



Illinois Department of Transportation

Local Public Agency Formal Contract Proposal

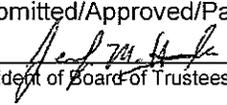
PROPOSAL SUBMITTED BY		
Contractor's Name		
Street	P.O. Box	
City	State	Zip Code

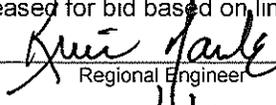
STATE OF ILLINOIS
 COUNTY OF KENDALL
VILLAGE OF OSWEGO
 (Name of City, Village, Town or Road District)

FOR THE IMPROVEMENT OF
 STREET NAME OR ROUTE NO. VARIOUS(2019 RESURFACING PGM)
 SECTION NO. 19-00000-00-GM
 TYPES OF FUNDS MFT

SPECIFICATIONS (required)

PLANS (required)

For Municipal Projects	
Submitted/Approved/Passed	
	
<input type="checkbox"/> Mayor	<input type="checkbox"/> President of Board of Trustees
<input checked="" type="checkbox"/> Municipal Official	
Date	<u>5/2/19</u>

Department of Transportation	
<input checked="" type="checkbox"/> Released for bid based on limited review	
	
Regional Engineer	
Date	<u>5/6/19</u>

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

VILLAGE OF OSWEGO, ILLINOIS
2019 RESURFACING PROGRAM
SECTION NUMBER: 19-00000-00-GM

TABLE OF CONTENTS

Part 1 – Legal and Procedural Documents

Local Public Agency Formal Contract Proposal (BLR 12220)
Local Agency Proposal Bid Bond (BLR 12230)
Apprenticeship or Training Program Certification (BLR12325)
Affidavit of Illinois Business Office (BLR 12326)
Affidavit of Availability (BC 57)

Part 2 – Contract Special Provisions

Index for Supplemental Specifications and Recurring Special Provisions
Check Sheet for Recurring Special Provisions
Check Sheet for Recurring Local Roads and Streets Special Provisions

Special Provisions

Local Roads Special Provisions

BDE Special Provisions Check Sheet
BDE Special Provisions

Kendall County Prevailing Wages, latest edition

Part 3 – Plans

Location Map
General Notes
Schedule of Quantities
Typical Sections
Construction Details
IDOT Highway Standards
IDOT District 3 Details

RETURN WITH BID

NOTICE TO BIDDERS

County KENDALL
Local Public Agency OSWEGO
Section Number 19-00000-00-GM
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 May 21, 2019

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 May 21, 2019

DESCRIPTION OF WORK

Name Village of Oswego 2019 Resurfacing Program Length: 12100.00 feet (2.29 miles)
Location Various Streets
Proposed Improvement consists of resurfacing with hot-mix asphalt surface course, polymerized leveling binder, curb and gutter removal and replacement, sidewalk removal and replacement.

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

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 OSWEGO
Section Number 19-00000-00-GM
Route VARIOUS

1. Proposal of _____

for the improvement of the above section by the construction of _____ consists of resurfacing with hot-mix asphalt surface course,
polymerized leveling binder, curb and gutter removal and replacement, sidewalk removal
and replacement.

a total distance of 12100.00 feet, of which a distance of 12100.00 feet, (2.292 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 08/09/2019
unless additional time is granted in accordance with the specifications.

6. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and
Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this
proposal is either a bid bond if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the
specifications, made payable to:

Village _____ 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 N/A _____.

8. The successful bidder at the time of execution of the contract will be required to deposit a contract bond for the full
amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this
proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed
that the Bid Bond or check shall be forfeited to the Awarding Authority.

9. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the
product of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will
be divided by the quantity in order to establish a unit price.

10. A bid will be declared unacceptable if neither a unit price nor a total price is shown.

11. The undersigned submits herewith the schedule of prices on BLR 12200a covering the work to be performed under this
contract.

12. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on
BLR 12200a, the work shall be in accordance with the requirements of each individual proposal for the multiple bid
specified in the Schedule for Multiple Bids below.

RETURN WITH BID



**Illinois Department
of Transportation**

SCHEDULE OF PRICES

A bid will be declared unacceptable if neither a unit price nor total price is shown,

County KENDALL
 Local Public Agency OSWEGO
 Section 19-00000-00-GM
 Route VARIOUS

Schedule for Multiple Bids

Combination Letter	Sections Included in Combinations	Total

Schedule for Single Bid

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

Bidder's Proposal for making Entire Improvements	
--	--

Item No.	Items	Unit	Quantity	Unit Price	Total
1	BITUMINOUS MATERIALS (TACK COAT)	POUND	26,070		
2	POLYMERIZED LEVELING BINDER (M.M.), IL-4.75, N50	TON	2,290		
3	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	4,580		
4	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	38,610		
5	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT	SQ YD	161		
6	PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AND REPLACEMENT, 5 INCH	SQ FT	5,760		
7	DETECTABLE WARNINGS	SQ FT	1,440		
8	CLASS D PATCHES, 4 INCH	SQ YD	195		
9	HOT-MIX ASPHALT SURFACE REMOVAL AND REPLACEMENT	SQ YD	1,785		
10	COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT	FOOT	1,201		
11	DRAINAGE AND UTILITY STRUCTURES TO BE ADJUSTED	EACH	40		
12	SEEDING (COMPLETE)	SQ YD	921		
13	THERMOPLASTIC PAVEMENT MARKING, LINE 4"	FOOT	100		
14	THERMOPLASTIC PAVEMENT MARKING, LINE 6"	FOOT	150		
15	THERMOPLASTIC PAVEMENT MARKING, LINE 12"	FOOT	144		
16	TRAFFIC CONTROL AND PROTECTION	L SUM	1		

RETURN WITH BID

CONTRACTOR CERTIFICATIONS

County	<u>KENDALL</u>
Local Public Agency	<u>OSWEGO</u>
Section Number	<u>19-00000-00-GM</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.

1. **Debt Delinquency.** The bidder or contractor or subcontractor, respectively, certifies that it is not delinquent in the payment of any tax administered by the Department of Revenue unless the individual or other entity is contesting, in accordance with the 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.

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

A violation of Section 33E-3 would be represented by a conviction of the crime of bid-rigging which, in addition to Class 3 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be barred for 5 years from the date of conviction from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation 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.

3. **Bribery.** The bidder or contractor or subcontractor, respectively, certifies that it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois or any unit of local government, nor has the firm made an admission of guilt of such conduct which is a matter 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.

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

RETURN WITH BID

SIGNATURES

County KENDALL
Local Public Agency OSWEGO
Section Number 19-00000-00-GM
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 19-00000-00-GM

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 19-00000-00-GM

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 subcontracted 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 19-00000-00-GM
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 January 1, 2019

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

ERRATA Standard Specifications for Road and Bridge Construction
(Adopted 4-1-16) (Revised 1-1-19)

SUPPLEMENTAL SPECIFICATIONS

<u>Std. Spec. Sec.</u>	<u>Page No.</u>
106 Control of Materials	1
107 Legal Regulations and Responsibility to Public	2
403 Bituminous Surface Treatment (Class A-1, A-2, A-3)	3
404 Micro-Surfacing and Slurry Sealing	4
405 Cape Seal	15
406 Hot-Mix Asphalt Binder and Surface Course	25
420 Portland Cement Concrete Pavement	26
424 Portland Cement Concrete Sidewalk	28
442 Pavement Patching	29
502 Excavation for Structures	30
503 Concrete Structures	32
504 Precast Concrete Structures	35
542 Pipe Culverts	36
586 Sand Backfill for Vaulted Abutments	37
602 Catch Basin, Manhole, Inlet, Drainage Structure, and Valve Vault Construction, Adjustment, and Reconstruction	39
630 Steel Plate Beam Guardrail	40
631 Traffic Barrier Terminals	43
670 Engineer's Field Office and Laboratory	44
701 Work Zone Traffic Control and Protection	45
704 Temporary Concrete Barrier	46
780 Pavement Striping	48
781 Raised Reflective Pavement Markers	49
888 Pedestrian Push-Button	50
1001 Cement	51
1003 Fine Aggregates	52
1004 Coarse Aggregates	53
1006 Metals	56
1020 Portland Cement Concrete	58
1043 Adjusting Rings	60
1050 Poured Joint Sealers	62
1069 Pole and Tower	64
1077 Post and Foundation	65
1096 Pavement Markers	66
1101 General Equipment	67

1102	Hot-Mix Asphalt Equipment	68
1103	Portland Cement Concrete Equipment	70
1105	Pavement Marking Equipment	72
1106	Work Zone Traffic Control Devices	74



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

Recurring Special Provisions

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

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

Local Roads And Streets Recurring Special Provisions

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



Local Public Agency	County	Section Number
Village of Oswego	Kendall	19-00000-00-GM

The following Special Provision supplement the "Standard Specifications for Road and Bridge Construction", adopted

April 1, 2016

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

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, hot-mix asphalt surface removal, hot-mix asphalt surface course, leveling binder, 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 12,100 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 August 9, 2019; 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.

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 or reduction in asphalt thickness up to a half inch (1/2").

MOBILIZATION

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

Village of Oswego

Kendall

19-00000-00-GM

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

Special Provisions

Maintenance of Roadways

Construction and Maintenance Signs (LR 702)

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.

Village of Oswego

Kendall

19-00000-00-GM

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.

HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT

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

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

The grindings generated shall become the property of the contractor and disposed of outside the limits of the project.

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

The Contractor will be required to resurface milled surfaces within 7 calendar days, failure to do so shall result in a charge of \$1,000 per each calendar day over the above specified time.

HOT-MIX ASPHALT DRIVEWAY

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

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

comprising of the existing driveway approach.

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

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

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

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

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

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

This work will be paid for at the contract unit price per SQUARE YARD for HOT-MIX ASPHALT DRIVEWAY, of the thickness specified, which price shall include saw cutting and the removal and disposal of the existing driveway pavement.

HOT-MIX ASPHALT SURFACE REMOVAL AND REPLACEMENT

Revise Article 442.01 to read:

"This work shall consist of removal of the existing pavement, the necessary excavation and replacement with a Hot-Mix Asphalt Binder and Surface Course material as detailed in the plans, and in accordance with applicable articles of Section 442 of the Standard Specifications except that the four area types, namely types 1, 2, 3 and 4 are combined under this pay item.

Exact quantities and locations of patching will be determined by the Engineer."

Measurement and Basis of Payment.

This work will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT SURFACE REMOVAL AND REPLACEMENT, which price shall include full depth saw cutting, pavement removal, necessary excavation, furnishing, placing and compacting the Hot-Mix Asphalt patching mixture to the depth indicated, and the removal and disposal of any surplus material.

AGGREGATE BASE COURSE REMOVAL & REPLACEMENT, 12 INCH

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

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

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

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

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.

Village of Oswego

Kendall

19-00000-00-GM

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

Local Public Agency	County	Section Number
Village of Oswego	Kendall	19-00000-00-GM

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 and proposed gutter 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 curb and/or sidewalk 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

Village of Oswego

Kendall

19-00000-00-GM

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.

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.

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:

Village of Oswego

Kendall

19-00000-00-GM

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 $\frac{1}{4}$ " above the curb line.

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:

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.

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

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

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

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

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

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

The following special provision has been deleted from use.

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

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

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

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010

Revised: November 1, 2014

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

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

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

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

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

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

- a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (<http://www.epa.gov/cleandiesel/verification/verif-list.htm>), or verified by the California Air Resources Board (CARB) (<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>); or
- b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit

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

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

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

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

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

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

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

Diesel Retrofit Deficiency Deduction

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

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

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

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

80261

EQUIPMENT PARKING AND STORAGE (BDE)

Effective: November 1, 2017

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

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

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

80388

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

Effective: January 1, 2010

Revised: August 1, 2018

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

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

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

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

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

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

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

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

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

80246

HOT-MIX ASPHALT – OSCILLATORY ROLLER (BDE)

Effective: August 1, 2018
 Revised: November 1, 2018

Add the following to Article 406.03 of the Standard Specifications:

“(j) Oscillatory Roller1101.01”

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

“TABLE 1 - MINIMUM ROLLER REQUIREMENTS FOR HMA				
	Breakdown Roller (one of the following)	Intermediate Roller	Final Roller (one or more of the following)	Density Requirement
Level Binder: (When the density requirements of Article 406.05(c) do not apply.)	P ^{3/}	--	V _S , P ^{3/} , T _B , T _F , 3W, O _T	To the satisfaction of the Engineer.
Binder and Surface ^{1/} Level Binder ^{1/} : (When the density requirements of Article 406.05(c) apply.)	V _D , P ^{3/} , T _B , 3W, O _T , O _B	P ^{3/} , O _T , O _B	V _S , T _B , T _F , O _T	As specified in Articles: 1030.05(d)(3), (d)(4), and (d)(7).
IL-4.75 and SMA ^{4/ 5/}	T _B , 3W, O _T	--	T _F , 3W, O _T	
Bridge Decks ^{2/}	T _B	--	T _F	As specified in Articles 582.05 and 582.06.

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

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

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

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

Add the following to Article 1101.01 of the Standard Specifications:

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

- (1) The minimum diameter of the drum(s) shall be 42 in. (1070 mm)48 in. (1200 mm);
- (2) The minimum length of the drum(s) shall be 57 in. (1480 mm)66 in. (1650 mm);
- (3) The minimum unit static force on the drum(s) shall be 125 lb/in. (22 N/m); and
- (4) The minimum force on the oscillatory drum shall be 18,000 lb (80 kN).”; and
- (5) Self-adjusting eccentrics, and reversible eccentrics on non-driven drum(s).”

LIGHTS ON BARRICADES (BDE)

Effective: January 1, 2018

Revise Article 701.16 of the Standard Specifications to read:

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

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

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

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

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

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

80392

PAYMENTS TO SUBCONTRACTORS (BDE)

Effective: November 2, 2017

Add the following to the end of the fourth paragraph of Article 109.11 of the Standard Specifications:

“If reasonable cause is asserted, written notice shall be provided to the applicable subcontractor and/or material supplier and the Engineer within five days of the Contractor receiving payment. The written notice shall identify the contract number, the subcontract or material purchase agreement, a detailed reason for refusal, the value of payment being withheld, and the specific remedial actions required of the subcontractor and/or material supplier so that payment can be made.”

80390

PORTLAND CEMENT CONCRETE (BDE)

Effective: November 1, 2017

Revise the Air Content % of Class PP Concrete in Table 1 Classes of Concrete and Mix Design Criteria in Article 1020.04 of the Standard Specifications to read:

"TABLE 1. CLASSES OF CONCRETE AND MIX DESIGN CRITERIA		
Class of Conc.	Use	Air Content %
PP	Pavement Patching Bridge Deck Patching (10)	4.0 - 8.0"
	PP-1	
	PP-2	
	PP-3	
	PP-4	
	PP-5	

Revise Note (4) at the end of Table 1 Classes of Concrete and Mix Design Criteria in Article 1020.04 of the Standard Specifications to read:

"(4) For all classes of concrete, the maximum slump may be increased to 7 in (175 mm) when a high range water-reducing admixture is used. For Class SC, the maximum slump may be increased to 8 in. (200 mm). For Class PS, the maximum slump may be increased to 8 1/2 in. (215 mm) if the high range water-reducing admixture is the polycarboxylate type."

80389

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (BDE)

Effective: November 1, 2012

Revise: January 1, 2019

Revise Section 1031 of the Standard Specifications to read:

“SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

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

- (a) Reclaimed Asphalt Pavement (RAP). RAP is the material 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 Central Bureau of Materials Policy Memorandum, “Reclaimed Asphalt Shingle (RAS) Sources”, by weight of RAS. All RAS used shall come from a Central Bureau of Materials approved processing facility where it shall be ground and processed to 100 percent passing the 3/8 in. (9.5 mm) sieve and 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 Central Bureau of Materials 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 Central Bureau of Materials Aggregate Lab for MicroDeval Testing, according to ITP 327. A maximum loss of 15.0 percent will be applied for all HMA applications.

