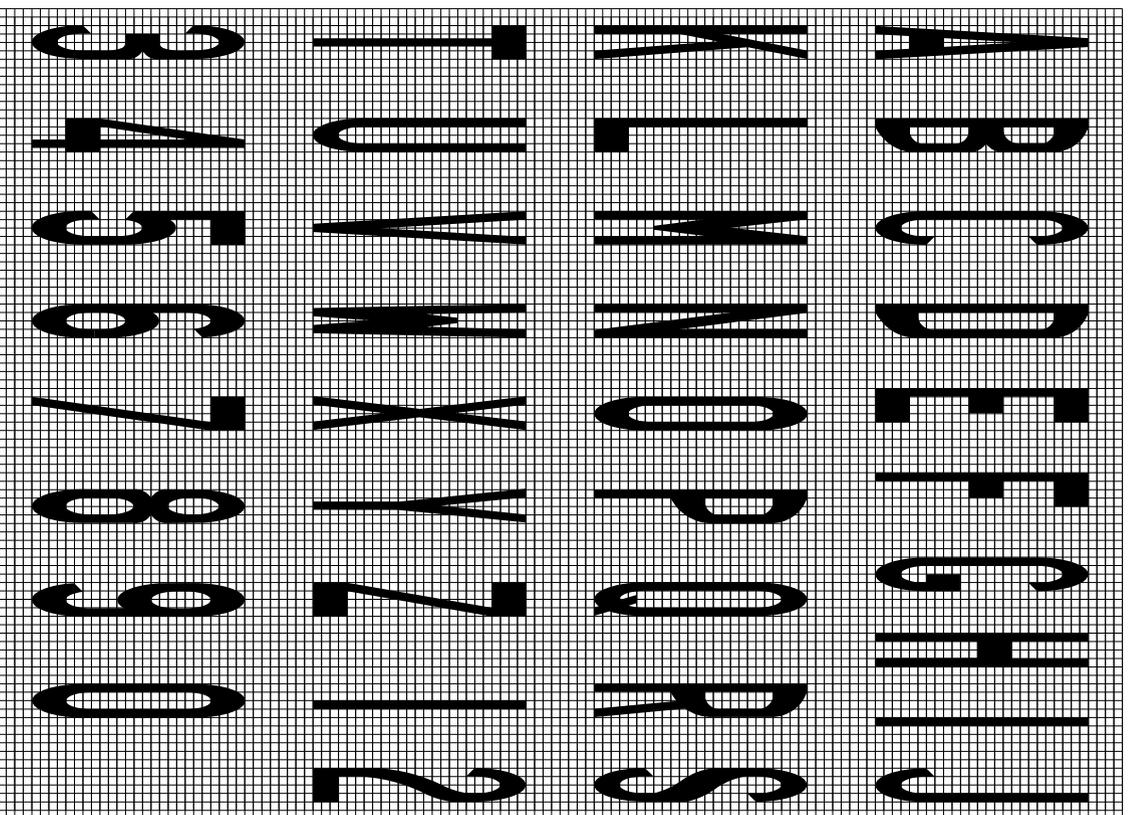
DATE	REVISIONS
1-1-15	Added symbols. Revised
	bike symbol. Revised note for stop line at RR crossing.
1-1-14	Added bike symbol. Renamed 'LANE DROP ARROW' detail to 'LANE-REDUCTION ARROW'.

TYPICAL PAVEMENT MARKINGS

STANDARD 780001-05

(Sheet 1 of 3)

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



Legend Height	Arrow Size	d
6' (1.8 m)	Small	2.9 (74)
8' (2.4 m)	Large	3.8 (96)

The space between adjacent letters or numerals should be approximately 3 (75) for 6' (1.8 m) legend and 4 (100) for 8' (2.4 m) legend.

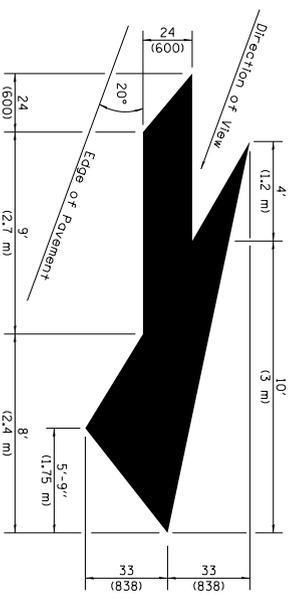
LETTER AND ARROW GRID SCALE

Illinois Department of Transportation
 APPROVED *John Miller* January 1, 2015
 ENGINEER OF OPERATIONS
 APPROVED *John Miller* January 1, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-97