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. FRAP from Conglomerate stockpiles shall be considered equivalent to limestone for frictional considerations. Known frictional contributions from plus #4 (4.75 mm) homogeneous 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		Polymer Modified	
		w/o I-FIT	with I-FIT	w/o I-FIT	with I-FIT	w/o I-FIT	with I-FIT
30	50	55	40	45	10	15	
50	40	45	35	40	10	15	
70	40	45	30	35	10	15	
90	40	45	30	35	10	15	
SMA	--	--	--	--	20	25	
IL-4.75	--	--	--	--	30	35	

- 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).

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.

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

1031.08 HMA Production. HMA production utilizing 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 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 Central Bureau of Materials 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

TRAFFIC CONTROL DEVICES - CONES (BDE)

Effective: January 1, 2019

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

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

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

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

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

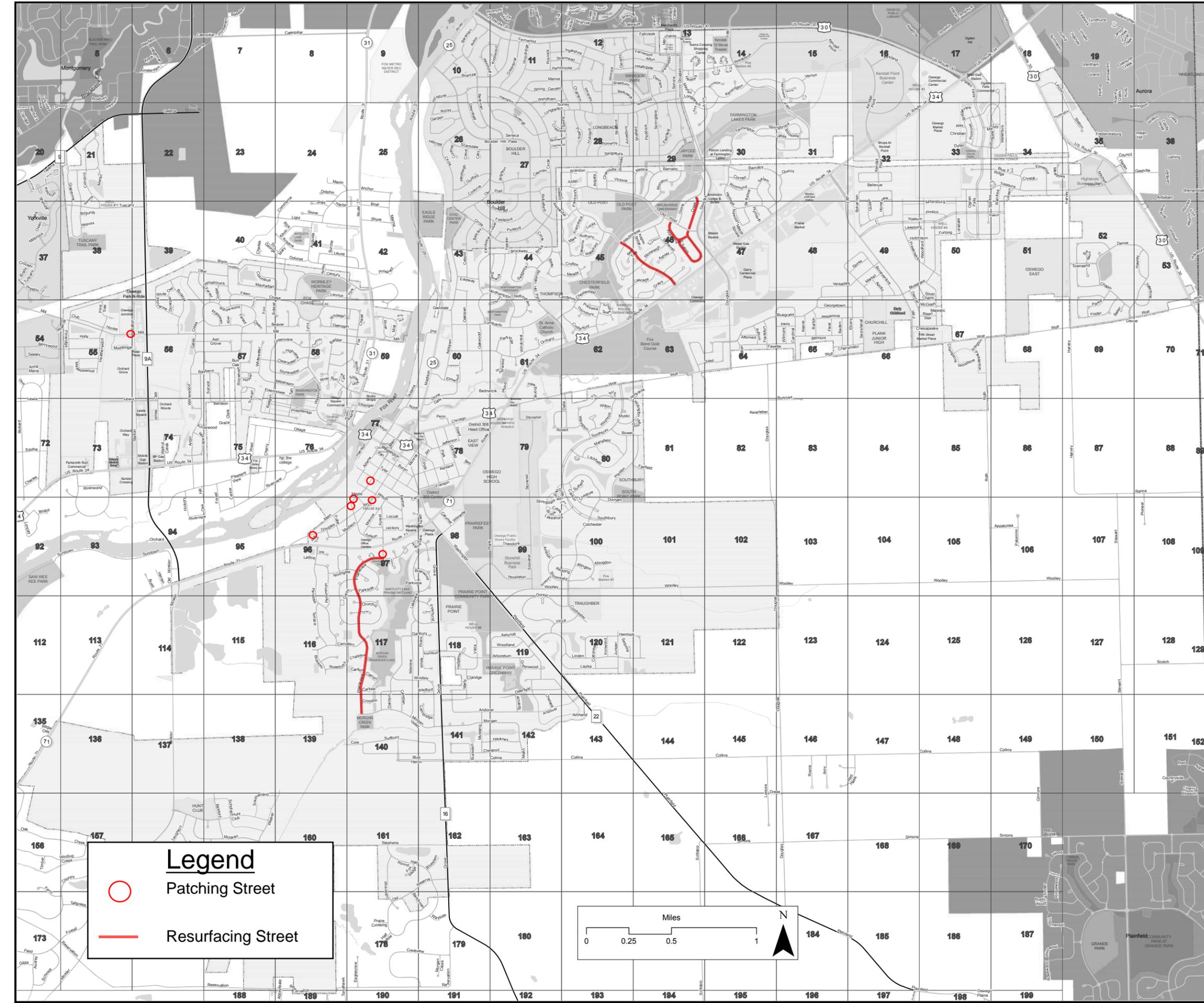
80409

**Kendall County
Prevailing Wage Rates**

Effective Date	County	Trade Title	Region	Type	Class	Base Wage	Foreman Wage	OT M-F	OT Sa	OT Su	OT Hol	H/W	Pension	Vacation	Training	Other Fringe Benefit
8/15/2018	Kendall	ASBESTOS ABT-GEN	All	ALL		42.72	43.72	1.5	1.5	2	2	13.77	13.7	0	0.72	0
11/5/2018	Kendall	ASBESTOS ABT-MEC	All	BLD		37.88	40.38	1.5	1.5	2	2	12.92	11.82	0	0.72	0
8/15/2018	Kendall	BOILERMAKER	All	BLD		49.46	53.91	2	2	2	2	6.97	20.41	0	0.4	0
8/15/2018	Kendall	BRICK MASON	All	BLD		46.19	50.81	1.5	1.5	2	2	10.65	17.92	0	0.92	0
4/5/2019	Kendall	CARPENTER	All	ALL		47.35	49.35	1.5	1.5	2	2	11.79	20.42	0	0.63	0
2/22/2019	Kendall	CEMENT MASON	All	ALL		45.89	47.89	2	1.5	2	2	10.25	22.01	0	0.5	0
8/15/2018	Kendall	CERAMIC TILE FNSHER	All	BLD		39.56	39.56	1.5	1.5	2	2	10.75	12.02	0	0.77	0
4/5/2019	Kendall	COMMUNICATION TECH	All	BLD		40.12	42.52	1.5	1.5	2	2	13.31	11.23	0	1.4	0
8/15/2018	Kendall	ELECTRIC PWR EQMT OP	All	ALL		42.59	57.95	1.5	1.5	2	2	5.75	13.21	0	0.75	0
8/15/2018	Kendall	ELECTRIC PWR EQMT OP	ALL	HWY		41.45	56.38	1.5	1.5	2	2	5.5	12.87	0	0.73	0
8/15/2018	Kendall	ELECTRIC PWR GRNDMAN	All	ALL		32.86	57.95	1.5	1.5	2	2	5.75	10.2	0	0.58	0
8/15/2018	Kendall	ELECTRIC PWR GRNDMAN	ALL	HWY		32	56.38	1.5	1.5	2	2	5.5	9.92	0	0.66	0
8/15/2018	Kendall	ELECTRIC PWR LINEMAN	All	ALL		51.06	57.95	1.5	1.5	2	2	5.75	15.85	0	0.9	0
8/15/2018	Kendall	ELECTRIC PWR LINEMAN	ALL	HWY		49.67	56.38	1.5	1.5	2	2	5.5	15.4	0	0.88	0
8/15/2018	Kendall	ELECTRIC PWR TRK DRV	All	ALL		34.03	57.95	1.5	1.5	2	2	5.75	10.55	0	0.6	0
8/15/2018	Kendall	ELECTRIC PWR TRK DRV	ALL	HWY		33.14	56.38	1.5	1.5	2	2	5.5	10.29	0	0.59	0
4/5/2019	Kendall	ELECTRICIAN	All	BLD		47.72	51.97	1.5	1.5	2	2	17.36	13.36	0	1.67	0
8/15/2018	Kendall	ELEVATOR CONSTRUCTOR	All	BLD		54.85	61.71	2	2	2	2	15.43	16.61	4.38	0.61	0
8/15/2018	Kendall	FENCE ERECTOR	ALL	ALL		45.56	49.2	2	2	2	2	11.02	21.51	0	0.7	0
2/8/2019	Kendall	GLAZIER	All	BLD		43.85	45.35	1.5	2	2	2	14.17	21.11	0	0.94	0
11/5/2018	Kendall	HT/FROST INSULATOR	All	BLD		50.5	53	1.5	1.5	2	2	12.92	13.16	0	0.72	0
4/5/2019	Kendall	IRON WORKER	All	ALL		45.84	49.51	2	2	2	2	11.77	22.9	0	0.83	0
4/18/2019	Kendall	LABORER	All	ALL		42.72	43.47	1.5	1.5	2	2	13.77	13.7	0	0.72	0
8/15/2018	Kendall	LATHER	All	ALL		47.35	49.35	1.5	1.5	2	2	11.79	20.42	0	0.63	0
8/15/2018	Kendall	MACHINIST	All	BLD		48.38	50.88	1.5	1.5	2	2	7.23	8.95	1.85	1.47	0
8/15/2018	Kendall	MARBLE FINISHERS	All	ALL		34.65	47.7	1.5	1.5	2	2	10.65	16.46	0	0.49	0
8/15/2018	Kendall	MARBLE MASON	All	BLD		45.43	49.97	1.5	1.5	2	2	10.65	17.39	0	0.61	0
11/9/2018	Kendall	MATERIAL TESTER I	ALL	ALL		32.72	32.72	1.5	1.5	2	2	13.77	13.7	0	0.72	0
11/9/2018	Kendall	MATERIALS TESTER II	ALL	ALL		37.72	37.72	1.5	1.5	2	2	13.77	13.7	0	0.72	0
8/15/2018	Kendall	MILLWRIGHT	All	ALL		47.35	49.35	1.5	1.5	2	2	11.79	20.42	0	0.63	0
10/26/2018	Kendall	OPERATING ENGINEER	All	BLD	1	51.1	55.1	2	2	2	2	19.65	15.1	2	1.4	0
8/15/2018	Kendall	OPERATING ENGINEER	All	BLD	2	49.8	55.1	2	2	2	2	19.65	15.1	2	1.4	0
8/15/2018	Kendall	OPERATING ENGINEER	All	BLD	3	47.25	55.1	2	2	2	2	19.65	15.1	2	1.4	0
8/15/2018	Kendall	OPERATING ENGINEER	All	BLD	4	45.5	55.1	2	2	2	2	19.65	15.1	2	1.4	0
8/15/2018	Kendall	OPERATING ENGINEER	All	BLD	5	54.85	55.1	2	2	2	2	19.65	15.1	2	1.4	0
8/15/2018	Kendall	OPERATING ENGINEER	All	BLD	6	52.1	55.1	2	2	2	2	19.65	15.1	2	1.4	0
8/15/2018	Kendall	OPERATING ENGINEER	All	BLD	7	54.1	55.1	2	2	2	2	19.65	15.1	2	1.4	0
8/15/2018	Kendall	OPERATING ENGINEER	All	FLT		38	38	1.5	1.5	2	2	18.8	14.35	2	1.3	0
11/5/2018	Kendall	OPERATING ENGINEER	All	HWY	1	49.3	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
8/15/2018	Kendall	OPERATING ENGINEER	All	HWY	2	48.75	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
8/15/2018	Kendall	OPERATING ENGINEER	All	HWY	3	46.7	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
4/5/2019	Kendall	OPERATING ENGINEER	All	HWY	4	45.3	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
4/5/2019	Kendall	OPERATING ENGINEER	All	HWY	5	44.1	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
8/15/2018	Kendall	OPERATING ENGINEER	All	HWY	6	52.3	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
8/15/2018	Kendall	OPERATING ENGINEER	All	HWY	7	50.3	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
8/15/2018	Kendall	ORNAMNTL IRON WORKER	ALL	ALL		45.56	49.2	2	2	2	2	11.02	21.51	0	0.7	0
8/15/2018	Kendall	PAINTER	All	ALL		45.28	47.28	1.5	1.5	1.5	1.5	11.55	8.2	0	1.35	0
8/15/2018	Kendall	PAINTER SIGNS	All	BLD		38.2	43.25	1.5	1.5	2	2	2.6	3.25	0	0	0
8/15/2018	Kendall	PILEDRIVER	All	ALL		47.35	49.35	1.5	1.5	2	2	11.79	20.42	0	0.63	0
1/11/2019	Kendall	PIPEFITTER	All	BLD		48.5	51.5	1.5	1.5	2	2	10.05	18.85	0	2.54	0
8/15/2018	Kendall	PLASTERER	All	BLD		43.25	45.85	1.5	1.5	2	2	14.25	16.69	0	1.35	0
4/18/2019	Kendall	PLUMBER	All	BLD		50.25	53.25	1.5	1.5	2	2	14.34	14.42	0	1.31	0
11/23/2018	Kendall	ROOFER	All	BLD		43.65	47.65	1.5	1.5	2	2	9.73	12.44	0	0.53	0
1/18/2019	Kendall	SHEETMETAL WORKER	All	BLD		48.02	50.42	1.5	1.5	2	2	10.75	16.19	0	1.03	3.5

**Kendall County
Prevailing Wage Rates**

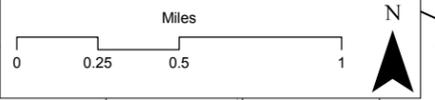
Effective Date	County	Trade Title	Region	Type	Class	Base Wage	Foreman Wage	OT M-F	OT Sa	OT Su	OT Hol	H/W	Pension	Vacation	Training	Other Fringe Benefit
4/5/2019	Kendall	SPRINKLER FITTER	All	BLD		48.1	50.6	1.5	1.5	2	2	13.25	15.9	0	0.55	0
8/15/2018	Kendall	STEEL ERECTOR	ALL	ALL		45.06	48.66	2	2	2	2	10.52	20.76	0	0.7	
8/15/2018	Kendall	STONE MASON	All	BLD		46.19	50.81	1.5	1.5	2	2	10.65	17.92	0	0.92	0
8/15/2018	Kendall	TERRAZZO FINISHER	All	BLD		41.54	41.54	1.5	1.5	2	2	10.75	13.71	0	0.86	0
8/15/2018	Kendall	TERRAZZO MASON	All	BLD		45.38	48.88	1.5	1.5	2	2	10.75	15.17	0	0.89	0
8/15/2018	Kendall	TILE MASON	All	BLD		46.49	50.49	1.5	1.5	2	2	10.75	14.99	0	0.9	0
4/5/2019	Kendall	TRUCK DRIVER	All	ALL	1	38.41	38.96	1.5	1.5	2	2	9.15	10.43	0	0.15	0
8/15/2018	Kendall	TRUCK DRIVER	All	ALL	2	38.56	38.96	1.5	1.5	2	2	9.15	10.43	0	0.15	0
4/5/2019	Kendall	TRUCK DRIVER	All	ALL	3	38.76	38.96	1.5	1.5	2	2	9.15	10.43	0	0.15	0
8/15/2018	Kendall	TRUCK DRIVER	All	ALL	4	38.96	38.96	1.5	1.5	2	2	9.15	10.43	0	0.15	0
8/15/2018	Kendall	TUCKPOINTER	All	BLD		46	47	1.5	1.5	2	2	8.34	16.81	0	0.93	0



2nd St	60 Chesapeake Ln	86 Grande Trail Ct	72 Mayfield Ct	21 Sequoia Ct	120
Abingdon Dr	100 Cheshire Ln	100 Grande Trl	72 Mayfield Dr	21 Seton Creek Dr	46
Adams St	189 Grant St	18 Grant St	78 McGrath Dr	66 Settlers Ln	176
Addition Ct	100 Chesterton Ct	62 Grant Ln	78 McLaren Dr	158 Shadow Ct	99
Affirmed Ave	80 Chestnut Dr	71 Grays Ct	61 Graysville Trl	21 Meadows Ct	79
Afon Dr	45 Chicago Rd	147 Grays Dr	46 Meadowood Ln	55 Sheffield Rd	29
Alex Ct	13 Chipmunk Dr	57 Greenfield Rd	26 Merlot Ct	13 Shell Ct	41
Alliance Xing	54 Churchhill Ln	189 Greenview Ct	33 Greenview Ln	21 Shenandoah Dr	36
Allington Ct	100 Churchhill Ln	96 Grove Rd	98 Greenwood Pl	68 Shawnee Dr	43
Amesbury Rd	28 Ciderford Dr	62 H	117 Hampton Rd	61 Sheridan Dr	41
Amethyst Ln	119 Circle Ct	44 Hackney Ln	26 Mitchell Dr	57 Sierra Rd	157
Amherst Ct	219 Circle Dr	26 Half Hollow Ct	19 Mondov Dr	59 Silver Charm Dr	49
Amston Ct	99 Clinton Dr	118 Half Moon Ct	37 Morgan Creek Ct	35 Simsbury Ct	99
Anchor Rd	25 Clearidge Dr	117 Half Round Rd	161 Morgan Valley Dr	43 Somers Rd	13
Andover Dr	141 Clarion Ct	75 Hampshire Ct	27 Mustang Dr	179 Southbury Blvd	80
Angela Cir	54 Clay Ct	28 Hampton Rd	21 Mustard Rd	140 Southern Dr	159
Anna Maria Ln	45 Clearwater Ct	58 Harbor Dr	15 Mystic Ct	55 Spence Ln	142
Anthony Ct	36 Clearwater Ln	49 Club House Ln	41 N	80 Spies Dr	49
Arboretum Way	49 Club House Ln	74 Cobblestone Ct	13 North St	189 Springbrook Trl	30
Arbor Ln	74 Codorus Rd	118 Colchester Dr	34 Northampton Dr	47 Springdale Rd	13
Arden Dr	118 Colchester Dr	94 Cole Ave	64 Northgate Dr	40 Spruce St	77
Ardenwood Dr	119 Colchester Rd	139 Colins Rd	53 Northgate Dr	43 St George Ln	40
Ash Grove Ln	56 Colony Ct	156 Hawthome Dr	79 Norway Pl	96 Steeplechase Blvd	49
Ashcroft Ct	119 Colchester Rd	40 Heathwood Dr	118 O	74 Stephens Rd	160
Ashland St	77 Concord Ct	21 Hedgerow Ct	118 O	59 Stillwater Ct	59
Ashlawn Ave	43 Concord Dr	21 Hedgerow Ln	118 O	60 Stonewater Ln	57
Ashley Way	41 Coolidge Pl	75 Hemlock Ln	120 Oaklawn Ave	60 Stratford Rd	28
Auburn Dr	64 Cornell Dr	30 Heritage Dr	30 Oakwood Dr	73 Sudbury Cr	140
Augusta Rd	41 Cottonmaster Ave	120 Herren Ln	94 Obrien Way	73 Sullyfield Ct	80
Axon Ct	13 Cotnam Ct	119 Cotnamer Rd	97 Old Falls Blvd	94 Summerlin Dr	18
B	65 County Ave	35 Highland Ct	97 Old Post Rd	26 Sundown Ln	94
Baden Ave	58 County Rd	156 Highview Ct	58 Old Reserve Rd	162 Sunshine Ct	34
Badger Ct	58 Coventry Ct	59 Hill Ave	19 Orchard Ave	80 Surrey Rd	28
Badley Ct	69 Coyote Ct	59 Hillcrest Ct	26 Oage Ct	22 T	
Barclay Ct	43 Cranston Cir	72 Hillstone Rd	26 Oage Ct	75 Taft Dr	58
Barclayman Ct	29 Crestside Ct	98 Holenback Ct	72 Otter Way	39 Tealwood Rd	13
Barrington Dr	35 Crescent Ct	27 Holly Ln	55 Owen Ct	57 Templeton Dr	98
Bartram Trl	65 Crestview Dr	178 Hoover Dr	49 Oxford Ct	14 Terrace Ct	116
Bayberry Dr	56 Creve Ct	26 Hubbard Way	29 Paddock St	29 Tewksbury Cir	115
Beau Meade Rd	44 Crofton Ct	45 Hudson Dr	40 Paradise Pkwy	96 Tewksbury Ct	62
Beaumont Dr	28 Crofton Rd	44 Hunt Club Ct	159 Paris Ave	94 Theodore Dr	99
Beaver Cir	68 Crofton Rd	158 Park St	62 Park St	78 Thornbury Dr	62
Beaver King	57 Croydon Ct	140 Huntington Ct	13 Parker Pl	52 Thornbury Dr	62
Bednarik Ct	78 Crystal Ct	34 Curran Ct	49 Parkers Mi	76 Timber Ct	156
Bellevue Cir	32 Culver Rd	43 Curran Ct	26 Parkland Ct	95 Tomahawk Trl	189
Belmont Ave	62 Cushman Ct	26 Indian Hill Ln	35 Parkside Ln	97 Tomahawk Trl	80
Bennett Ct	52 D	118 Danbury Ct	57 Parkview Ct	13 Townsend Dr	53
Benton St	45 Danbury Ct	117 Danbury Ave	120 Pendleton Pl	63 Trueman Dr	87
Benton St	75 Dancer Ln	66 Iroquois Ct	189 Penn Ct	19 Turtle Creek Ct	19
Berenson Rd	26 Davis Ct	54 Isleview Dr	117 Persimmon Ln	76 Turtle Creek Dr	78
Berkshire Ct	47 Deerfield Dr	119 Jackson St	78 Pickford Rd	79 Tuscarora Trl	38
Berrywood Ln	54 Deepth Dr	58 Jackson Pl	77 Pickford Rd	44 Tyler St	77
Bickford Ave	159 Della Ln	80 Jackson St	77 Pimlico St	U	
Birchwood Ct	27 Denham Rd	13 Jay St	78 Pine Tree Ct	55 US Route 34	17
Bison Rd	39 Denby Ct	52 Jefferson St	65 Pinehurst Ln	117 V	
Bloomfield Cir	99 Diamond Creek Ln	19 Joseph Ct	27 Pineridge Dr	55 Valentine Way	77
Bloomfield Ct	100 Dolores St	40 Judith Ct	27 Pineridge Rd	119 Van Buren St	77
Blossom Ct	116 Donegal Ct	56 Judson Ave	67 Plank Dr	99 Vernon Dr	15
Blossom Ln	116 Dorchester Ct	97 Julep Ave	63 Pleasant View Dr	74 Versailles Pkwy	48
Blue Heron Dr	140 Dorest Ave	119 Juniper St	120 Pleasant St	67 Vicksburg Cir	53
Blue Ridge Dr	33 Douglas Rd	13 Justice Dr	72 Polk St	47 Victoria Ln	28
Bluegrass Pkwy	48 Douglas St	96 K	78 Pomeroy Rd	28 Village Center Pkwy	13
Bluestem Ct	162 Dunhill Ln	18 Keene Ave	65 Pomfret Ct	81 Vista Dr	118
Boat Ln	42 Durango Rd	100 Kendall Point Dr	15 Poplar Ct	118 Walnut Creek Ln	74
Bobcat Ct	58 Durham Ln	33 Kensington Dr	13 Pottowattamie Ct	46 Washington St	58
Bohannon Cir	32 Dyan Dr	33 Kent Ct	29 Prairie Crossing Rd	178 Waterbury Cir	33
Bolton Ct	62 E	41 Kevin Ln	37 Prairieview Dr	94 Waterford Ct	45
Bonaventure Dr	48 Eaglesview Ln	178 Kirkland Cir	32 Prairieview Dr	97 Waubensee Cir	45
Boulder Hill Pass	26 Eastfield Dr	43 Kwi Ct	57 Preakness Dr	49 Waubensee Circle Ct	45
Bower Ln	80 Eastway Dr	19 Knights Bridge Ct	46 Presidential Blvd	75 Wayside Ct	179
Braeburn Dr	13 Ebsworth Ln	68 Kristine St	41 Preston Dr	54 Weaver Ct	159
Brandt Ct	28 Edgebrook Ct	35 Kudu Dr	35 Preston Ln	80 Weaver St	159
Brianwood Ln	97 Edythe St	72 L	35 Preswick Ct	62 Wernble Rd	28
Brighton Way	33 Eisenhower Dr	57 Lake Ct	58 Proclamation Dr	33 West Dr	75
Brook Ct	44 Ellsworth Dr	72 Lakeshore Dr	79 Proclamation Dr	34 West End Ct	96
Brockway Dr	43 Elmwood Ave	72 Lakeside Dr	93 Prospect Ln	42 Westford Pl	120
Brockway Dr	14 Elmwood Ave	64 Lakewood Ct	98 Pueblo Rd	28 Westleigh Ct	26
Brook Ct	99 Etsinger Rd	67 Lambert Dr	36 Q	14 Whitman Ct	14
Brookside Dr	31 Evergreen Ct	60 Landshire Ct	62 Queen Dr	40 White Oak Dr	74
Buckingham Ct	14 F	80 Latrobe Dr	96 Quincy Dr	31 White Owl Ln	39
Buckland Dr	53 Fairfield Dr	80 Laughon Ave	158 Quincey Dr	51 White Pines Ln	118
Bucktail Dr	39 Fairview Dr	13 Laurie Ln	41 Raintree Dr	50 Whitetail Xing	58
Buell Rd	94 Farm Cr	173 Leesburg St	49 Reading Dr	16 Whitewater Ln	57
Burche Dr	41 Farmington Lakes Dr	29 Lennox Dr	58 Regal Oak Ct	67 Whitley Way	28
Burgundy Ct	38 Farnsworth Ave	19 Lewis St	72 Reliance Ct	99 Wiesbrook Dr	13
Burr Oak Dr	82 Faro Ct	97 Liberty Ct	97 Reservation Rd	135 Willington Way	62
Butler St	57 Fawn Dr	40 Light Rd	40 Richmond Ct	21 Willowood Dr	56
C	158 Fayette Dr	64 Lincoln Station Dr	35 Richmond Ct	30 Wilmore Dr	65
Calumet St	98 Fernwood Dr	13 Linden Dr	119 Rick Ct	30 Wilson Creek Cir	36
Camden Dr	98 Ferret King	43 Litchfield Way	80 Ridgefield Rd	41 Wilson Pl	77
Cantebury Ct	140 Fieldpoint Rd	43 Locust Ave	97 Risen Star Ln	67 Winding Creek Rd	156
Canton Ct	14 Fifth St	14 Lombardy Ln	60 River Mist Ct	69 Winding Cr	117
Canton Ct	100 Fleet Dr	65 Long Beach Rd	13 River Mist Dr	59 Wingate Dr	18
Canyon Creek Ct	80 Flintlock Ct	46 Long Meadow Ct	97 River Run Blvd	58 Wingate Dr	34
Cardinal Ave	19 Forest Ave	97 Longford Ct	60 River Run Ct	59 Winrock Rd	28
Carlisle Ct	117 Foster Dr	59 Loraine Rd	60 Riverview Ct	80 Winthrop Dr	80
Carlton Ct	117 Fox Chase Dr	59 Lundquist Dr	34 Riverwood Dr	73 Wolf Rd	62
Carnation Dr	116 Fox Chase Dr	57 Lyndhurst Ln	58 Roaring Creek Dr	19 Wolmington Dr	46
Carpenter Ave	159 Fox Sedge Ct	161 M	38 Robert Dr	79 Woodbine Ct	67
Carriage Ct	97 Foxtail Ln	174 Madison Ct	96 Roosevelt Dr	26 Woodchuck Trl	39
Cascadia Ln	45 Francesca Ct	45 Madison St	96 Roosevelt Dr	57 Woodford Rd	50
Castile Pines Ln	36 Frankfort Ave	64 Magnolia Ct	38 Roth Rd	67 Woolley Rd	99
Cayman Ct	45 Franklin St	77 Main St	77 Rourke Dr	30 Wyndham Dr	27
Cayman Ct	27 Fredericksburg Ln	39 Majestic Ln	25 Route 25		
Cebold Dr	26 Fuller Ave	96 Manchester Rd	15 Route 1		
Center Dr	43 Furlong St	50 Mandy Ln	33 Route 71		
Century Ct	95 G	95 Manhattan Cir	40 Roxbury Ln		
Century Dr	59 Galena Rd	21 Mansfield Ct	80 Saddlebrook Ct		
Champions Run	67 Garfield St	78 Mansfield Way	80 Saddlebrook Ct		
Chapin Way	52 Gasville St	35 Marina Dr	47 Salem Cir		
Chapman Dr	76 Gates Creek Dr	56 Mark Ct	42 Saratoga Ct		
Charismatic Dr	65 Georgetown Dr	65 Market Dr	49 Saugatuck Rd		
Charles Ct	40 Glendale Ave	60 Mamel Rd	27 Scarsdale Rd		
Charlotte Ln	72 Gloria Ln	29 Marquis St	47 Schofield Dr		
Chateaux Ct	117 Goodwin Dr	178 Mary Ln	118 Seasons Ridge Blvd		
Chatham Pl	28 Grace St	75 Mason Square Dr	47 Sedgwick Ct		
Chelsea Ct	142 Grand Pointe Trl	13 Mayfair Ct	13 Seneca Dr		
Cherry Dr	75 Grand View Pl	13 Mayfair Ct	13 Seneca Dr		

Legend

-  Patching Street
-  Resurfacing Street



Date Created: 6/6/2014
 The requested map will be created for study purposes only. Please refer to the official recorded plats or deeds for the actual legal descriptions and property dimensions. No liability is assumed for the accuracy of the data displayed or implied by the Village of Oswego or its employees. This work is produced by the United States Copyright Act of 1976 (17 USC, Section 107). You are not permitted to use and/or reproduce any part of a copyrighted work of the Village of Oswego in violation of Federal Copyright Law. Doing so may result in prosecution under such law. If you wish to use material in which the Village of Oswego owns a copyright, you must obtain written permission through the Community Development Department in the Village of Oswego, located at 100 Parkers Mill, Oswego, Illinois 60543.

GENERAL NOTES

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.

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.

SUPPLEMENTAL SIGNS

NO PARKING SIGNS

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

FRESH OIL SIGNS

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

ROAD CONSTRUCTION AHEAD SIGNS

The Contractor shall be responsible for posting 'ROAD CONSTRUCTION AHEAD' signs (48" X 48" minimum) as needed for the project. The Contractor shall install and maintain temporary signs in the

parkway seventy-two (72) hours prior to beginning work in a particular area or subdivision. The Contractor shall remove the signs and reinstall them as needed.

If construction and maintenance sign installation is not completed as specified above or as requested by the Engineer or the Village, liquidated damages in the amount of \$500.00 per day will be assessed. This work shall be considered incidental to the contract.

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.