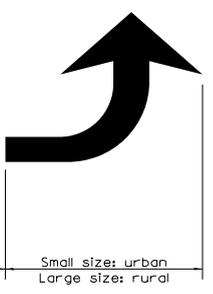
TYPICAL PAVEMENT MARKINGS

STANDARD 780001-05

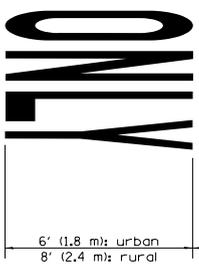
(Sheet 2 of 3)



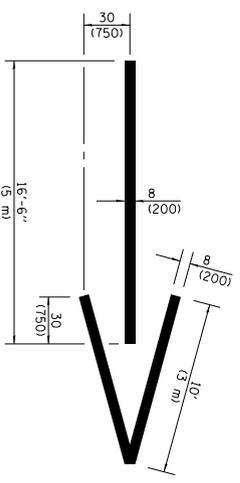
LANE-REDUCTION ARROW
 Right lane-reduction arrow shown.
 Use mirror image for left lane.



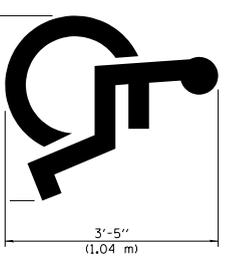
20' (6 m); urban
 50' (15 m); rural
 (Between arrow
 and word or
 between words)



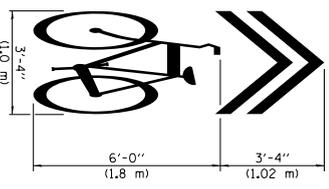
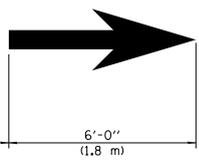
WORD AND ARROW LAYOUT



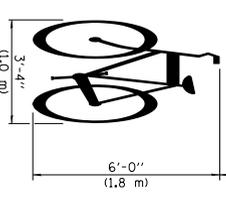
WRONG WAY ARROW



INTERNATIONAL SYMBOL OF ACCESSIBILITY



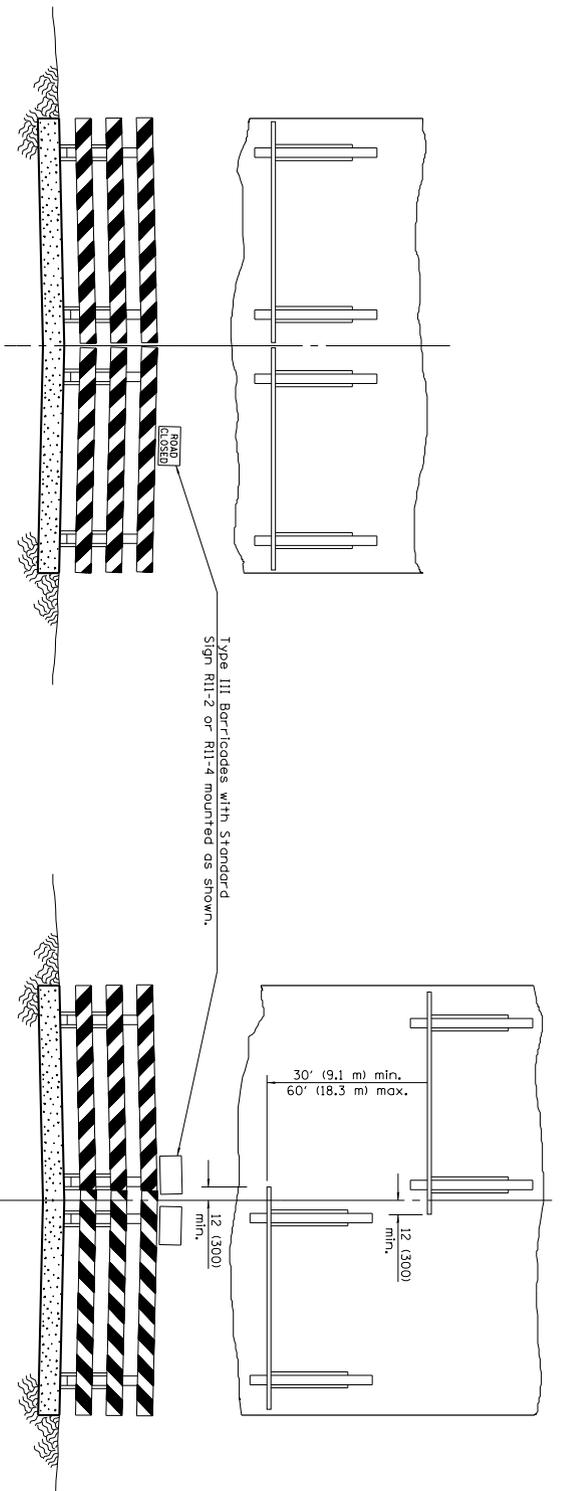
SHARED LANE SYMBOL



BIKE SYMBOL
 (Arrow is optional.)