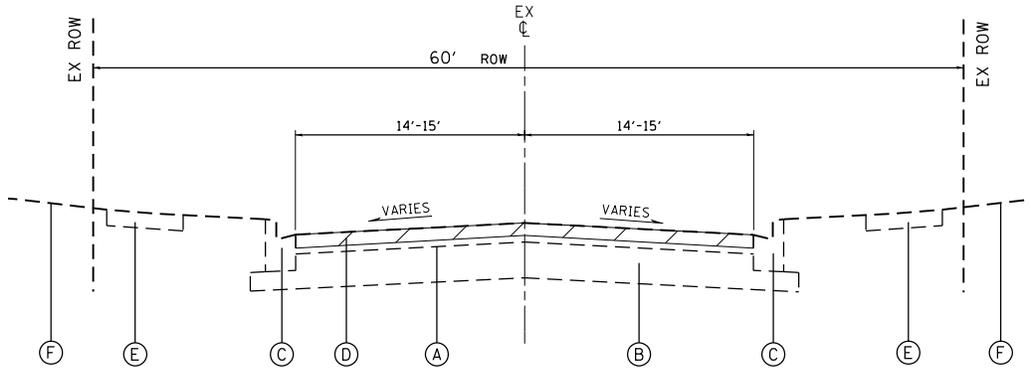
CLEAN CONSTRUCTION AND DEMOLITION DEBRIS

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

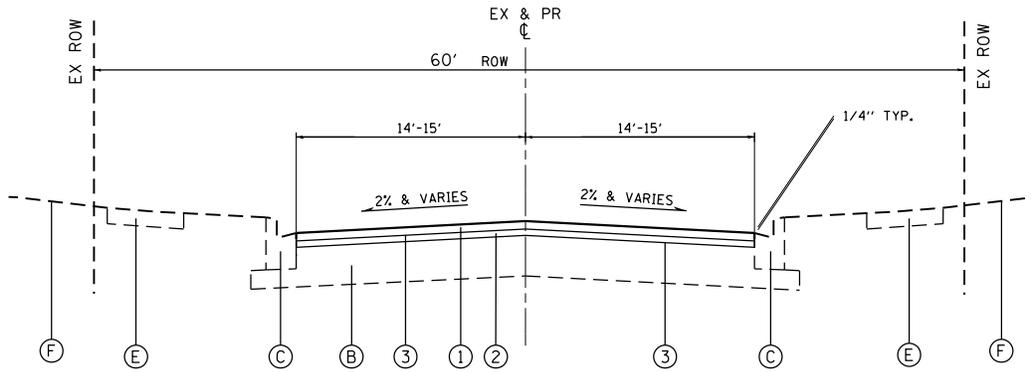
PRAIRIEVIEW DRIVE, SETON CREEK DRIVE
WOLLMINGTON DRIVE, PEARCES FORD

NOTE:

CONTRACTOR SHALL MILL BEFORE PATCHING.

PATCHING LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

RESURFACING TO FINISH 1/4" ABOVE GUTTER FLAG



PROPOSED TYPICAL SECTION

PRAIRIEVIEW DRIVE, SETON CREEK DRIVE
WOLLMINGTON DRIVE, PEARCES FORD

EXISTING LEGEND

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT, 4"±
- (B) EXISTING AGGREGATE BASE COURSE; 12"±
- (C) EXISTING COMBINATION CONCRETE CURB AND GUTTER (SPOT REMOVAL AND REPLACEMENT AS DIRECTED BY ENGINEER)
- (D) HOT-MIX ASPHALT SURFACE REMOVAL, 2-3/4"
- (E) EXISTING SIDEWALK
- (F) EXISTING GROUND

PROPOSED LEGEND

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

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.
POLYMERIZED LEVELING BINDER (M.M.), IL-4.75, N50	3.5% @ 50 GYR.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50; (IL-9.5mm)	3.5% @ 50 GYR.
PATCHING	
CLASS D PATCH (HMA BINDER IL-19mm)	4.0% @ 70 GYR.

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

FOR USE OF RECYCLED MATERIALS SEE BDE SPECIAL PROVISION.

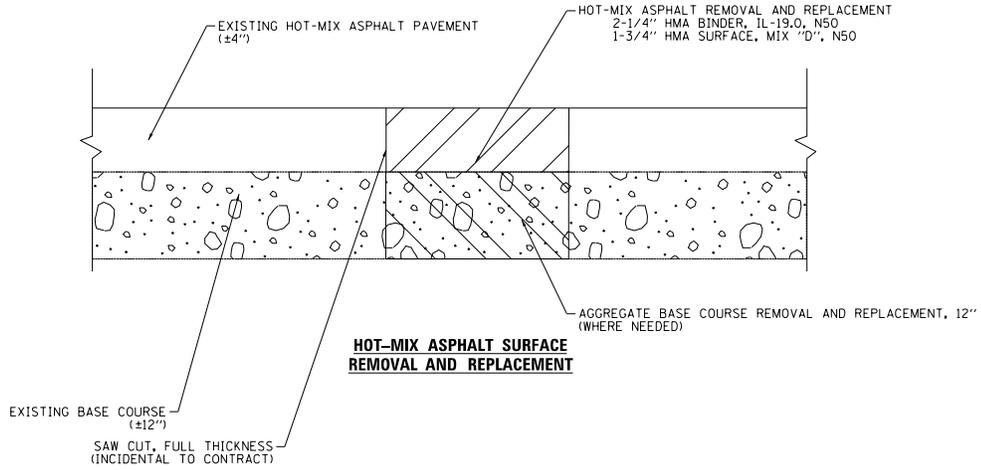
REVISIONS		
#	DATE:	BY:
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		



**VILLAGE OF OSWEGO
2019 STREET RESURFACING**

SHEET ORIENTATION

DATE: 04/19/19		
HORIZ. SCALE: N.T.S.		
DWN. BY: BDH	DSN. BY: BDH	CHK. BY: AC
SECTION NO. 19-00000-00-GM		
SHEET NO. 1		



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

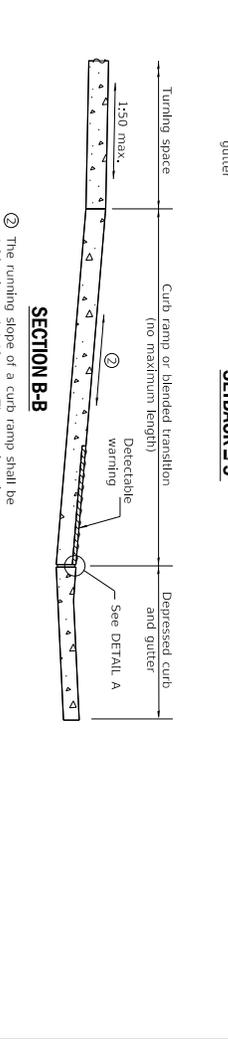
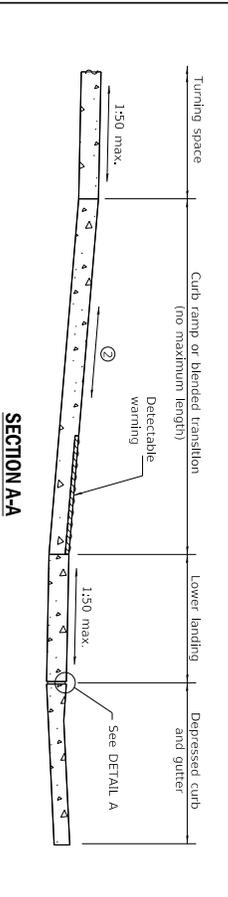
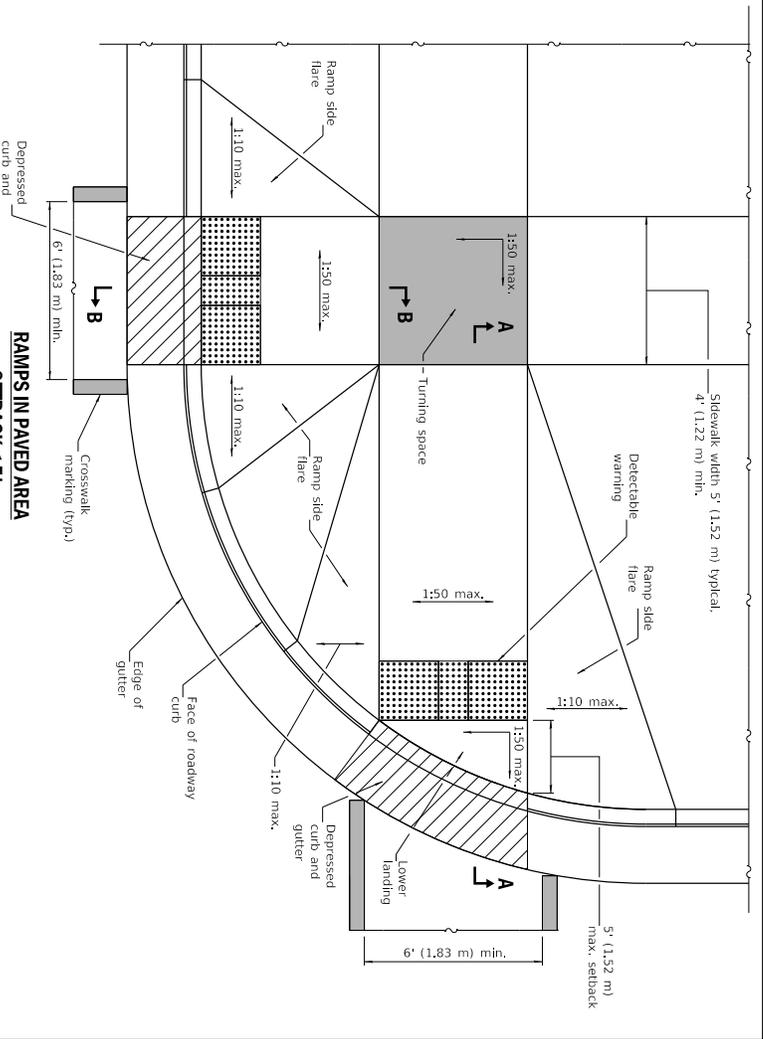
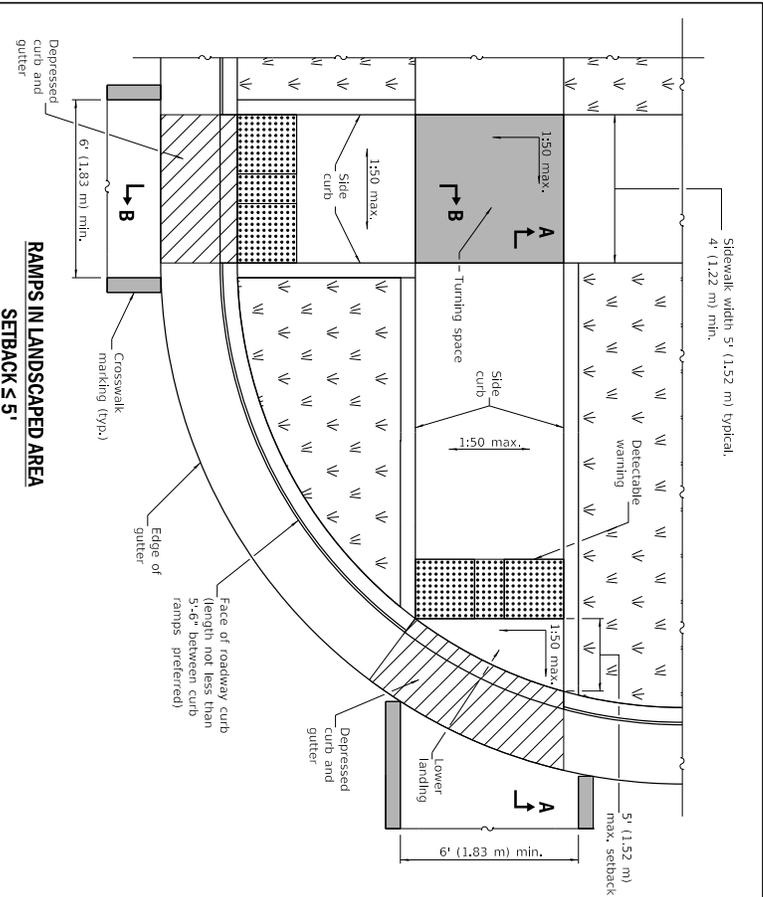


HRGreen.com
Illinois Professional Design Firm
184-001322

VILLAGE OF OSWEGO 2019 STREET RESURFACING

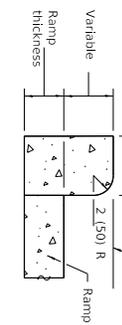
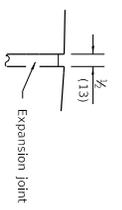
SHEET ORIENTATION

DATE: 04/19/19		
HORIZ. SCALE: N.T.S.		
DWN. BY:	DSN. BY:	CHK. BY:
BDH	BDH	AC
SECTION NO. 19-00000-00-GM		
SHEET NO. 2		



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

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



Illinois Department of Transportation
 PASSED January 1, 2019
 APPROVED BY ENGINEER OF POLICY AND PROCEDURES January 1, 2019
 ENGINEER OF DESIGN AND ENVIRONMENT 1-1-97

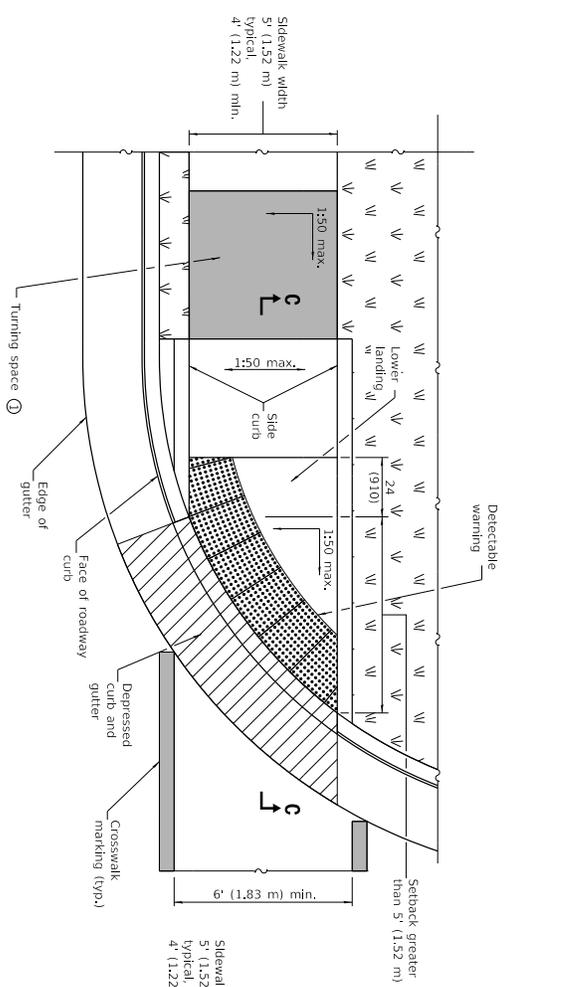
DETAIL A

SIDE CURB DETAIL

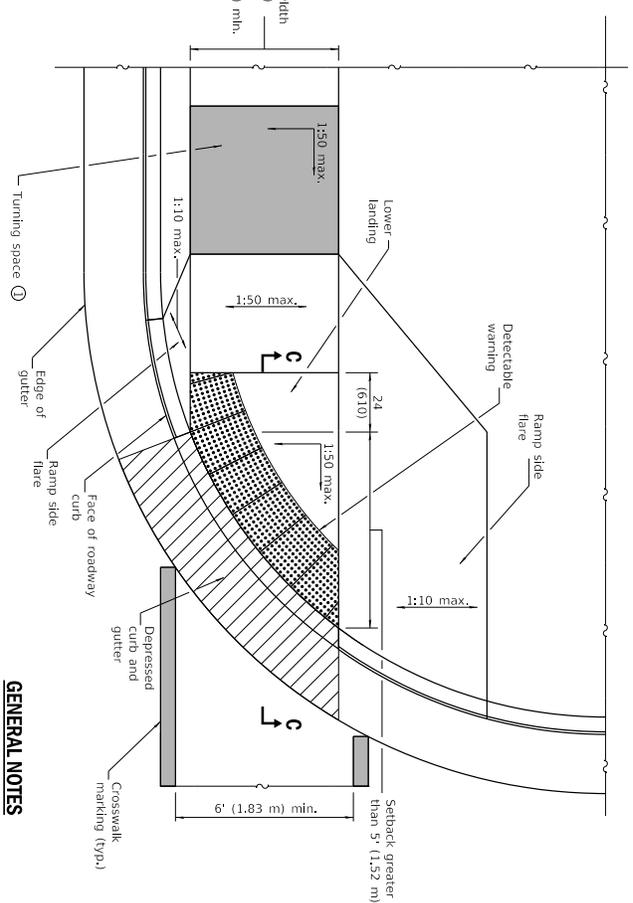
DATE	REVISIONS
1-1-19	Removed "15-foot rule" added "Blended transitions" and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at turning spaces and lower landings.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
 STANDARD 424001-11
 (Sheet 1 of 2)

See Sheet 2 for GENERAL NOTES.