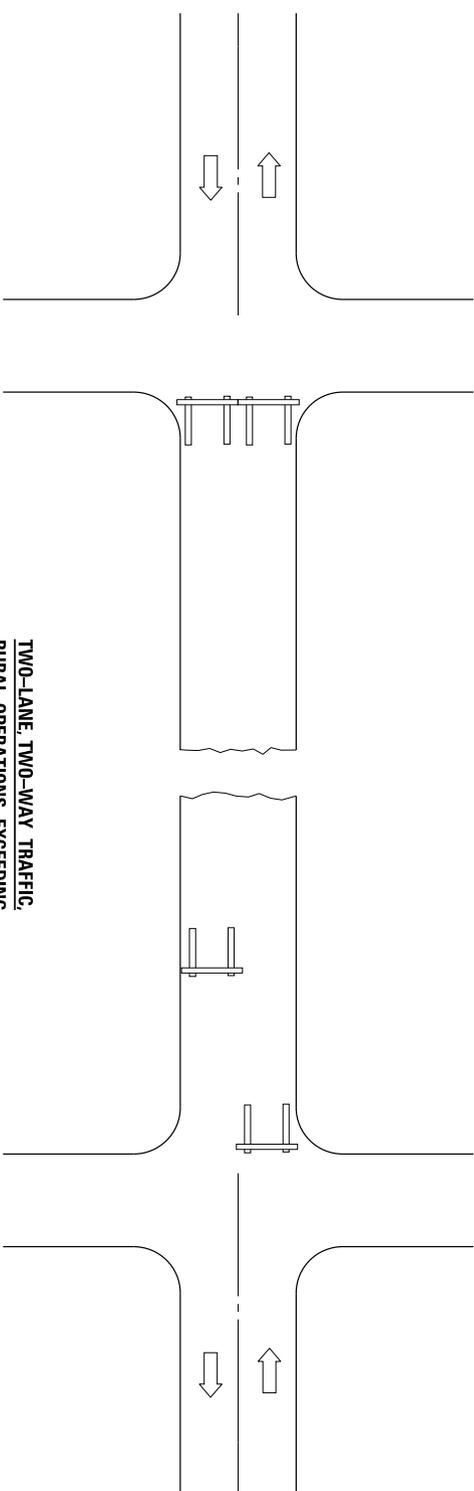
Illinois Department of Transportation
 APPROVED January 1, 2015
 ENGINEER OF OPERATIONS *John M. Blum*
 APPROVED January 1, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT *John M. Blum*
 ISSUED 1-1-97

TYPICAL PAVEMENT MARKINGS
 STANDARD 780001-05
 (Sheet 3 of 3)



Resident traffic and day labor forces equipment to use road shoulder for passing barricade.

Use when shoulders are too narrow for passage of traffic.



**TWO-LANE, TWO-WAY TRAFFIC,
RURAL OPERATIONS EXCEEDING
ONE DAYLIGHT PERIOD**

GENERAL NOTES

Type III barricades to be width of pavement only. Reflectorized striping shall appear on both sides of barricades. Barricades shall be positioned so that stripes slope downward toward the side on which traffic is to pass. Although not shown, advance warning signs with minimum dimensions of 36x36 (900x900) and black legends on orange reflectorized backgrounds shall be utilized where needed. This case is for use on rural local roads where the local authority considers this protection to be appropriate for the specific job conditions. All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
 APPROVED: *John J. Jandura, Jr.* 2009
 ENGINEER OF LOCAL ROADS AND STREETS
 APPROVED: *John S. Jandura, Jr.* 2009
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED: 1-1-97

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-98	Rev. "RI-1" to "RI-4".
	Rev. 4th General Note.