**RAMP IN LANDSCAPED AREA
SETBACK > 5'**



**RAMP IN PAVED AREA
SETBACK > 5'**

GENERAL NOTES

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

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

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

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

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

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

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

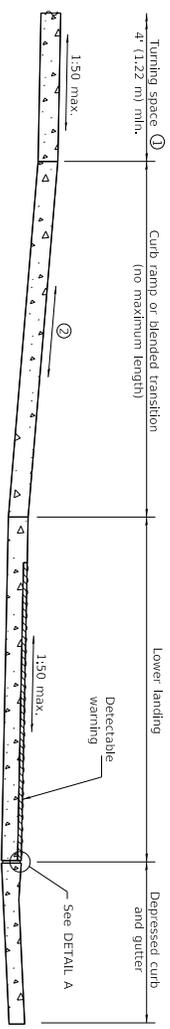
All dimensions are in inches (millimeters) unless otherwise shown.

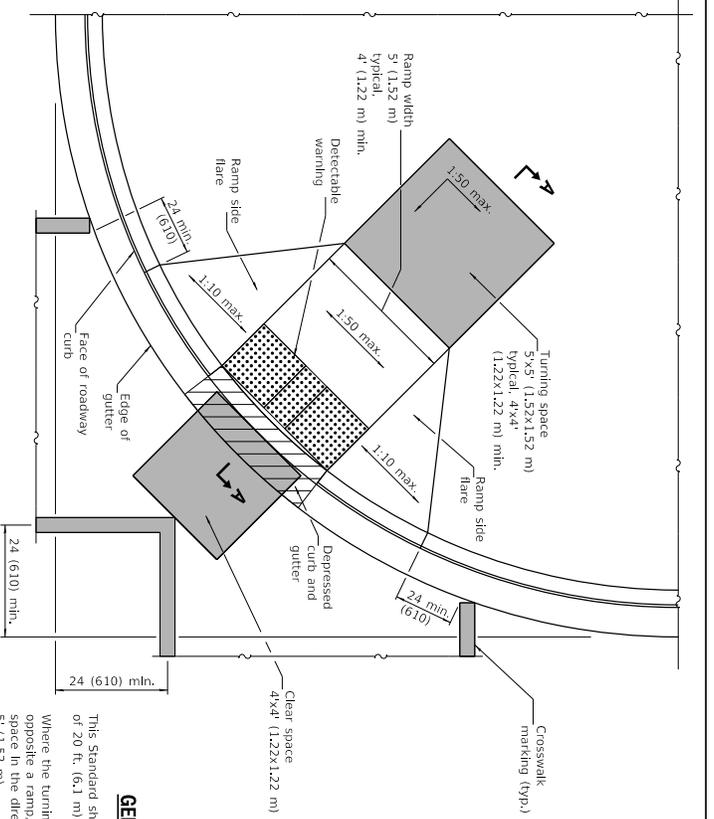
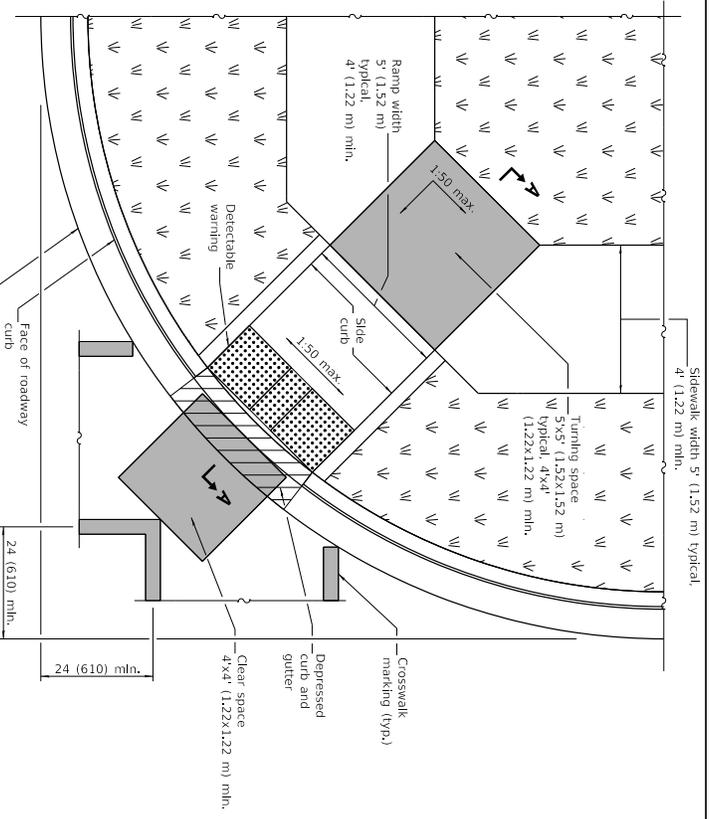
**PERPENDICULAR CURB RAMPS
FOR SIDEWALKS**

(Sheet 2 of 2)

SECTION C-C

- ① This turning space not required for blended transitions.
- ② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



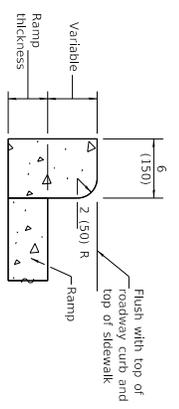


RAMP IN LANDSCAPED AREA

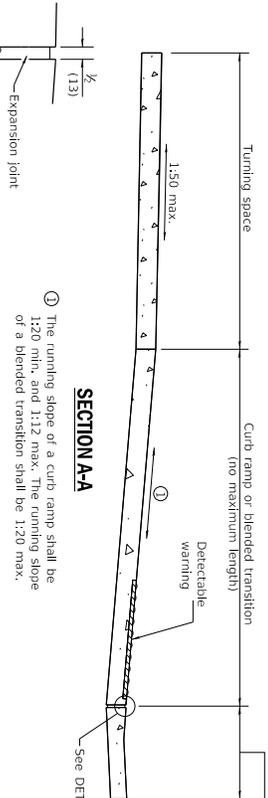
RAMP IN PAVED AREA

GENERAL NOTES

This standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.
 Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).
 Where 1:50 maximum slope is shown, 1:64 is preferred.
 Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.
 Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.
 Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.
 All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V/H).
 See Standard 606001 for details of depressed curb adjacent to curb ramp.
 All dimensions are in inches (millimeters) unless otherwise shown.



SIDE CURB DETAIL



SECTION A-A

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

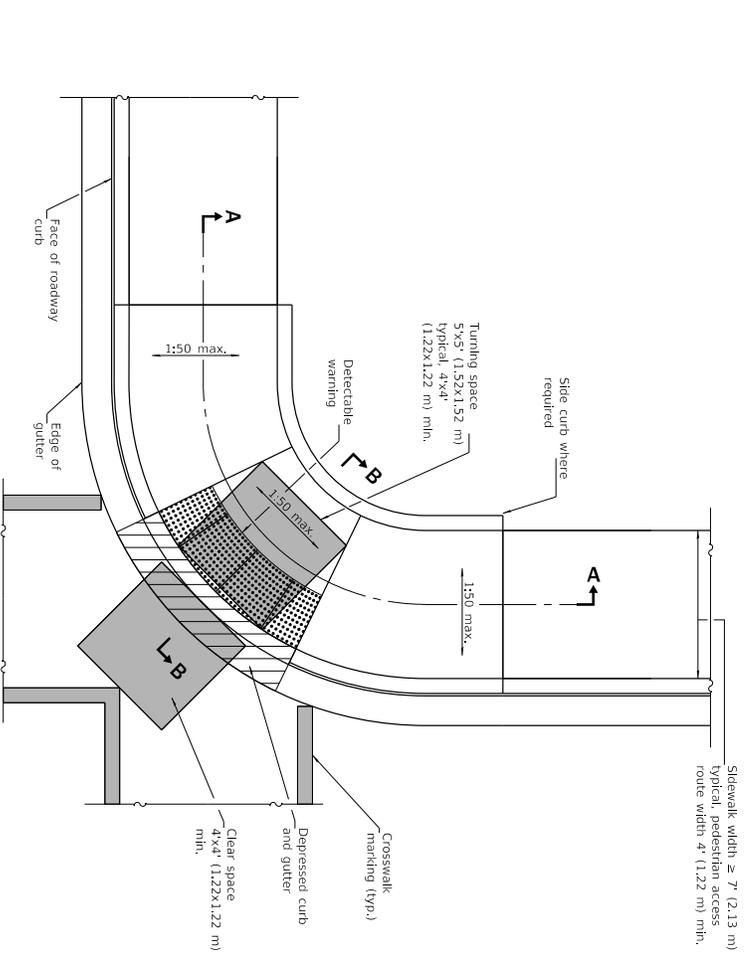
DETAIL A

Illinois Department of Transportation
 January 1, 2019
 PASSED
 APPROVED
 ENGINEER OF POLICY AND PROCEDURES
 January 1, 2019
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUE# 1-1-12

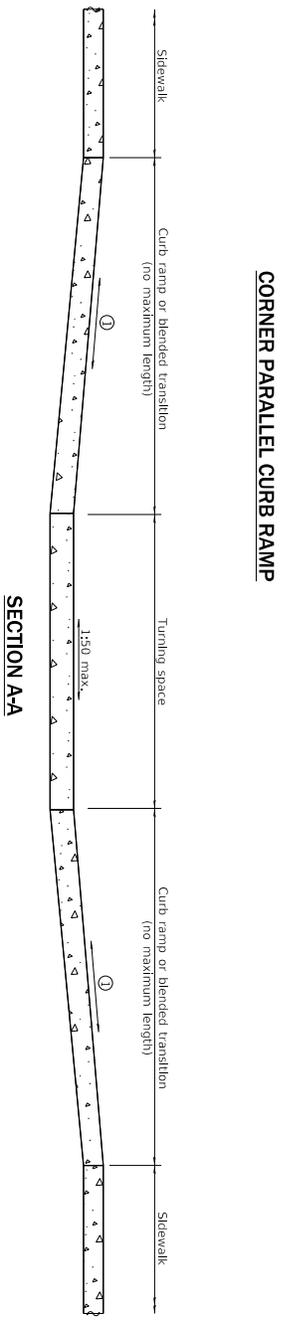
DATE	REVISIONS
1-1-19	Removed "15-foot" rule, added "blended transitions" and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at turning spaces.

DIAGONAL CURB RAMPS FOR SIDEWALKS

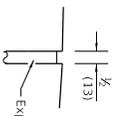
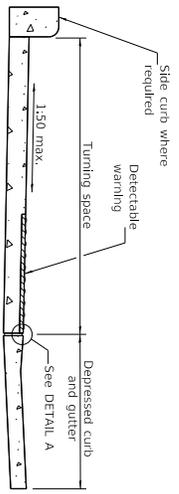
STANDARD 424006-04



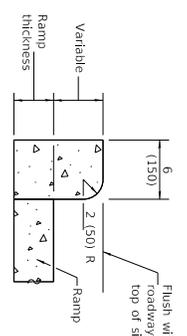
Sidewalk width \geq 7' (2.13 m)
 typical, pedestrian access
 route width 4' (1.22 m) min.



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



DETAIL A



SIDE CURB DETAIL

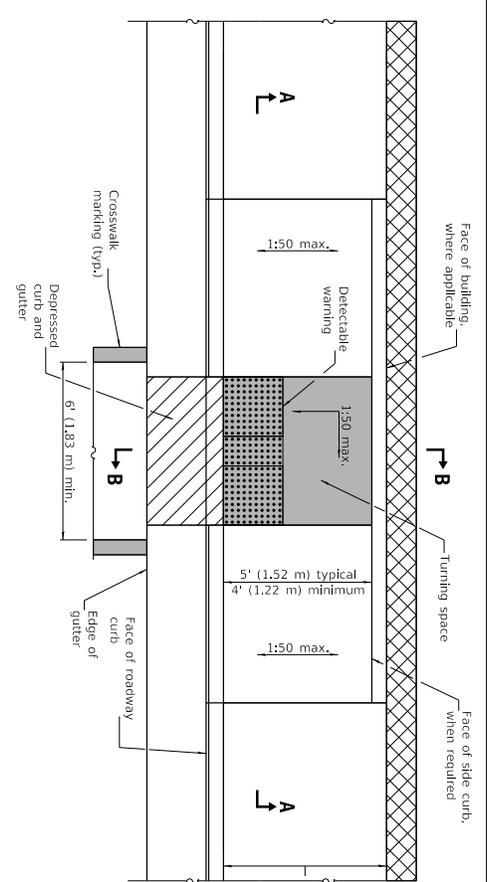
GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
 Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).
 Where 1:50 maximum slope is shown, 1:64 is preferred.
 Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed:
 Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.
 Curb Set-back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.
 See Standard 606001 for details of depressed curb adjacent to curb ramp.
 All dimensions are in inches (millimeters) unless otherwise shown.

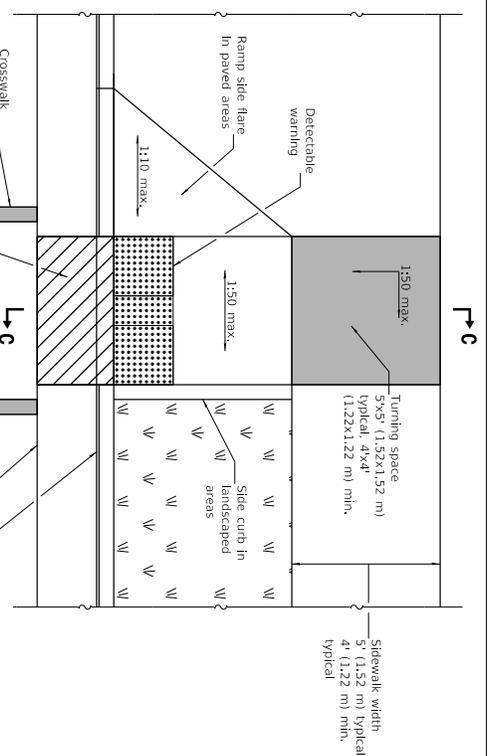
DATE	REVISIONS	
1-1-19	Removed upper landing, added blended transition and detectable warning tolerances.	
1-1-17	Revised sidewalk width to include 24 (610) buffer behind curb.	

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

STANDARD 424011-04



PARALLEL MID-BLOCK CURB RAMP



PERPENDICULAR MID-BLOCK CURB RAMP

GENERAL NOTES

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

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

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

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

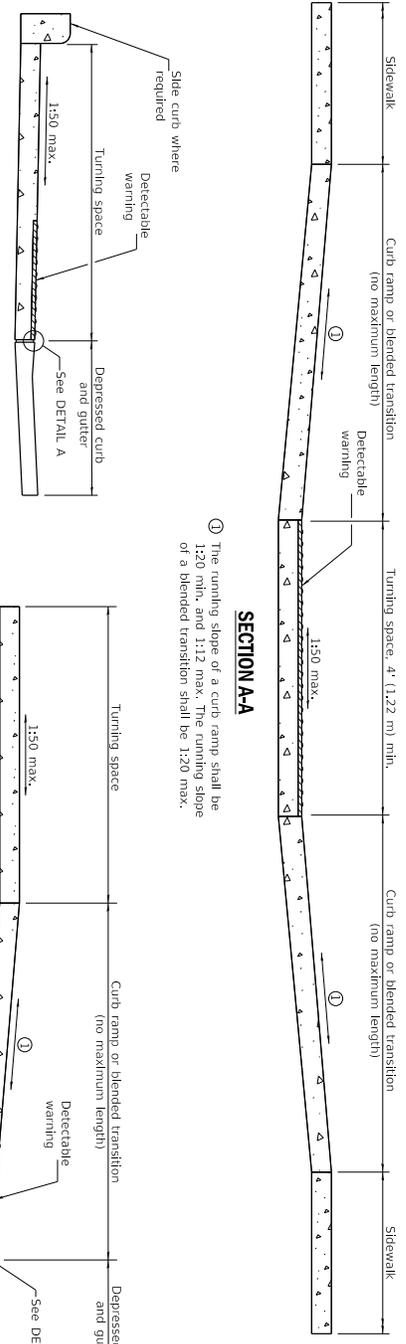
Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

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

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

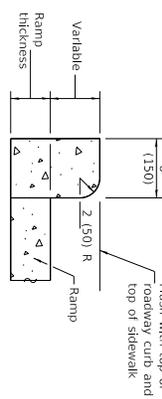
All dimensions are in inches (millimeters) unless otherwise shown.

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

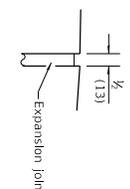


SECTION B-B

SECTION C-C



SIDE CURB DETAIL

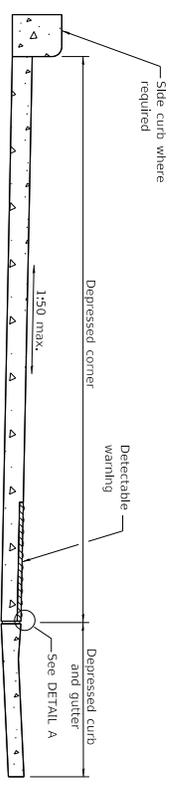
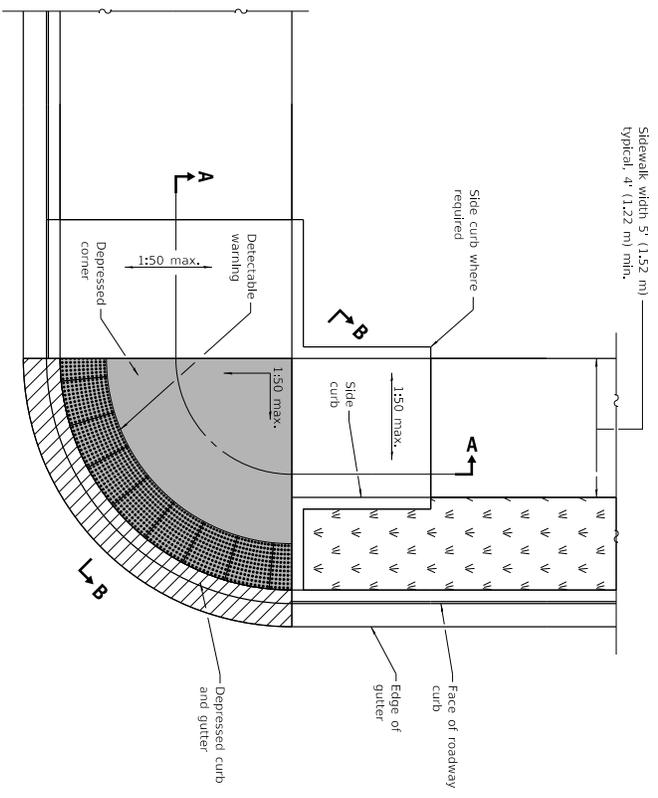


DETAIL A

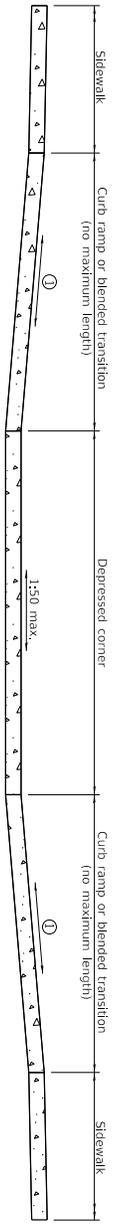
Illinois Department of Transportation
 PASSED January 1, 2019
 APPROVED January 1, 2019
 ENGINEER OF POLICY AND PROCEDURES
 ENGINEER OF DESIGN AND ENVIRONMENT

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

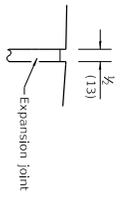
MID-BLOCK CURB RAMP FOR SIDEWALKS
STANDARD 424016-03



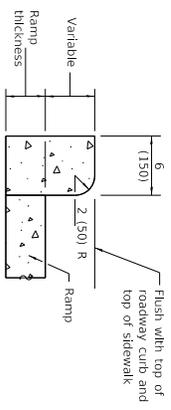
DEPRESSED CORNER



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



DETAIL A



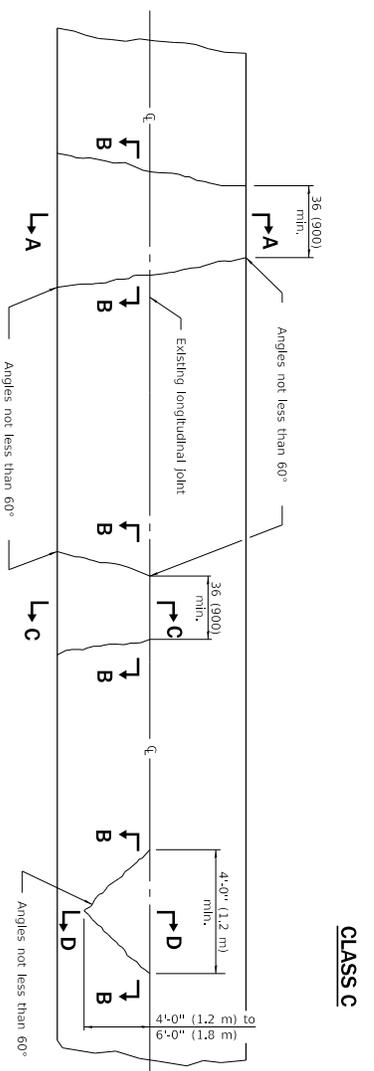
SIDE CURB DETAIL

GENERAL NOTES

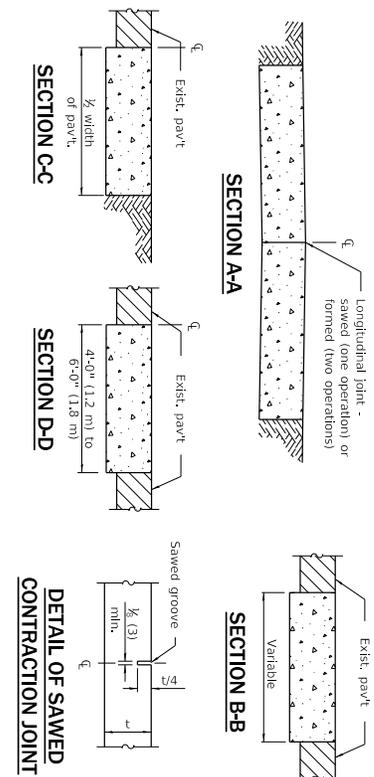
This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.
 All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
 Where 1:50 maximum slope is shown, 1:64 is preferred.
 Detachable warnings are shown in their ideal tolerances but the following placement tolerances are allowed.
 Side Border - Detachable warnings should extend the full width of the walking surface (excluding flared slides) but a border along each side up to 2 in. (50 mm) in width is allowed.
 Curb Setback - Detachable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.
 See Standard 606001 for details of depressed curb adjacent to curb ramp.
 All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
 PASSED January 1, 2019
 APPROVED BY POLICY AND PROCEDURES January 1, 2019
 ENGINEER OF DESIGN AND ENVIRONMENT

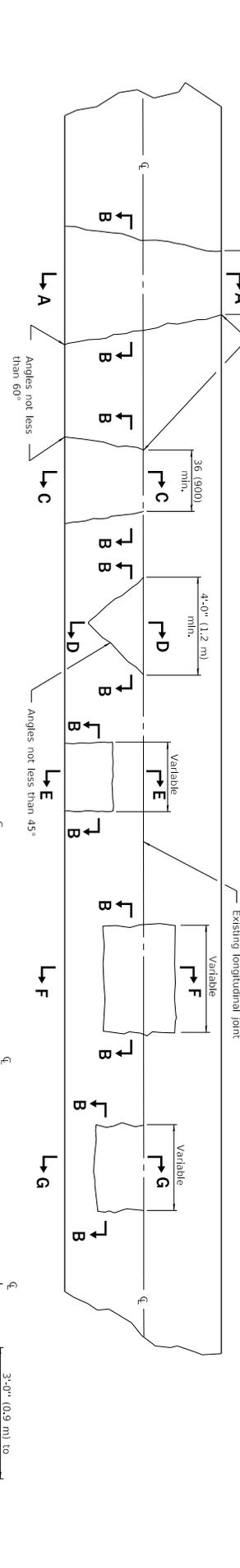
DATE	REVISIONS	
1-1-19	Removed upper landings, added blended transition and detectable warning tolerances.	<p>DEPRESSED CORNER FOR SIDEWALKS</p> <p>STANDARD 424021-05</p>
1-1-18	Omitted diagonal slope at turning spaces and upper landings.	



CLASS C



CLASS D



SECTION A-A
(Built in two operations)

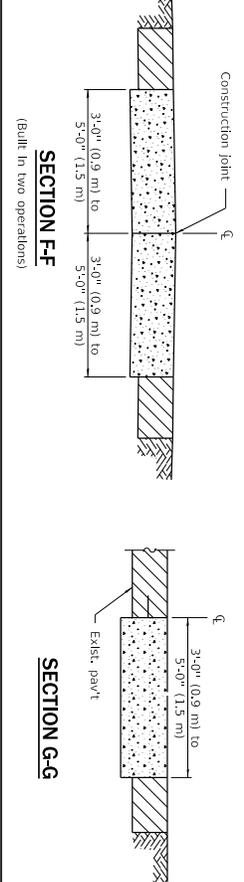
SECTION B-B

SECTION C-C

SECTION D-D

SECTION E-E

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



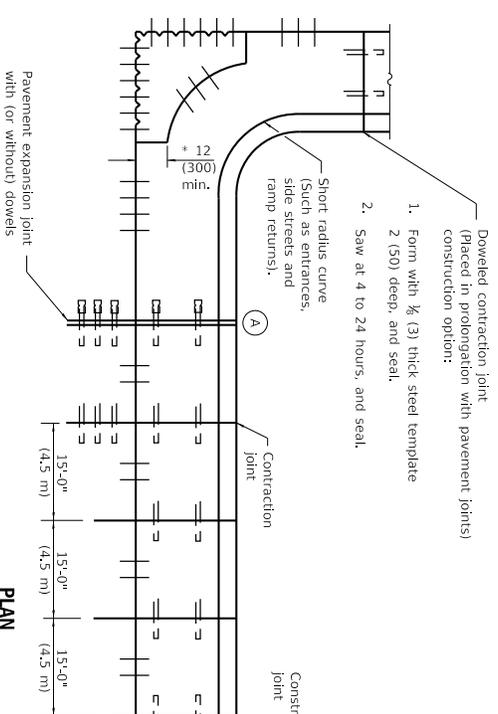
DATE	REVISIONS
1-1-08	Switched units to English (metric).
1-1-07	Revised Note for Class C patches.

GENERAL NOTES
 Existing the bars shall be either cut or removed.
 Marginal bars shall be cut.
 All dimensions are in inches (millimeters) unless otherwise shown.

CLASS C and D PATCHES
STANDARD 442201-03

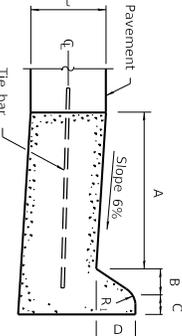
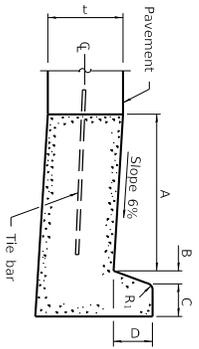
Doweled contraction joint
(Placed in prolongation with pavement joints)
construction option:

1. Form with $\frac{3}{8}$ (3) thick steel template 2 (50) deep, and seal.
2. Saw at 4 to 24 hours, and seal.



ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

PLAN



BARRIER CURB

MOUNTABLE CURB

TABLE OF DIMENSIONS
BARRIER CURB

TYPE	A	B	C	D	R ₁
B-6-06*	6	1	6	6	1
(B-15.15)	(150)	(25)	(150)	(150)	(25)
B-6-12	12	1	6	6	1
(B-15.3)	(300)	(25)	(150)	(150)	(25)
B-6-18	18	1	6	6	1
(B-15.45)	(450)	(25)	(150)	(150)	(25)
B-6-24	24	1	6	6	1
(B-15.60)	(600)	(25)	(150)	(150)	(25)
B-9-12	12	2	5	9	1
(B-22.30)	(300)	(50)	(125)	(225)	(25)
B-9-18	18	2	5	9	1
(B-22.45)	(450)	(50)	(125)	(225)	(25)
B-9-24	24	2	5	9	1
(B-22.60)	(600)	(50)	(125)	(225)	(25)

* For corner islands only.

TABLE OF DIMENSIONS
MOUNTABLE CURB

TYPE	A	B	C	D	R ₁	R ₂
M-2-06	6	2	4	2	3	2
(M-5.15)	(150)	(50)	(100)	(50)	(75)	(50)
M-2-12	12	2	4	2	3	2
(M-5.30)	(300)	(50)	(100)	(50)	(75)	(50)
M-4-06	6	4	3	4	3	NA
(M-10.15)	(150)	(100)	(75)	(100)	(75)	NA
M-4-12	12	4	3	4	3	NA
(M-10.30)	(300)	(100)	(75)	(100)	(75)	NA
M-4-18	18	4	3	4	3	NA
(M-10.45)	(450)	(100)	(75)	(100)	(75)	NA
M-4-24	24	4	3	4	3	NA
(M-10.60)	(600)	(100)	(75)	(100)	(75)	NA
M-6-06	6	6	2	6	2	NA
(M-15.15)	(150)	(150)	(50)	(150)	(50)	NA
M-6-12	12	6	2	6	2	NA
(M-15.30)	(300)	(150)	(50)	(150)	(50)	NA
M-6-18	18	6	2	6	2	NA
(M-15.45)	(450)	(150)	(50)	(150)	(50)	NA
M-6-24	24	6	2	6	2	NA
(M-15.60)	(600)	(150)	(50)	(150)	(50)	NA

2-No. 4 (No. 13) bars with 2 (50) min. c. placed at mid-depth (when space permits)

18 (450) long dowel bars

Curb box

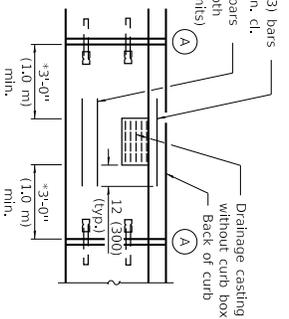
Drainage casting with curb box

Back of curb

12 (300) (Typ.)

* 3'-0" (1.0 m) min.

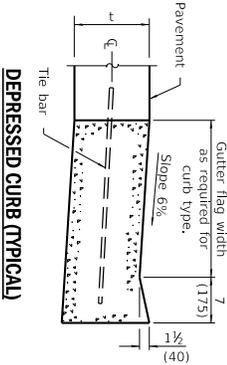
* 3'-0" (1.0 m) min.



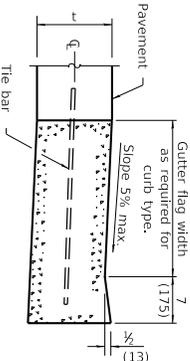
* This dimension shall be adjusted to align with joint on the adjacent pavement.