**TRAFFIC CONTROL DEVICES -
DAY LABOR CONSTRUCTION**

STANDARD B.L.R. 17-4

Kendall County Prevailing Wage for July 2015

(See explanation of column headings at bottom of wages)

Trade Name	RG	TYP	C	Base	FRMAN	M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng
=====	==	===	=	=====	=====	=====	===	===	=====	=====	=====	=====
ASBESTOS ABT-GEN		ALL		39.400	39.950	1.5	1.5	2.0	13.42	11.28	0.000	0.500
ASBESTOS ABT-MEC		BLD		36.340	38.840	1.5	1.5	2.0	11.47	10.96	0.000	0.720
BOILERMAKER		BLD		47.070	51.300	2.0	2.0	2.0	6.970	18.13	0.000	0.400
BRICK MASON		BLD		43.780	48.160	1.5	1.5	2.0	10.05	14.43	0.000	1.030
CARPENTER		ALL		44.350	46.350	1.5	1.5	2.0	11.79	16.40	0.000	0.630
CEMENT MASON		ALL		43.000	45.000	2.0	1.5	2.0	10.00	18.27	0.000	0.500
CERAMIC TILE FNSHER		BLD		36.810	0.000	1.5	1.5	2.0	10.55	9.230	0.000	0.770
COMMUNICATION TECH		BLD		38.620	40.720	1.5	1.5	2.0	10.19	10.81	0.000	1.350
ELECTRIC PWR EQMT OP		ALL		37.890	51.480	1.5	1.5	2.0	5.000	11.75	0.000	0.380
ELECTRIC PWR EQMT OP		HWY		39.220	53.290	1.5	1.5	2.0	5.000	12.17	0.000	0.390
ELECTRIC PWR GRNDMAN		ALL		29.300	51.480	1.5	1.5	2.0	5.000	9.090	0.000	0.290
ELECTRIC PWR GRNDMAN		HWY		30.330	53.290	1.5	1.5	2.0	5.000	9.400	0.000	0.300
ELECTRIC PWR LINEMAN		ALL		45.360	51.480	1.5	1.5	2.0	5.000	14.06	0.000	0.450
ELECTRIC PWR LINEMAN		HWY		46.950	53.290	1.5	1.5	2.0	5.000	14.56	0.000	0.470
ELECTRIC PWR TRK DRV		ALL		30.340	51.480	1.5	1.5	2.0	5.000	9.400	0.000	0.300
ELECTRIC PWR TRK DRV		HWY		31.400	53.290	1.5	1.5	2.0	5.000	9.730	0.000	0.310
ELECTRICIAN		BLD		45.950	50.550	1.5	1.5	2.0	10.57	12.87	0.000	1.610
ELEVATOR CONSTRUCTOR		BLD		50.800	57.150	2.0	2.0	2.0	13.57	14.21	4.060	0.600
FENCE ERECTOR		ALL		45.060	48.660	2.0	2.0	2.0	10.52	20.76	0.000	0.700
GLAZIER		BLD		40.500	42.000	1.5	2.0	2.0	13.14	16.99	0.000	0.940
HT/FROST INSULATOR		BLD		48.450	50.950	1.5	1.5	2.0	11.47	12.16	0.000	0.720
IRON WORKER		ALL		45.060	48.660	2.0	2.0	2.0	10.52	20.76	0.000	0.700
LABORER		ALL		39.200	39.950	1.5	1.5	2.0	13.42	11.28	0.000	0.500
LATHER		ALL		42.520	44.520	1.5	1.5	2.0	13.29	12.76	0.000	0.630
MACHINIST		BLD		45.350	47.850	1.5	1.5	2.0	7.260	8.950	1.850	0.000
MARBLE FINISHERS		ALL		32.400	34.320	1.5	1.5	2.0	10.05	13.75	0.000	0.620
MARBLE MASON		BLD		43.030	47.330	1.5	1.5	2.0	10.05	14.10	0.000	0.780
MATERIAL TESTER I		ALL		29.200	0.000	1.5	1.5	2.0	13.42	11.28	0.000	0.500
MATERIALS TESTER II		ALL		34.200	0.000	1.5	1.5	2.0	13.42	11.28	0.000	0.500
MILLWRIGHT		ALL		44.350	46.350	1.5	1.5	2.0	11.79	16.40	0.000	0.630
OPERATING ENGINEER		BLD	1	48.100	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250
OPERATING ENGINEER		BLD	2	46.800	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250
OPERATING ENGINEER		BLD	3	44.250	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250
OPERATING ENGINEER		BLD	4	42.500	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250
OPERATING ENGINEER		BLD	5	51.850	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250
OPERATING ENGINEER		BLD	6	49.100	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250
OPERATING ENGINEER		BLD	7	51.100	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250
OPERATING ENGINEER		FLT		36.000	36.000	1.5	1.5	2.0	17.10	11.80	1.900	1.250
OPERATING ENGINEER		HWY	1	46.300	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250
OPERATING ENGINEER		HWY	2	45.750	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250
OPERATING ENGINEER		HWY	3	43.700	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250
OPERATING ENGINEER		HWY	4	42.300	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250
OPERATING ENGINEER		HWY	5	41.100	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250
OPERATING ENGINEER		HWY	6	49.300	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250
OPERATING ENGINEER		HWY	7	47.300	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250
ORNAMNTL IRON WORKER		ALL		45.060	48.660	2.0	2.0	2.0	10.52	20.76	0.000	0.700
PAINTER		ALL		41.730	43.730	1.5	1.5	1.5	10.30	8.200	0.000	1.350
PAINTER SIGNS		BLD		33.920	38.090	1.5	1.5	1.5	2.600	2.710	0.000	0.000
PILEDRIVER		ALL		44.350	46.350	1.5	1.5	2.0	11.79	16.40	0.000	0.630
PIPEFITTER		BLD		46.000	49.000	1.5	1.5	2.0	9.000	15.85	0.000	1.780
PLASTERER		BLD		43.430	46.040	1.5	1.5	2.0	13.05	14.43	0.000	1.020
PLUMBER		BLD		46.650	48.650	1.5	1.5	2.0	13.18	11.46	0.000	0.880
ROOFER		BLD		41.000	43.100	1.5	1.5	2.0	8.280	10.54	0.000	0.530
SHEETMETAL WORKER		BLD		44.720	46.720	1.5	1.5	2.0	10.65	13.31	0.000	0.820
SPRINKLER FITTER		BLD		49.200	51.200	1.5	1.5	2.0	11.75	9.650	0.000	0.550

STEEL ERECTOR	ALL	45.060	48.660	2.0	2.0	2.0	10.52	20.76	0.000	0.700
STONE MASON	BLD	43.780	48.160	1.5	1.5	2.0	10.05	14.43	0.000	1.030
SURVEY WORKER	-->NOT IN EFFECT	ALL	37.000	37.750	1.5	1.5	2.0	12.97	9.930	0.000 0.500
TERRAZZO FINISHER	BLD	38.040	0.000	1.5	1.5	2.0	10.55	11.22	0.000	0.720
TERRAZZO MASON	BLD	41.880	44.880	1.5	1.5	2.0	10.55	12.51	0.000	0.940
TILE MASON	BLD	43.840	47.840	1.5	1.5	2.0	10.55	11.40	0.000	0.990
TRUCK DRIVER	ALL 1	35.650	36.200	1.5	1.5	2.0	7.250	6.319	0.000	0.250
TRUCK DRIVER	ALL 2	35.800	36.200	1.5	1.5	2.0	7.250	6.319	0.000	0.250
TRUCK DRIVER	ALL 3	36.000	36.200	1.5	1.5	2.0	7.250	6.319	0.000	0.250
TRUCK DRIVER	ALL 4	36.200	36.200	1.5	1.5	2.0	7.250	6.319	0.000	0.250
TUCKPOINTER	BLD	43.800	44.800	1.5	1.5	2.0	8.280	13.49	0.000	0.670

Legend: RG (Region)

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

C (Class)

Base (Base Wage Rate)

FRMAN (Foreman Rate)

M-F>8 (OT required for any hour greater than 8 worked each day, Mon through Fri.

OSA (Overtime (OT) is required for every hour worked on Saturday)

OSH (Overtime is required for every hour worked on Sunday and Holidays)

H/W (Health & Welfare Insurance)

Pensn (Pension)

Vac (Vacation)

Trng (Training)

Explanations

KENDALL 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

Construction, installation, maintenance and removal of telecommunication facilities (voice, sound, data and video), telephone, security, and data inside wire, interconnect, terminal equipment, central offices, PABX and equipment, micro waves, V-SAT, bypass, CATV, WAN (wide area network), LAN (local area networks), and ISDN (integrated system digital network), pulling of wire in raceways, but not the installation of raceways.

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; Welder.

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 ENGINEERS - FLOATING

Diver. Diver Wet Tender, Diver Tender, ROV Pilot, ROV Tender

SURVEY WORKER - Operated survey equipment including data collectors, G.P.S. and robotic instruments, as well as conventional levels and transits.

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 yards; 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".