DETAIL A
EXPANSION JOINT

DEPRESSED CURB (TYPICAL)



DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



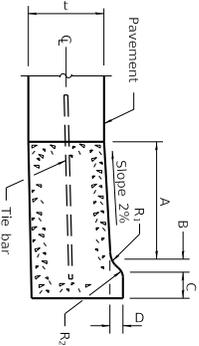
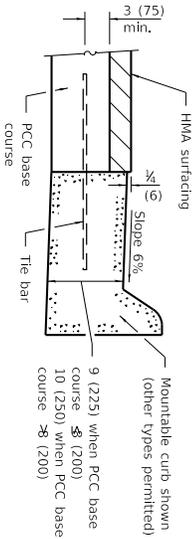
GENERAL NOTES

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

t = Thickness of pavement.

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

ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



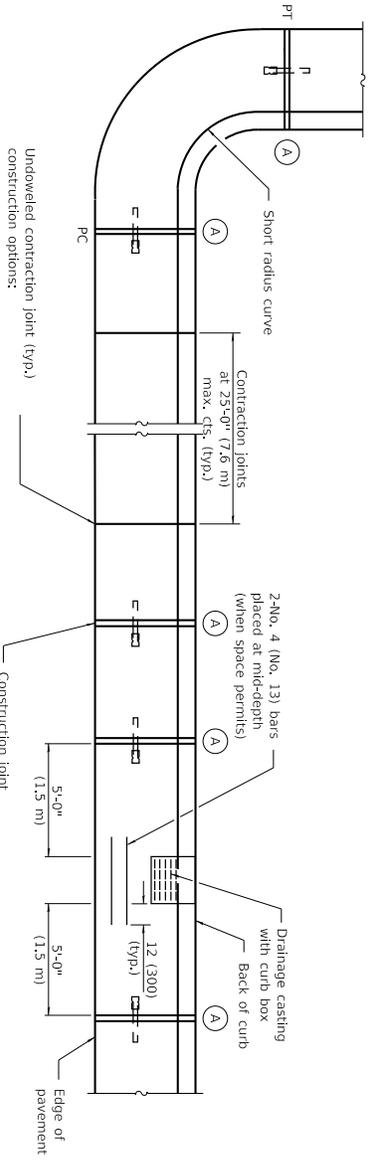
M-2-06 (M-5.15) and M-2-12 (M-5.30)

DATE	REVISIONS
1-1-18	Revised General Note for the bar spacing to 36 (900) cts.
1-1-15	Added B-6-06 (B-15.15) barrier curb and gutter to table (corner islands only).

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

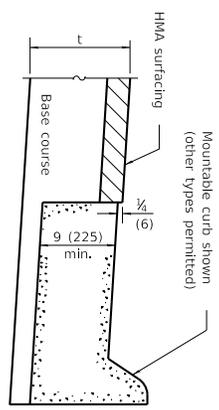
(Sheet 1 of 2)

STANDARD 606001-07

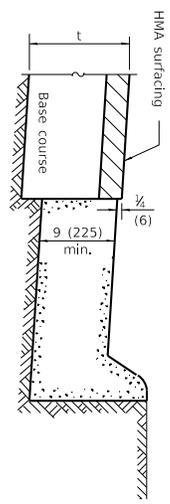


1. Form with $\frac{1}{2}$ (3) thick steel template
 2. (50) deep, and seal.
 3. Saw 2 (50) deep at 4 to 24 hours, and seal.
- Insert $\frac{3}{4}$ (20) thick preformed joint filler full depth and width.

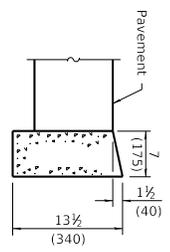
PLAN



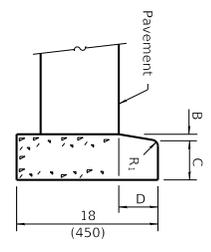
ON DISTURBED SUBGRADE



ON UNDISTURBED SUBGRADE

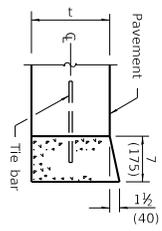


DEPRESSED CURB

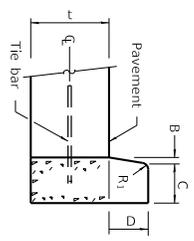


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

STANDARD 606001-07 (Sheet 2 of 2)

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

SYMBOLS

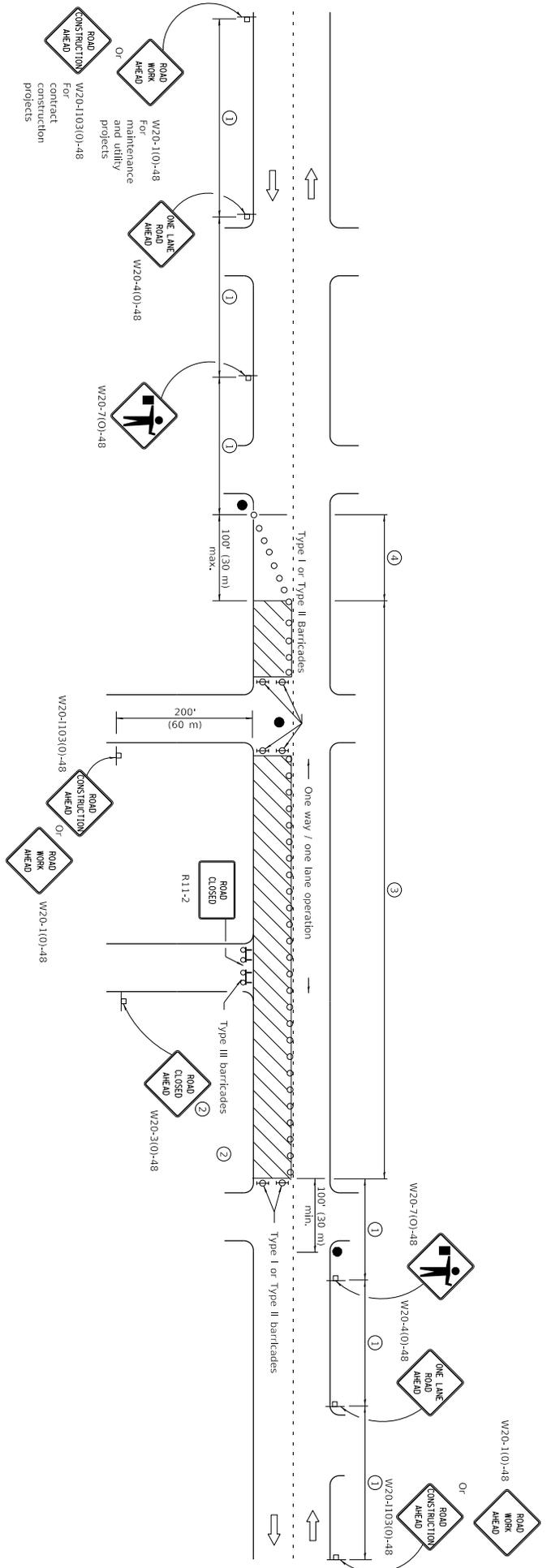
- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights

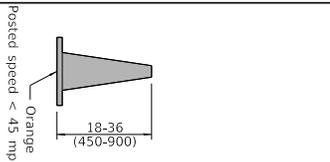
- 1 Refer to SIGN SPACING TABLE for distances.
- 2 For approved sideroad closures.
- 3 Cones at 25' (8 m) centers for 250' (75 m) Additional cones may be placed at 50' (15 m) centers. When signs or Type I or Type II barricades are used, the interval between devices may be doubled.
- 4 Cones, drums or 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.

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).
	Corrected sign No. 5.

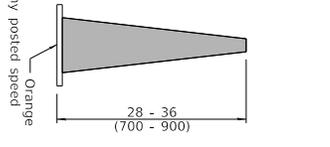
**URBAN LANE CLOSURE,
 2L, 2W, UNDIVIDED
 STANDARD 701501-06**





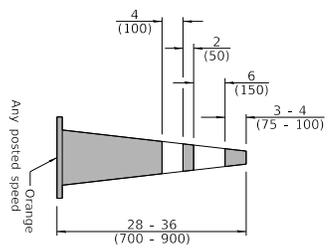
Posted speed < 45 mph
Orange

DAYTIME USE



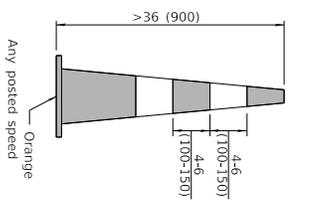
Any posted speed
Orange

CONES



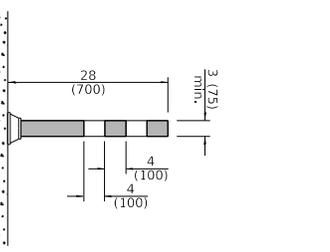
Any posted speed
Orange

DAY OR NIGHTTIME USE

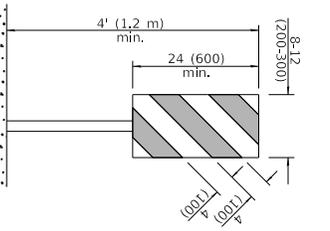


Any posted speed
Orange

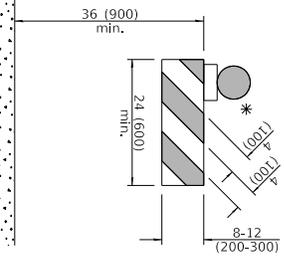
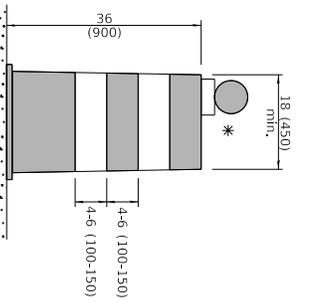
TUBULAR MARKER



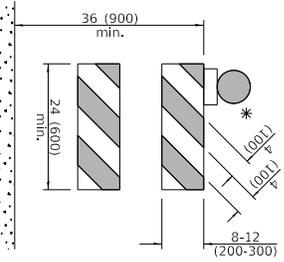
**VERTICAL PANEL
POST MOUNTED**



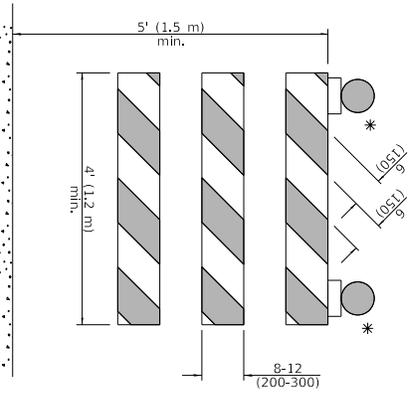
DRUM



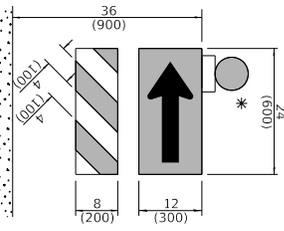
TYPE I BARRICADE



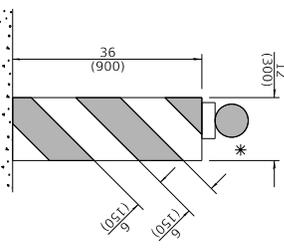
TYPE II BARRICADE



TYPE III BARRICADE



**DIRECTION INDICATOR
BARRICADE**



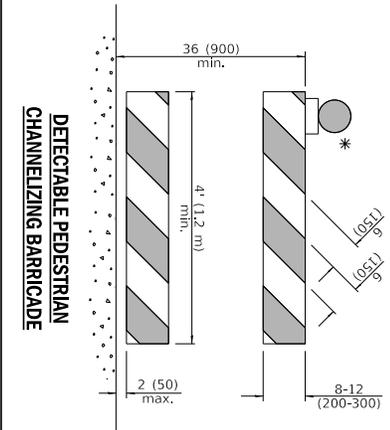
VERTICAL BARRICADE

* Warning lights (if required)

GENERAL NOTES

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

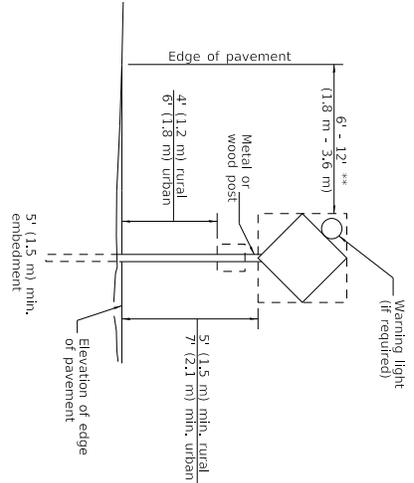
Illinois Department of Transportation
APPROVED January 3, 2019
ENGINEER OF SAFETY PROC. AND ENGINEERING
APPROVED January 3, 2019
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-13



**DETECTABLE PEDESTRIAN
CHANNELIZING BARRICADE**

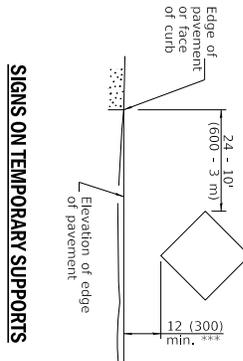
DATE	REVISIONS
1-1-19	Revised cone usage and added cones >36" (900 mm) height.
1-1-18	Revised END WORK ZONE SPEED LIMIT sign from orange to white background.

TRAFFIC CONTROL DEVICES
(Sheet 1 of 3)
STANDARD 701901-08



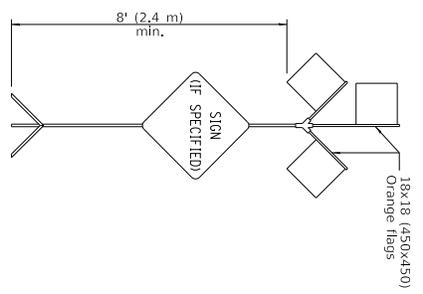
** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.

POST MOUNTED SIGNS

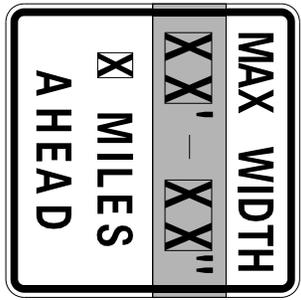


*** When work operations exceed four days, this dimension shall be 24 (600) to the face of curb behind other devices; the height shall be sufficient to be seen completely above the devices.

SIGNS ON TEMPORARY SUPPORTS



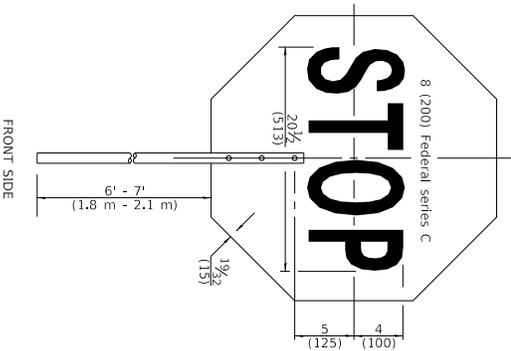
HIGH LEVEL WARNING DEVICE



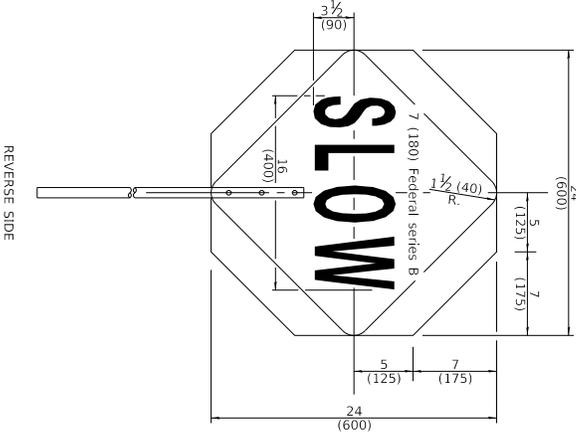
W12-1103-4848

WIDTH RESTRICTION SIGN

XX-XX" width and X miles are variable.



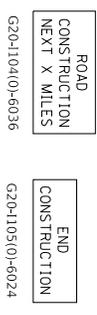
FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation
 APPROVED January 1, 2019
 ENGINEER OF SAFETY PROGRAM AND ENGINEERING
 APPROVED January 1, 2019
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUE# 1-1-13



This signing is required for all projects 2 miles (3200 m) or more in length. ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m). Dual sign displays shall be utilized on multi-lane highways.

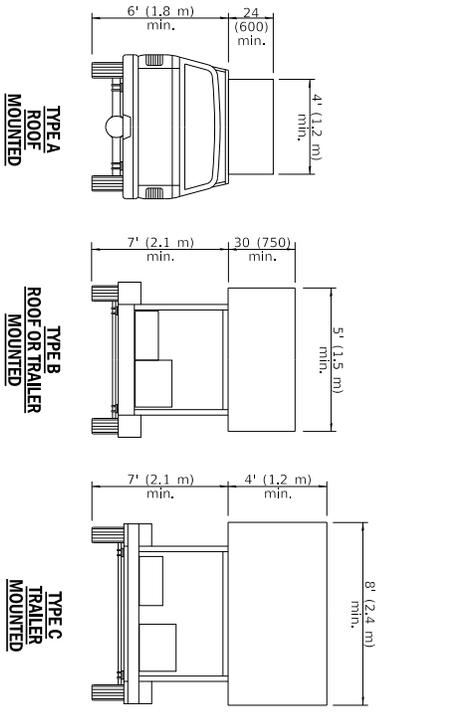
WORK LIMIT SIGNING

WORK ZONE	W21-1115(0)-3618
SPEED LIMIT	R2-1-3648
PHOTO ENFORCED	R10-1108P-3618 ****
SXXX FINE MINIMUM	R2-1-106P-3618
END WORK ZONE SPEED LIMIT	G20-1103-6036

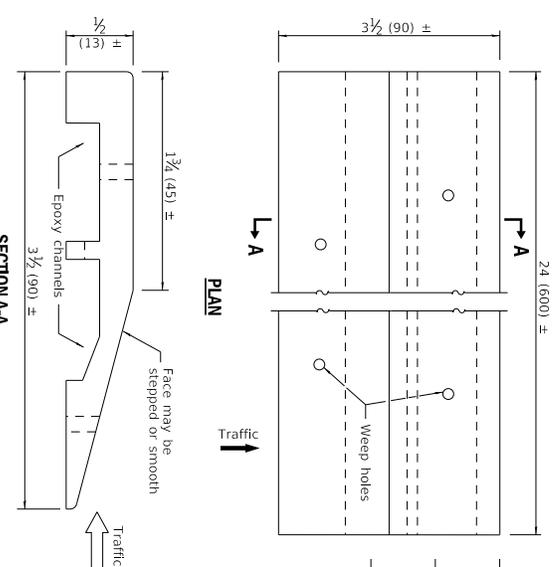
HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

**** R10-1108P shall only be used along roadways under the jurisdiction of the State.

TRAFFIC CONTROL DEVICES
 STANDARD 701901-08
 (Sheet 2 of 3)

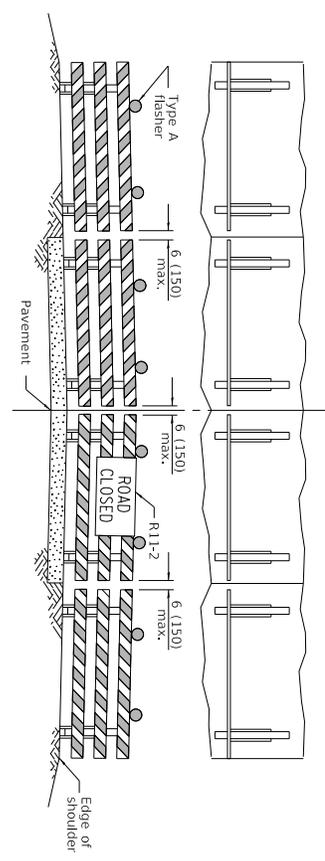
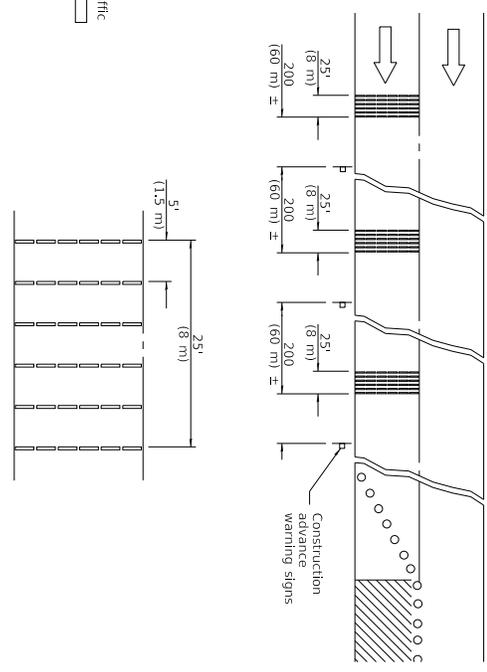


ARROW BOARDS



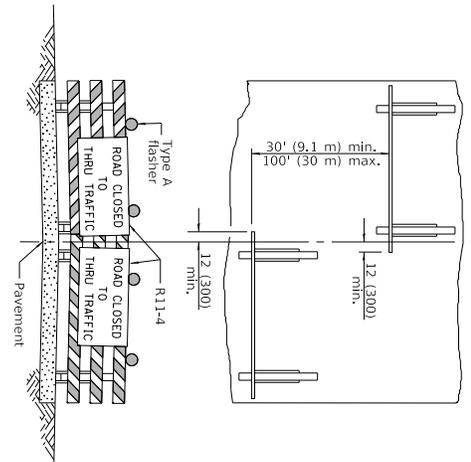
TEMPORARY RUMBLE STRIPS

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 is used, the sign must be available. The sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.



ROAD CLOSED TO THRU TRAFFIC

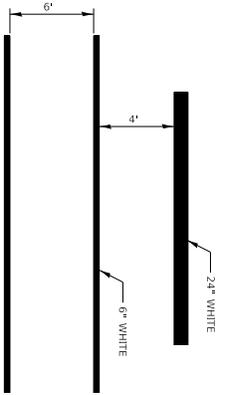
ReflectORIZED striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign is used, the sign must be available. The sign may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

Illinois Department of Transportation
 APPROVED January 1, 2019
 ENGINEER OF SAFETY, ROAD AND ENGINEERING
 APPROVED January 1, 2019
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUE# 1-1-13

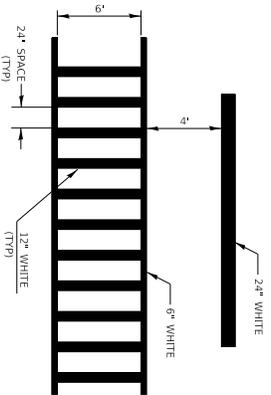
TRAFFIC CONTROL DEVICES

STANDARD 701901-08



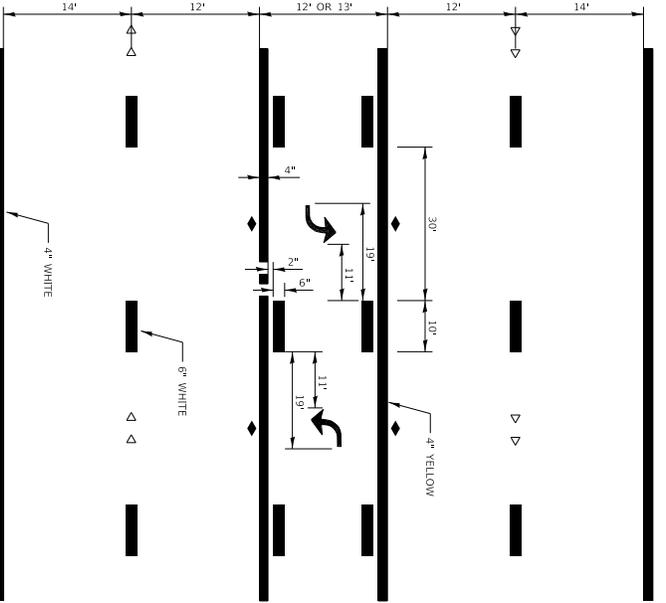
TYPICAL SPACING DETAIL FOR
 CROSSWALKS AND STOP BARS

780-3
 OPTION 1



TYPICAL SPACING DETAIL FOR
 CROSSWALKS AND STOP BARS

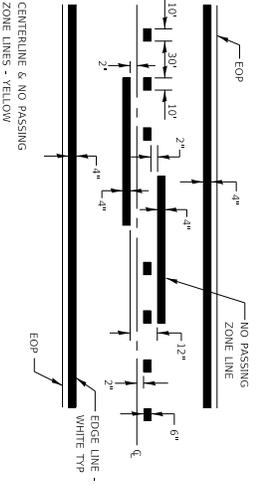
780-3
 OPTION 2



TYPICAL APPLICATION @

TWO WAY LEFT TURN LANE (TWLTL)

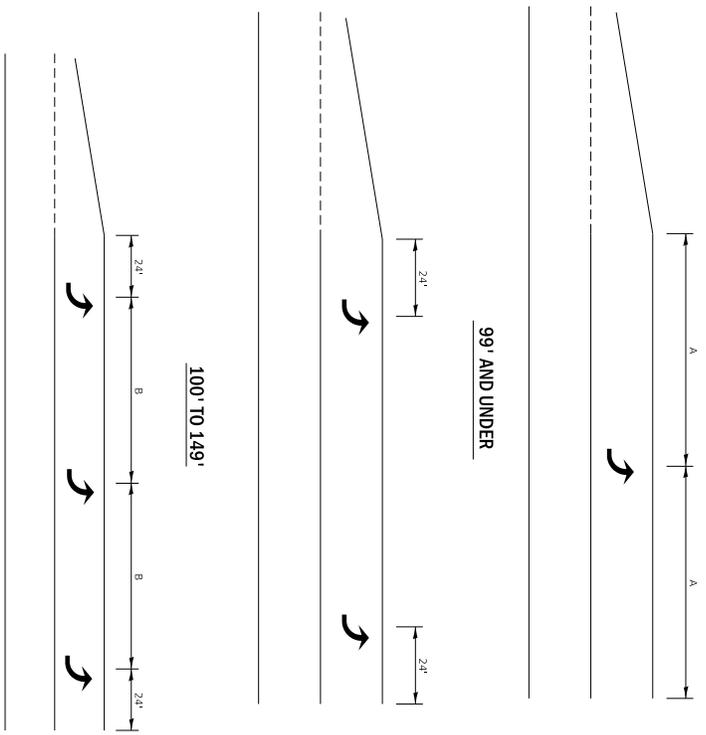
780-2



PAVEMENT MARKING

780-8

URBAN PAVEMENT MARKING



TYPICAL PLACEMENT OF ARROWS
 IN TURN LANES

780-10

USER NAME	DESIGNED	REVISION
PROJECT NO.	DRAWN	REVISION
DATE	CHECKED	REVISION

DESIGNED	REVISION
DRAWN	REVISION
CHECKED	REVISION

DESIGNED	REVISION
DRAWN	REVISION
CHECKED	REVISION

DESIGNED	REVISION
DRAWN	REVISION
CHECKED	REVISION

DESIGNED	REVISION
DRAWN	REVISION
CHECKED	REVISION

DESIGNED	REVISION
DRAWN	REVISION
CHECKED	REVISION

DESIGNED	REVISION
DRAWN	REVISION
CHECKED	REVISION

DESIGNED	REVISION
DRAWN	REVISION
CHECKED	REVISION

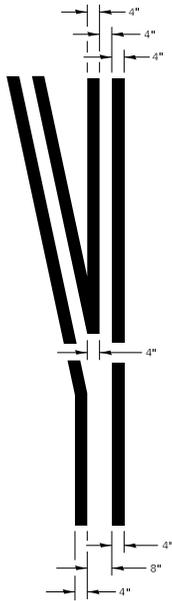
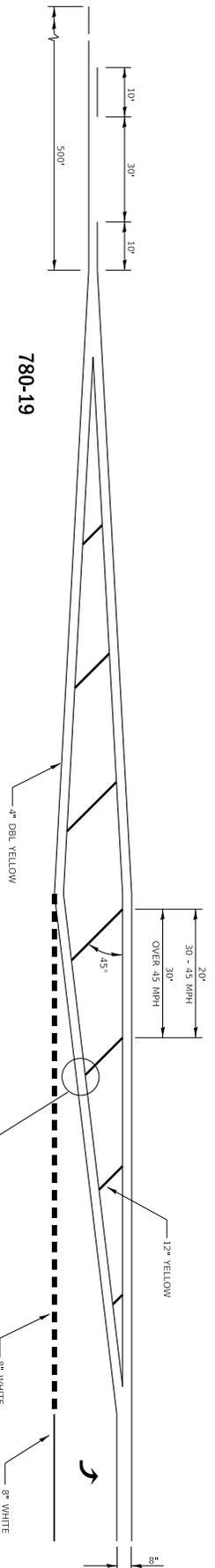
DESIGNED	REVISION
DRAWN	REVISION
CHECKED	REVISION

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

URBAN PAVEMENT MARKING

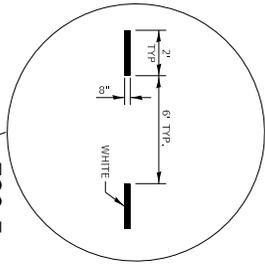
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.

COUNTY	CONTRACT NO.



**TYPICAL APPLICATION
 @ LEFT TURN LANES**

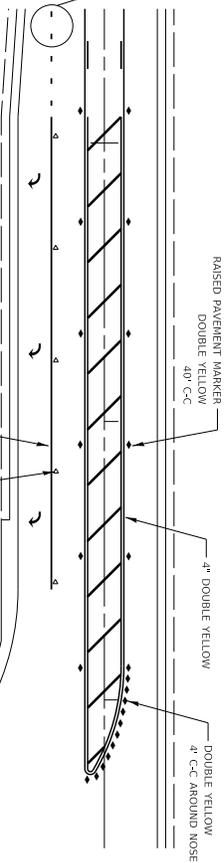
780-1



780-5

**ADVANCE AND INTERSECTION LANE
 DIVIDER LINES**

URBAN PAVEMENT MARKING

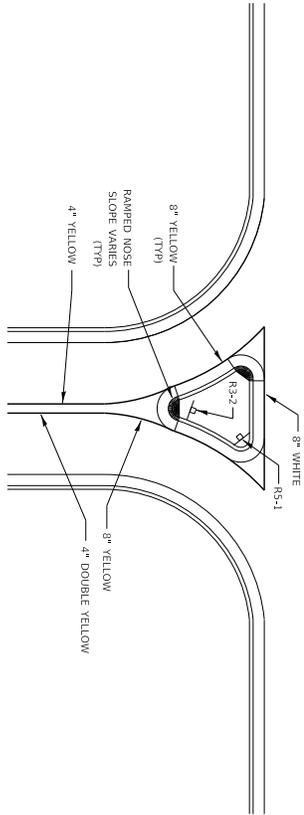


**RAISED REFLECTIVE AND PAVEMENT MARKERS
 @ RIGHT TURN LANE**

781-1

RIGHT IN RIGHT OUT ACCESS PAVEMENT MARKING

780-16



USER NAME	DESIGNED	REVIEWED	SCALE	SHEET	SECTION	COUNTY	TOTAL SHEETS
PROJECT NO.	DRAWN	REVIEWED	DATE	OF	URBAN PAVEMENT MARKING	ILLINOIS	24
DATE	CHECKED	REVIEWED	SCALE	SHEETS	TO STA.	CONTRACT NO.	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION