

VILLAGE OF DOWNERS GROVE

Report for the Village

SUBJECT:	SUBMITTED BY:
Bid - 2021 Street Resurfacing Contract	Andy Sikich Director of Public Works

SYNOPSIS

A motion is requested to award a contract for the 2021 Street Resurfacing Contract to R.W. Dunteman Co. of Addison, Illinois in the amount of \$4,464,000.00.

STRATEGIC PLAN ALIGNMENT

The Goals for 2019 to 2021 include *Top Quality Infrastructure*.

FISCAL IMPACT

The FY21 budget includes a total of: \$5,800,000 for this contract:

- \$2,300,000 in the Motor Fuel Tax Fund; and
- \$3,500,000 in the Capital Projects Fund

RECOMMENDATION

Approval on the March 9, 2021 consent agenda.

BACKGROUND

This contract is a component of the 2021 Roadway Maintenance Program. The scope of this contract includes resurfacing the streets included on the attached list with a new layer of asphalt along with the repair of defective sections of pavement and concrete curb and gutter.

This contract represents a portion of the budgeted roadway maintenance work. Other projects include Crack Sealing and Seal Coating Services, Preservative Seal and Roadway Patching.

A Call for Bids was issued and published in accordance with the Village's Purchasing Policy. Four bids were received and publicly opened on February 17, 2021. A synopsis of the bids is as follows:

<u>Contractor</u>	<u>Base Bid</u>	
R.W. Dunteman Co.	\$4,464,000.00	Low Bid
J.A. Johnson Paving Co.	\$4,615,700.00	
Geneva Construction Co.	\$4,626,806.43	
K-Five Construction Corp.	\$4,665,563.02	

R.W. Dunteman Co. has not had a contracted project with the Village for several years. However, they have satisfactorily completed several recent projects for other agencies within the Village limits, including the resurfacing of Ogden Avenue in 2019 for the Illinois Department of Transportation, and both 55th Street and 75th Street in 2020 for the DuPage County Department of Transportation. The Cities of Naperville and Wheaton also had satisfactory assessments of recent work performed by R.W. Dunteman.

ATTACHMENTS

Contract Documents

List of Streets

Map



**Illinois Department
of Transportation**

Local Public Agency Formal Contract



Contractor's Name

R.W. Dunteman Co.

Contractor's Address

600 S. Lombard Road

City

Addison

State

IL

Zip Code

60101

STATE OF ILLINOIS

Local Public Agency

Village of Downers Grove

County

DuPage

Section Number

21-00000-01-GM

Street Name/Road Name

VARIOUS

Type of Funds

MFT & Corporate

☒ CONTRACT BOND (when required)

For a County and Road District Project

Submitted/Approved

Highway Commissioner Signature

Date

Submitted/Approved

County Engineer/Superintendent of Highways

Date

For a Municipal Project

Submitted/Approved/Passed

Signature

Date

Official Title

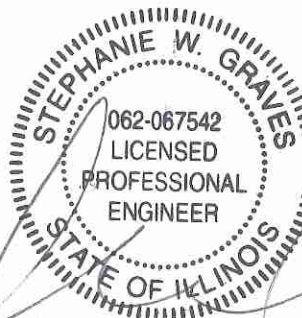
Mayor

Department of Transportation

☐ Concurrence in approval of award

Regional Engineer Signature

Date



Local Public Agency	Local Street/Road Name	County	Section Number
Village of Downers Grove	VARIOUS	DuPage	21-00000-01-GM

1. THIS AGREEMENT, made and concluded the _____ day of March 2021 between the Village of Downers Grove, known as the party of the first part, and R.W. Dunteman Co., its successor, and assigns, known as the party of the second part.
2. For and in consideration of the payments and agreements mentioned in the Proposal hereto attached, to be made and performed by the party of the first part, and according to the terms expressed in the Bond referring this contract, the party of the second part agrees with said party of the first part, at its own proper cost and expense, to do all the work, furnish all materials and all labor necessary to complete the work in accordance with the plans and specifications hereinafter described, and in full compliance with all of the terms of this contract.
3. It is also understood and agreed that the LPA Formal Contract Proposal, Special Provisions, Affidavit of Illinois Business Office, Apprenticeship or Training Program Certification, and Contract Bond hereto attached, and the Plans for Section 21-00000-01-GM in Village of Downers Grove, approved by the Illinois Department of Transportation on 01/20/21, are essential documents of this contract and are a part hereof.

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

Attest:	The Village of Downers Grove	
	Local Public Agency Type	Name of Local Public Agency
Clerk	Date	Party of the First Part
		By:

(SEAL)

(If a Corporation)

Corporate Name	
R. W. Dunteman Company	
President, Party of the Second Part	Date
By: Roland W. Dunteman, III	02/22/2021
President	

(SEAL)

(If a Limited Liability Corporation)

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

(If a Partnership)

Partner	Date
Partner	Date

Partners doing Business under the firm name of
Party of the Second Part

(If an individual)

Party of the Second Part	Date

Attest:	
Secretary	Date
	02/22/2021
Chris Cwiklinski, Senior Project Manager	

(SEAL)



**Illinois Department
of Transportation**

Contract Bond

Bond No. 30122811

Print Form

Print With Instructions

Reset Form

Local Public Agency	County	Street Name/Road Name	Section Number
Village of Downers Grove	DuPage	VARIOUS	21-00000-01-GM

Bond information to be returned to Local Public Agency at 5101 Walnut Avenue, Downers Grove IL 60515
Complete Address

We, R. W. Dunteman Company 600 South Lombard Road, Addison, IL 60101
Contractor's Name and Address

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

Continental Casualty Company 801 Warrenville Road, Suite 700, Lisle, IL 60532
Surety Name and Address

as SURETY, are here and jointly bound unto the above Local Public Agency (hereinafter referred to as LPA) in the penal sum of

Four Million Four Hundred and Sixty Four Thousand and 00/100 Dollars
Dollars (4,464,000) lawful money of the United States, to be paid to said LPA, the payment of which we bind ourselves,
successors and assigns jointly to pay to the LPA this sum under the conditions of this instrument.

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

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

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

agents this 19th ^{day of} February, 2021
Day Month and Year

PRINCIPAL

Company Name
R. W. Dunteman Company

Company Name

By
Signature & Title [Signature] Date 02/19/2021
Roland W. Dunteman III - President

By
Signature & Title Date

Attest
Signature & Title [Signature] Date 02/19/2021
Chris Cwiklinski, Sr. Project Manager

Attest
Signature & Title Date

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

BLR 12321 (Rev. 01/21/21)

RETURN WITH BID


**Illinois Department
of Transportation**
**Local Public Agency
Formal Contract Proposal**

PROPOSAL SUBMITTED BY	
R.W. Dunteman Co.	
Contractor's Name	
600 S. Lombard Road	1129
Street	P.O. Box
Addison	IL 60101
City	State Zip Code

STATE OF ILLINOIS

COUNTY OF DuPageVillage of Downers Grove

(Name of City, Village, Town or Road District)

FOR THE IMPROVEMENT OF

STREET NAME OR ROUTE NO. VARIOUSSECTION NO. 21-00000-01-GMTYPES OF FUNDS MFT & Corporate☒ SPECIFICATIONS (required)☐ PLANS (required)**For Municipal Projects**

Submitted/Approved/Passed

☒ Mayor ☐ President of Board of Trustees ☐ Municipal OfficialDate 01/12/2021**Department of Transportation**☒ Released for bid based on limited reviewJesse Rios / MK

Regional Engineer

1/20/2021

Date

For County and Road District Projects

Submitted/Approved

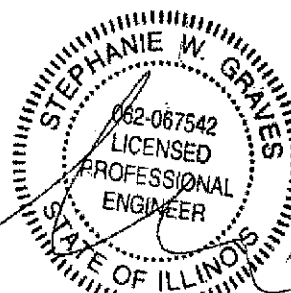
Highway Commissioner

Date

Submitted/Approved

County Engineer/Superintendent of Highways

Date



LIC EXP 11/30/21

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

RETURN WITH BID

NOTICE TO BIDDERS

County DuPage
 Local Public Agency Downers Grove
 Section Number 21-00000-01-GM
 Route Various

Sealed proposals for the improvement described below will be received at the office of Public Works Department,
5101 Walnut Avenue, Downers Grove IL 60515 until 10:00 AM on February 17, 2021
 Address Time Date

Sealed proposals will be opened and read publicly at the office of Public Works Department
5101 Walnut Avenue, Downers Grove IL 60515 at 10:00 AM on February 17, 2021
 Address Time Date

DESCRIPTION OF WORK

Name 2021 Resurfacing (B) Length: 46717.00 feet (8.85 miles)

Location Various Streets

Proposed Improvement Pavement removal and replacement, level binder, hot mix asphalt surface course,
curb and gutter removal and replacement, and all related work

1. Plans and proposal forms will be available in the office of Public Works Department, 5101 Walnut Ave
Downers Grove, IL 60515, Stephanie Graves (630) 434-5487, Proposal Fee \$0
 Address

2. ☒ 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:

- BLR 12200: Local Public Agency Formal Contract Proposal
- BLR 12200a Schedule of Prices
- BLR 12230: Proposal Bid Bond (if applicable)
- BLR 12325: Apprenticeship or Training Program Certification (do not use for federally funded projects)
- 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 DuPage
 Local Public Agency Downers Grove
 Section Number 21-00000-01-GM
 Route Various

1. Proposal of R.W. Dunteman Co.

for the improvement of the above section by the construction of Pavement removal and replacement,
level binder, hot-mix asphalt surface course, curb and gutter removal and replacement,
and all related work.

a total distance of 46717.00 feet, of which a distance of 46717.00 feet, (8.850 miles) are to be improved.

2. The plans for the proposed work are those prepared by Village of Downers Grove
 and approved by the Department of Transportation on _____
3. The specifications referred to herein are those prepared by the Department of Transportation and designated as
 "Standard Specifications for Road and Bridge Construction" and the "Supplemental Specifications and Recurring Special
 Provisions" thereto, adopted and in effect on the date of invitation for bids.
4. The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check
 Sheet for Recurring Special Provisions" contained in this proposal.
5. The undersigned agrees to complete the work within _____ working days or by 10/08/2021
 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 _____ 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:

Treasurer of Village of Downers Grove

The amount of the check is Bid Bond 5% (_____)

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 21-00000-01-GM _____.
8. The successful bidder at the time of execution of the contract _____ 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

County DuPage
 Local Public Agency Village of Downers Grove
 Section 21-00000-01-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	\$4,464,000.00
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Item No.	Items	Unit	Quantity	Unit Price	Total
1	Hot-Mix Asphalt Surface Course, Mix D, N50	Ton	13,010	\$72.50	\$943,225.00
2	Leveling Binder (Machine Method), N50	Ton	6,954	\$72.50	\$504,165.00
3	Bituminous Materials (Tack Coat)	LB	104,471	\$0.50	\$52,235.50
4	Longitudinal Joint Sealant	L.F.	49,972	\$2.50	\$124,930.00
5	HMA Removal & Replacement, 4"	S.Y.	6,142	\$22.50	\$138,195.00
6	HMA Removal & Replacement, 6"	S.Y.	4,649	\$34.00	\$158,066.00
7	HMA Removal & Replacement, 8"	S.Y.	2,434	\$53.00	\$129,002.00
8	Porous Granular Embankment, Special	C.Y.	70	\$53.25	\$3,727.50
9	Removal and Disposal of Unsuitable Material	C.Y.	225	\$35.00	\$7,875.00
10	Geotechnical Fabric for Ground Stabilization	S.Y.	2,700	\$1.40	\$3,780.00
11	Earth Excavation	C.Y.	302	\$59.00	\$17,818.00
12	Agg. Base Course, Type B, 4"	C.Y.	50	\$90.00	\$4,500.00
13	Agg. For Temp Access	TON	18	\$56.00	\$1,008.00
14	Combination Concrete Curb and Gutter Removal	L.F.	24,458	\$5.50	\$134,519.00

RETURN WITH BID

Bidder's Proposal for making Entire Improvements	\$4,464,000.00
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Item No.	Items	Unit	Quantity	Unit Price	Total
15	Combination Concrete Curb and Gutter, Type M-3.12	L.F.	12905	\$20.00	\$258,100.00
16	Combination Concrete Curb and Gutter, Type M-6.12	L.F.	6,783	\$19.75	\$133,964.25
17	Combination Concrete Curb and Gutter, Type B-6.12	L.F.	4295	\$20.00	\$85,900.00
18	Combination Concrete Curb and Gutter, Type B-6.18	L.F.	2035	\$24.00	\$48,840.00
19	Concrete Curb, Type B	L.F.	241	\$25.25	\$6,085.25
20	Manhole to be Adjusted	EA.	10	\$625.00	\$6,250.00
21	Manhole to be Adjusted, Special	EA.	120	\$750.00	\$90,000.00
22	Frame and Lid, Type 1, Open Lid	EA.	13	\$450.00	\$5,850.00
23	Frame and Lid, Type 1, Closed Lid	EA.	8	\$450.00	\$3,600.00
24	Frame and Grate, Type 3	EA.	6	\$525.00	\$3,150.00
25	Manhole to be Reconstructed	EA.	4	\$1,650.00	\$6,600.00
26	Inlet to be Adjusted	EA.	109	\$400.00	\$43,600.00
27	Inlet to be Reconstructed	EA.	7	\$1,250.00	\$8,750.00
28	Valve Boxes to be Adjusted	EA.	27	\$400.00	\$10,800.00
29	Inlet Filters	EA.	279	\$150.00	\$41,850.00
30	Inlet Filters Cleaning	EA.	279	\$25.00	\$6,975.00
31	Hot-Mix Asphalt Surface Removal, 2.0"	S.Y.	150,374	\$2.76	\$415,032.24
32	Hot-Mix Asphalt Surface Removal-Butt Joint	S.Y.	1701	\$12.00	\$20,412.00
33	Mixture For Cracks, Joints and Flangeways	Ton	20	\$595.00	\$11,900.00
34	Portland Cement Concrete Sidewalk Removal	S.F.	26403	\$1.70	\$44,885.10
35	Hot Mix Asphalt Sidewalk	S.F.	311	\$5.00	\$1,555.00
36	Portland Cement Concrete Sidewalk, 5"	S.F.	23773	\$5.25	\$124,808.25
37	Portland Cement Concrete Sidewalk, 6"	S.F.	1100	\$5.60	\$6,160.00
38	Portland Cement Concrete Sidewalk, 8"	S.F.	1696	\$6.50	\$11,024.00
39	Detectable Warnings	S.F.	1670	\$25.00	\$41,750.00

RETURN WITH BID

Bidder's Proposal for making Entire Improvements					\$4,464,000.00
Item No.	Items	Unit	Quantity	Unit Price	Total
40	Decorative Paver Driveway Removal and Replacement	S.Y.	51	\$190.00	\$9,690.00
41	Aggregate Shoulders, Type B	Ton	819.0	\$37.00	\$30,303.00
42	Parkway Restoration	S.Y.	15,997	\$10.00	\$159,970.00
43	Growth-Inhibiting Erosion Control Blanket	S.Y.	15997	\$2.00	\$31,994.00
44	Supplemental Watering	Unit	15	\$100.00	\$1,500.00
45	Tree Root Pruning	EA.	9	\$120.00	\$1,080.00
46	Hot-Mix Asphalt Driveway Removal	S.Y.	2879	\$9.50	\$27,350.50
47	Hot-Mix Asphalt Driveway Pavement, 3"	S.Y.	1626	\$20.50	\$33,333.00
48	Hot-Mix Asphalt Driveway Pavement, 8"	S.Y.	1403.00	\$46.25	\$64,888.75
49	Portland Cement Concrete Driveway Removal	S.Y.	5453.00	\$11.50	\$62,709.50
50	Portland Cement Concrete Driveway Pavement, 6"	S.Y.	4373	\$31.50	\$137,749.50
51	Portland Cement Concrete Driveway Pavement, 8"	S.Y.	1080	\$40.00	\$43,200.00
52	Detector Loops	L.F.	190.0	\$17.80	\$3,382.00
53	Short Term Pavement Marking, 4"	L.F.	7,159	\$1.00	\$7,159.00
54	Short Term Pavement Marking, Removal	S.F.	2388	\$1.25	\$2,985.00
55	Thermoplastic Pavement Marking Line, 4"	L.F.	46868	\$0.55	\$25,777.40
56	Thermoplastic Pavement Marking Line, 6"	L.F.	19244	\$1.20	\$23,092.80
57	Thermoplastic Pavement Marking Line, 12"	L.F.	2938	\$2.25	\$6,610.50
58	Thermoplastic Pavement Marking Line, 24"	L.F.	831	\$5.25	\$4,362.75
59	Thermoplastic Pavement Marking, Letters & Symbols	S.F.	650	\$5.25	\$3,412.50
60	Erosion Barrier, Special	L.F.	180	\$16.25	\$2,925.00
61	Street Sweeping	HOUR	20	\$164.00	\$3,280.00
62	Erosion, Sedimentation and Dust Control	L.S.	1	\$4,495.00	\$4,495.00
63	Construction Layout	L.S.	1	\$19,995.00	\$19,995.00
64	Standard Traffic Control And Protection	L.S.	1	\$77,492.71	\$77,492.71

RETURN WITH BID

Bidder's Proposal for making Entire Improvements	\$4,464,000.00
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Item No.	Items	Unit	Quantity	Unit Price	Total
65	Standard Traffic Control And Protection	L.S.	1	\$6,500.00	\$6,500.00
66	Standard Traffic Control And Protection	L.S.	1	\$7,875.00	\$7,875.00

RETURN WITH BID

CONTRACTOR CERTIFICATIONS

County	DuPage
Local Public Agency	Downers Grove
Section Number	21-00000-01-GM
Route	Various

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

- Debt Delinquency.** The bidder or contractor or subcontractor, respectively, certifies that it is not delinquent in the payment of any tax administered by the Department of Revenue unless the individual or other entity is contesting, in accordance with the procedures established by the appropriate revenue Act, its liability for the tax or the amount of tax. Making a false statement voids the contract and allows the Department to recover all amounts paid to the individual or entity under the contract in a civil action.
- Bid-Rigging or Bid Rotating.** The bidder or contractor or subcontractor, respectively, certifies that it is not barred from contracting with the Department by reason of a violation of either 720 ILCS 5/33E-3 or 720 ILCS 5/33E-4.

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

A violation of Section 33E-4 would be represented by a conviction of the crime of bid-rotating which, in addition to Class 2 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation.
- Bribery.** The bidder or contractor or subcontractor, respectively, certifies that it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois or any unit of local government, nor has the firm made an admission of guilt of such conduct which is a matter of record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm.
- Interim Suspension or Suspension.** The bidder or contractor or subcontractor, respectively, certifies that it is not currently under a suspension as defined in Subpart I of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative Code. Furthermore, if suspended prior to completion of this work, the contract or contracts executed for the completion of this work may be cancelled.

RETURN WITH BID

SIGNATURES

County DuPage
 Local Public Agency Downers Grove
 Section Number 21-00000-01-GM
 Route Various

(If an individual)

Signature of Bidder _____

Business Address _____

(If a partnership)

Firm Name _____

Signed By _____

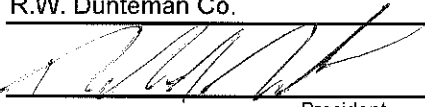
Business Address _____

Inset Names and Addressed of All Partners



(If a corporation)

Corporate Name R.W. Dunteman Co.

Signed By 
 President

Business Address 600 S. Lombard Road
Addison, IL 60101

Insert Names of Officers

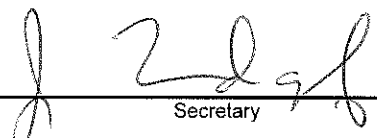


President Roland W. Dunteman

Secretary Jay Landgraf

Treasurer Matthew Dunteman

Attest:


 Secretary



**Illinois Department
of Transportation**

Certificate of Eligibility

Contractor No 1560

R. W. Dunteman Company
P.O. Box 1129 Addison, IL 60101-1129

WHO HAS FILED WITH THE DEPARTMENT AN APPLICATION FOR PREQUALIFICATION STATEMENT OF EXPERIENCE, EQUIPMENT AND FINANCIAL CONDITION IS HEREBY QUALIFIED TO BID AT ANY OF DEPARTMENT OF TRANSPORTATION LETTINGS IN THE CLASSES OF WORK AND WITHIN THE AMOUNT AND OTHER LIMITATIONS OF EACH CLASSIFICATION, AS LISTED BELOW, FOR SUCH PERIOD AS THE UNCOMPLETED WORK FROM ALL SOURCES DOES NOT EXCEED

UNLIMITED

001	EARTHWORK	\$13,450,000
002	PCC PAVING	\$8,725,000
003	HMA PLANT MIX	\$37,950,000
012	DRAINAGE	\$500,000
017	CONCRETE CONSTRUCTION	\$11,600,000
032	COLD MILL, PLAN. & ROTOMILL	\$6,275,000
08A	AGGREGATE BASES & SURF. (A)	\$11,500,000
15A	COVER & SEAL COATS (A)	\$275,000

THIS CERTIFICATE OF ELIGIBILITY IS VALID FROM 6/2/2020 TO 4/30/2021 INCLUSIVE, AND SUPERSEDES ANY CERTIFICATE PREVIOUSLY ISSUED, BUT IS SUBJECT TO REVISION OR REVOCATION, IF AND WHEN CHANGES IN THE FINANCIAL CONDITION OF THE CONTRACTING FIRM OR OTHER FACTS JUSTIFY SUCH REVISIONS OR REVOCATION. ISSUED AT SPRINGFIELD, ILLINOIS ON 6/11/2020.

Tim Bell

Engineer of Construction



Apprenticeship or Training Program Certification

Return with Bid

Route	<u>Various</u>
County	<u>DuPage</u>
Local Agency	<u>Downers Grove</u>
Section	<u>21-00000-01-GM</u>

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:

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.

Operating Engineers Local 150

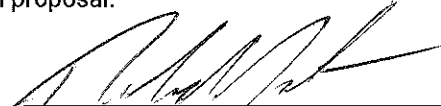
Chicagoland Laborers' Training & Apprenticeship Program

DuPage County Cement Masons' Local 803 Joint Apprenticeship

- 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: R.W. Dunteman Co.

By: 
(Signature)

Address: 600 S. Lombard Road, Addison, IL 60101

Title: President

RETURN WITH BID



Affidavit of Illinois Business Office

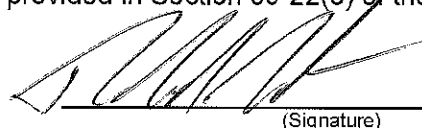
County DuPage
 Local Public Agency Downers Grove
 Section Number 21-00000-01-GM
 Route Various

State of IL)
) ss.
 County of DuPage)

I, Roland W. Dunteman of Addison, IL,
(Name of Affiant) (City of Affiant) (State of Affiant)

being first duly sworn upon oath, states as follows:

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

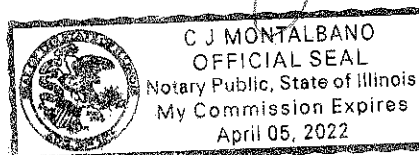

(Signature)

Roland W. Dunteman
(Print Name of Affiant)

This instrument was acknowledged before me on 17th day of February, 2021.

(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 3/5/2021 (Letting date)

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

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.

	1805	1831	1837	1905	
Contract Number	61D47	60Y39	61E06		
Contract With	IDOT	Kenny Const.	IDOT	CREATE	
Estimated Completion Date	3/22	9/20	110 WD	11/20	
Total Contract Price	20,364,790.00	6,630,409.00	8,525,281.00	4,511,112.00	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	7,955,000.00		1,409,132.00	455,000.00	9,819,132.00
Uncompleted Dollar Value if Firm is the Subcontractor		1,820,000.00			1,820,000.00
Total Value of All Work					11,639,132.00

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	800,000.00		20,000.00	25,000.00	845,000.00
Portland Cement Concrete Paving	1,200,000.00				1,200,000.00
HMA Plant Mix					0.00
HMA Paving	1,350,000.00	1,800,000.00	200,000.00		3,350,000.00
Clean & Seal Cracks/Joints					0.00
Aggregate Bases & Surfaces	750,000.00	0.00	0.00	25,000.00	775,000.00
Highway, R.R. and Waterway Structures					0.00
Drainage	50,000.00				50,000.00
Electrical					0.00
Cover and Seal Coats					0.00
Concrete Construction	400,000.00		50,000.00		450,000.00
Landscaping					0.00
Fencing					0.00
Guardrail					0.00
Painting					0.00
Signing					0.00
Cold Milling, Planning & Rotomilling		0.00	0.00		0.00
Demolition					0.00
Pavement Markings (Paint)					0.00
Other Construction (List)					0.00
					0.00
Mobilization	150,000.00	20,000.00	2,500.00	20,000.00	192,500.00
Totals	4,700,000.00	1,820,000.00	272,500.00	70,000.00	6,862,500.00

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.

	1805	1805	1837	1837	1905	
Subcontractor						
Type of Work	Tree Removal	Fence	Tree Rem.	Traffic	Tree Removal	
Subcontract Price	46,613.00	75,318.00	19,965.00	335,656.00	26,000.00	
Amount Uncompleted	0.00	50,000.00	0.00	100,000.00	0.00	
Subcontractor						
Type of Work	Traffic Control	Electrical	Concrete	LJS	Landscape	
Subcontract Price	663,255.00	1,012,709.00	150,970.00	72,527.00	52,450.00	
Amount Uncompleted	225,000.00	950,000.00	0.00	0.00	25,000.00	
Subcontractor						
Type of Work	Survey	Bridge	Bridge	Pavt. Marking	Sewer	
Subcontract Price	104,000.00	1,001,507.00	501,088.00	52,887.00	97,842.00	
Amount Uncompleted	25,000.00	600,000.00	0.00	10,000.00	35,000.00	
Subcontractor						
Type of Work	Pavt. Marking	Ground Improve	Sewer	Survey	Fence	
Subcontract Price	116,601.00	1,259,000.00	1,856,363.00	65,000.00	83,494.00	
Amount Uncompleted	75,000.00	300,000.00	0.00	5,000.00	75,000.00	
Subcontractor						
Type of Work	Sewer	Rebar	Electrical	Non-Spl Waste	Noise Wall	
Subcontract Price	3,403,976.00	67,234.00	976,942.00	5,980.00	1,597,127.00	
Amount Uncompleted	750,000.00	25,000.00	800,000.00	0.00	250,000.00	
Subcontractor						
Type of Work	Non-Spl Waste		Landscape	Sewer Clean		
Subcontract Price	17,800.00		195,189.00	4,200.00		
Amount Uncompleted	5,000.00		150,000.00	4,200.00		
Subcontractor						
Type of Work	Landscape		Guardrail			
Subcontract Price	300,105.00		67,432.00			
Amount Uncompleted	250,000.00		67,432.00			
Total Uncompleted		3,255,000.00		1,136,632.00	385,000.00	

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

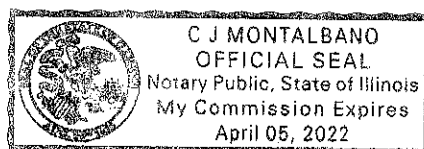
Subscribed and sworn to before me

March 5, 2021

CJ Montalbano
 Notary Public CJ Montalbano

My commission expires: 4/5/2022

(Notary Seal)



Type or Print Name Jay Landgraf Assistant Secretary
 Officer or Director Title

Signed *J Landgraf*Company R.W. Dunteman Company

Address 600 S. Lombard Road
Addison, IL 60101



**Illinois Department
of Transportation**

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

Affidavit of Availability
For the Letting of 3/5/2021
(Letting date)

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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**.

	1938	1941			
Contract Number		62G42			
Contract With	Cook County	IDOT			
Estimated Completion Date	9/22	70 WD			
Total Contract Price	57,491,018.00	1,919,386.00			Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	34,809,841.00	1,388,740.00			46,017,713.00
Uncompleted Dollar Value if Firm is the Subcontractor					1,820,000.00
					47,837,713.00

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

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						Accumulated Totals
Earthwork	5,500,000.00	100,000.00				6,445,000.00
Portland Cement Concrete Paving	4,300,000.00					5,500,000.00
HMA Plant Mix						0.00
HMA Paving	1,000,000.00	404,381.00				4,754,381.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces	1,200,000.00					1,975,000.00
Highway, R.R. and Waterway Structures						0.00
Drainage						50,000.00
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction	3,700,000.00	150,000.00				4,300,000.00
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling	12,587.00	136,252.00				148,839.00
Demolition						0.00
Pavement Markings (Paint)						0.00
Other Construction (List)		25,000.00				25,000.00
						0.00
Mobilization	2,000,000.00	60,000.00				2,252,500.00
Totals	17,712,587.00	875,633.00	0.00	0.00	0.00	25,450,720.00

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Part III. Work Subcontracted to Others

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

	1938	1938	1941	1941		
Subcontractor						
Type of Work	Bridge	Pvt. Marking	Bridge	Sewer Cleaning		
Subcontract Price	8,047,544.00	187,262.00	130,277.00	25,025.00		
Amount Uncompleted	5,300,000.00	187,262.00	130,277.00	25,025.00		
Subcontractor						
Type of Work	Electrical	Survey	Electrical	Sewer		
Subcontract Price	6,947,141.00	338,000.00	70,552.00	461,149.00		
Amount Uncompleted	5,800,000.00	160,000.00	30,000.00	220,000.00		
Subcontractor						
Type of Work	Fence	Traffic Control	Fence	Pavt Marking		
Subcontract Price	1,506,242.00	2,681,277.00	45,134.00	11,206.00		
Amount Uncompleted	1,400,000.00	1,500,000.00	45,134.00	11,206.00		
Subcontractor						
Type of Work	Landscape	Tree Removal	Landscape	Survey		
Subcontract Price	1,473,000.00	115,840.00	4,064.00	2,000.00		
Amount Uncompleted	1,400,000.00	0.00	4,064.00	1,000.00		
Subcontractor						
Type of Work	Long. Jt. Seal	Video	LJS	Traffic Control		
Subcontract Price	109,992.00	4,200.00	20,051.00	23,864.00		
Amount Uncompleted	109,992.00	0.00	20,051.00	10,000.00		
Subcontractor						
Type of Work	Non Spl Waste		Non-Spl Waste	Tree Removal		
Subcontract Price	77,650.00		23,350.00	1,450.00		
Amount Uncompleted	40,000.00		13,350.00	0.00		
Subcontractor						
Type of Work	Sewer		Sawcutting			
Subcontract Price	8,377,195.00		5,333.00			
Amount Uncompleted	1,200,000.00		3,000.00			
Total Uncompleted		17,097,254.00		513,107.00		

I, being duly sworn, do hereby declare 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

March 5, 2021

CJ Montalbano
Notary Public CJ Montalbano

My commission expires: 4/5/2022

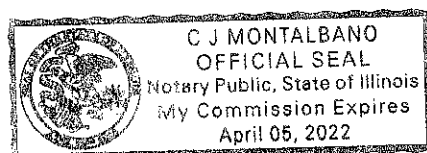
Type or Print Name Jay Landgraf Assistant Secretary
Officer or Director Title

Signed *Jay Landgraf*

Company R.W. Dunteman Company

Address 600 S. Lombard Road
Addison, IL 60101

(Notary Seal)





Illinois Department of Transportation

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

Affidavit of Availability
For the Letting of 3/5/2021
(Letting date)

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Part I. Work Under Contract

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	2001	2002	2006		
Contract Number	62A26	61F36	61G18		
Contract With	IDOT	IDOT	IDOT		
Estimated Completion Date	6/21	11/20	145 WD		
Total Contract Price	5,247,344.00	10,557,782.00	4,921,983.00		Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	4,647,503.00	2,116,597.00	1,703,260.00		54,485,073.00
Uncompleted Dollar Value if Firm is the Subcontractor					1,820,000.00
Total Value of All Work					56,305,073.00

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

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					Accumulated Totals
Earthwork	109,934.00	0.00	80,000.00		6,634,934.00
Portland Cement Concrete Paving					5,500,000.00
HMA Plant Mix					0.00
HMA Paving	1,342,907.00	50,000.00	200,000.00		6,347,288.00
Clean & Seal Cracks/Joints					0.00
Aggregate Bases & Surfaces	104,990.00	30,000.00	30,000.00		2,139,990.00
Highway, R.R. and Waterway Structures					0.00
Drainage					50,000.00
Electrical					0.00
Cover and Seal Coats					0.00
Concrete Construction	100,000.00	300,000.00	0.00		4,700,000.00
Landscaping					0.00
Fencing					0.00
Guardrail					0.00
Painting					0.00
Signing					0.00
Cold Milling, Planning & Rotomilling	250,368.00	0.00	0.00		399,207.00
Demolition					0.00
Pavement Markings (Paint)					0.00
Other Construction (List)			0.00		25,000.00
	30,000.00	100,000.00	100,000.00		230,000.00
Mobilization	340,000.00	200,000.00	50,000.00		2,842,500.00
Totals	2,278,199.00	680,000.00	460,000.00	0.00	28,868,919.00

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Part III. Work Subcontracted to Others

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

	2001	2001	2002	2002	2006	2006
Subcontractor						
Type of Work	Tree Removal	Landscape	Tree Removal	Masonry	Electrical	Traffic Control
Subcontract Price	3,078.00	96,989.00	7,069.00	303,132.00	1,001,096.00	173,208.00
Amount Uncompleted	3,078.00	96,989.00	0.00	50,000.00	920,000.00	50,000.00
Subcontractor						
Type of Work	Traffic Control	Fence	Signs	Long. Jt. Seal	Landscaping	Guardrail
Subcontract Price	347,618.00	69,560.00	40,911.00	23,566.00	103,805.00	63,050.00
Amount Uncompleted	280,000.00	69,560.00	0.00	0.00	103,805.00	63,050.00
Subcontractor						
Type of Work	Survey	Electrical	Traffic Control	Landscaping	LJS	Tree Removal
Subcontract Price	19,390.00	766,301.00	177,629.00	89,146.00	36,730.00	5,234.00
Amount Uncompleted	15,000.00	650,000.00	20,000.00	20,000.00	0.00	0.00
Subcontractor						
Type of Work	Pvt Marking	Concrete	Survey	Irrigation	Non-Spl Waste	
Subcontract Price	33,179.00	569,784.00	45,970.00	329,800.00	14,920.00	
Amount Uncompleted	33,179.00	569,784.00	4,500.00	150,000.00	7,000.00	
Subcontractor						
Type of Work	Sewer		Pvt. Marking	Electrical	Sewer	
Subcontract Price	852,009.00		22,097.00	2,159,042.00	338,939.00	
Amount Uncompleted	600,000.00		22,097.00	750,000.00	50,000.00	
Subcontractor						
Type of Work	Non Spl		Sewer	Brick Pavers	Pavt. Markings	
Subcontract Price	15,750.00		939,070.00	1,231,036.00	39,405.00	
Amount Uncompleted	15,750.00		20,000.00	400,000.00	39,405.00	
Subcontractor						
Type of Work	Long. Jt. Seal		Non Spl		Survey	
Subcontract Price	35,964.00		29,900.00		31,975.00	
Amount Uncompleted	35,964.00		0.00		10,000.00	
Total Uncompleted		2,369,304.00		1,436,597.00		1,243,260.00

I, being duly sworn, do hereby declare 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

March 5, 2021

CJ Montalbano
Notary Public CJ Montalbano

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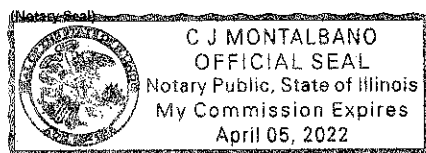
Type or Print Name Jay Landgraf Assistant Secretary
Officer or Director Title

Signed *Jay Landgraf*

Company R.W. Duntelman Company

Address 600 S. Lombard Road

Addison, IL 60101





Illinois Department of Transportation

Bureau of Construction
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	2014	2017	2019	2024	
Contract Number	61G20	61G64	60V06	61G77	
Contract With	IDOT	IDOT	IDOT	IDOT	
Estimated Completion Date	190 WD	50 WD	70 WD	25 WD	
Total Contract Price	9,776,015.00	773,338.00	1,738,699.00	356,564.00	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	9,675,654.00	512,491.00	1,738,699.00	356,564.00	66,768,481.00
Uncompleted Dollar Value if Firm is the Subcontractor					1,820,000.00
Total Value of All Work					68,588,481.00

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	438,300.00	60,000.00		15,176.00	7,148,410.00
Portland Cement Concrete Paving					5,500,000.00
HMA Plant Mix					0.00
HMA Paving	1,425,387.00	150,000.00		24,923.00	7,947,598.00
Clean & Seal Cracks/Joints					0.00
Aggregate Bases & Surfaces	358,612.00	80,000.00		966.00	2,579,568.00
Highway, R.R. and Waterway Structures					0.00
Drainage					50,000.00
Electrical					0.00
Cover and Seal Coats					0.00
Concrete Construction	919,870.00	44,962.00	266,023.00	51,271.00	5,982,126.00
Landscaping					0.00
Fencing					0.00
Guardrail					0.00
Painting					0.00
Signing					0.00
Cold Milling, Planing & Rotomilling	526,709.00			5,119.00	931,035.00
Demolition					0.00
Pavement Markings (Paint)					0.00
Other Construction (List)			734,927.00	54,641.00	814,568.00
	661,281.00			17,049.00	908,330.00
Mobilization	750,000.00	40,000.00	167,039.00	60,371.00	3,859,910.00
Totals	5,080,159.00	374,962.00	1,167,989.00	229,516.00	0.00
					35,721,545.00

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.

	2014	2014	2017	2019	2024-Pending	
Subcontractor						
Type of Work	Electrical	Survey	Electrical	Electrical	Electrical	
Subcontract Price	1,653,208.00	40,000.00	28,749.00	71,536.00	36,453.00	
Amount Uncompleted	1,600,000.00	40,000.00	28,749.00	71,536.00	36,453.00	
Subcontractor						
Type of Work	Fence	Traffic	Landscape	Grinding	Signs	
Subcontract Price	22,007.00	380,545.00	82,219.00	107,696.00	20,150.00	
Amount Uncompleted	22,007.00	380,545.00	75,000.00	107,696.00	20,150.00	
Subcontractor						
Type of Work	Landscaping	Tree Removal	Sewer	Landscaping	Landscaping	
Subcontract Price	142,227.00	17,455.00	33,949.00	10,212.00	5,000.00	
Amount Uncompleted	142,227.00	17,455.00	20,000.00	10,212.00	5,000.00	
Subcontractor						
Type of Work	LJS		Pavt. Marking	Non-Spl Waste	Non-Spl Waste	
Subcontract Price	82,049.00		3,780.00	900.00	11,610.00	
Amount Uncompleted	82,049.00		3,780.00	900.00	11,610.00	
Subcontractor						
Type of Work	Non-Spl Waste		Traffic Control	Sewer	Sewer	
Subcontract Price	70,130.00		15,971.00	97,200.00	40,920.00	
Amount Uncompleted	70,130.00		10,000.00	97,200.00	40,920.00	
Subcontractor						
Type of Work	Sewer		Tree Removal	Pavt. Marking	Pavt. Marking	
Subcontract Price	2,171,049.00		2,594.00	159,110.00	7,133.00	
Amount Uncompleted	2,171,049.00		0.00	159,110.00	7,133.00	
Subcontractor						
Type of Work	Pavt. Marking		Precon Video	Traffic Control	Traffic Control	
Subcontract Price	70,033.00		3,175.00	124,056.00	5,782.00	
Amount Uncompleted	70,033.00		0.00	124,056.00	5,782.00	
Total Uncompleted		4,595,495.00	137,529.00	570,710.00	127,048.00	

I, being duly sworn, do hereby declare this affidavit is a true and correct statement relating to ALL uncompleted contracts of the undersigned for Federal, State, County 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

March 5, 2021

CJ Montalbano
Notary Public CJ Montalbano

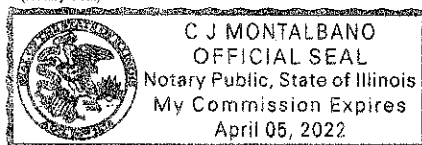
My commission expires: 4/5/2022

Type or Print Name **Jay Landgraf**

Assistant Secretary

Signed *Jay Landgraf*
Officer or Director Title

(Notary Seal)



Company **R.W. Duntelman Company**

Address **600 S. Lombard Road**

Addison, IL 60101



**Illinois Department
of Transportation**

Location
2000 South Dirksen Parkway/Room 322
Springfield, Illinois 62764

**Affidavit of Availability
For the Letting of 3/5/2021**

(Letting date)

Instructions: Complete this form by either typing or using black ink. "Authorization to Bid" will be issued unless both sides of this form are completed in detail. Use additional forms as needed to detail 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.

	Pending					
Contract Number	62L26					
Contract With	IDOT					
Estimated Completion Date	60 WD					
Total Contract Price	1,944,316.00					Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	1,944,316.00					68,712,797.00
Uncompleted Dollar Value if Firm is the Subcontractor						1,820,000.00
Total Value of All Work						70,532,797.00

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	22,000.00	0.00				7,170,410.00
Portland Cement Concrete Paving						5,500,000.00
HMA Plant Mix						0.00
HMA Paving	1,041,084.00	0.00				8,988,682.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces						2,579,568.00
Highway, R.R. and Waterway Structures						0.00
Drainage						50,000.00
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction						5,982,126.00
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planing & Rotomilling	195,058.00					1,126,093.00
Demolition						0.00
Pavement Markings (Paint)						0.00
Office / Trainees	43,900.00					858,468.00
						908,330.00
Mobilization	144,870.00					4,004,780.00
Totals	1,446,912.00	0.00	0.00	0.00	0.00	37,168,457.00

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.

not be
o list

Subcontractor						
Type of Work	Concrete	Sewer				
Subcontract Price	133,696.00	75,100.00				
Amount Uncompleted	133,696.00	75,100.00				
Subcontractor						
Type of Work	Electrical	Pave, Marking				
Subcontract Price	52,854.00	44,516.00				
Amount Uncompleted	52,854.00	44,516.00				
Subcontractor						
Type of Work	Fence	Traffic Control				
Subcontract Price	5,325.00	27,923.00				
Amount Uncompleted	5,325.00	27,923.00				
Subcontractor						
Type of Work	Landscaping	Tree Removal				
Subcontract Price	20,118.00	19,616.00				
Amount Uncompleted	20,118.00	19,616.00				
Subcontractor						
Type of Work	Long. Joint Seal	Survey				
Subcontract Price	77,256.00	5,000.00				
Amount Uncompleted	77,256.00	5,000.00				
Subcontractor						
Type of Work	Non Spl. Waste					
Subcontract Price	14,050.00					
Amount Uncompleted	14,050.00					
Subcontractor						
Type of Work	Sewer Clean					
Subcontract Price	21,950.00					
Amount Uncompleted	21,950.00					
Total Uncompleted		494,404.00				

I, being duly sworn, do hereby declare 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

March 5, 2021

CJ Montalbano
Notary Public CJ Montalbano

My commission expires: 4/5/2022

Type or Print Name **Jay Landgraf**

Assistant Secretary

Officer or Director

Title

Signed

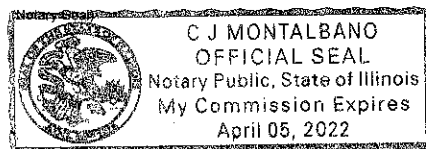
Company

R.W. Duntelman Company

Address

600 S. Lombard Road

Addison, IL 60101





**Illinois Department
of Transportation**

Local Agency Proposal Bid Bond

Route Various

County DuPage

Local Agency Village of Downers Grove

Section 21-00000-01-GM

RETURN WITH BID

PAPER BID BOND

WE R. W. Dunteman Company 600 South Lombard Road, Addison, IL 60101 as **PRINCIPAL**,

and Continental Casualty Company 151 N. Franklin Street, Chicago, IL 60606 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 17th day of February, 2021

Principal

~~R. W. Duntelman Company~~

(Company Name)

By:

Roland W. Duntzman III President (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.)

Continental Casualty Company

(Name of Surety)

Surety

By:

William Reidingen

STATE OF Illinois

COUNTY OF DuPage

Hina Azam, a Notary Public in and for said county,

do hereby certify that Roland W. Duntelman III and William Reidinger

(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 17th day of February, 2021

My commission expires April 23, 2024

Hina Azam

(Notary Public)

ELECTRONIC BID☐ 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.)

[illegible]

Electronic Bid Band ID Code

(Company/Bidder Name)

(Signature and Title)

Date _____

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company (herein called "the CNA Companies"), are duly organized and existing insurance companies having their principal offices in the City of Chicago, and State of Illinois, and that they do by virtue of the signatures and seals herein affixed hereby make, constitute and appoint

William Reidinger, Donna M Tyler, Matthew V Buol, Hina Azam, Donna Wright, Karen E Bogard, Joseph Halleran, Rebecca R Alves, Thomas Green, Jeffrey S Ciecko, Individually

of Schaumburg, IL, their true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on their behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of their insurance companies and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Boards of Directors of the insurance companies.

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 9th day of March, 2016.



Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Paul T. Bruflat
Paul T. Bruflat Vice President

State of South Dakota, County of Minnehaha, ss:

On this 9th day of March, 2016, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.



My Commission Expires June 23, 2021

J. Mohr
J. Mohr Notary Public

CERTIFICATE

I, D. Bult, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 17th day of February, 2016.



Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

D. Bult
D. Bult Assistant Secretary

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF CONTINENTAL CASUALTY COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company at a meeting held on May 12, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of Continental Casualty Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company.”

ADOPTED BY THE BOARD OF DIRECTORS OF NATIONAL FIRE INSURANCE COMPANY OF HARTFORD:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of National fire Insurance Company of Hartford.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company.”

ADOPTED BY THE BOARD OF DIRECTORS OF AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of American Casualty Company of Reading, Pennsylvania.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company.”



Special Provisions



Local Public Agency	County	Section Number
Village of Downers Grove	DuPage	21-00000-01-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.

Maintenance of Roadways

Effective: September 30, 1985

Revised: November 1, 1996

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.

TRAFFIC CONTROL PLAN

Effective: September 30, 1985

Revised: January 1, 2007

Traffic Control shall be according to the applicable sections of the Standard Specifications, the Supplemental Specifications, the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", any special details and Highway Standards contained in the plans, and the Special Provisions contained herein.

Special attention is called to Article 107.09 of the Standard Specifications and the following Highway Standards, Details, Quality Standard for Work Zone Traffic Control Devices, Recurring Special Provisions and Special Provisions contained herein, relating to traffic control.

~~The Contractor shall contact the District One Bureau of Traffic at least 72 hours in advance of beginning work.~~ The Contractor shall contact Downers Grove Public Works at least 72 hours in advance of beginning work.

STANDARDS:

701301-04

701501-06

701502-08

701801-06

701901-07

DETAILS: TC-10, TC-13**SPECIAL PROVISIONS:**

Basis of Payment: This work shall be paid for at the contract Lump Sum price for TRAFFIC CONTROL AND PROTECTION STANDARD 701501 or TRAFFIC CONTROL AND PROTECTION STANDARD 701502 or TRAFFIC CONTROL AND PROTECTION STANDARD 701801

STATUS OF UTILITIES (D-1)

Effective: June 1, 2016

Revised: January 1, 2020

Utility companies and/or municipal owners located within the construction limits of this project have provided the following information in regard to their facilities and the proposed improvements. The tables below contain a description of specific conflicts to be resolved and/or facilities which will require some action on the part of the Department's contractor to proceed with work. Each table entry includes an identification of the action necessary and, if applicable, the estimated duration required for the resolution.

UTILITIES TO BE ADJUSTED

Conflicts noted below have been identified by following the suggested staging plan included in the contract. The company has been notified of all conflicts and will be required to obtain the necessary permits to complete their work; in some instances resolution will be a function of the construction staging. The responsible agency must relocate, or complete new installations as noted below; this work has been deemed necessary to be complete for the Department's contractor to then work in the stage under which the item has been listed.

Pre-Stage

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME
				None Anticipated

Stage 1

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME
				None Anticipated

Stage 2

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME
				None Anticipated

No conflicts to be resolved (or if there are conflicts they are to be listed as noted above)

Pre-Stage: _____ Days Total Installation
 Stage 1: _____ Days Total Installation
 Stage 2: _____ Days Total Installation

The following contact information is what was used during the preparation of the plans as provided by the Agency/Company responsible for resolution of the conflict.

Agency/Company Responsible to Resolve Conflict	Name of contact	Address	Phone	e-mail address

UTILITIES TO BE WATCHED AND PROTECTED

The areas of concern noted below have been identified by following the suggested staging plan included for the contract. The information provided is not a comprehensive list of all remaining utilities, but those which during coordination were identified as ones which might require the Department's contractor to take into consideration when making the determination of the means and methods that would be required to construct the proposed improvement. In some instances, the contractor will be responsible to notify the owner in advance of the work to take place so necessary staffing on the owner's part can be secured.

Pre-Stage

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
N/A			

Stage 1

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
N/A			

Stage 2

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
N/A			

No facilities requiring extra consideration (*or listed as noted above*)

The following contact information is what was used during the preparation of the plans as provided by the owner of the facility.

Agency/Company Responsible to Resolve Conflict	Name of contact	Address	Phone	E-mail address

The above represents the best information available to the Department and is included for the convenience of the bidder. The days required for conflict resolution should be considered in the bid as this information has also been factored into the timeline identified for the project when setting the completion date. The applicable portions of the Standard Specifications for Road and Bridge Construction shall apply.

Estimated duration of time provided above for the first conflicts identified will begin on the date of the executed contract regardless of the status of the utility relocations. The responsible agencies will be working toward resolving subsequent conflicts in conjunction with contractor activities in the number of days noted.

The estimated relocation duration must be part of the progress schedule submitted by the contractor. A utility kickoff meeting will be scheduled between the Department, the Department's contractor and the utility companies when necessary. The Department's contractor is responsible for contacting J.U.L.I.E. prior to any and all excavation work.

ADJUSTMENTS AND RECONSTRUCTIONS

Effective: March 15, 2011

Revise the first paragraph of Article 602.04 to read:

“602.04 Concrete. Cast-in-place concrete for structures shall be constructed of Class SI concrete according to the applicable portions of Section 503. Cast-in-place concrete for pavement patching around adjustments and reconstructions shall be constructed of Class PP-1 concrete, unless otherwise noted in the plans, according to the applicable portions of Section 1020.”

Revise the third, fourth and fifth sentences of the second paragraph of Article 602.11(c) to read:

“Castings shall be set to the finished pavement elevation so that no subsequent adjustment will be necessary, and the space around the casting shall be filled with Class PP-1 concrete, unless otherwise noted in the plans, to the elevation of the surface of the base course or binder course. HMA surface or binder course material shall not be allowed. The pavement may be opened to traffic according to Article 701.17(e)(3)b.”

Revise Article 603.05 to read:

“603.05 Replacement of Existing Flexible Pavement. After the castings have been adjusted, the surrounding space shall be filled with Class PP-1 concrete, unless otherwise noted in the plans, to the elevation of the surface of the base course or binder course. HMA surface or binder course material shall not be allowed. The pavement may be opened to traffic according to Article 701.17(e)(3)b.”

Revise Article 603.06 to read:

“603.06 Replacement of Existing Rigid Pavement. After the castings have been adjusted, the pavement and HMA that was removed, shall be replaced with Class PP-1 concrete, unless otherwise noted in the plans, not less than 9 in. (225 mm) thick. The pavement may be opened to traffic according to Article 701.17(e)(3)b.

The surface of the Class PP concrete shall be constructed flush with the adjacent surface.”

Revise the first sentence of Article 603.07 to read:

“603.07 Protection Under Traffic. After the casting has been adjusted and the Class PP concrete has been placed, the work shall be protected by a barricade and two lights according to Article 701.17(e)(3)b.”

PUBLIC CONVENIENCE AND SAFETY (DIST 1)

Effective: May 1, 2012

Revised: July 15, 2012

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

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

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

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

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

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

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

Effective: June 26, 2006

Revised: April 1, 2016

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

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

Test	Asphalt Grade GTR 70-28	Asphalt Grade GTR 64-28
Flash Point (C.O.C.), AASHTO T 48, °F (°C), min.	450 (232)	450 (232)
Rotational Viscosity, AASHTO T 316 @ 275 °F (135 °C), Poises, Pa·s, max.	30 (3)	30 (3)
Softening Point, AASHTO T 53, °F (°C), min.	135 (57)	130 (54)
Elastic Recovery, ASTM D 6084, Procedure A (sieve waived) @ 77 °F, (25 °C), aged, ss, 100 mm elongation, 5 cm/min., cut immediately, %, min.	65	65

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

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

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

“A dedicated storage tank for the Ground Tire Rubber (GTR) modified asphalt binder shall be provided. This tank must be capable of providing continuous mechanical mixing throughout by continuous agitation and recirculation of the asphalt binder to provide a

uniform mixture. The tank shall be heated and capable of maintaining the temperature of the asphalt binder at 300 °F to 350 °F (149 °C to 177 °C). The asphalt binder metering systems of dryer drum plants shall be calibrated with the actual GTR modified asphalt binder material with an accuracy of ± 0.40 percent.”

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

“(c) RAP Materials (Note 5)1031”

Add the following note to 1030.02 of the Standard Specifications:

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

Friction Aggregate (D-1)

Effective: January 1, 2011

Revised: November 1, 2019

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

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

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

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

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

	Surface	Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Crushed Gravel ^{2/} , Crushed Concrete ^{3/} , or Dolomite ^{2/}	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

1/ Crushed steel slag allowed in shoulder surface only.

2/ Carbonate crushed stone (limestone) and/or crushed gravel shall not be used in SMA Ndesign 80. In SMA Ndesign 50, carbonate crushed stone shall not be blended with any of the other aggregates allowed alone in Ndesign 50 SMA binder or Ndesign 50 SMA surface.

3/ Crushed concrete will not be permitted in SMA mixes.

4/ Crushed steel slag shall not be used as leveling binder.

5/ When combinations of aggregates are used, the blend percent measurements shall be by volume.”

6/ Combining different types of aggregate will not be permitted in SMA Ndesign 80.”

INDEX FOR SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2021

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

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

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Check Sheet for Recurring Special Provisions


Local Public Agency	County	Section Number
Village of Downers Grove	DuPage	21-00000-01-GM

☐ **Check this box for lettings prior to 01/01/2021.**

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

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Local Public Agency	County	Section Number
Village of Downers Grove	DuPage	21-00000-01-GM

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

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IV. SPECIAL PROVISIONS

The following Special Provisions shall modify, supercede, or supplement the Standard Specifications.

Where any section, subsection, paragraph, or subparagraph of the Standard Specifications is *supplemented* by any of the following paragraphs, the provisions of such section, subsection, paragraph, or subparagraph shall remain in effect. The Special Provisions shall govern in addition to the particular Standard Specification so supplemented, and not in lieu thereof.

Where any section, subsection, paragraph, or subparagraph of the Standard Specifications is *amended, voided, or superceded* by any of the following paragraphs, any provision of such section, subsection, paragraph, or subparagraph standing unaffected, shall remain in effect. The Special Provisions shall govern in lieu of any particular provision of the Standard Specification so amended, voided, or superceded, and not in addition to the portion changed.

1 GENERAL CONSTRUCTION REQUIREMENTS

The following general requirements are intended to govern the overall priority for the performance of the work described in this contract. As general requirements, they are not intended to dictate to the Contractor the precise method by which these tasks shall be performed.

(A) The contractor shall also make special note that any contract work on the following streets prior to June 8, 2021 must be within the hours of 9:00AM-2:00PM Monday through Friday, until after the school year ends. Majority of contract work in this area should then be complete prior to start of the new school year on August 13, 2021, including striping and restoration. Any work after August 13, 2021 must be within the hours of 9:00AM-2:00PM.

- a. Seeley Ave (Ogden Ave to Grant St)
- b. Oakwood Ave (Ogden Ave to Grant St)
- c. Middaugh Ave (Ogden Ave to South end)
- d. Norfolk (West end to Dunham Rd)

Special consideration to hours and location of work near schools shall be made to allow for full and safe access during normal student arrival and departure schedules.

The Contractor shall maintain traffic flow on All Streets during the day in accordance with the applicable special provision. Adequate signing and flagging is of particular importance for safe travel of all residents.

The Contractor shall conduct his operations to interfere as little as possible with Village employees or the public on or near the Work. All construction work specified under this contract shall be so engaged as to not impede normal traffic and pedestrian ways. Any barricading to detour traffic must receive prior written approval from the Engineer.

Unless otherwise allowed by the Village, non-poured and/or non-finished concrete shall not be allowed to extend over a Saturday and Sunday period. All construction work shall be done such that continuous access to schools or businesses is maintained, although it may be restricted to one lane with proper barricading .

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All voids and open excavation remaining adjacent to newly constructed curb and gutter, sidewalks, driveways, etc., must be addressed in a timely manner. For that period prior to full parkway restoration or turf placement, the Contractor shall backfill and grade all disturbed areas in the parkway so as to insure the safety of the general public. Parkway shall be left in a safe, clean and usable condition conducive to foot traffic and to the satisfaction of the Village. The Contractor shall also work to keep disturbed areas in the parkway weed free.

All street openings made prior to November 15th shall be fully restored according to the applicable special provisions, and the street reopened to regular traffic upon the availability of hot-mix bituminous concrete. The Contractor shall assume the risk of restoration over those reaches of pipe installed but not yet pressure-tested for pipe integrity.

If the project requires the phasing of construction, the contractor is to follow the phasing shown in the plan set. Any variations in the phasing plan shown on the plan set must be approved in writing by the Engineer before construction begins. The contractor will not be allowed to proceed to another phase without the approval of the Engineer. **The contractor will receive no additional compensation for constructing the project in phases.**

No more than three hundred linear feet (300 LF) of pavement may be open-cut and closed to use by the motoring public, and access to all individual drives within the current work zone must be restored at the end of each workday, unless a Village-approved phasing plan shows otherwise.

2 PREQUALIFICATION

All bidders must supply Certificate of Eligibility from IDOT, Prequalified 003 HMA Plant Mix.

3 COMPLETION TIME

In addition to the completion date of October 8, 2021 listed on Proposal, BLR 12200 Pg. 3 of 6, the Contractor shall note the following. This project incorporates multiple phases of construction with various types of street rehabilitation treatments. Besides the overall time limit of the project, there are also interim deadlines on specific parts of the work in order to reduce the time residents are inconvenienced as a result of the project. Work shall be completed by October 8, 2021 or liquidated damages shall apply, with the exception of Seeley Ave, Oakwood Ave, Middaugh Ave, and Norfolk St, which shall be completed by August 13, 2021 or liquidated damages shall apply. Should the Contractor fail to complete the work within the stipulated time frames and/or prior to the completion date, the Contractor shall be liable for liquidated damages.

Phases and time frames are as follows:

- **Final surface course placement of all streets throughout project shall be completed prior to August 13, 2021.**
- **Streets are organized into geographic groups and order of work will be agreed upon at preconstruction meeting. Controlling item of each group must be completed prior to starting work on next group.**
- **Curb and PCC driveway replacement and permanent driveway restoration shall be completed within 10 calendar days of curb removal. This includes any adjacent sidewalk work and / or replacement of HMA or PCC driveway as designated.**

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- All open excavations remaining adjacent to newly constructed curb and gutter, sidewalks, driveways, etc., shall be properly backfilled, compacted and graded per the specifications within 5 calendar days of their completion.
- The Contractor shall complete final surface course placement within 10 calendar days of pavement milling / surface removal.
- Unless otherwise dictated by the specifications, final parkway restoration / sod placement shall be completed within 7 calendar days of a street completing concrete work.

4 LIQUIDATED DAMAGES

The Contractor must complete the work in accordance with the completion time requirements. If he fails to do so within the times stipulated, the Contractor shall be liable for liquidated damages for each additional calendar day in strict adherence to article 108.09 of the SSRBC, except that liquidated damages shall be fixed at \$1,275.00 per day. The Contractor shall notify the Village in writing when all contract work is completed. Contractor will be allowed 10 working days after all contract work is completed to address punch list items and/or items as deemed by the Village. The contractor is allowed 5-7 calendar days after issuance of punch list to re-mobilize to perform punch list items before the Village begins to charge working days.

Monetary damages will be assessed against the Contractor if he fails to complete each phase of construction as described in this contract, and the overall completion of this project within the stipulated time frames, not as a penalty but liquidated damages for delay in completion of work.

The Contractor must read carefully the special provisions pertaining to each portion of work. Certain parts or phases of the proposed work will have intermittent time frames stipulated to lessen the disruption to affected and adjacent residents and businesses.

Phases and time frames are as follows:

- Final surface course placement of all streets throughout project shall be completed prior to August 13, 2021.
- Streets are organized into geographic groups and order of work will be agreed upon at preconstruction meeting. Controlling item of each group must be completed prior to starting work on next group.
- Curb and PCC driveway replacement and permanent driveway restoration shall be completed within 10 calendar days of curb removal. This includes any adjacent sidewalk work and / or replacement of HMA or PCC driveway as designated.
- All open excavations remaining adjacent to newly constructed curb and gutter, sidewalks, driveways, etc., shall be properly backfilled, compacted and graded per the specifications within 5 calendar days of their completion.
- The Contractor shall complete final surface course placement within 10 calendar days of pavement milling / surface removal.
- Unless otherwise dictated by the specifications, final parkway restoration / sod placement shall be completed within 7 calendar days of a street completing concrete work.

5 ACCESS AND WATER SHUT OFF NOTIFICATION

If access to a driveway will be blocked, or water will be turned off, the Contractor shall give that resident or business proper written notification at least 24 hours in advance. The Contractor must provide them the opportunity to remove their cars from the drive or make other arrangements, and prepare for any shutdown of the water system. Samples of written notices shall be submitted to the Engineer for approval.

In addition, the Contractor shall be responsible for notifying the resident or business verbally on the morning of any driveway closure, to ensure awareness of the lack of access.

Basis of Payment: This work shall be considered **INCIDENTAL** to the project.

6 EXISTING UTILITIES

Existing Public Utilities, such as watermain, sewers, gas lines, streetlights, telephone lines, electric power lines, etc., shall be protected against damage during the construction of this project. The Contractor shall contact the Owners of all public utilities and obtain locations of all utilities within the limits of the proposed construction and make arrangements, if necessary, to adjust or move any existing utility at the utility company's expense. Any expense incurred by the contractor in connection with making arrangements shall be borne by the Contractor and considered incidental to the contract. It shall be this Contractor's responsibility to determine the actual location of all such facilities in the field.

The adjustment of all facilities of Nicor, AT&T, the Commonwealth Edison Co., etc. shall be done by the respective utility company, and if known, are indicated on the plans as to be done "By Others". All other utility adjustments to sewer, water, and local facilities shall be performed under this contract, under the supervision of the Owner of the utility, and will be paid for under the respective items in the contract unless otherwise indicated on the plans or directed by the Engineer.

Any existing facilities, residential or commercial sprinkler systems, etc. disturbed are the responsibility of the property/utility owner. The contractor shall treat as regular utility if marked. If not marked, contractor shall treat as a utility in an unanticipated location per Sec. 107 of the Standard Specifications. The contractor shall notify the Village when a utility has been damaged. The cost of repairs of any damaged utility shall be repaired at no cost to the Village.

Whenever the locations of existing utilities are known, the approximate location of said utility is indicated on the plans. This information is given only for the convenience of the Bidder and the Village assumes no responsibility as to accuracy of the information provided. The Contractor shall consider in his bid the location of all permanent and temporary utility appurtenances to their present or relocated positions, whether shown on the plans or not, and no additional compensation will be allowed for delays, inconvenience, or special construction methods required due to the existence of said appurtenances.

Whenever obstructions are encountered during the progress of the work and interfere to such an extent that an alteration in the plan is required, the Engineer shall order a deviation in the plan as required, the Engineer shall order a deviation in the line and/or grade to resolve the conflict, or relocation of the obstruction. The Contractor will be compensated for any additional pipe material, fittings, granular backfill, or structures

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required at the respective contract prices, and measured as specified in the Contract. No additional compensation will be allowed for delays or inconveniences, additional excavation, or any special construction methods required in prosecuting the work due to the existence of said obstruction.

7 COMBINATION CONCRETE CURB AND GUTTER REMOVAL

Description: This work shall consist of the removal of existing P.C.C. Curb and Gutter of the type and size at the locations noted in Schedule of Quantities. This work shall be performed in accordance with Section 440 of the Standard Specifications, except as amended herein.

Unless otherwise allowed by the engineer, curb and gutter removal and replacement shall be done on one side of a street at a time to allow for on street parking. No curb shall be removed from the opposite side of the street until completion of curb replacement and full access to driveways is restored on the first side.

This work shall include a full depth, perpendicular, straight joint sawn at the ends and all edges, including along the edge of pavement, of portions to be removed, unless otherwise directed by the engineer.

At those locations where curb removal operations fall within the Critical Root Zone (CRZ) the Contractor will be required to trench with a "chain" driven trencher immediately back of curb prior to curb removal. This procedure will proceed uninterrupted through the CRZ and insure general tree root pruning. The width of the CRZ shall be determined as noted in the general provision for TREE PROTECTION elsewhere in these documents. If it is determined that proposed removal methods do not cause undo harm to adjacent roots, the Village Forester may waive the need to perform trenching.

During removal operations Contractor shall take special care not to damage or extend sawed joint into adjacent appurtenances such as driveways and sidewalks which are to remain in place. During machine sawing operations Contractor shall also take special care to remove, clean, or otherwise account for any residue / slurry produced by the sawing so material will not be tracked by either vehicular or foot traffic onto adjacent appurtenances which are to remain in place.

Basis of Payment: This work shall be paid for at the contract unit price per Linear Foot for COMBINATION CONCRETE CURB AND GUTTER REMOVAL which price shall be payment in full for all work specified herein.

8 COMBINATION CONCRETE CURB AND GUTTER OF TYPE SPECIFIED

Description: This work shall consist of the replacement of existing PCC Curb and Gutter in accordance with the applicable parts of Sec. 606 of the Standard Specifications, except as amended herein.

Replacement of curb and gutter shall include the placement of three-quarter inch (3/4") premolded expansion joint filler along the back of curb, for the full depth of the curb and gutter, where abutting existing concrete.

Transverse expansion joints with 3/4" joint filler shall be constructed at five feet (5') either side of utility structures, and at no more than ninety foot (90') intervals. All expansion joints shall include the placement

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of two (2) three-quarter inch (3/4") dowel bars with pinched stop caps as specified on detail sheet. Two (2) three quarter inch (3/4") dowel bars shall also be placed at all construction joints as specified on detail sheet and shall be drilled into existing curb and gutter a minimum of six inches (6").

New curb and gutter shall be backfilled with existing excavated earth.

Transverse contraction joints shall be constructed at no more than fifteen foot (15') intervals.

When new curb and gutter is placed adjacent to concrete pavement or base, it shall be tied along the longitudinal construction joint with No. 6 (3/4") bars at 24" centers in accordance with the applicable portions of Article 420.05 of the Standard Specifications.

Placement of curb or curb and gutter as noted on Schedule of Quantities to be reinforced shall also include the placement of two (2) No. 4 (1/2") epoxy coated deformed reinforcement bars meeting the applicable portions of Section 508 of the Standard Specifications. Bars shall be placed at one-half depth of the body of the gutter running the entire length of newly placed sections. Curb or curb and gutter placed as described in this paragraph shall be paid for as CONCRETE CURB (TYPE SPECIFIED), REINFORCED or COMBINATION CONCRETE CURB AND GUTTER (TYPE SPECIFIED), REINFORCED.

All voids existing between newly placed curb and gutter and the adjacent roadway pavement shall be filled with Class SI concrete, prior to bituminous surface placement, to a point 1-1/2 inches below finish grade. This work shall be considered incidental.

All curb and gutter that is in front of sidewalk crossings shall have a cross-slope of a minimum of one percent (1.0%) and a maximum of two percent (2.0%) to facilitate drainage and shall have a defined flow line of not greater than one half inch (1/2") from back of curb.

Placement of curb and gutter shall include the application of membrane curing compound, Type III, in accordance with Articles 1020.13 and 1022.01 of the Standard Specifications unless otherwise directed by the Engineer.

If placement of curb and gutter takes place prior to April 15, or after November 1, the curb and gutter shall be properly cured and that followed by the application of protective coat in accordance with Article 420.18 of the Standard Specifications.

Basis of Payment: This work shall be paid for at the contract unit price per Linear Foot for COMBINATION CONCRETE CURB AND GUTTER (TYPE SPECIFIED) or COMBINATION CONCRETE CURB AND GUTTER (TYPE SPECIFIED), REINFORCED which price shall be payment in full for the work as specified herein.

9 POROUS GRANULAR EMBANKMENT, SPECIAL

Description: This work shall consist of removing and disposing of unsuitable sub-grade, furnishing, placing and compacting porous granular material to the lines and grades shown on the plans or as directed by the Engineer in accordance with the applicable portions of Sections 202 and 207 of the Standard Specifications. The material shall be used as a bridging layer over soft, pumpy, loose soil areas and for placement under

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water. The material shall conform with Article 1003.04 and 1004.05 of the Standard Specifications except the gradation shall be as follows:

1. Crushed Stone, Crushed Blast Furnace Slag and Crushed Concrete

<u>Sieve Size</u>	<u>Percent Passing</u>
*6"	97±3
*4"	90±10
2"	45±25
#200	5±5

2. Gravel, Crushed Gravel and Pit Run Gravel

<u>Sieve Size</u>	<u>Percent Passing</u>
*6"	97±3
*4"	90±10
2"	55±25
#4	30±20
#200	5±5

*For undercuts less than 18" the percent passing the 6" sieve may be 90±10 and the 4" sieve requirement eliminated.

The porous granular material shall be placed in one lift when the total thickness to be placed is two (2) feet thick or less or as directed by the Engineer. Rolling each lift of the porous granular material with a vibratory roller meeting the requirements of Article 1101.01 of the Standard Specifications should be sufficient to obtain the desired keying or interlock and necessary compaction. The Engineer shall verify that adequate keying has been obtained.

A three- (3) inch nominal thickness top lift of capping aggregate having a gradation of CA-6 will be required. The use of on-site bituminous grindings resulting from bituminous surface removal, substantially meeting the gradation of CA-6, shall also be permitted. The granular cap shall be compacted to the satisfaction of the Engineer. It shall be the Contractor's responsibility that all proposed bituminous replacement regarding patching and paving operations in these areas will meet the specified performance criteria of their respective pay items.

Construction equipment not necessary for the completion of the replacement material will not be allowed on the undercut areas until completion of the recommended thickness of the porous granular embankment, special.

This work will be measured for payment in accordance with Article 207.04 of the Standard Specifications. When specified on the contract, the theoretical elevation of the bottom of the aggregate subgrade shall be used to determine the upper limit of Porous Granular Embankment, Special. The volume will be computed by the method of average end areas.

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Basis of Payment: This work shall be paid for at the contract unit price per Cubic Yard for: POROUS GRANULAR EMBANKMENT, SPECIAL, which price shall include the capping aggregate, as required.

The Porous Granular Embankment, Special shall be used as field conditions warrant at the time of construction. No adjustment in unit price will be allowed for an increase or decrease in quantities from the estimated quantities shown on the plans.

10 EARTH EXCAVATION, SPECIAL

Description: This work shall consist of the excavation, removal, and disposal of existing materials located on site required for installation of sidewalk ramp in locations where existing material is in excess of removal and replacement/installation (greater than 9" removal for New Sidewalk Installation, greater than 3" removal for HMA Driveway Replacement, etc). This work shall be as specified and in accordance with Sections 202, 204, 205 and 440 of the SSRBC and as specified herein.

Method of Measurement: This work will be measured for payment in their original positions, and volumes in cubic yards will be computed by the method of average end areas.

Basis of Payment: This work shall be measured and paid for at the contract unit price per CUBIC YARD for: EARTH EXCAVATION, SPECIAL, which shall include all labor, materials and equipment necessary to do the work.

11 MANHOLES OR INLETS, TO BE ADJUSTED OR RECONSTRUCTED

Description: This item shall be done in accordance with Sec. 602 of the Standard Specifications for Road and Bridge Construction and the following provisions.

All excavation for structure adjustment shall be replaced with Class SI concrete and in accordance with the attached details. For excavation required for reconstructed items, backfill materials shall be mechanically compacted SELECTED GRANULAR BACKFILL placed per the special provision elsewhere in these documents.

Castings shall be set in full mortar or bituminous mastic beds. The adjustment of the casting to the required final grade shall be made with precast concrete adjusting rings. Brick, concrete block, or wooden shims will not be permitted.

When adjustments include new frame and grate or new frame and lid, all replacement frames, grates and lids shall be heavy duty. Depending on the type of frame, care shall be taken to properly align the new frame with the curb and gutter, and maintain the proper size opening into the structure.

Although the cost of adjusting structures per this specification will be paid for under this contract, the Contractor shall be aware that many of the structures are not the property of the Village of Downers Grove, and that such work may require inspections and/or permits from other governmental agencies.

For those structures noted on the Schedule of Quantities or as designated by the Engineer as MANHOLE TO BE ADJUSTED, SPECIAL, for that period after Hot-Mix Asphalt Surface Removal operations and prior to adjustment to finished pavement elevation, frames and lids or grates shall be removed from the structure and stored in a safe manner until reused. The resulting void over the structure shall be covered with a steel plate and temporary pavement, or other approved method, capable of carrying the anticipated

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daily traffic in a safe manner. The Contractor shall also make note of structure location so it may be reestablished after initial bituminous paving operations have been completed.

For those structures designated as INLET TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE, SPECIAL, the new frame and grate shall be a standard Type 3, or approved equal, except the barred curb box shall be replaced with an open face curb box.

Basis of Payment: This item shall be paid for at the contract unit price Each for MANHOLE TO BE ADJUSTED or MANHOLE TO BE ADJUSTED, SPECIAL or MANHOLE TO BE ADJUSTED WITH NEW FRAME AND LID (TYPE SPECIFIED) or MANHOLE TO BE RECONSTRUCTED.

This item shall also be paid for at the contract unit price Each for INLET TO BE ADJUSTED or INLET TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE, SPECIAL or INLET TO BE RECONSTRUCTED which price shall be payment in full for all labor and materials specified herein including backfill with Selected Granular Backfill.

12 TREE ROOT PRUNING

Description: All trees, public or private, affected by new sidewalk installation within its root protection zone, shall be root pruned prior to any excavation taking place. Root pruning shall be performed in accordance with the applicable portions of Section 201 of the Standard Specifications as well as the Tree Protection Zone detail of the Plans. Root pruning shall be done only to the depth of the excavation necessary for installing the new walk. Root pruning shall start and proceed uninterrupted for the length of travel through the root protection zone. Root pruning shall be made no more than 10 inches from the tree-side edge of the proposed walk.

Approval by the Village Forester of the equipment to be used for root pruning, as well as the proposed path of the root pruning work, is required prior to the work being performed. The Engineer or his representative shall permit no excavation until written approval is obtained by the Contractor from the Village Forester. Additionally, no materials or equipment may be stored or kept in the Tree Protection Zone. Tree damage, as determined by the Village Forester, shall be assessed to the Contractor using the most recent edition of the Guide for Plant Appraisal, published by the International Society of Arboriculture.

Basis of Payment: This work shall be paid for at the contract unit price per Each for TREE ROOT PRUNING.

13 PORTLAND CEMENT CONCRETE SIDEWALK

Description: This work shall consist of the removal and replacement of P.C.C. Sidewalk in accordance with the SSRBC, except as amended herein.

Sidewalk removal and replacement shall be done on one side of a street at a time to allow for pedestrian mobility. No sidewalk shall be removed from the opposite side of the street until sidewalks on the first side are safely open to pedestrian traffic.

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Removal of sidewalk shall include the saw cutting of existing concrete as directed by the Engineer. Except for those locations specifically marked for Tree Root Pruning, removal of sidewalks shall also include any necessary additional pruning and removal of tree roots, bituminous paved sidewalks and/or bituminous overlayment of existing sidewalks, or excavation necessary to place the proposed sidewalk, curb ramp or side curb.

Replacement of sidewalk shall be of the width and thickness as noted on the Schedule of Quantities and as directed by the Engineer. Thickness of the proposed sidewalk shall generally be (5") five inch for standard or courtesy walks, (6") six inch for full width across residential drives, and (8") eight inch for full width across commercial drives.

Placement of P.C.C. sidewalk shall include the excavation for and placement of four inches (4") of Type B, CA-6, compacted aggregate base, the (3/4") three-quarter inch scoring of contraction joints (5') five feet on center, the placing of (1/2") one-half inch premolded expansion joints where new concrete abuts existing concrete and/or at (50') fifty feet on center and/or at the end of a pour. This work shall also include the adjustment to proper grade of all water valve or utility boxes encountered.

Replacement of sidewalk shall include the application of membrane curing compound, Type III, in accordance with Articles 1020.13 and 1022.01 of the Standard Specifications unless otherwise directed by the Engineer.

At those locations where existing street configuration does not contain curb and gutter, it is necessary to end construction of new sidewalk with a minimum of two (2) feet separation from the existing or proposed edge of pavement. At these locations, a HMA transition sidewalk shall be constructed between the concrete sidewalk and the edge of pavement.

Construction of the transition sidewalk shall include excavation as necessary for the full width of the concrete sidewalk, placement and compaction of the four inches (4") of Type B, CA-6 aggregate base, and the placement and compaction of 5 inches (5") of Hot-Mix Asphalt Surface, Mixture D, N50 (IL 9.5) per the applicable portions of Sec. 442 of the Standard Specifications. Asphalt to be placed in compacted layers not to exceed four inches (4").

Hot-Mix Asphalt Binder Course, IL-19.0, N50 may be utilized for the bottom courses, but in all cases the top course shall be a minimum 1 ½ inch lift of the HMA Surface noted above.

For those locations as noted on the Schedule of Quantities or as designated by the Engineer for Detectable Warnings, work shall be completed in accordance with Section 424 of the SSRBC and the Standards included in the details regarding curb ramps with detectable warnings and as amended herein.

Detectable Warnings will NOT include any placement of full depth red dyed concrete or other on-site fabrication such as stamping or molding the fresh concrete with coloring added to the surface of the concrete.

Detectable Warnings shall be limited to inserts meeting the requirements of the ADAAG and subject to approval by the Village.

Color of detectable warnings shall be brick red. The area of red detectable warning shall be protected from overspray during the application of Type III membrane curing compound.

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If replacement of sidewalk takes place prior to April 15, or after November 1, all sidewalk shall be properly cured and that followed by the application of protective coat in accordance with Article 420.18 of the Standard Specifications.

Basis of Payment: This work shall be paid for at the contract unit price per Square Foot for PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL and for PORTLAND CEMENT CONCRETE SIDEWALK, 5" or PORTLAND CEMENT CONCRETE SIDEWALK, 6" or PORTLAND CEMENT CONCRETE SIDEWALK, 8" which price shall be payment in full for the work as specified herein except for Detectable Warnings which shall be paid for separately.

Detectable warnings shall be paid for at the contract unit price per Square Foot for DETECTABLE WARNINGS which price shall be in addition to the cost for placement of the 5" sidewalk at the curb ramp.

14 PARKWAY RESTORATION

Description: This item shall be done in accordance with the applicable portions of Sec. 252 of the Standard Specifications and the following provisions.

As contract work progresses through the Village, parkway restoration work shall commence in a timely manner in areas where permanent placement of new curb and gutter, driveways, sidewalks, etc., has been completed. **Parkway restoration including sod placement or topsoil and growth-inhibiting erosion control blanket shall be completed on a street within 7 calendar days of completion of concrete work.** Under no circumstances shall the Contractor prolong final grading, shaping and sod placement so that the entire project can be permanently restored at the same time.

This work shall consist of the excavation, topsoiling and sodding from a minimum of one and one-half (1-1/2) feet to a maximum of three (3) feet behind or adjacent to all curbs, sidewalks and driveways removed and replaced during the course of construction or as directed by the Engineer. Restoration will also be performed on areas disturbed by storm sewer or culvert construction.

A number of locations may require extensive excavation or regrading of the parkway due to alignment change necessary to bring corner sidewalk ramps within ADA compliance.

All topsoil to be used for parkway restoration shall be obtained from outside the limits of this improvement, transported to the site and placed at required locations to a minimum depth of 4". All materials shall meet the requirements of Art. 1081.05 of the Standard Specifications. All placement of topsoil shall meet the requirements of Sec. 211 of the Standard Specifications.

All sod shall be an approved grass that is native to the locality of work meeting the requirements of Art. 1081.03 of the Standard Specifications. All placement of sod shall meet the requirements of Sec. 252 of the Standard Specifications.

If timing of restoration work falls outside of specifications for sod placement, topsoil and growth-inhibiting erosion control blanket shall be installed within the required restoration timeframe and sod shall be installed when specifications allow. The material specifications shall be submitted to the Village for approval prior to use. The blanket shall consist of a material which inhibits the growth of weeds, such that the area does not require additional tilling of topsoil prior to sod placement. The installation of the blanket shall follow

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manufacturer's specifications such that no soil or debris shall run off from the disturbed areas. Following the use of any blanket, the Contractor shall remove the product from the site.

For that period prior to full parkway restoration, the Contractor shall backfill and grade all disturbed areas so as to insure the safety of the general public. **All open excavations remaining adjacent to newly constructed curb and gutter, sidewalks, driveways, etc., shall be properly backfilled, compacted and graded within 5 calendar days of their completion.**

Backfill shall be compacted by mechanical and/or hand methods so future consolidation / settlement does not occur. Parkway shall be left in a safe, clean and usable condition conducive to foot traffic and to the satisfaction of the Village. The Contractor shall protect these unfinished areas against erosion and work to keep them weed free. Erosion control work such as placement of temporary seed or erosion control blanket, including their removal and redressing of the disturbed areas, shall not be paid for separately but shall be considered incidental to the cost of PARKWAY RESTORATION.

Basis of Payment: This work shall be paid for at the contract unit price per Square Yard for PARKWAY RESTORATION which price shall be payment in full for any excavation and grading necessary, the furnishing, transporting and placement of all topsoil and sod, and the full watering of sod. Unless otherwise directed by the Engineer, restoration of disturbed parkways more than three (3) feet behind the back of curb or more than three (3) feet adjacent to newly constructed driveway or sidewalk or more than six (6) feet either side of the newly placed storm sewer or pipe culvert will not be paid for separately but shall be considered incidental to the contract. The installation of temporary growth-inhibiting erosion control blanket shall be paid for at the contract unit price per Square Yard for GROWTH-INHIBITING EROSION CONTROL BLANKET.

15 HOT-MIX ASPHALT DRIVEWAY

Description: This work shall consist of the removal and replacement of asphalt driveways at locations indicated on the plans and/or as required by the Engineer.

The replacement of the driveways shall consist of preparing a subgrade at all required locations, shaping of slopes adjacent to the driveways, the placement and compacting of six inches of CA-6 Aggregate Base, and the placement and compacting of three inches (3") of Hot-Mix Asphalt Surface, Mixture D, N50 (IL 9.5).

At locations noted on Schedule of Quantities, asphalt driveways shall be replaced with the six inches of CA-6 aggregate base along with eight inches (8") of Hot-Mix Asphalt comprised of six inches (6") of Hot-Mix Asphalt Binder, IL-19.0, N50 and finished with a minimum of two inches (2") of Hot-Mix Asphalt Surface, Mixture D, N50 (IL 9.5). Asphalt to be placed in compacted layers not to exceed four inches (4").

This work shall also include the adjustment to proper grade of all water valve or utility boxes encountered.

Where the edges of the new driveway pavement are exposed adjacent to the parkway, the edges shall have a neat forty-five (45) degree angle bevel shaped, compacted and tamped tight by mechanical and/or hand methods.

The locations at which this work will be measured for payment will consist of only those areas bounded by combination concrete curb and gutter. Those areas where the surface course of the pavement flares into

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existing driveways beyond the limits of the fully improved areas will not be included for payment.

Basis of Payment: This work will be paid for at the contract unit price per Square Yard for HOT-MIX ASPHALT DRIVEWAY REMOVAL and for HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3" or HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8" which price shall be payment in full for all work as specified herein.

16 PORTLAND CEMENT CONCRETE DRIVEWAY

Description: This work shall consist of the removal and replacement of concrete driveways in accordance with the applicable parts of Sec. 423 of the SSRBC except as amended herein.

This work shall include the placement of three-quarter inch (3/4") premolded expansion joint filler, for the full depth of the driveway pavement, where new concrete abuts existing concrete or as directed by the Engineer.

This work shall also include the adjustment to proper grade of all water valve or private utility boxes encountered.

Replacement of the driveways shall include the application of membrane curing compound, Type III, in accordance with Articles 1020.13 and 1022.01 of the SSRBC, unless otherwise directed by the Engineer. If replacement of the driveways takes place prior to April 15, or after November 1, the driveway shall be properly cured and that followed by the application of protective coat in accordance with Article 420.18 of the Standard Specifications.

Basis of Payment: This work will be paid for at the contract unit price per Square Yard for PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL and for PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6" which price will be payment in full for all work as specified herein.

17 DECORATIVE PAVER DRIVEWAY OR SIDEWALK REMOVAL & REPLACEMENT

Description: This work shall consist of removal and replacement of existing decorative concrete or brick paver driveways or sidewalks per the applicable portions of Check Sheet LRS 14 of the SSRBC except as amended herein.

At those locations noted on the plans or as directed by the Engineer, the Contractor shall remove existing decorative pavers in such a manner so that no damage occurs to the pavers and with full intent to reuse said paver blocks. Any decorative paver block damaged to an extent that it may not be reused as part of the final pavement, sidewalk or driveway shall be replaced in kind by the Contractor at no additional cost to the Village.

Extent of existing paver removal shall be at the direction of the Engineer. This removal will only be that amount necessary to construct the new curb and gutter or other appurtenance, and replace the decorative pavers to an acceptable grade and appearance.

At those locations where it is determined that an existing bituminous base warrants removal and replacement or repair, this portion of the work would be performed and measured for payment per the special provision for CLASS D PATCHING, of the necessary thickness.

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Basis of Payment: This work shall be paid for at the contract unit price per Square Yard for DECORATIVE PAVER DRIVEWAY REMOVAL AND REPLACEMENT or DECORATIVE PAVER SIDEWALK REMOVAL AND REPLACEMENT, which price shall be payment in full for all materials and work as specified herein.

18 MANHOLE AND INLET CONSTRUCTION

Description: This work shall consist of the construction of precast concrete drainage structures of the size and type shown on the plans or specified by the Engineer. Included in the contract unit price shall be all excavation, bedding, backfilling and reconnection of all existing inlet and outlet pipe. For all new structures backfill materials shall be mechanically compacted SELECTED GRANULAR BACKFILL placed per the special provision elsewhere in these documents.

All structures in excess of four feet in depth shall be equipped with cast iron steps meeting the standards of ASTM A48. Precast sections shall conform to ASTM C 478 and shall be substantially free from fractures, large or deep cracks and surface roughness. Joints between precast sections shall be designed for rubber gaskets or bituminous mastic material.

Adequate foundation for all structures shall be obtained by removal and replacement of unsuitable materials with well graded granular material; or by tightening with coarse ballast rock, or by such other means as provided for foundation preparation of the connected sewers.

Precast base sections, risers and bottoms, shall be one piece and shall be placed on a well graded granular bedding of not less than two (2) inches in thickness. The bedding course shall be firmly tamped and made smooth and level to assure uniform contact and support of the precast element.

All lift holes shall be completely filled with mortar to ensure water tightness.

Castings shall be set in full mortar or bituminous mastic beds. The adjustment of the casting to the required final grade shall be made with precast concrete adjusting rings set in full mortar or bituminous mastic beds. Maximum adjustment with rings shall be twelve (12) inches. Brick, concrete block, or wooden shims will not be permitted.

In pavements, frames and grates or lids shall be heavy duty.

Basis of Payment: This work shall be paid for at the contract unit price Each for INLET, TYPE A, 24" WITH NEW FRAME AND GRATE (TYPE SPECIFIED) or INLET, TYPE B, 36" WITH SALVAGED FRAME AND GRATE which price shall be payment in full for all labor and materials specified herein including SELECTED GRANULAR BACKFILL.

19 SELECTED GRANULAR BACKFILL

Description: All trenches and excavations beneath pavements and driveways, as shown on the plans or as directed by the Engineer in the field, will require SELECTED GRANULAR BACKFILL.

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Such material shall meet the applicable requirements of Section 1004 of the SSRBC, except as amended herein. Except for the capping aggregate, the material will meet the gradation for CA-7, CA-11 or the gradation commonly known as ¾" chip.

Backfill shall be placed in maximum 12" lifts and compacted by vibrating plate or other mechanical compacting device in a manner consistent with the Standard Specifications, to ensure that no future settlement occurs.

All backfilling shall be done in accordance with Section 20-2.21 of the Standard Specifications for Water and Sewer Main Construction in Illinois. Specifically, all trenches and excavations other than those shown on the plans or designated by the Engineer to receive SELECTED GRANULAR BACKFILL shall be backfilled by any acceptable method which will not dislodge or damage the pipe, or cause bridging action in the trench. After SELECTED GRANULAR BACKFILL is placed as haunching to one-half pipe outside diameter, spoil material may be used as backfill in turf areas.

All backfilling, including granular bedding and backfill of approved excavated material, and placement and compaction of SELECTED GRANULAR BACKFILL around new or reconstructed storm sewer or structures shall be considered incidental to the contract.

When Select Backfill is placed to the existing surface elevation and used as a temporary driving or walking surface, this item shall also include the maintenance of trench surface in a safe and usable condition, satisfactory to the engineer, until the permanent proposed pavement or walkway is completed.

This item also includes the disposal of the surplus excavated material that is replaced by selected granular backfill. Any material meeting the aforementioned gradation that has been excavated from the trenches may be used for backfilling the trenches. However, no compensation will be allowed as selected granular backfill for the portion of the trench backfilled with excavated material.

Basis of Payment: All work to backfill around new and reconstructed storm sewer or structures with SELECTED GRANULAR BACKFILL shall be considered Incidental to each respective pay item and will not be paid for separately.

20 EROSION, SEDIMENTATION AND DUST CONTROL

Description: Throughout each and every phase of the project, all downstream ditches and storm sewers shall be protected from the run-off of roadway surfaces, excavations, and other construction activities generating the movement of dirt, mud, dust and debris. This work shall consist of constructing temporary erosion and sedimentation control systems as shown on the plans or as directed by the Engineer. The work shall be placed by methods and with materials in accordance with Sections 280, 1080 and 1081 of the SSRBC, except as amended herein.

All roadway surfaces shall be kept free of dirt, mud, dust and debris of any kind at all times through all phases of the project. All downstream ditches shall be protected from erosion and sedimentation by the installation of silt fence ditch checks; straw bales shall not be used. Piles of excavated material and/or trench backfill material, allowed to be in place in excess of three days, shall be protected against erosion and sedimentation runoff by use of silt fence or sediment filter logs. Storm sewer inlet structures or manholes

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shall be protected by temporary placement of geotextile fabric, filter baskets, or solid lids, as authorized in the field by the Engineer.

Dirt, mud, dust and debris of any kind shall be removed from the roadway surface to the satisfaction of the Engineer by any one or combination of the following: approved mechanical sweeping equipment, manual labor, or other approved techniques.

Erosion and sedimentation control measures as indicated in the Erosion Control Plan, or as directed by the Engineer shall be installed on the project site prior to beginning any construction activities which will potentially create conditions subject to erosion. Erosion control devices shall be in place and approved by the Engineer as to proper placement and installation prior to beginning other work. Erosion control protection for Contractor equipment storage sites, plant sites, and other sites shall be installed by the Contractor and approved by the Engineer prior to beginning construction activities at each site.

On those streets designated for Aggregate Base Repair and Preparation of Aggregate Base, dust control shall include the application of water to the existing aggregate base, as conditions warrant, by water truck or other approved method. Unless otherwise directed by the Engineer, during dry periods between rains, a minimum of two applications per day will be necessary.

Temporary or permanent storage in the flood plain of the following are prohibited unless elevated or flood proofed to one foot above the base flood elevation:

- Items susceptible to flood damage; or
- Unsecured buoyant materials or materials that may cause off-site damage including bulky materials, flammable liquids, chemicals, explosives, pollutants, or other hazardous materials; or
- Landscape waste.

Silt Fence Placement, maintenance, and removal of silt fence at areas designated by the Engineer. The work shall be placed by methods and materials in accordance with Sections 280 and 1080 of the SSRBC, except as amended herein.

Erosion Barrier, Special Placement, maintenance, and removal of EROSION BARRIER, SPECIAL shall be by methods and materials in accordance with applicable portions of Sections 280, 1080 and 1081 of the SSRBC, except as amended herein.

Barrier shall be placed approximately two (2 ft) +/- off edge of existing pavement or sidewalks being repaired at those locations noted on the schedule of quantities or as designated by the Engineer.

Barrier shall consist of a combination of two (2) excelsior logs or sediment filter logs staked immediately adjacent and parallel to each other. Barrier is intended to protect more sensitive wetland vegetation and turf areas from runoff and any and all workers and equipment during the duration of the improvements. All contract work near these designated sections shall take place outside the EROSION BARRIER, SPECIAL.

21 HOT-MIX ASPHALT BINDER AND SURFACE COURSE

This item shall be done in accordance with all applicable parts of Sections 406 and 1030 of the SSRBC, the included D-1 and BDE Specifications, and included mix table.

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All preparation of the existing base shall be considered incidental to its respective pay item. This shall include but not be limited to cleaning cracks with an air compressor or other approved method prior to placement of mixture for cracks, joints and flangeways.

The target value for the air voids of the Hot-Mix Asphalt Surface Course, Mix D, N50 shall be 3.5% at the design number of gyrations.

Basis of Payment: The HMA surfacing shall be paid for at the contract unit price per Ton for LEVELING BINDER (MACHINE METHOD), N50, and HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50.

22 BITUMINOUS MATERIALS, TACK COAT

Description: This work shall consist of the application of tack coat in accordance with the applicable parts of Sec. 406 of the Standard Specifications except as amended herein.

It is the responsibility of the contractor to notify the Village twenty four (24) hours in advance of any tack coat applications so it can be verified that signs and traffic control plans are in place. The contractor shall only apply tack coat in areas that can be paved with new asphalt in the same working day.

If lane cannot be closed to traffic until the material has been allowed to break, sand must be applied to prevent tracking. The cleaning of any tracking or stains on driveways will be the responsibility of the contractor, to the satisfaction of the Village.

Basis of Payment: This work shall be paid for at the contract unit price per Pound of Residual Asphalt for BITUMINOUS MATERIALS (TACK COAT), which price will be payment in full for all work as specified herein. Any sand used shall be considered **INCIDENTAL** to the project.

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

SPECIAL PROVISION
FOR
EQUIPMENT RENTAL RATES

Effective: January 1, 2012

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.

Replace Article 109.04(b)(4) with the following:

- "(4) Equipment. For any machinery or special equipment (other than small tools) the use of which has been authorized by the Engineer, the Contractor will be paid according to the latest revision of "SCHEDULE OF AVERAGE ANNUAL EQUIPMENT OWNERSHIP EXPENSE" and latest index factor as issued by the Illinois Department of Transportation. The equipment should be of a type and size reasonably required to complete the extra work."

BDE SPECIAL PROVISIONS
For the January 15 and March 5, 2021 Lettings

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

File Name	#		Special Provision Title	Effective	Revised
80099	1	☐	Accessible Pedestrian Signals (APS)	April 1, 2003	April 1, 2020
80274	2	☐	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
80192	3	☐	Automated Flagger Assistance Device	Jan. 1, 2008	
80173	4	☐	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
80426	5	☐	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	
80241	6	☐	Bridge Demolition Debris	July 1, 2009	
50261	7	☐	Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50481	8	☐	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50491	9	☐	Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50531	10	☐	Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
* 80425	11	☐	Cape Seal	Jan. 1, 2020	Jan. 1, 2021
80384	12	☒	Compensable Delay Costs	June 2, 2017	April 1, 2019
80198	13	☐	Completion Date (via calendar days)	April 1, 2008	
80199	14	☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293	15	☐	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
80311	16	☐	Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
80261	17	☒	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80387	18	☐	Contrast Preformed Plastic Pavement Marking	Nov. 1, 2017	
* 80434	19	☐	Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
80029	20	☐	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	March 2, 2019
80402	21	☒	Disposal Fees	Nov. 1, 2018	
80378	22	☐	Dowel Bar Inserters	Jan. 1, 2017	Jan. 1, 2018
80421	23	☐	Electric Service Installation	Jan. 1, 2020	
80415	24	☒	Emulsified Asphalts	Aug. 1, 2019	
80423	25	☐	Engineer's Field Office and Laboratory	Jan. 1, 2020	
80229	26	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
80417	27	☒	Geotechnical Fabric for Pipe Underdrains and French Drains	Nov. 1, 2019	
80420	28	☐	Geotextile Retaining Walls	Nov. 1, 2019	
* 80433	29	☐	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	
80304	30	☐	Grooving for Recessed Pavement Markings	Nov. 1, 2012	Nov. 1, 2020
80422	31	☐	High Tension Cable Median Barrier	Jan. 1, 2020	Nov. 1, 2020
80416	32	☒	Hot-Mix Asphalt – Binder and Surface Course	July 2, 2019	Nov. 1, 2019
80398	33	☒	Hot-Mix Asphalt – Longitudinal Joint Sealant	Aug. 1, 2018	Nov. 1, 2019
* 80406	34	☐	Hot-Mix Asphalt – Mixture Design Verification and Production (Modified for I-FIT)	Jan. 1, 2019	Jan. 1, 2021
80347	35	☐	Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	July 2, 2019
80383	36	☐	Hot-Mix Asphalt – Quality Control for Performance	April 1, 2017	July 2, 2019
80411	37	☐	Luminaires, LED	April 1, 2019	
80393	38	☒	Manholes, Valve Vaults, and Flat Slab Tops	Jan. 1, 2018	March 1, 2019
80045	39	☐	Material Transfer Device	June 15, 1999	Aug. 1, 2014
80418	40	☐	Mechanically Stabilized Earth Retaining Walls	Nov. 1, 2019	Nov. 1, 2020
* 80424	41	☐	Micro-Surfacing and Slurry Sealing	Jan. 1, 2020	Jan. 1, 2021
80428	42	☒	Mobilization	April 1, 2020	
80412	43	☐	Obstruction Warning Luminaires, LED	Aug. 1, 2019	
80430	44	☐	Portland Cement Concrete – Haul Time	July 1, 2020	
80359	45	☐	Portland Cement Concrete Bridge Deck Curing	April 1, 2015	Nov. 1, 2019
80431	46	☐	Portland Cement Concrete Pavement Patching	July 1, 2020	

80432	47	☒	Portland Cement Concrete Pavement Placement	July 1, 2020	
80300	48	☐	Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
34261	49	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
80157	50	☐	Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
* 80306	51	☒	Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	Jan. 1, 2021
80407	52	☒	Removal and Disposal of Regulated Substances	Jan. 1, 2019	Jan. 1, 2020
80419	53	☒	Silt Fence, Inlet Filters, Ground Stabilization and Riprap Filter Fabric	Nov. 1, 2019	April 1, 2020
80395	54	☐	Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018	
80340	55	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2017
80127	56	☐	Steel Cost Adjustment	April 2, 2004	Aug. 1, 2017
80408	57	☐	Steel Plate Beam Guardrail Manufacturing	Jan. 1, 2019	
80413	58	☐	Structural Timber	Aug. 1, 2019	
80397	59	☐	Subcontractor and DBE Payment Reporting	April 2, 2018	
80391	60	☒	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
* 80435	61	☐	Surface Testing of Pavements – IRI	Jan. 1, 2021	
80298	62	☐	Temporary Pavement Marking	April 1, 2012	April 1, 2017
80409	63	☒	Traffic Control Devices - Cones	Jan. 1, 2019	
80410	64	☐	Traffic Spotters	Jan. 1, 2019	
20338	65	☐	Training Special Provisions	Oct. 15, 1975	
80318	66	☐	Traversable Pipe Grate for Concrete End Sections	Jan. 1, 2013	Jan. 1, 2018
80429	67	☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	
80288	68	☒	Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
80302	69	☐	Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
80414	70	☐	Wood Fence Sight Screen	Aug. 1, 2019	April 1, 2020
80427	71	☒	Work Zone Traffic Control Devices	Mar. 2, 2020	
80071	72	☐	Working Days	Jan. 1, 2002	

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

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

The following special provisions have been deleted from use.

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

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

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

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

WARM MIX ASPHALT (BDE)

Effective: January 1, 2012

Revised: April 1, 2016

Description. This work shall consist of designing, producing and constructing Warm Mix Asphalt (WMA) in lieu of Hot Mix Asphalt (HMA) at the Contractor's option. Work shall be according to Sections 406, 407, 408, 1030, and 1102 of the Standard Specifications, except as modified herein. In addition, any references to HMA in the Standard Specifications, or the special provisions shall be construed to include WMA.

WMA is an asphalt mixture which can be produced at temperatures lower than allowed for HMA utilizing approved WMA technologies. WMA technologies are defined as the use of additives or processes which allow a reduction in the temperatures at which HMA mixes are produced and placed. WMA is produced by the use of additives, a water foaming process, or combination of both. Additives include minerals, chemicals or organics incorporated into the asphalt binder stream in a dedicated delivery system. The process of foaming injects water into the asphalt binder stream, just prior to incorporation of the asphalt binder with the aggregate.

Approved WMA technologies may also be used in HMA provided all the requirements specified herein, with the exception of temperature, are met. However, asphalt mixtures produced at temperatures in excess of 275 °F (135 °C) will not be considered WMA when determining the grade reduction of the virgin asphalt binder grade.

Equipment.

Revise the first paragraph of Article 1102.01 of the Standard Specifications to read:

"1102.01 Hot-Mix Asphalt Plant. The hot-mix asphalt (HMA) plant shall be the batch-type, continuous-type, or dryer drum plant. The plants shall be evaluated for prequalification rating and approval to produce HMA according to the current Bureau of Materials and Physical Research Policy Memorandum, "Approval of Hot-Mix Asphalt Plants and Equipment". Once approved, the Contractor shall notify the Bureau of Materials and Physical Research to obtain approval of all plant modifications. The plants shall not be used to produce mixtures concurrently for more than one project or for private work unless permission is granted in writing by the Engineer. The plant units shall be so designed, coordinated and operated that they will function properly and produce HMA having uniform temperatures and compositions within the tolerances specified. The plant units shall meet the following requirements."

Add the following to Article 1102.01(a) of the Standard Specifications.

"(11) Equipment for Warm Mix Technologies.

- a. Foaming. Metering equipment for foamed asphalt shall have an accuracy of ± 2 percent of the actual water metered. The foaming control system shall be electronically interfaced with the asphalt binder meter.

- b. Additives. Additives shall be introduced into the plant according to the supplier's recommendations and shall be approved by the Engineer. The system for introducing the WMA additive shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes."

Mix Design Verification.

Add the following to Article 1030.04 of the Standard Specifications.

"(e) Warm Mix Technologies.

- (1) Foaming. WMA mix design verification will not be required when foaming technology is used alone (without WMA additives). However, the foaming technology shall only be used on HMA designs previously approved by the Department.
- (2) Additives. WMA mix designs utilizing additives shall be submitted to the Engineer for mix design verification."

Construction Requirements.

Revise the second paragraph of Article 406.06(b)(1) of the Standard Specifications to read:

"The HMA shall be delivered at a temperature of 250 to 350 °F (120 to 175 °C).
WMA shall be delivered at a minimum temperature of 215 °F (102 °C)."

Basis of Payment.

This work will be paid at the contract unit price bid for the HMA pay items involved. Anti-strip will not be paid for separately, but shall be considered as included in the cost of the work.

80288

AGGREGATE SUBGRADE IMPROVEMENT (BDE)

Effective: April 1, 2012

Revised: April 1, 2016

Add the following Section to the Standard Specifications:

“SECTION 303. AGGREGATE SUBGRADE IMPROVEMENT

303.01 Description. This work shall consist of constructing an aggregate subgrade improvement.

303.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.07
(b) Reclaimed Asphalt Pavement (RAP) (Notes 1, 2, and 3)	1031

Note 1. Crushed RAP, from either full depth or single lift removal, may be mechanically blended with aggregate gradations CS 01, CS 02, and RR 01 but shall not exceed 40 percent of the total product. The top size of the RAP shall be less than 4 in. (100 mm) and well graded.

Note 2. RAP having 100 percent passing the 1 1/2 in. (37.5 mm) sieve and being well graded, may be used as capping aggregate in the top 3 in. (75 mm) when aggregate gradations CS 01, CS 02, or RR 01 are used in lower lifts.

Note 3. The RAP used for aggregate subgrade improvement shall be according to the current Bureau of Materials and Physical Research Policy Memorandum, “Reclaimed Asphalt Pavement (RAP) for Aggregate Applications”.

303.03 Equipment. The vibratory machine shall be according to Article 1101.01, or as approved by the Engineer.

303.04 Soil Preparation. The stability of the soil shall be according to the Department’s Subgrade Stability Manual for the aggregate thickness specified.

303.05 Placing Aggregate. The maximum nominal lift thickness of aggregate gradations CA 02, CA 06, or CA 10 shall be 12 in. (300 mm). The maximum nominal lift thickness of aggregate gradations CS 01, CS 02, and RR 01 shall be 24 in. (600 mm).

303.06 Capping Aggregate. The top surface of the aggregate subgrade shall consist of a minimum 3 in. (75 mm) of aggregate gradations CA 06 or CA 10. When the contract specifies that a granular subbase is to be placed on the aggregate subgrade improvement, the 3 in. (75 mm) of capping aggregate shall be the same gradation and may be placed with the underlying aggregate subgrade improvement material.

303.07 Compaction. All aggregate lifts shall be compacted to the satisfaction of the Engineer. If the moisture content of the material is such that compaction cannot be obtained, sufficient water shall be added so that satisfactory compaction can be obtained.

303.08 Finishing and Maintenance of Aggregate Subgrade Improvement. The aggregate subgrade improvement shall be finished to the lines, grades, and cross sections shown on the plans, or as directed by the Engineer. The aggregate subgrade improvement shall be maintained in a smooth and compacted condition.

303.09 Method of Measurement. This work will be measured for payment according to Article 311.08.

303.10 Basis of Payment. This work will be paid for at the contract unit price per cubic yard (cubic meter) or ton (metric ton) for AGGREGATE SUBGRADE IMPROVEMENT or at the contract unit price per square yard (square meter) for AGGREGATE SUBGRADE IMPROVEMENT, of the thickness specified.”

Add the following to Section 1004 of the Standard Specifications:

“**1004.07 Coarse Aggregate for Aggregate Subgrade Improvement.** The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate shall be crushed gravel, crushed stone, or crushed concrete. In applications where greater than 24 in. (600 mm) of subgrade material is required, gravel may be used below the first 12 in (300 mm) of subgrade.

(b) Quality. The coarse aggregate shall consist of sound durable particles reasonably free of deleterious materials.

(c) Gradation.

(1) The coarse aggregate gradation for total subgrade thickness less than or equal to 12 in. (300 mm) shall be CA 2, CA 6, CA 10, or CS 01.

The coarse aggregate gradation for total subgrade thickness more than 12 in. (300 mm) shall be CS 01 or CS 02 as shown below or RR 01 according to Article 1005.01(c).

COARSE AGGREGATE SUBGRADE GRADATIONS					
Grad No.	Sieve Size and Percent Passing				
	8"	6"	4"	2"	#4
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 02		100	80 ± 10	25 ± 15	

COARSE AGGREGATE SUBGRADE GRADATIONS (Metric)					
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Grad No.	Sieve Size and Percent Passing				
	200 mm	150 mm	100 mm	50 mm	4.75 mm
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 02		100	80 ± 10	25 ± 15	

- (2) The 3 in. (75 mm) capping aggregate shall be gradation CA 6 or CA 10.”

80274

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (BDE)

Effective: November 1, 2012

Revised: January 1, 2021

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). RAS is the material produced 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 by weight of RAS, as defined in the Bureau of Materials Policy Memorandum, “Reclaimed Asphalt Shingle (RAS) Sources”. RAS shall come from a facility source on the Department’s “Qualified Producer List of Certified Sources for Reclaimed Asphalt Shingles” 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. 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. (37.5 mm)
SMA 12.5	1 in. (25.0 mm)
IL-9.5, IL-9.5FG, SMA 9.5	3/4 in. (19.0 mm)
IL-4.75	1/2 in. (12.5 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. 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 the 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)	$\pm 8 \%$
No. 4 (4.75 mm)	$\pm 6 \%$
No. 8 (2.36 mm)	$\pm 5 \%$
No. 16 (1.18 mm)	
No. 30 (600 μm)	$\pm 5 \%$
No. 200 (75 μm)	$\pm 2.0 \%$
Asphalt Binder	$\pm 0.4 \%$ ^{1/}
G_{mm}	± 0.03

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

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 (ABR) shall not exceed the amounts listed in the following table.

HMA Mixtures - RAP/RAS Maximum ABR % ^{1/2/}			
Ndesign	Binder	Surface	Polymer Modified Binder or Surface
30	30	30	10
50	25	15	10
70	15	10	10

90	10	10	10
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- 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 following table.

HMA Mixtures - FRAP/RAS Maximum ABR % ^{1/ 2/}			
Ndesign	Binder	Surface	Polymer Modified Binder or Surface
30	55	45	15
50	45	40	15
70	45	35	15
90	45	35	15
SMA	--	--	25
IL-4.75	--	--	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/RAS material as a percent of the total mix to the nearest 0.1 percent.
- h. Aggregate and RAP/FRAP/RAS moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAP/FRAP/RAS are recorded in a 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.

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- (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 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

COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017

Revised: April 1, 2019

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

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

- (1) Minor Delay. A minor delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two hours, but not to exceed two weeks.
- (2) Major Delay. A major delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two weeks.
- (3) Reduced Rate of Production Delay. A reduced rate of production delay occurs when the rate of production on the work in conflict with the utility in an unanticipated location decreases by more than 25 percent and lasts longer than seven calendar days.”

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

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

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

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

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

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

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

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

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

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

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

- (1) When adverse weather prevents work on the controlling item.
- (2) When job conditions due to recent weather prevent work on the controlling item.
- (3) When conduct or lack of conduct by the Department or its consultants, representatives, officers, agents, or employees; delay by the Department in making the site available; or delay in furnishing any items required to be furnished to the Contractor by the Department prevents work on the controlling item.
- (4) When delays caused by utility or railroad adjustments prevent work on the controlling item.
- (5) When strikes, lock-outs, extraordinary delays in transportation, or inability to procure critical materials prevent work on the controlling item, as long as these delays are not due to any fault of the Contractor.
- (6) When any condition over which the Contractor has no control prevents work on the controlling item."

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

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

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

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

Add the following to Section 109 of the Standard Specifications.

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

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

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

- (a) Escalated Material and/or Labor Costs. When the delay causes work, which would have otherwise been completed, to be done after material and/or labor costs have increased, such increases will be paid. Payment for escalated material costs will be limited to the increased costs substantiated by documentation furnished by the Contractor. Payment for escalated labor costs will be limited to those items in Article 109.04(b)(1) and (2), except the 35 percent and 10 percent additives will not be permitted.
- (b) Extended Project Overhead. For the duration of the delay, payment for extended project overhead will be paid as follows.
 - (1) Direct Jobsite and Offsite Overhead. Payment for documented direct jobsite overhead and documented direct offsite overhead, including onsite supervisory and administrative personnel, will be allowed according to the following table.

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

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

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

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

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

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

80384

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)

Effective: November 2, 2017

Revised: April 1, 2019

Replace the second paragraph of Article 109.12 of the Standard Specifications with the following:

“This mobilization payment shall be made at least seven days prior to the subcontractor starting work. The amount paid shall be at the following percentage of the amount of the subcontract reported on form BC 260A submitted for the approval of the subcontractor’s work.

Value of Subcontract Reported on Form BC 260A	Mobilization Percentage
Less than \$10,000	25%
\$10,000 to less than \$20,000	20%
\$20,000 to less than \$40,000	18%
\$40,000 to less than \$60,000	16%
\$60,000 to less than \$80,000	14%
\$80,000 to less than \$100,000	12%
\$100,000 to less than \$250,000	10%
\$250,000 to less than \$500,000	9%
\$500,000 to \$750,000	8%
Over \$750,000	7%”

80391

HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE)

Effective: August 1, 2018

Revised: November 1, 2019

Add the following to Article 406.02 of the Standard Specifications.

“(d) Longitudinal Joint Sealant (LJS)1032”

Add the following to Article 406.03 of the Standard Specifications.

“(k) Longitudinal Joint Sealant (LJS) Pressure Distributor (Note 2)

(l) Longitudinal Joint Sealant (LJS) Melter Kettle (Note 3)

Note 2. When a pressure distributor is used to apply the LJS, the distributor shall be equipped with a heating and recirculating system along with a functioning auger agitating system or vertical shaft mixer in the hauling tank to prevent localized overheating. The distributor shall be equipped with a guide or laser system to aid in proper placement of the LJS application.

Note 3. When a melter kettle is used to transport and apply the LJS, the melter kettle shall be an oil jacketed double-boiler with agitating and recirculating systems. Material from the kettle may be dispensed through a pressure feed wand with an applicator shoe or through a pressure feed wand into a hand-operated thermal push cart.”

Revise Article 406.06(g)(2) of the Standard Specifications to read:

“(2) Longitudinal Joints. Unless prohibited by stage construction, any HMA lift shall be complete before construction of the subsequent lift. The longitudinal joint in all lifts shall be at the centerline of the pavement if the roadway comprises two lanes in width, or at lane width if the roadway is more than two lanes in width.

When stage construction prohibits the total completion of a particular lift, the longitudinal joint in one lift shall be offset from the longitudinal joint in the preceding lift by not less than 3 in. (75 mm). The longitudinal joint in the surface course shall be at the centerline of the pavement if the roadway comprises two lanes in width, or at lane width if the roadway is more than two lanes in width.

A notched wedge longitudinal joint shall be used between successive passes of HMA binder course that has a difference in elevation of greater than 2 in. (50 mm) between lanes on pavement that is open to traffic.

The notched wedge longitudinal joint shall consist of a 1 to 1 1/2 in. (25 to 38 mm) vertical notch at the lane line, a 9 to 12 in. (230 to 300 mm) wide uniform taper sloped toward and extending into the open lane, and a second 1 to 1 1/2 in. (25 to 38 mm) vertical notch at the outside edge.

The notched wedge longitudinal joint shall be formed by the strike off device on the paver. The wedge shall then be compacted by the joint roller.

Tack coat shall be applied to the entire surface of the notched wedge joint immediately prior to placing the adjacent lift of binder. The material shall be uniformly applied at a rate of 0.05 to 0.1 gal/sq yd (0.2 to 0.5 L/sq m).

When the use of longitudinal joint sealant (LJS) is specified, the surface to which the LJS is applied shall be thoroughly cleaned and dry. The LJS may be placed before or after the tack coat. When placed after the tack coat, the tack shall be fully cured prior to placement of the LJS.

The LJS shall be applied in a single pass with a pressure distributor, melter kettle, or hand applied from a roll. At the time of installation, the pavement surface temperature and the ambient temperature shall be a minimum of 40 °F (4 °C) and rising.

The LJS shall be applied at a width of 18 in. (450 mm) $\pm$ 1 1/2 in. (38 mm) and centered $\pm$ 2 in. ($\pm$ 50 mm) under the joint of the next HMA lift to be constructed. If the LJS flows more than 2 in. (50 mm) from the initial placement width, LJS placement shall stop and remedial action shall be taken.

When starting another run of LJS placement, suitable release paper shall be placed over the previous application of LJS to prevent doubling up of thickness of LJS.

The application rate of LJS shall be according to the following.

LJS Application Table			
Overlay Thickness in. (mm)	Coarse Graded Application Rate ^{1/} (IL-19.0, IL-19.0L, IL-9.5, IL-9.5L, IL-4.75) lb/ft (kg/m)	Fine Graded Application Rate ^{1/} lb/ft (kg/m)	SMA Mixtures ^{1/2/}
3/4 (19)	0.88 (1.31)		
1 (25)	1.15 (1.71)		
1 1/4 (32)	1.31 (1.95)	0.88 (1.31)	
1 1/2 (38)	1.47 (2.19)	0.95 (1.42)	1.26 (1.88)
1 3/4 (44)	1.63 (2.43)	1.03 (1.54)	1.38 (2.06)
2 (50)	1.80 (2.68)	1.11 (1.65)	1.51 (2.25)
$\geq$ 2 1/4 (60)	1.96 (2.92)		

1/ The application rate has a surface demand for liquid included within it. The thickness of the LJS may taper from the center of the application to a lesser thickness on the edge of the application, provided the correct width and application rate are maintained.

- 2/ If the joint is between SMA and either Coarse Graded or Fine Graded, the SMA rate shall be used.

The Contractor shall furnish to the Engineer a bill of lading for each tanker supplying material to the project. The application rate of LJS shall be verified within the first 1000 ft (300 m) of the day's placement and every 12,000 ft (3600 m) thereafter. A suitable paper or pan shall be placed at a random location in the path of the LJS. After application of the LJS, the paper or pan shall be picked up, weighed, and the application rate calculated. The tolerance between the application rate shown in the LJS Application Table and the calculated rate shall be ± 10 percent. The LJS shall be replaced in the area where the sample was taken.

A 1 qt (1 L) sample shall be taken from the pressure distributor or melting kettle at the jobsite once for each contract and sent to the Central Bureau of Materials.

The LJS shall be suitable for construction traffic to drive on without pickup or tracking of the LJS within 30 minutes of placement. If pickup or tracking occurs, LJS placement shall stop and damaged areas shall be repaired.

Prior to paving, the Contractor shall ensure the paver end plate and grade control device is adequately raised above the finished height of the LJS.

The LJS shall not flush to the final surface of the HMA pavement."

Add the following paragraph after the second paragraph of Article 406.13(b) of the Standard Specifications.

"Application of longitudinal joint sealant (LJS) will be measured for payment in place in feet (meters)."

Add the following paragraph after the first paragraph of Article 406.14 of the Standard Specifications.

"Longitudinal joint sealant will be paid for at the contract unit price per foot (meter) for LONGITUDINAL JOINT SEALANT."

Add the following to Section 1032 of the Standard Specifications.

"1032.12 Longitudinal Joint Sealant (LJS). Longitudinal joint sealant (LJS) will be accepted according to the current Bureau of Materials and Physical Research Policy Memorandum, "Performance Graded Asphalt Binder Acceptance Procedure" with the following exceptions: Article 3.1.9 and 3.4.1.4 of the policy memorandum will be excluded. The bituminous material used for the LJS shall be according to the following table. Elastomers shall be added to a base asphalt and shall be either a styrene-butadiene diblock or triblock copolymer without oil extension, or a styrene-butadiene rubber. Air blown asphalt, acid modification, or other modifiers will not be allowed. LJS in the form of pre-formed rollout banding may also be used.

Test	Test Requirement	Test Method
Dynamic shear @ 88°C (unaged), G*/sin δ , kPa	1.00 min.	AASHTO T 315
Creep stiffness @ -18°C (unaged), Stiffness (S), MPa m-value	300 max. 0.300 min.	AASHTO T 313
Ash, %	1.0 – 4.0	AASHTO T 111
Elastic Recovery, 100 mm elongation, cut immediately, 25°C, %	70 min.	ASTM D 6084 (Procedure A)
Separation of Polymer, Difference in °C of the softening point (ring and ball)	3 max.	ITP Separation of Polymer from Asphalt Binder”

80398

DISPOSAL FEES (BDE)

Effective: November 1, 2018

Replace Articles 109.04(b)(5) – 109.04(b)(8) of the Standard Specifications with the following:

- “(5) Disposal Fees. When the extra work performed includes paying for disposal fees at a clean construction and demolition debris facility, an uncontaminated soil fill operation or a landfill, the Contractor shall receive, as administrative costs, an amount equal to five percent of the first \$10,000 and one percent of any amount over \$10,000 of the total approved costs of such fees.
- (6) Miscellaneous. No additional allowance will be made for general superintendence, the use of small tools, or other costs for which no specific allowance is herein provided.
- (7) Statements. No payment will be made for work performed on a force account basis until the Contractor has furnished the Engineer with itemized statements of the cost of such force account work. Statements shall be accompanied and supported by invoices for all materials used and transportation charges. However, if materials used on the force account work are not specifically purchased for such work but are taken from the Contractor’s stock, then in lieu of the invoices, the Contractor shall furnish an affidavit certifying that such materials were taken from his/her stock, that the quantity claimed was actually used, and that the price and transportation claimed represent the actual cost to the Contractor.
- Itemized statements at the cost of force account work shall be detailed as follows.
- a. Name, classification, date, daily hours, total hours, rate, and extension for each laborer and foreman. Payrolls shall be submitted to substantiate actual wages paid if so requested by the Engineer.
 - b. Designation, dates, daily hours, total hours, rental rate, and extension for each unit of machinery and equipment.
 - c. Quantities of materials, prices and extensions.
 - d. Transportation of materials.
 - e. Cost of property damage, liability and workmen’s compensation insurance premiums, unemployment insurance contributions, and social security tax.
- (8) Work Performed by an Approved Subcontractor. When extra work is performed by an approved subcontractor, the Contractor shall receive, as administrative costs, an amount equal to five percent of the total approved costs of such work with the minimum payment being \$100.

- (9) All statements of the cost of force account work shall be furnished to the Engineer not later than 60 days after receipt of the Central Bureau of Construction form "Extra Work Daily Report". If the statement is not received within the specified time frame, all demands for payment for the extra work are waived and the Department is released from any and all such demands. It is the responsibility of the Contractor to ensure that all statements are received within the specified time regardless of the manner or method of delivery."

80402

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2019

Revised: January 1, 2020

Revise Section 669 of the Standard Specifications to read:

“SECTION 669. REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

669.01 Description. This work shall consist of the transportation and proper disposal of regulated substances. This work shall also consist of the removal, transportation, and proper disposal of underground storage tanks (UST), their contents and associated underground piping to the point where the piping is above the ground, including determining the content types and estimated quantities.

669.02 Equipment. The Contractor shall notify the Engineer of the delivery of all excavation, storage, and transportation equipment to a work area location. The equipment shall comply with OSHA and American Petroleum Institute (API) guidelines and shall be furnished in a clean condition. Clean condition means the equipment does not contain any residual material classified as a non-special waste, non-hazardous special waste, or hazardous waste. Residual materials include, but are not limited to, petroleum products, chemical products, sludges, or any other material present in or on equipment.

Before beginning any associated soil or groundwater management activity, the Contractor shall provide the Engineer with the opportunity to visually inspect and approve the equipment. If the equipment contains any contaminated residual material, decontamination shall be performed on the equipment as appropriate to the regulated substance and degree of contamination present according to OSHA and API guidelines. All cleaning fluids used shall be treated as the contaminant unless laboratory testing proves otherwise.

669.03 Pre-Construction Submittals and Qualifications. Prior to beginning this work, or working in areas with regulated substances, the Contractor shall submit a “Regulated Substances Pre-Construction Plan (RSPCP)” to the Engineer for review and approval using form BDE 2730. The form shall be signed by an Illinois licensed Professional Engineer or Professional Geologist.

As part of the RSPCP, the Contractor(s) or firm(s) performing the work shall meet the following qualifications.

- (a) **Regulated Substances Monitoring.** Qualification for environmental observation and field screening of regulated substances work and environmental observation of UST removal shall require either pre-qualification in Hazardous Waste by the Department or demonstration of acceptable project experience in remediation and operations for contaminated sites in accordance with applicable Federal, State, or local regulatory requirements using BDE 2730.

Qualification for each individual performing regulated substances monitoring shall require a minimum of one-year of experience in similar activities as those required for the project.

- (b) Underground Storage Tank Removal. Qualification for underground storage tank (UST) removal work shall require licensing and certification with the Office of the State Fire Marshall (OSFM) and possession of all permits required to perform the work. A copy of the permit shall be provided to the Engineer prior to tank removal.

The qualified Contractor(s) or firm(s) shall also document it does not have any current or former ties with any of the properties contained within, adjoining, or potentially affecting the work.

The Engineer will require up to 21 calendar days for review of the RSPCP. The review may involve rejection or revision and resubmittal; in which case, an additional 21 days will be required for each subsequent review. Work shall not commence until the RSPCP has been approved by the Engineer. After approval, the RSPCP shall be revised as necessary to reflect changed conditions in the field and documented using BDE 2730A "Regulated Substances Pre-Construction Plan (RSPCP) Addendum" and submitted to the Engineer for approval.

CONSTRUCTION REQUIREMENTS

669.04 Regulated Substances Monitoring. Regulated substances monitoring includes environmental observation and field screening during regulated substances management activities at the contract specific work areas. As part of the regulated substances monitoring, the monitoring personnel shall perform and document the applicable duties listed on form BDE 2732 "Regulated Substances Monitoring Daily Record (RSMDR)".

- (a) Environmental Observation. Prior to beginning excavation, the Contractor shall mark the limits of the contract specific work areas. Once work begins, the monitoring personnel shall be present on-site continuously during the excavation and loading of material.
- (b) Field Screening. Field screening shall be performed during the excavation and loading of material from the contract specific work areas, except for material classified according to Article 669.05(b)(1) or 669.05(c) where field screening is not required.

Field screening shall be performed with either a photoionization detector (PID) (minimum 10.6eV lamp) or a flame ionization detector (FID), and other equipment as appropriate, to monitor for potential contaminants associated with regulated substances. The PID or FID shall be calibrated on-site, and background level readings taken and recorded daily, and as field and weather conditions change. Field screen readings on the PID or FID in excess of background levels indicates the potential presence of regulated substances requiring handling as a non-special waste, special waste, or hazardous waste. PID or FID readings may be used as the basis of increasing the limits of removal with the approval of the Engineer but shall in no case be used to decrease the limits.

669.05 Regulated Substances Management and Disposal. The management and disposal of soil and/or groundwater containing regulated substances shall be according to the following:

- (a) Soil Analytical Results Exceed Most Stringent MAC. When the soil analytical results indicate detected levels exceed the most stringent maximum allowable concentration (MAC) for chemical constituents in soil established pursuant to Subpart F of 35 Ill. Adm. Code 1100.605, the soil shall be managed as follows:
 - (1) When analytical results indicate inorganic chemical constituents exceed the most stringent MAC, but still considered within area background levels by the Engineer, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable. If the soils cannot be utilized within the right-of-way, they shall be managed and disposed of at a landfill as a non-special waste.
 - (2) When analytical results indicate inorganic chemical constituents exceed the most stringent MAC but do not exceed the MAC for a Metropolitan Statistical Area (MSA) County identified in 35 Ill. Admin. Code 742 Appendix A. Table G, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of at a clean construction and demolition debris (CCDD) facility or an uncontaminated soil fill operation (USFO) within an MSA County provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.
 - (3) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, or the MAC within the Chicago corporate limits, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of off-site at a CCDD facility or an USFO within an MSA County excluding Chicago or within the Chicago corporate limits provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.
 - (4) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of off-site at a CCDD facility or an USFO within an MSA County excluding Chicago provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.
 - (5) When the Engineer determines soil cannot be managed according to Articles 669.05(a)(1) through (a)(4) above and the materials do not contain special waste or hazardous waste, as determined by the Engineer, the soil shall be managed and disposed of at a landfill as a non-special waste.
 - (6) When analytical results indicate soil is hazardous by characteristic or listing pursuant to 35 Ill. Admin. Code 721, contains radiological constituents, or the Engineer otherwise determines the soil cannot be managed according to Articles 669.05(a)(1)

through (a)(5) above, the soil shall be managed and disposed of off-site as a special waste or hazardous waste as applicable.

- (b) Soil Analytical Results Do Not Exceed Most Stringent MAC. When the soil analytical results indicate that detected levels do not exceed the most stringent MAC, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of off-site according to Article 202.03. However, the excavated soil cannot be taken to a CCDD facility or an USFO for any of the following reasons.

(1) The pH of the soil is less than 6.25 or greater than 9.0.

(2) The soil exhibited PID or FID readings in excess of background levels.

- (c) Soil Analytical Results Exceed Most Stringent MAC but Do Not Exceed Tiered Approach to Corrective Action Objectives (TACO) Residential. When the soil analytical results indicate that detected levels exceed the most stringent MAC but do not exceed TACO Tier 1 Soil Remediation Objectives for Residential Properties pursuant to 35 Ill. Admin. Code 742 Appendix B Table A, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of off-site according to Article 202.03. However, the excavated soil cannot be taken to a CCDD facility or an USFO.

- (d) Groundwater. When groundwater analytical results indicate the detected levels are above Appendix B, Table E of 35 Ill. Admin. Code 742, the most stringent Tier 1 Groundwater Remediation Objectives for Groundwater Component of the Groundwater Ingestion Route for Class 1 groundwater, the groundwater shall be managed off-site as a special waste or hazardous waste as applicable. Special waste groundwater shall be containerized and trucked to an off-site treatment facility, or may be discharged to a sanitary sewer or combined sewer when permitted by the local sewer authority. Groundwater discharged to a sanitary sewer or combined sewer shall be pre-treated to remove particulates and measured with a calibrated flow meter to comply with applicable discharge limits. A copy of the permit shall be provided to the Engineer prior to discharging groundwater to the sanitary sewer or combined sewer.

Groundwater encountered within trenches may be managed within the trench and allowed to infiltrate back into the ground. If the groundwater cannot be managed within the trench, it may be discharged to a sanitary sewer or combined sewer when permitted by the local sewer authority, or it shall be containerized and trucked to an off-site treatment facility as a special waste or hazardous waste. The Contractor is prohibited from discharging groundwater within the trench through a storm sewer. The Contractor shall install backfill plugs within the area of groundwater contamination.

One backfill plug shall be placed down gradient to the area of groundwater contamination. Backfill plugs shall be installed at intervals not to exceed 50 ft (15 m). Backfill plugs are to be 4 ft (1.2 m) long, measured parallel to the trench, full trench width and depth. Backfill plugs shall not have any fine aggregate bedding or backfill, but shall be entirely cohesive

soil or any class of concrete. The Contractor shall provide test data that the material has a permeability of less than 10^{-7} cm/sec according to ASTM D 5084, Method A or per another test method approved by the Engineer.

The Contractor shall use due care when transferring contaminated material from the area of origin to the transporter. Should releases of contaminated material to the environment occur (i.e., spillage onto the ground, etc.), the Contractor shall clean-up spilled material and place in the appropriate storage containers as previously specified. Clean-up shall include, but not be limited to, sampling beneath the material staging area to determine complete removal of the spilled material.

The Contractor shall provide engineered barriers, when required, and shall include materials sufficient to completely line excavation surfaces, including sloped surfaces, bottoms, and sidewall faces, within the areas designated for protection.

The Contractor shall obtain all documentation including any permits and/or licenses required to transport the material containing regulated substances to the disposal facility. The Contractor shall coordinate with the Engineer on the completion of all documentation. The Contractor shall make all arrangements for collection and analysis of landfill acceptance testing. The Contractor shall coordinate waste disposal approvals with the disposal facility.

The Contractor shall provide the Engineer with all transport-related documentation within two days of transport or receipt of said document(s). For management of special or hazardous waste, the Contractor shall provide the Engineer with documentation that the Contractor is operating with a valid Illinois special waste transporter permit at least two weeks before transporting the first load of contaminated material.

Transportation and disposal of material classified according to Article 669.05(a)(5) or 669.05(a)(6) shall be completed each day so that none of the material remains on-site by the close of business, except when temporary staging has been approved.

Any waste generated as a special or hazardous waste from a non-fixed facility shall be manifested off-site using the Department's county generator number provided by the Bureau of Design and Environment. An authorized representative of the Department shall sign all manifests for the disposal of the contaminated material and confirm the Contractor's transported volume. Any waste generated as a non-special waste may be managed off-site without a manifest, a special waste transporter, or a generator number.

The Contractor shall select a landfill permitted for disposal of the contaminant within the State of Illinois. The Department will review and approve or reject the facility proposed by the Contractor to use as a landfill. The Contractor shall verify whether the selected disposal facility is compliant with those applicable standards as mandated by their permit and whether the disposal facility is presently, has previously been, or has never been, on the United States Environmental Protection Agency (U.S. EPA) National Priorities List or the Resource Conservation and Recovery Act (RCRA) List of Violating Facilities. The use of a Contractor selected landfill shall in no manner delay the construction schedule or alter the Contractor's responsibilities as set forth.

669.06 Non-Special Waste Certification. An authorized representative of the Department shall sign and date all non-special waste certifications. The Contractor shall be responsible for providing the Engineer with the required information that will allow the Engineer to certify the waste is not a special waste.

(a) Definition. A waste is considered a non-special waste as long as it is not:

- (1) a potentially infectious medical waste;
- (2) a hazardous waste as defined in 35 Ill. Admin. Code 721;
- (3) an industrial process waste or pollution control waste that contains liquids, as determined using the paint filter test set forth in subdivision (3)(A) of subsection (m) of 35 Ill. Admin. Code 811.107;
- (4) a regulated asbestos-containing waste material, as defined under the National Emission Standards for Hazardous Air Pollutants in 40 CFR Part 61.141;
- (5) a material containing polychlorinated biphenyls (PCB's) regulated pursuant to 40 CFR Part 761;
- (6) a material subject to the waste analysis and recordkeeping requirements of 35 Ill. Admin. Code 728.107 under land disposal restrictions of 35 Ill. Admin. Code 728;
- (7) a waste material generated by processing recyclable metals by shredding and required to be managed as a special waste under Section 22.29 of the Environmental Protection Act; or
- (8) an empty portable device or container in which a special or hazardous waste has been stored, transported, treated, disposed of, or otherwise handled.

(b) Certification Information. All information used to determine the waste is not a special waste shall be attached to the certification. The information shall include but not be limited to:

- (1) the means by which the generator has determined the waste is not a hazardous waste;
- (2) the means by which the generator has determined the waste is not a liquid;
- (3) if the waste undergoes testing, the analytic results obtained from testing, signed and dated by the person responsible for completing the analysis;
- (4) if the waste does not undergo testing, an explanation as to why no testing is needed;

(5) a description of the process generating the waste; and

(6) relevant material safety data sheets.

669.07 Temporary Staging. Soil classified according to Articles 669.05(a)(2), (b)(1), or (c) may be temporarily staged at the Contractor's option. Soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) shall be managed and disposed of without temporary staging to the greatest extent practicable. If circumstances beyond the Contractor's control require temporary staging of these latter materials, the Contractor shall request approval from the Engineer in writing.

Temporary staging shall be accomplished within the right-of-way and the Contractor's means and methods shall be described in the approved or amended RSPCP. Staging areas shall not be located within 200 feet (61 m) of a public or private water supply well; nor within 100 feet (30 m) of sensitive environmental receptor areas, including wetlands, rivers, streams, lakes, or designated habitat zones.

The method of staging shall consist of containerization or stockpiling as applicable for the type, classification, and physical state (i.e., liquid, solid, semisolid) of the material. Materials of different classifications shall be staged separately with no mixing or co-mingling.

When containers are used, the containers and their contents shall remain intact and inaccessible to unauthorized persons until the manner of disposal is determined. The Contractor shall be responsible for all activities associated with the storage containers including, but not limited to, the procurement, transport, and labeling of the containers. The Contractor shall not use a storage container if visual inspection of the container reveals the presence of free liquids or other substances that could cause the waste to be reclassified as a hazardous or special waste.

When stockpiles are used, they shall be covered with a minimum 20-mil plastic sheeting or tarps secured using weights or tie-downs. Perimeter berms or diversionary trenches shall be provided to contain and collect for disposal any water that drains from the soil. Stockpiles shall be managed to prevent or reduce potential dust generation.

When staging non-special waste, special waste, or hazardous waste, the following additional requirements shall apply:

- (a) **Non-Special Waste.** When stockpiling soil classified according to Article 669.05(a)(1) or 669.05(a)(5), an impermeable surface barrier between the materials and the ground surface shall be installed. The impermeable barrier shall consist of a minimum 20-mil plastic liner material and the surface of the stockpile area shall be clean and free of debris prior to placement of the liner. Measures shall also be taken to limit or discourage access to the staging area.
- (b) **Special Waste and Hazardous Waste.** Soil classified according to Article 669.05(a)(6) shall not be stockpiled but shall be containerized immediately upon generation in containers, tanks or containment buildings as defined by RCRA, Toxic Substances Control

Act (TSCA), and other applicable State or local regulations and requirements, including 35 Ill. Admin. Code Part 722, Standards Applicable to Generators of Hazardous Waste.

The staging area(s) shall be enclosed (by a fence or other structure) to restrict direct access to the area, and all required regulatory identification signs applicable to a staging area containing special waste or hazardous waste shall be deployed.

Storage containers shall be placed on an all-weather gravel-packed, asphalt, or concrete surface. Containers shall be in good condition and free of leaks, large dents, or severe rusting, which may compromise containment integrity. Containers must be constructed of, or lined with, materials that will not react or be otherwise incompatible with the hazardous or special waste contents. Containers used to store liquids shall not be filled more than 80 percent of the rated capacity. Incompatible wastes shall not be placed in the same container or comingled.

All containers shall be legibly labeled and marked using pre-printed labels and permanent marker in accordance with applicable regulations, clearly showing the date of waste generation, location and/or area of waste generation, and type of waste. The Contractor shall place these identifying markings on an exterior side surface of the container.

Storage containers shall be kept closed, and storage pads covered, except when access is needed by authorized personnel.

Special waste and hazardous waste shall be transported and disposed within 90 days from the date of generation.

669.08 Underground Storage Tank Removal. For the purposes of this section, an underground storage tank (UST) includes the underground storage tank, piping, electrical controls, pump island, vent pipes and appurtenances.

Prior to removing an UST, the Engineer shall determine whether the Department is considered an "owner" or "operator" of the UST as defined by the UST regulations (41 Ill. Adm. Code Part 176). Ownership of the UST refers to the Department's owning title to the UST during storage, use or dispensing of regulated substances. The Department may be considered an "operator" of the UST if it has control of, or has responsibility for, the daily operation of the UST. The Department may however voluntarily undertake actions to remove an UST from the ground without being deemed an "operator" of the UST.

In the event the Department is deemed not to be the "owner" or "operator" of the UST, the OSFM removal permit shall reflect who was the past "owner" or "operator" of the UST. If the "owner" or "operator" cannot be determined from past UST registration documents from OSFM, then the OSFM removal permit will state the "owner" or "operator" of the UST is the Department. The Department's Office of Chief Counsel (OCC) will review all UST removal permits prior to submitting any removal permit to the OSFM. If the Department is not the "owner" or "operator" of the UST then it will not register the UST or pay any registration fee.

The Contractor shall be responsible for obtaining permits required for removing the UST, notification to the OSFM, using an OSFM certified tank contractor, removal and disposal of the UST and its contents, and preparation and submittal of the OSFM Site Assessment Report in accordance with 41 Ill. Admin. Code Part 176.330.

The Contractor shall contact the Engineer and the OSFM's office at least 72 hours prior to removal to confirm the OSFM inspector's presence during the UST removal. Removal, transport, and disposal of the UST shall be according to the applicable portions of the latest revision of the "American Petroleum Institute (API) Recommended Practice 1604".

The Contractor shall collect and analyze tank content (sludge) for disposal purposes. The Contractor shall remove as much of the regulated substance from the UST system as necessary to prevent further release into the environment. All contents within the tank shall be removed, transported and disposed of, or recycled. The tank shall be removed and rendered empty according to IEPA definition.

The Contractor shall collect soil samples from the bottom and sidewalls of the excavated area in accordance with 35 Ill. Admin. Code Part 734.210(h) after the required backfill has been removed during the initial response action, to determine the level of contamination remaining in the ground, regardless if a release is confirmed or not by the OSFM on-site inspector.

In the event the UST is designated a leaking underground storage tank (LUST) by the OSFM's inspector, or confirmation by analytical results, the Contractor shall notify the Engineer and the District Environmental Studies Unit (DESU). Upon confirmation of a release of contaminants and notifications to the Engineer and DESU, the Contractor shall report the release to the Illinois Emergency Management Agency (IEMA) (e.g., by telephone or electronic mail) and provide them with whatever information is available ("owner" or "operator" shall be stated as the past registered "owner" or "operator", or the IDOT District in which the tank is located and the DESU Manager).

The Contractor shall perform the following initial response actions if a release is indicated by the OSFM inspector:

- (a) Take immediate action to prevent any further release of the regulated substance to the environment, which may include removing, at the Engineer's discretion, and disposing of up to 4 ft (1.2 m) of the contaminated material, as measured from the outside dimension of the tank;
- (b) Identify and mitigate fire, explosion and vapor hazards;
- (c) Visually inspect any above ground releases or exposed below ground releases and prevent further migration of the released substance into surrounding soils and groundwater; and
- (d) Continue to monitor and mitigate any additional fire and safety hazards posed by vapors and free product that have migrated from the tank excavation zone and entered into subsurface structures (such as sewers or basements).

The tank excavation shall be backfilled according to applicable portions of Sections 205, 208, and 550 with a material that will compact and develop stability. All uncontaminated concrete and soil removed during tank extraction may be used to backfill the excavation, at the discretion of the Engineer.

After backfilling the excavation, the site shall be graded and cleaned.

669.09 Regulated Substances Final Construction Report. Not later than 90 days after completing this work, the Contractor shall submit a "Regulated Substances Final Construction Report (RSFCR)" to the Engineer using form BDE 2733 and required attachments. The form shall be signed by an Illinois licensed Professional Engineer or Professional Geologist.

669.10 Method of Measurement. Non-special waste, special waste, and hazardous waste soil will be measured for payment according to Article 202.07(b) when performing earth excavation, Article 502.12(b) when excavating for structures, or by computing the volume of the trench using the maximum trench width permitted and the actual depth of the trench.

Groundwater containerized and transported off-site for management, storage, and disposal will be measured for payment in gallons (liters).

Backfill plugs will be measured in cubic yards (cubic meters) in place, except the quantity for which payment will be made shall not exceed the volume of the trench, as computed by using the maximum width of trench permitted by the Specifications and the actual depth of the trench, with a deduction for the volume of the pipe.

Engineered Barriers will be measured for payment in square yards (square meters).

669.11 Basis of Payment. The work of preparing, submitting and administering a Regulated Substances Pre-Construction Plan will be paid for at the contract lump sum price for REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN.

Regulated substances monitoring, including completion of form BDE 2732 for each day of work, will be paid for at the contract unit price per calendar day, or fraction thereof to the nearest 0.5 calendar day, for REGULATED SUBSTANCES MONITORING.

The installation of engineered barriers will be paid for at the contract unit price per square yard (square meter) for ENGINEERED BARRIER.

The work of UST removal, soil excavation, soil and content sampling, the management of excavated soil and UST content, and UST disposal, will be paid for at the contract unit price per each for UNDERGROUND STORAGE TANK REMOVAL.

The transportation and disposal of soil and other materials from an excavation determined to be contaminated will be paid for at the contract unit price per cubic yard (cubic meter) for

NON-SPECIAL WASTE DISPOSAL, SPECIAL WASTE DISPOSAL, or HAZARDOUS WASTE DISPOSAL.

The transportation and disposal of groundwater from an excavation determined to be contaminated will be paid for at the contract unit price per gallon (liter) for SPECIAL WASTE GROUNDWATER DISPOSAL or HAZARDOUS WASTE GROUNDWATER DISPOSAL. When groundwater is discharged to a sanitary or combined sewer by permit, the cost will be paid for according to Article 109.05.

Backfill plugs will be paid for at the contract unit price per cubic yard (cubic meter) for BACKFILL PLUGS.

Payment for temporary staging of soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) will be paid for according to Article 109.04. The Department will not be responsible for any additional costs incurred, if mismanagement of the staging area, storage containers, or their contents by the Contractor results in excess cost expenditure for disposal or other material management requirements.

Payment for accumulated stormwater removal and disposal will be according to Article 109.04. Payment will only be allowed if appropriate stormwater and erosion control methods were used.

Payment for decontamination, labor, material, and equipment for monitoring areas beyond the specified areas, with the Engineer's prior written approval, will be according to Article 109.04.

When the waste material for disposal requires sampling for landfill disposal acceptance, the samples shall be analyzed for TCLP VOCs, SVOCs, RCRA metals, pH, ignitability, and paint filter test. The analysis will be paid for at the contract unit price per each for SOIL DISPOSAL ANALYSIS using EPA Methods 1311 (extraction), 8260B for VOCs, 8270C for SVOCs, 6010B and 7470A for RCRA metals, 9045C for pH, 1030 for ignitability, and 9095A for paint filter.

The work of preparing, submitting and administering a Regulated Substances Final Construction Report will be paid for at the contract lump sum price REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT."

80407

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

EMULSIFIED ASPHALTS (BDE)

Effective: August 1, 2019

Revise Article 1032.06 of the Standard Specifications to read:

“1032.06 Emulsified Asphalts. Emulsified asphalts will be accepted according to the current Bureau of Materials Policy Memorandum, “Emulsified Asphalt Acceptance Procedure”. These materials shall be homogeneous and shall show no separation of asphalt after thorough mixing, within 30 days after delivery, provided separation has not been caused by freezing. They shall coat the aggregate being used in the work to the satisfaction of the Engineer and shall be according to the following requirements.

- (a) Anionic Emulsified Asphalt. Anionic emulsified asphalts RS-1, RS-2, HFRS-2, SS-1h, and SS-1 shall be according to AASHTO M 140, except as follows.
 - (1) The cement mixing test will be waived when the emulsion is being used as a tack coat.
 - (2) The Solubility in Trichloroethylene test according to AASHTO T 44 may be run in lieu of Ash Content and shall meet a minimum of 97.5 percent.
- (b) Cationic Emulsified Asphalt. Cationic emulsified asphalts CRS-1, CRS-2, CSS-1h, and CSS-1 shall be according to AASHTO M 208, except as follows.
 - (1) The cement mixing test will be waived when the emulsion is being used as a tack coat.
 - (2) The Solubility in Trichloroethylene test according to AASHTO T 44 may be run in lieu of Ash Content and shall meet a minimum of 97.5 percent.
- (c) High Float Emulsion. High float emulsions HFE-90, HFE-150, and HFE-300 are medium setting and shall be according to the following table.

Test	HFE-90	HFE-150	HFE-300
Viscosity, Saybolt Furol, at 122 °F (50 °C), (AASHTO T 59), SFS ^{1/}	50 min.	50 min.	50 min.
Sieve Test, No. 20 (850 µm), retained on sieve, (AASHTO T 59), %	0.10 max.	0.10 max.	0.10 max.
Storage Stability Test, 1 day, (AASHTO T 59), %	1 max.	1 max.	1 max.
Coating Test (All Grades), (AASHTO T 59), 3 minutes	stone coated thoroughly		
Distillation Test, (AASHTO T 59): Residue from distillation test to 500 °F (260 °C), % Oil distillate by volume, %	65 min. 7 max.	65 min. 7 max.	65 min. 7 max.

Characteristics of residue from distillation test to 500 °F (260 °C): Penetration at 77 °F (25 °C), (AASHTO T 49), 100 g, 5 sec, dmm	90-150	150-300	300 min.
Float Test at 140 °F (60 °C), (AASHTO T 50), sec.	1200 min.	1200 min.	1200 min.

1/ The emulsion shall be pumpable.

- (d) Penetrating Emulsified Prime. Penetrating Emulsified Prime (PEP) shall be according to AASHTO T 59, except as follows.

Test	Result
Viscosity, Saybolt Furol, at 77 °F (25 °C), SFS	75 max.
Sieve test, retained on No. 20 (850 µm) sieve, %	0.10 max.
Distillation to 500 °F (260 °C) residue, %	38 min.
Oil distillate by volume, %	4 max.

The PEP shall be tested according to the current Bureau of Materials Illinois Laboratory Test Procedure (ILTP), "Sand Penetration Test of Penetrating Emulsified Prime (PEP)". The time of penetration shall be equal to or less than that of MC-30. The depth of penetration shall be equal to or greater than that of MC-30.

- (e) Delete this subparagraph.

- (f) Polymer Modified Emulsified Asphalt. Polymer modified emulsified asphalts, e.g. SS-1hP, CSS-1hP, CRS-2P (formerly CRSP), CQS-1hP (formerly CSS-1h Latex Modified) and HFRS-2P (formerly HFP) shall be according to AASHTO M 316, except as follows.

- (1) The cement mixing test will be waived when the polymer modified emulsion is being used as a tack coat.
- (2) CQS-1hP (formerly CSS-1h Latex Modified) emulsion for micro-surfacing treatments shall use latex as the modifier.
- (3) Upon examination of the storage stability test cylinder after standing undisturbed for 24 hours, the surface shall show minimal to no white, milky colored substance and shall be a homogenous brown color throughout.
- (4) The distillation for all polymer modified emulsions shall be performed according to AASHTO T 59, except the temperature shall be 374 ± 9 °F (190 ± 5 °C) to be held for a period of 15 minutes and measured using an ASTM 16F (16C) thermometer.
- (5) The specified temperature for the Elastic Recovery test for all polymer modified emulsions shall be 50.0 ± 1.0 °F (10.0 ± 0.5 °C).

(6) The Solubility in Trichloroethylene test according to AASHTO T 44 may be run in lieu of Ash Content and shall meet a minimum of 97.5 percent.

(g) Non-Tracking Emulsified Asphalt. Non-tracking emulsified asphalt NTEA (formerly SS-1vh) shall be according to the following.

Test	Requirement
Saybolt Viscosity at 77 °F (25 °C), (AASHTO T 59), SFS	20-100
Storage Stability Test, 24 hr, (AASHTO T 59), %	1 max.
Residue by Distillation, 500 ± 10 °F (260 ± 5 °C), or Residue by Evaporation, 325 ± 5 °F (163 ± 3 °C), (AASHTO T 59), %	50 min.
Sieve Test, No. 20 (850 µm), (AASHTO T 59), %	0.3 max.
Tests on Residue from Evaporation	
Penetration at 77 °F (25 °C), 100 g, 5 sec, (AASHTO T 49), dmm	40 max.
Softening Point, (AASHTO T 53), °F (°C)	135 (57) min.
Ash Content, (AASHTO T 111), % ^{1/}	1 max.

1/ The Solubility in Trichloroethylene test according to AASHTO T 44 may be run in lieu of Ash Content and shall meet a minimum of 97.5 percent

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

Grade	Use
SS-1, SS-1h, RS-1, RS-2, CSS-1, CRS-1, CRS-2, CSS-1h, HFE-90, SS-1hP, CSS-1hP, NTEA (formerly SS-1vh)	Tack Coat
PEP	Prime Coat
RS-2, HFE-90, HFE-150, HFE-300, CRS-2P (formerly CRSP), HFRS-2P (formerly HFP), CRS-2, HFRS-2	Bituminous Surface Treatment
CQS-1hP (formerly CSS-1h Latex Modified)	Micro-Surfacing Slurry Sealing Cape Seal"

HOT-MIX ASPHALT – BINDER AND SURFACE COURSE (BDE)

Effective: July 2, 2019

Revised: November 1, 2019

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

Materials. Add the following after the second paragraph of Article 1003.03(c):

“For mixture IL-9.5FG, at least 67 percent of the required fine aggregate fraction shall consist of either stone sand, slag sand, steel slag sand, or combinations thereof meeting FA 20 gradation.”

Revise Article 1004.03(c) to read:

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

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

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

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

3/ The specified coarse aggregate gradations may be blended.”

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

“High ESAL	Binder Courses	IL-19.0, IL-9.5, IL-9.5FG, IL-4.75, SMA 12.5, SMA 9.5
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	Surface Courses	IL-9.5, IL-9.5FG, SMA 12.5, SMA 9.5"
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Mixture Design. Revise the table in Article 1030.04(a)(1) and add SMA 9.5 and IL-9.5FG mixture compositions as follows:

"HIGH ESAL, MIXTURE COMPOSITION (% PASSING) ^{1/}						
Sieve Size	SMA 12.5 ^{5/}		SMA 9.5 ^{5/}		IL-9.5FG	
	min.	max.	min.	max.	min.	max.
1 in. (25 mm)						
3/4 in. (19 mm)		100		100		
1/2 in. (12.5 mm)	90	99	95	100		100
3/8 in. (9.5 mm)	50	85	70	95	90	100
#4 4.75 mm)	20	40	30	50	60	75
#8 (2.36 mm)	16	24 ^{4/}	20	30	45	60
#16 (1.18 mm)				21	25	40
#30 (600 μm)				18	15	30
#50 (300 μm)				15	8	15
#100 (150 μm)					6	10
#200 (75 μm)	8.0	11.0 ^{3/}	8.0	11.0 ^{3/}	4.0	6.5
#635 (20 μm)		≤ 3.0		≤ 3.0		
Ratio of Dust/Asphalt Binder						1.0

1/ Based on percent of total aggregate weight.

2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with N_{design} = 90.

- 3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.
- 4/ When establishing the adjusted job mix formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above 24 percent.
- 5/ When the bulk specific gravity (Gsb) of the component aggregates vary by more than 0.2, the blend gradations shall be based on volumetric percentage."

Revise the table in Article 1030.04(b)(1) to read:

"VOLUMETRIC REQUIREMENTS, High ESAL				
Ndesign	Voids in the Mineral Aggregate (VMA), % minimum			Voids Filled with Asphalt Binder (VFA), %
	IL-19.0	IL-9.5 IL-9.5FG	IL-4.75 ^{1/}	
50	13.5	15.0	18.5	65 - 78 ^{2/}
70				65 - 75 ^{3/}
90				

1/ Maximum draindown for IL-4.75 shall be 0.3 percent.

2/ VFA for IL-4.75 shall be 76-83 percent.

3/ VFA for IL-9.5FG shall be 65-78 percent."

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

"VOLUMETRIC REQUIREMENTS, SMA 12.5 ^{1/} and SMA 9.5 ^{1/}				
ESALs (million)	Ndesign	Design Air Voids Target, %	Voids in the Mineral Aggregate (VMA), % min.	Voids Filled with Asphalt (VFA), %
≤ 10	50	4.0	16.0	75 - 80
> 10	80	4.0	17.0	75 - 80

1/ Maximum draindown shall be 0.3 percent."

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

"If the Contractor and Engineer agree the nuclear density test method is not appropriate for the mixture, cores shall be taken at random locations determined according to the

QC/QA document "Determination of Random Density Test Site Locations". Core densities shall be determined using the Illinois Modified AASHTO T 166 or T 275 procedure."

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

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

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

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

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

"DENSITY CONTROL LIMITS			
Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density, minimum
IL-4.75	Ndesign = 50	93.0 – 97.4 % ^{1/}	91.0%
IL-9.5FG	Ndesign = 50 - 90	93.0 – 97.4 %	91.0%
IL-9.5	Ndesign = 90	92.0 – 96.0 %	90.0%
IL-9.5, IL-9.5L,	Ndesign < 90	92.5 – 97.4 %	90.0%
IL-19.0	Ndesign = 90	93.0 – 96.0 %	90.0%
IL-19.0, IL-19.0L	Ndesign < 90	93.0 ^{2/} – 97.4 %	90.0%
SMA	Ndesign = 50 or 80	93.5 – 97.4 %	91.0%

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

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

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

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

- (1) The minimum diameter of the drum(s) shall be 42 in. (1070 mm);
- (2) The minimum length of the drum(s) shall be 57 in. (1480 mm);
- (3) The minimum unit static force on the drum(s) shall be 125 lb/in. (22 N/m); and
- (4) The minimum force on the oscillatory drum shall be 18,000 lb (80 kN).”

CONSTRUCTION REQUIREMENTS

Add the following to Article 406.03 of the Standard Specifications:

“(j) Oscillatory Roller 1101.01”

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

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

Revise Article 406.05(c) to read.

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

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

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

Revise Article 406.06(d) to read:

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

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

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

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

“TABLE 1 - MINIMUM ROLLER REQUIREMENTS FOR HMA				
	Breakdown Roller (one of the following)	Intermediate Roller	Final Roller (one or more of the following)	Density Requirement
Binder and Surface ^{1/}	V _D , P ^{3/} , T _B , 3W, O _T , O _B	P ^{3/} , O _T , O _B	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).”

Basis of Payment. Replace the second through the fifth paragraphs of Article 406.14 with the following:

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

80416

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

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)	
	PP-1	4.0 - 8.0"
	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

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS
PAVEMENT RESURFACING	
Leveling Binder (Machine Method), N50 (IL-9.5 mm)	4% @ 50 Gyr.
Hot-Mix Asphalt Surface Course, Mix "D", N50 (IL-9.5 mm)	3.5% @ 50 Gyr.
PATCHING	
Class D Patches (HMA Binder IL-19 mm)	4% @ 70 Gyr.
Pavement Removal & HMA Replacement (HMA Binder IL-19 mm)	4% @ 70 Gyr.
DRIVEWAYS	
Hot-Mix Asphalt Surface Course, Mix "D", N50 (IL-9.5 mm), 3"	3.5% @ 50 Gyr.
Hot-Mix Asphalt Base Course (HMA Binder IL-19 mm), 6"	4% @ 50 Gyr.

The unit weight used to calculate all Hot-Mix Asphalt Surface Mixture Quantities is 112 Lbs/SqYd/In.

The "AC Type" for polymerized HMA mixes shall be SBS/SBR PG 76-22 and for non-polymerized HMA the "AC Type" shall be "PG 64-22" unless modified by district one special provisions.

For use of recycled materials see special provisions.

DuPage County Prevailing Wage Rates posted on 12/1/2020

						Overtime								
Trade Title	Rg	Type	C	Base	Foreman	M-F	Sa	Su	Hol	H/W	Pension	Vac	Trng	Other Ins
ASBESTOS ABT-GEN	All	ALL		44.40	45.40	1.5	1.5	2.0	2.0	16.10	14.21	0.00	0.90	
ASBESTOS ABT-MEC	All	BLD		38.44	41.51	1.5	1.5	2.0	2.0	14.07	12.51	0.00	0.77	
BOILERMAKER	All	BLD		51.56	56.20	2.0	2.0	2.0	2.0	6.97	21.58	0.00	1.20	
BRICK MASON	All	BLD		47.56	52.32	1.5	1.5	2.0	2.0	11.20	20.51	0.00	0.97	
CARPENTER	All	ALL		49.76	51.76	1.5	1.5	2.0	2.0	11.79	23.34	0.00	0.73	
CEMENT MASON	All	ALL		47.00	49.00	2.0	1.5	2.0	2.0	15.75	19.73	0.00	1.00	
CERAMIC TILE FINISHER	All	BLD		41.80	41.80	1.5	1.5	2.0	2.0	11.25	13.41	0.00	0.88	
COMMUNICATION TECHNICIAN	All	BLD		34.25	37.05	1.5	1.5	2.0	2.0	12.60	23.04	2.75	0.68	0.10
ELECTRIC PWR EQMT OP	All	ALL		44.61	60.87	1.5	1.5	2.0	2.0	6.50	12.49	0.00	1.01	1.34
ELECTRIC PWR GRNDMAN	All	ALL		34.27	60.87	1.5	1.5	2.0	2.0	6.50	9.60	0.00	0.77	1.03
ELECTRIC PWR LINEMAN	All	ALL		53.63	60.87	1.5	1.5	2.0	2.0	6.50	15.02	0.00	1.21	1.61
ELECTRIC PWR TRK DRV	All	ALL		35.52	60.87	1.5	1.5	2.0	2.0	6.50	9.95	0.00	0.80	1.07
ELECTRICIAN	All	BLD		41.49	45.49	1.5	1.5	2.0	2.0	12.60	25.90	6.00	0.85	0.10
ELEVATOR CONSTRUCTOR	All	BLD		58.47	65.78	2.0	2.0	2.0	2.0	15.73	18.41	4.68	0.63	
FENCE ERECTOR	NE	ALL		44.42	46.42	1.5	1.5	2.0	2.0	13.68	15.40	0.00	0.65	
FENCE ERECTOR	W	ALL		47.99	51.83	2.0	2.0	2.0	2.0	13.06	24.15	0.00	1.03	
GLAZIER	All	BLD		46.35	47.85	1.5	2.0	2.0	2.0	14.79	22.67	0.00	1.26	
HEAT/FROST INSULATOR	All	BLD		51.25	54.33	1.5	1.5	2.0	2.0	14.07	14.26	0.00	0.77	
IRON WORKER	E	ALL		52.51	54.51	2.0	2.0	2.0	2.0	15.15	24.34	0.00	0.44	
IRON WORKER	W	ALL		47.99	51.83	2.0	2.0	2.0	2.0	13.06	24.15	0.00	1.03	
LABORER	All	ALL		44.40	45.15	1.5	1.5	2.0	2.0	16.10	14.21	0.00	0.90	
LATHER	All	ALL		49.76	51.76	1.5	1.5	2.0	2.0	11.79	23.34	0.00	0.73	
MACHINIST	All	BLD		49.68	52.18	1.5	1.5	2.0	2.0	7.93	8.95	1.85	1.47	
MARBLE FINISHER	All	ALL		35.73	49.05	1.5	1.5	2.0	2.0	11.20	18.71	0.00	0.87	
MARBLE MASON	All	BLD		46.71	51.38	1.5	1.5	2.0	2.0	11.20	19.98	0.00	0.95	
MATERIAL TESTER I	All	ALL		34.40		1.5	1.5	2.0	2.0	16.10	14.21	0.00	0.90	
MATERIALS TESTER II	All	ALL		39.40		1.5	1.5	2.0	2.0	16.10	14.21	0.00	0.90	
MILLWRIGHT	All	ALL		49.76	51.76	1.5	1.5	2.0	2.0	11.79	23.34	0.00	0.73	
OPERATING ENGINEER	All	BLD	1	52.10	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	2	50.80	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	3	48.25	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	

OPERATING ENGINEER	All	BLD	4	46.50	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	5	55.85	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	6	53.10	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	7	55.10	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	FLT		40.00	40.00	1.5	1.5	2.0	2.0	20.50	16.85	2.00	1.65	
OPERATING ENGINEER	All	HWY	1	50.30	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	2	49.75	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	3	47.70	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	4	46.30	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	5	45.10	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	6	53.30	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	7	51.30	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
ORNAMENTAL IRON WORKER	E	ALL		51.63	54.13	2.0	2.0	2.0	2.0	14.23	22.25	0.00	1.25	
ORNAMENTAL IRON WORKER	W	ALL		47.99	51.83	2.0	2.0	2.0	2.0	13.06	24.15	0.00	1.03	
PAINTER	All	ALL		48.30	50.30	1.5	1.5	1.5	2.0	18.23	3.65	0.00	1.45	
PAINTER - SIGNS	All	BLD		39.84	44.74	1.5	1.5	2.0	2.0	2.73	3.39	0.00	0.00	
PILEDRIIVER	All	ALL		49.76	51.76	1.5	1.5	2.0	2.0	11.79	23.34	0.00	0.73	
PIPEFITTER	All	BLD		50.75	53.75	1.5	1.5	2.0	2.0	10.85	20.85	0.00	2.92	
PLASTERER	All	BLD		47.57	50.42	1.5	1.5	2.0	2.0	11.20	20.17	0.00	0.96	
PLUMBER	All	BLD		52.00	55.10	1.5	1.5	2.0	2.0	16.22	15.60	0.00	1.40	
ROOFER	All	BLD		45.75	49.75	1.5	1.5	2.0	2.0	11.23	13.61	0.00	0.91	
SHEETMETAL WORKER	All	BLD		49.07	51.52	1.5	1.5	2.0	2.0	10.85	17.51	0.00	1.14	2.32
SPRINKLER FITTER	All	BLD		50.95	53.45	1.5	1.5	2.0	2.0	13.50	16.80	0.00	0.75	
STEEL ERECTOR	E	ALL		52.51	54.51	2.0	2.0	2.0	2.0	15.15	24.34	0.00	0.44	
STEEL ERECTOR	W	ALL		47.99	51.83	2.0	2.0	2.0	2.0	13.06	24.15	0.00	1.03	
STONE MASON	All	BLD		47.56	52.32	1.5	1.5	2.0	2.0	11.20	20.51	0.00	0.97	
TERRAZZO FINISHER	All	BLD		43.54	43.54	1.5	1.5	2.0	2.0	11.25	15.61	0.00	0.90	
TERRAZZO MASON	All	BLD		47.38	50.88	1.5	1.5	2.0	2.0	11.25	17.07	0.00	0.94	
TILE MASON	All	BLD		48.75	52.75	1.5	1.5	2.0	2.0	11.25	16.90	0.00	0.95	
TRAFFIC SAFETY WORKER	All	HWY		36.75	38.35	1.5	1.5	2.0	2.0	7.95	8.20	0.00	0.75	
TRUCK DRIVER	All	ALL	1	39.27	39.82	1.5	1.5	2.0	2.0	9.88	12.80	0.00	0.15	
TRUCK DRIVER	All	ALL	2	39.42	39.82	1.5	1.5	2.0	2.0	9.88	12.80	0.00	0.15	
TRUCK DRIVER	All	ALL	3	39.62	39.82	1.5	1.5	2.0	2.0	9.88	12.80	0.00	0.15	
TRUCK DRIVER	All	ALL	4	39.82	39.82	1.5	1.5	2.0	2.0	9.88	12.80	0.00	0.15	
TUCKPOINTER	All	BLD		47.25	48.25	1.5	1.5	2.0	2.0	8.59	19.48	0.00	0.94	

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

Explanations DUPAGE COUNTY

IRON WORKERS AND FENCE ERECTOR (WEST) - West of Route 53.

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

EXPLANATION OF CLASSES

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

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

TRAFFIC SAFETY

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

CERAMIC TILE FINISHER

The grouting, cleaning, and polishing of all classes of tile, whether for interior or exterior purposes, all burned, glazed or unglazed products; all composition materials, granite tiles, warning detectable tiles, cement tiles, epoxy composite materials, pavers, glass, mosaics, fiberglass, and all substitute materials, for tile made in tile-like units; all mixtures in tile like form of cement, metals, and other materials that are for and intended for use as a finished floor surface, stair treads, promenade roofs, walks, walls, ceilings, swimming pools, and all other places where tile is to form a finished interior or exterior. The mixing of all setting mortars including but not limited to thin-set mortars, epoxies, wall mud, and any other sand and cement mixtures or adhesives when

used in the preparation, installation, repair, or maintenance of tile and/or similar materials. The handling and unloading of all sand, cement, lime, tile, fixtures, equipment, adhesives, or any other materials to be used in the preparation, installation, repair, or maintenance of tile and/or similar materials. Ceramic Tile Finishers shall fill all joints and voids regardless of method on all tile work, particularly and especially after installation of said tile work. Application of any and all protective coverings to all types of tile installations including, but not be limited to, all soap compounds, paper products, tapes, and all polyethylene coverings, plywood, masonite, cardboard, and any new type of products that may be used to protect tile installations, Blastrac equipment, and all floor scarifying equipment used in preparing floors to receive tile. The clean up and removal of all waste and materials. All demolition of existing tile floors and walls to be re-tiled.

COMMUNICATIONS TECHNICIAN

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

MARBLE FINISHER

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

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

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

OPERATING ENGINEER - BUILDING

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

Machines.

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

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

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

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

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

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

Class 3. Boilers; Brooms, All Power Propelled; Cement Supply Tender; Compressor, Common Receiver (2); Concrete Mixer (Two

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

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

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

Class 6. Field Mechanics and Field Welders

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

OPERATING ENGINEER - FLOATING

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

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

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

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

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

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

TERRAZZO FINISHER

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

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state

which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 217-782-1710 for wage rates or clarifications.

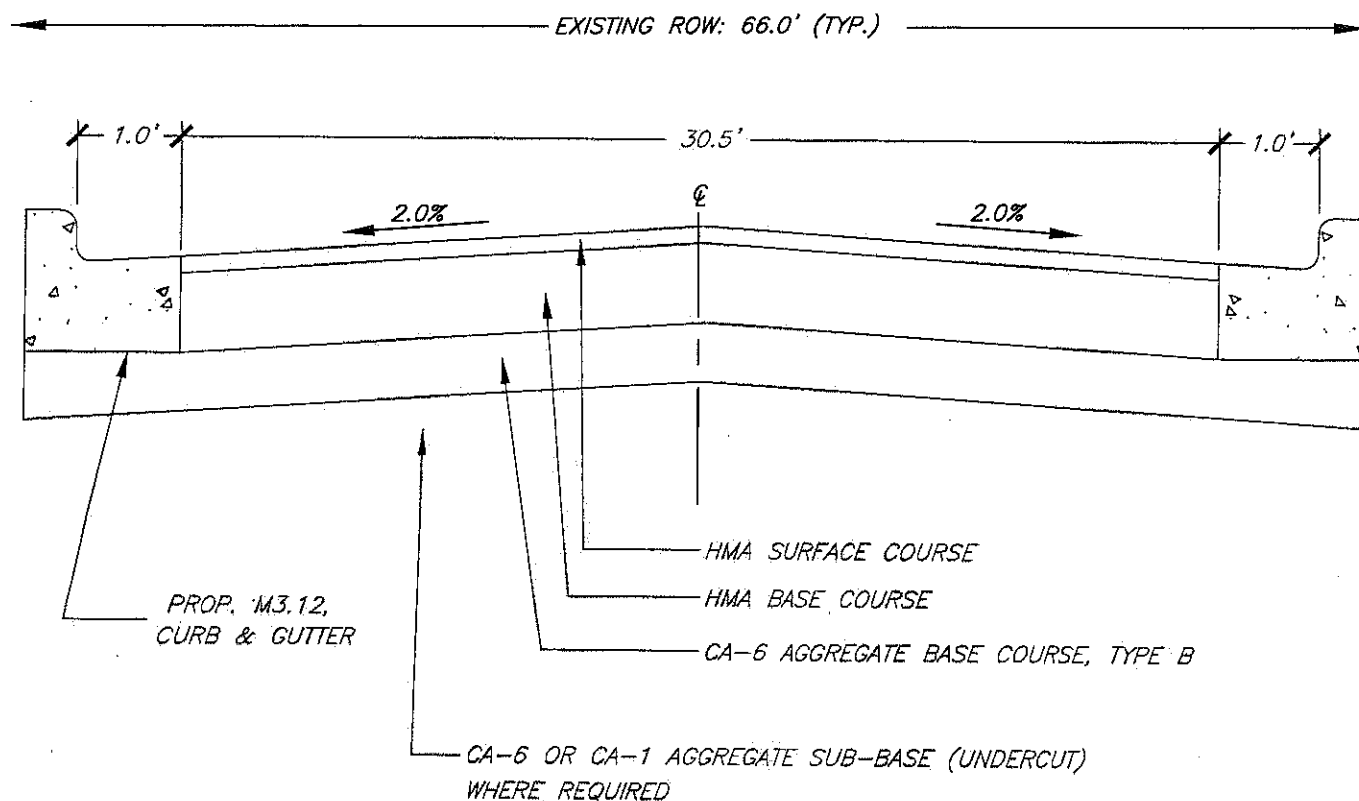
LANDSCAPING

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

MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

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

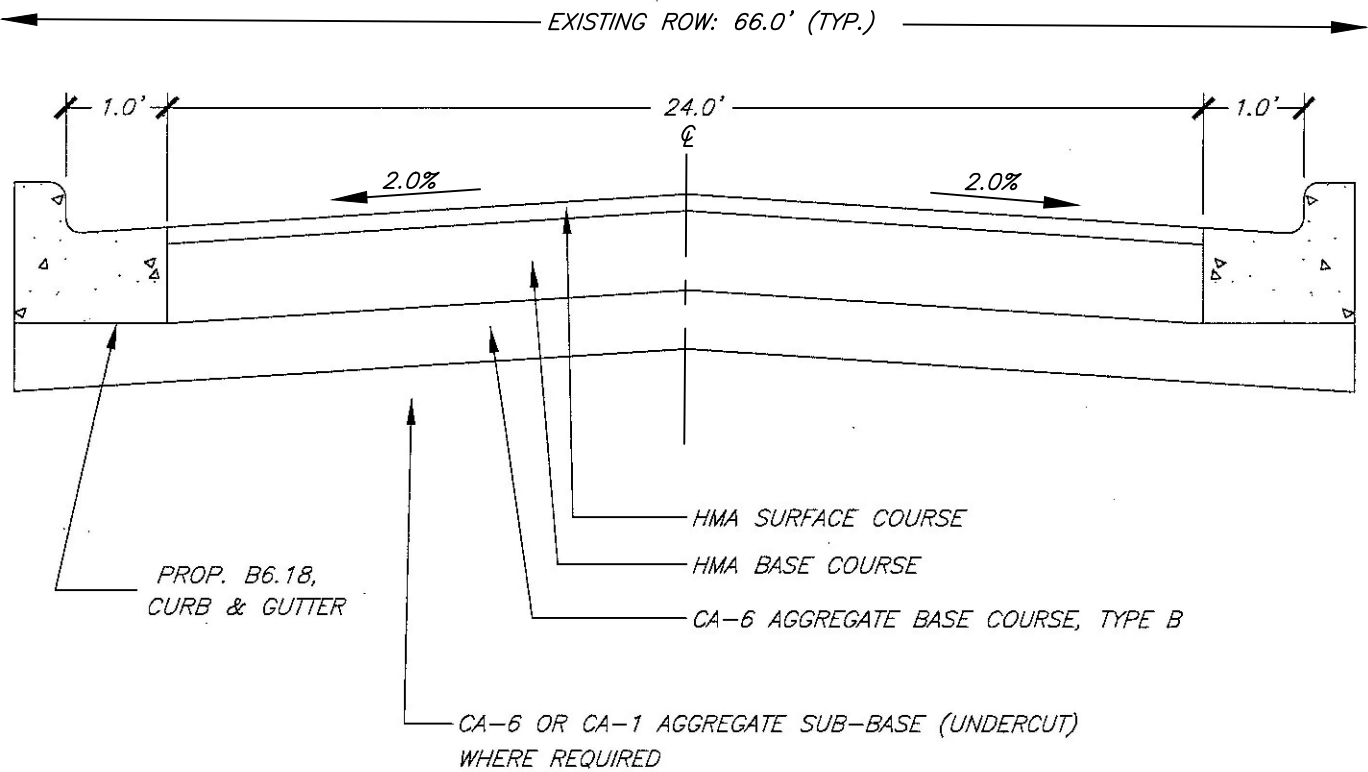
FOR STREETS: CORNELL



	RESIDENTIAL STREETS
PAVEMENT WIDTH	30.5'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	01/01/19	////	N.R.H.	J.M.W.	BITUMINOUS IMPROVED ROADWAY
DRAWING NO. PVT-13-03					
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FOR STREETS: OAKWOOD, SEELEY



	RESIDENTIAL STREETS
PAVEMENT WIDTH	24'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	01/01/19		N.R.H.	J.M.W.	BITUMINOUS IMPROVED ROADWAY
DRAWING NO. PVT-13-06					
I:\LIBRARY\DETAILS\PAVEMENT\PVT-13					

EXISTING ROW: 66.0' (TYP.)

1.0' 31.0' 1.0'

2.0% 2.0%

PROF. B6.18,
CURB & GUTTER

HMA SURFACE COURSE

HMA BASE COURSE

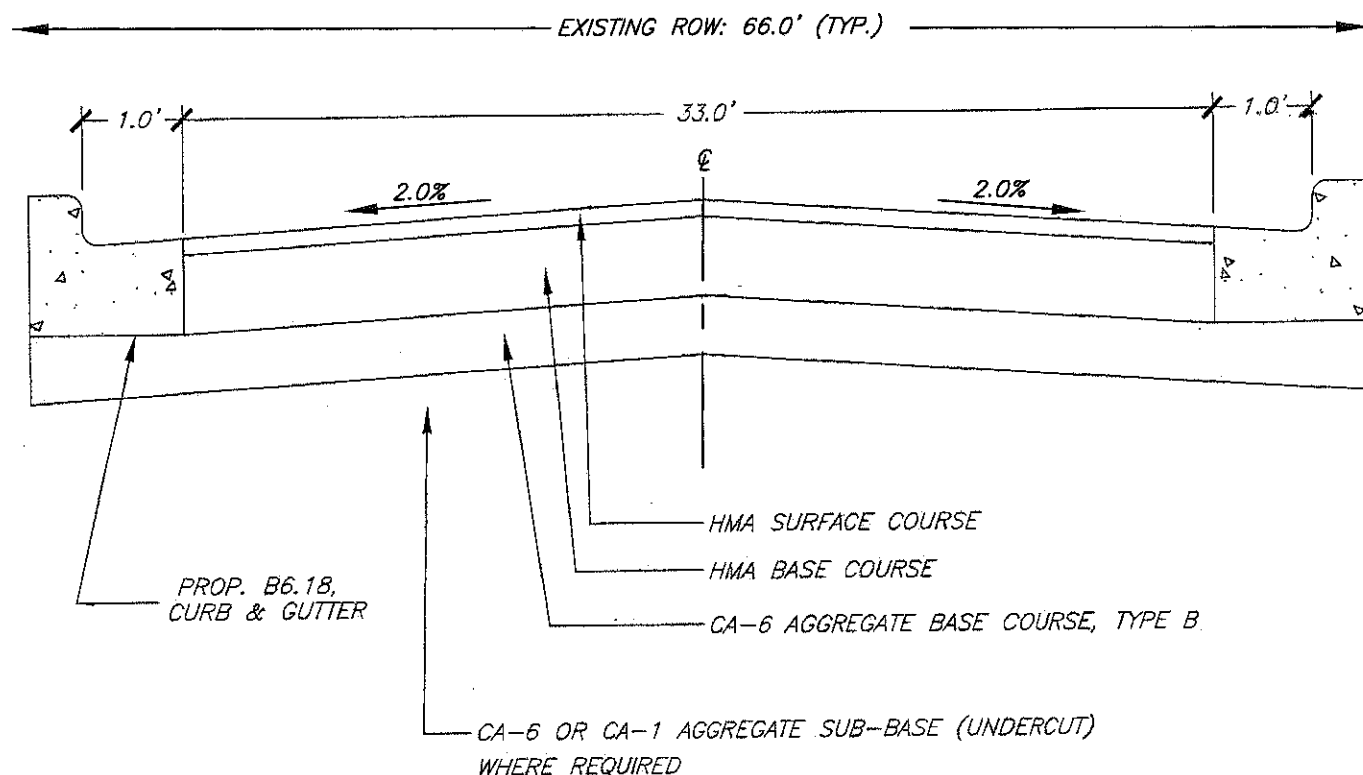
CA-6 AGGREGATE BASE COURSE, TYPE B

CA-6 OR CA-1 AGGREGATE SUB-BASE (UNDERCUT)
WHERE REQUIRED

	RESIDENTIAL STREETS
PAVEMENT WIDTH	31'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	01/01/19		N.R.H.	J.M.W.	BITUMINOUS IMPROVED ROADWAY
DRAWING NO. PVT-13-07					
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FOR STREETS: WARREN (NORTHCOTT TO MONTGOMERY)

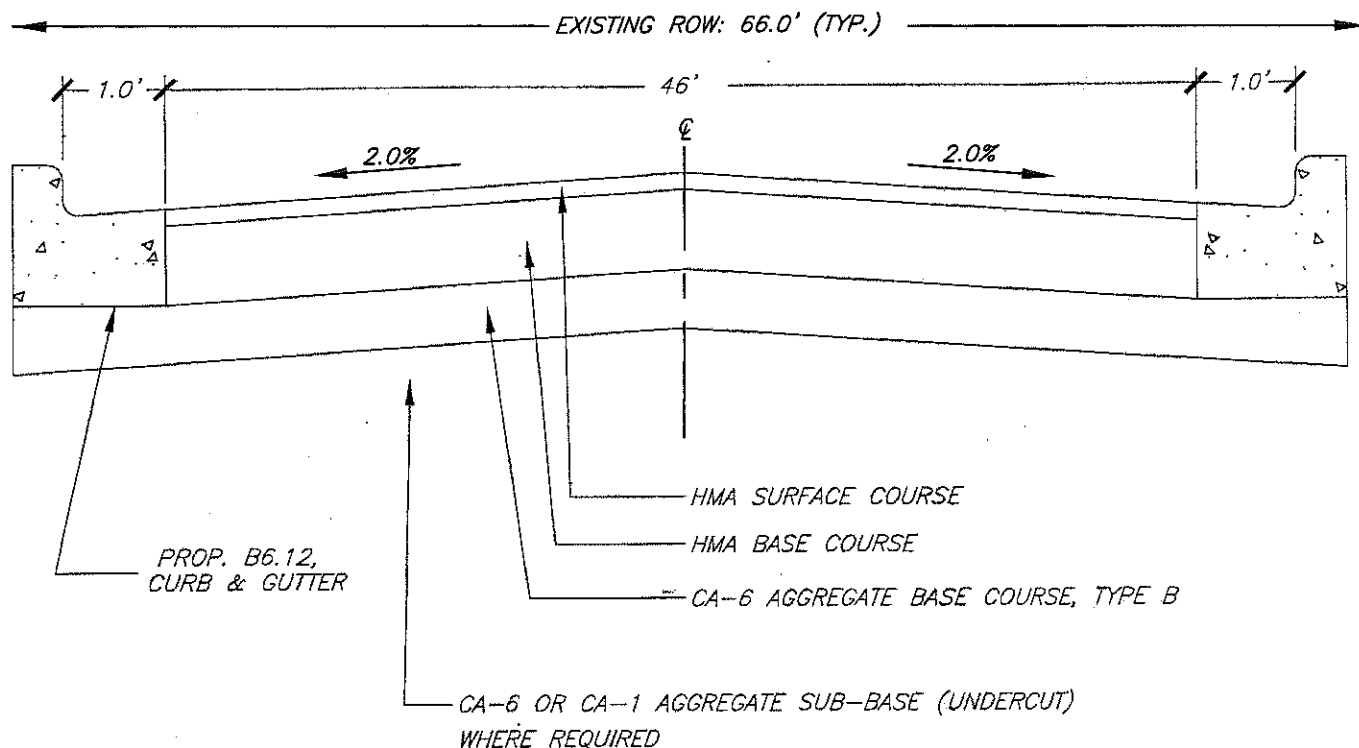


	RESIDENTIAL STREETS
PAVEMENT WIDTH	33'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	01/01/19	////	N.R.H.	J.M.W.	BITUMINOUS IMPROVED ROADWAY
DRAWING NO. PVT-13-08					
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FOR STREETS: WARREN (SARATOGA TO FOREST)

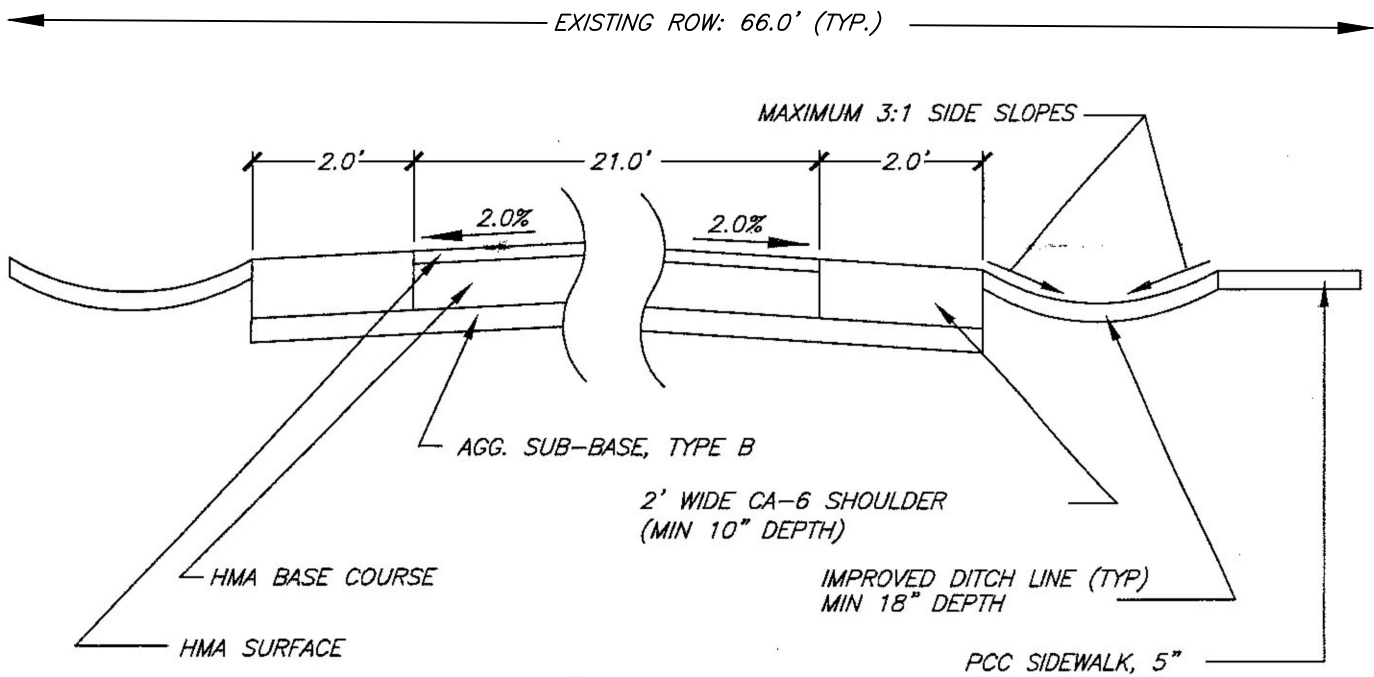


	RESIDENTIAL STREETS
PAVEMENT WIDTH	46'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	01/01/19	////	N.R.H.	J.M.W.	BITUMINOUS IMPROVED ROADWAY
	DRAWING NO. PVT-13-10				
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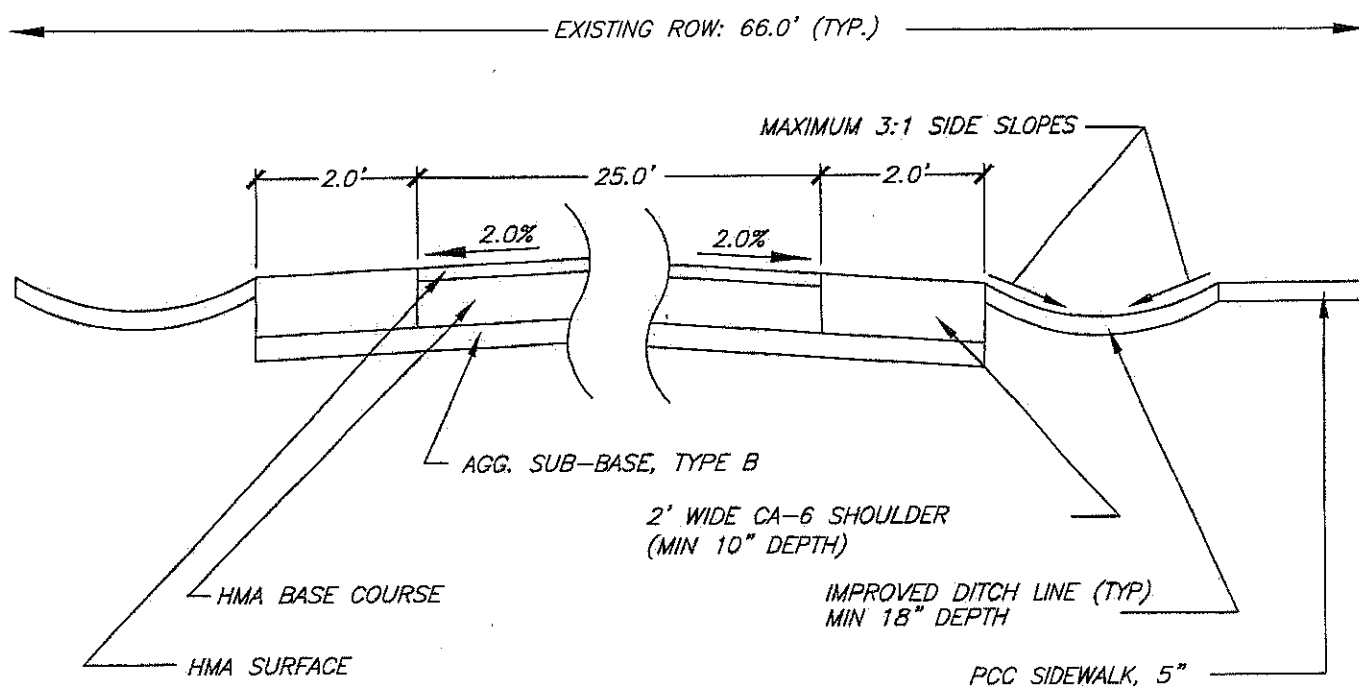
FOR STREETS: LEE



	RESIDENTIAL STREETS
PAVEMENT WIDTH	21'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	01/01/19		N.R.H.	J.M.W.	BITUMINOUS UNIMPROVED ROADWAY
DRAWING NO. PVT-15-04					
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FOR STREETS: LINSKOTT

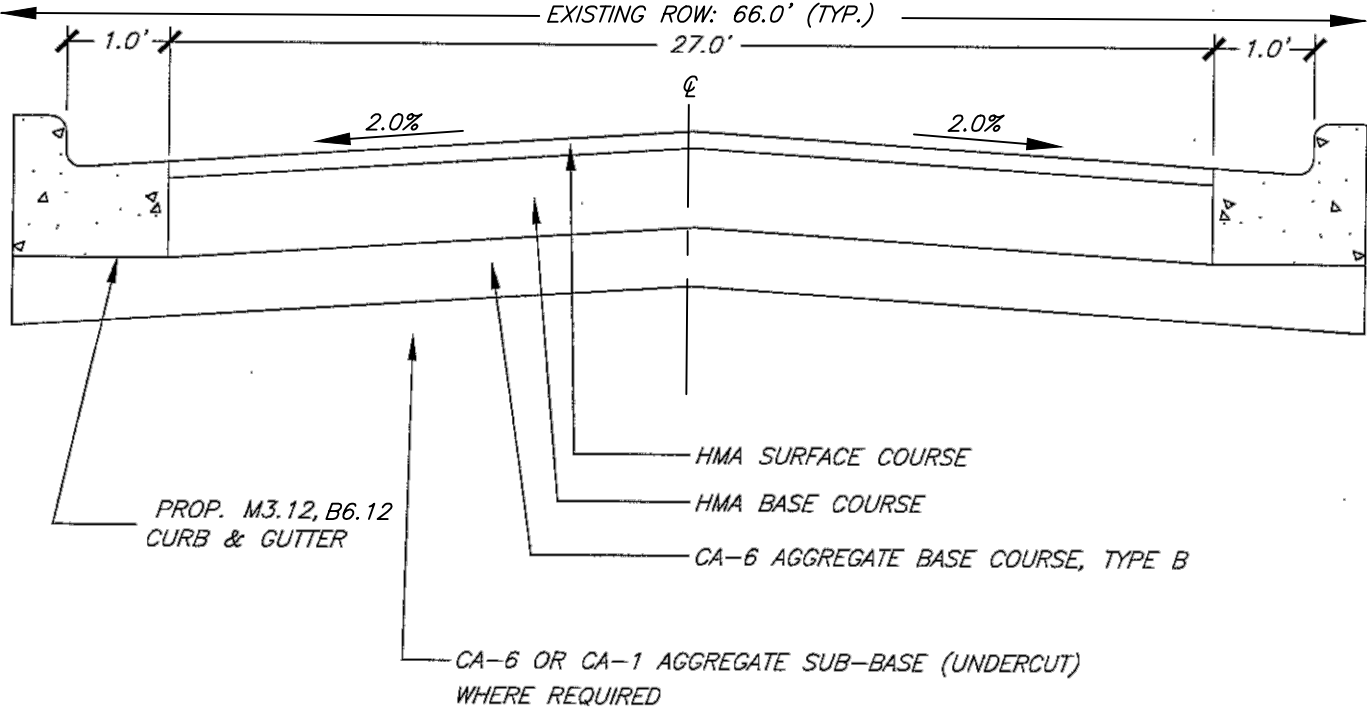


	RESIDENTIAL STREETS
PAVEMENT WIDTH	25'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	01/01/19		N.R.H.	J.M.W.	BITUMINOUS UNIMPROVED ROADWAY
DRAWING NO. PVT-15-06					
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FOR STREETS:
NORFOLK (W. END TO TERRACE)
WARREN (CORNELL TO LEE)
CONCORD, CAMBRIDGE, ESSEX, NORTHBRIDGE,
MEADE, MEADE PL, PENNER, PENNER PL,
REVERE, STURBRIDGE, NEWPORT



	RESIDENTIAL STREETS
PAVEMENT WIDTH	27'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	01/01/19		N.R.H.	J.M.W.	BITUMINOUS IMPROVED ROADWAY
DRAWING NO. PVT-13-05					
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EXISTING ROW: 66.0' (TYP.)

29.0'

1.0'

2.0%

2.0%

1.0'

PROP. B6.18, B6.12 CURB & GUTTER

HMA SURFACE COURSE

HMA BASE COURSE

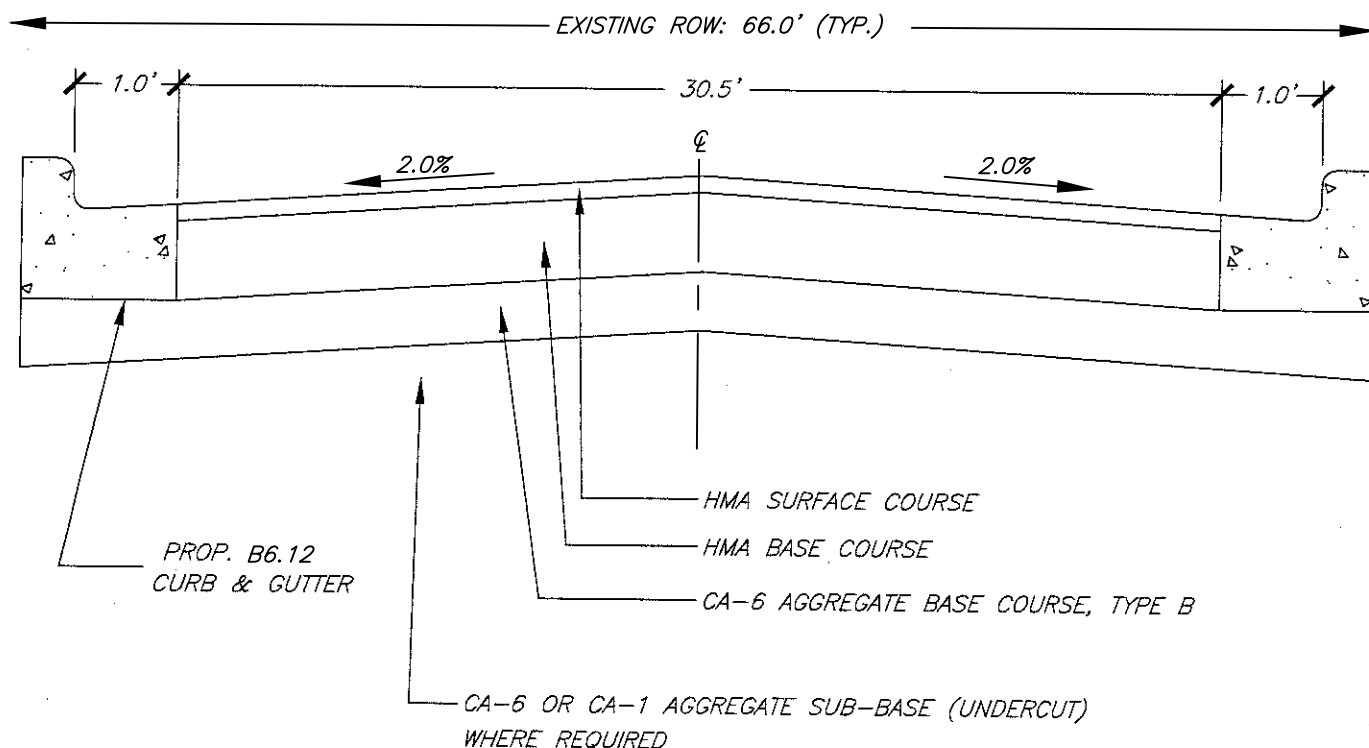
CA-6 AGGREGATE BASE COURSE, TYPE B

CA-6 OR CA-1 AGGREGATE SUB-BASE (UNDERCUT) WHERE REQUIRED

	RESIDENTIAL STREETS
PAVEMENT WIDTH	29'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	01/01/19		N.R.H.	J.M.W.	BITUMINOUS IMPROVED ROADWAY
DRAWING NO. PVT-13-09					
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FOR STREETS: HITCHCOCK NORFOLK (TERRACE TO DUNHAM)



	RESIDENTIAL STREETS
PAVEMENT WIDTH	30.5'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

N.T.S.

DATE

REVISIONS

DRAWN BY

APPVD BY

STANDARD DETAIL

01/01/19

N.R.H.

J.M.W.

BITUMINOUS
IMPROVED
ROADWAY

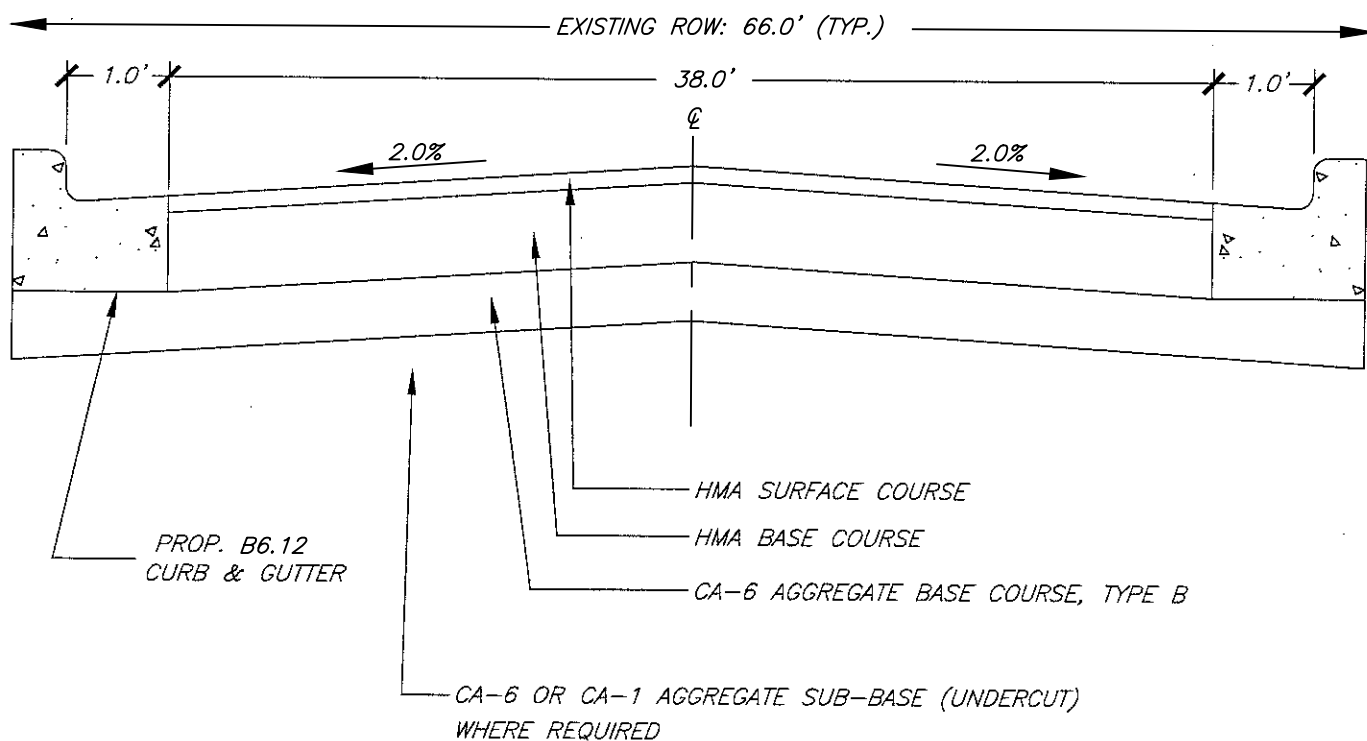
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FOR STREETS:

DUNHAM (NORFOLK TO BOLSON)



	RESIDENTIAL STREETS
PAVEMENT WIDTH	38.0'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

N.T.S.

DATE

REVISIONS

DRAWN BY

APPVD BY

STANDARD DETAIL

01/01/19

N.R.H.

J.M.W.

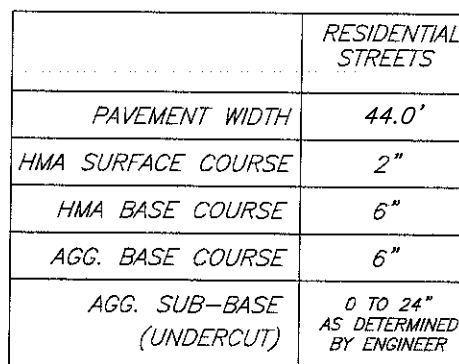
BITUMINOUS
IMPROVED
ROADWAY

DRAWING NO. PVT-13-05

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DUNHAM (BOLSON TO 67TH PL)



	RESIDENTIAL STREETS
PAVEMENT WIDTH	44.0'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

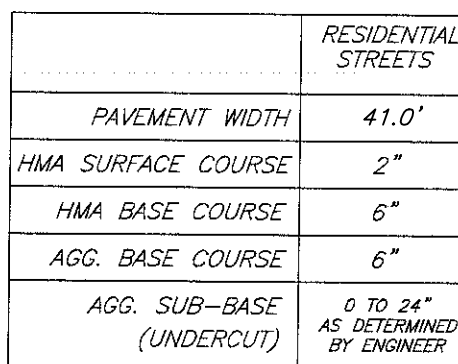
STANDARD DETAIL

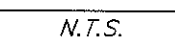
BITUMINOUS
IMPROVED
ROADWAY

I:\LIBRARY\DETAILS\PAVEMENT\PVT-13

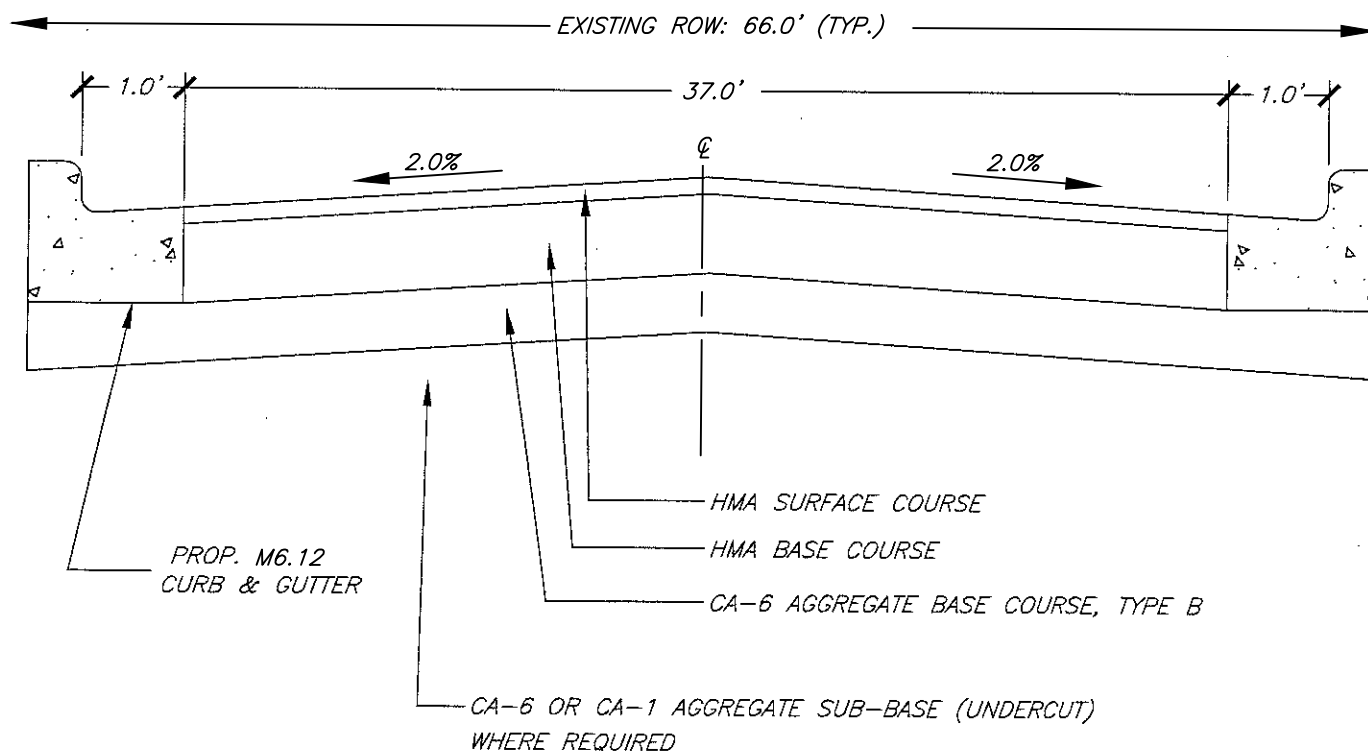


WALNUT (HITCHCOCK TO THATCHER)



N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	01/01/19	////	N.R.H.	J.M.W.	BITUMINOUS IMPROVED ROADWAY
DRAWING NO. PVT-13-05					
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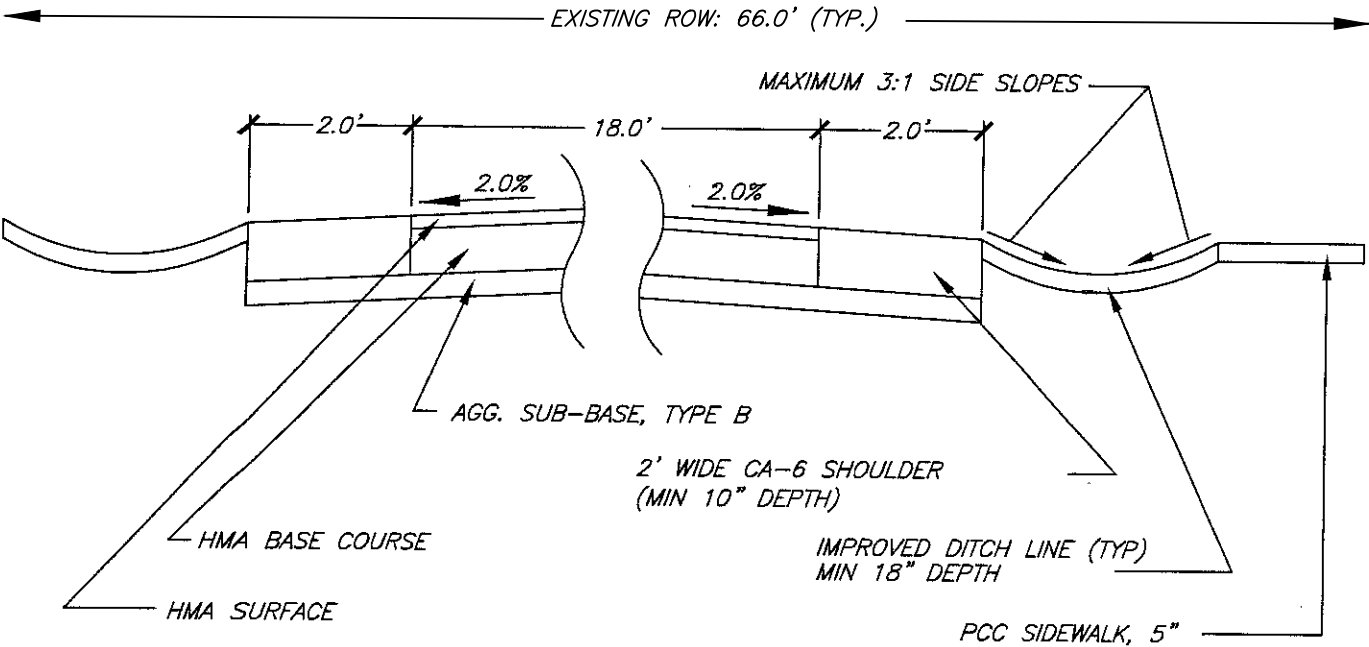
WALNUT (THATCHER TO MAPLE)



	RESIDENTIAL STREETS
PAVEMENT WIDTH	37.0'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	01/01/19		N.R.H.	J.M.W.	BITUMINOUS IMPROVED ROADWAY
DRAWING NO. PVT-13-05					
I:\LIBRARY\DETAILS\PAVEMENT\PVT-13					

FOR STREETS: GRANT (LEE TO CORNELL)



	RESIDENTIAL STREETS
PAVEMENT WIDTH	18'
HMA SURFACE COURSE	2"
HMA BASE COURSE	6"
AGG. BASE COURSE	6"
AGG. SUB-BASE (UNDERCUT)	0 TO 24" AS DETERMINED BY ENGINEER

N.T.S.



DATE	REVISIONS	DRAWN BY	APPVD BY
01/01/19		N.R.H.	J.M.W.

DRAWING NO. PVT-15-01

I:\LIBRARY\DETAILS\PAVEMENT\PVT-15

STANDARD DETAIL

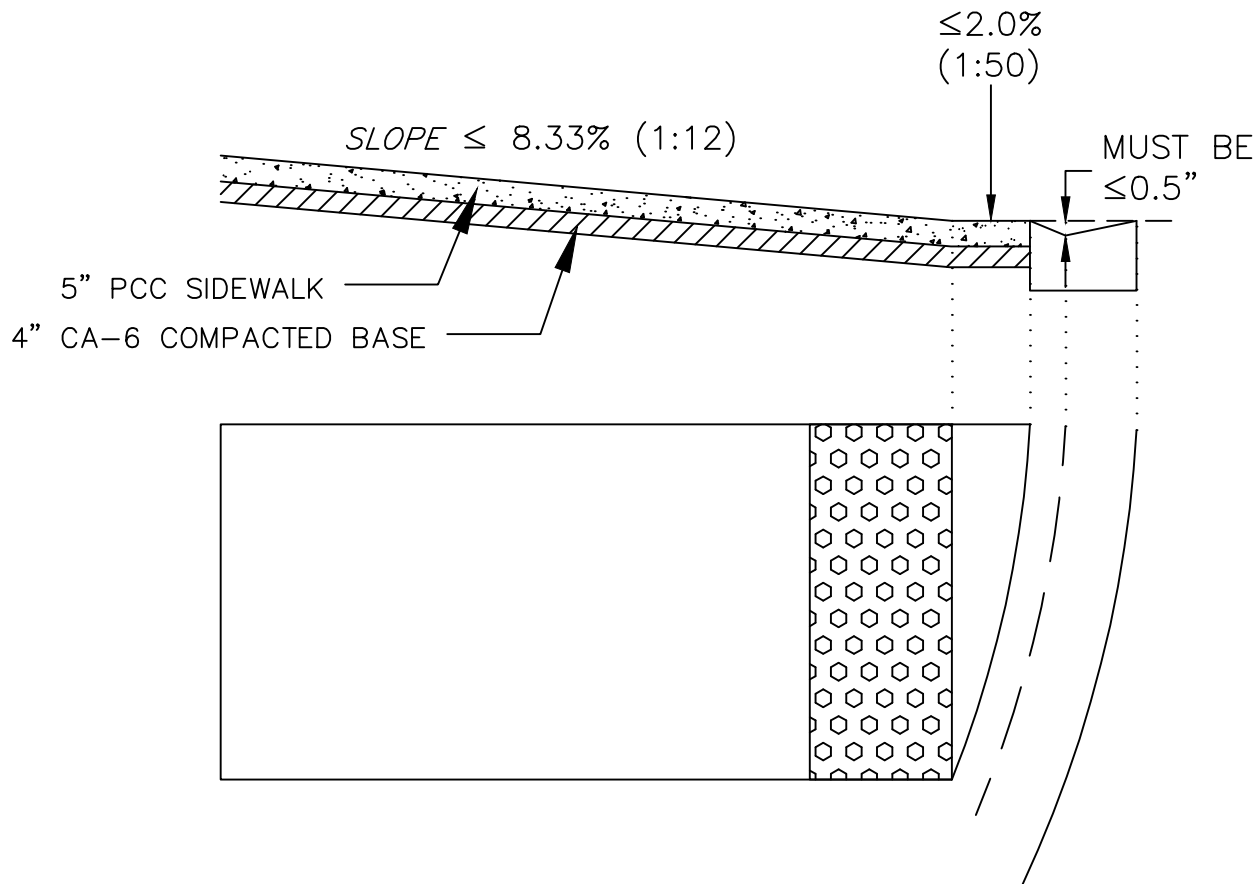
BITUMINOUS
UNIMPROVED
ROADWAY



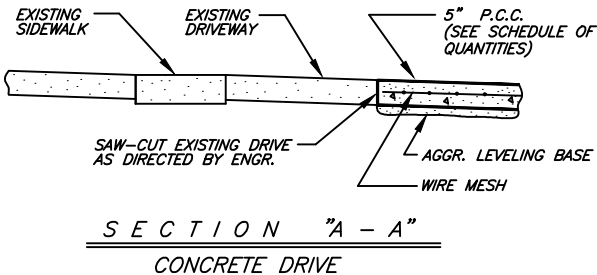
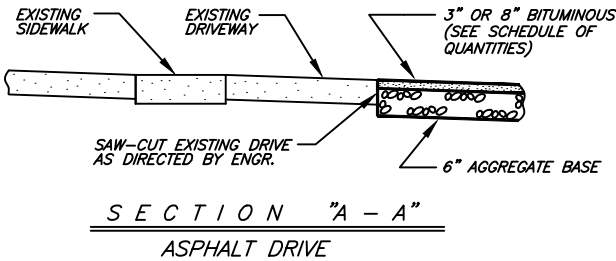
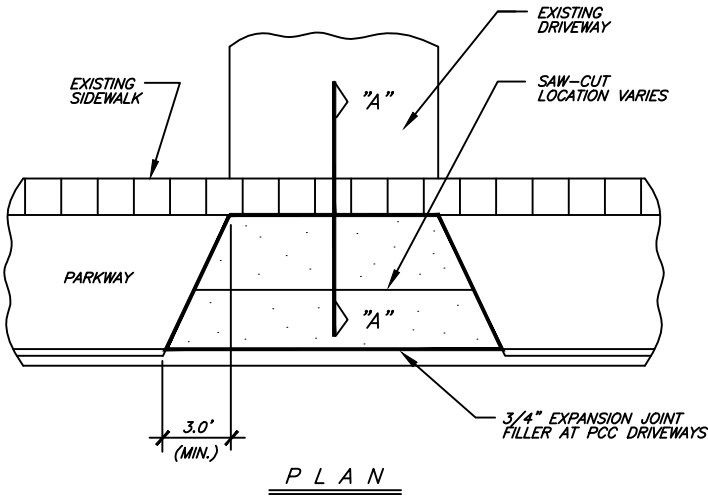
N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	03/25/11		S.A.V.	A.J.S.	A.D.A RAMPS ON NON—CURBED STREETS
	03/26/12		T.J.T.	A.J.S.	
	03/01/15		A.J.S.	A.J.S.	
	01/01/17		N.R.H.	J.M.W.	
	01/01/18		N.R.H.	J.M.W.	
	DRAWING NO.SWK—03				
I:\LIBRARY\DETAILS\SIDEWALK\SWK-03					

ADA SIDEWALK CORNER CONSTRUCTION REQUIREMENTS

1. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG) AND ILLINOIS DEPARTMENT OF TRANSPORTATION CONSTRUCTION DETAILS FOR CURB RAMPS.
2. SIDEWALK AT AND BEYOND DETECTABLE WARNING SHALL HAVE A SLOPE THAT DOES NOT EXCEED 1:12 (8.33%).
3. SIDEWALK BETWEEN DETECTABLE WARNING AND CURB SHALL HAVE A SLOPE THAT DOES NOT EXCEED 1:50 (2.0%).
4. VERTICAL RISE OF CURB THROUGH PEDESTRIAN ACCESS ROUTE AT CURB SHALL NOT EXCEED 0.5". CURB SHALL ALSO ESTABLISH A DEFINED FLOWLINE.



N.T.S.	DATE	REVISIONS	DRAWN BY	APPVD BY	STANDARD DETAIL
	11/17/20		S.W.G.	J.M.W.	ADA SIDEWALK CORNER CONSTRUCTION REQUIREMENTS
DRAWING NO. SWK-09					
I:\LIBRARY\DETAILS\SIDEWALK\SWK-09					



DRIVEWAY REMOVAL & REPLACEMENT

N.T.S.



DETAILS

DRAWN BY: <i>RWB</i>	CHECKED BY: <i>SLB</i>	APPROVED BY: <i>MDM</i>
DATE: 05/03	PATH: C:\CADFILES\RESURFACING\DETAILS	
Rev.	PROJ. NO. #1-03	PAGE 4 of 4



Two cross-sectional diagrams of a precast reinforced concrete slab are shown.

Left Diagram: Shows a precast reinforced concrete slab resting on a sand cushion. The slab has a thickness of $1\frac{1}{2}$ (40) cl. (typ.). The sand cushion has a minimum thickness of 2 (50) min. The total height of the assembly is 4 (100). The sand cushion is 3 (75) thick. Labels indicate "Precast reinforced concrete slab" and "Sand cushion".

Right Diagram: Shows an alternate precast reinforced concrete slab section. The slab has a thickness of $1\frac{1}{2}$ (40) cl. (typ.). The total height of the assembly is 4 (100). The base is 3 (75) thick. A label indicates "Precast reinf. conc. slab, when the precast reinf. conc. section alternate is used".

ALTERNATE METHODS

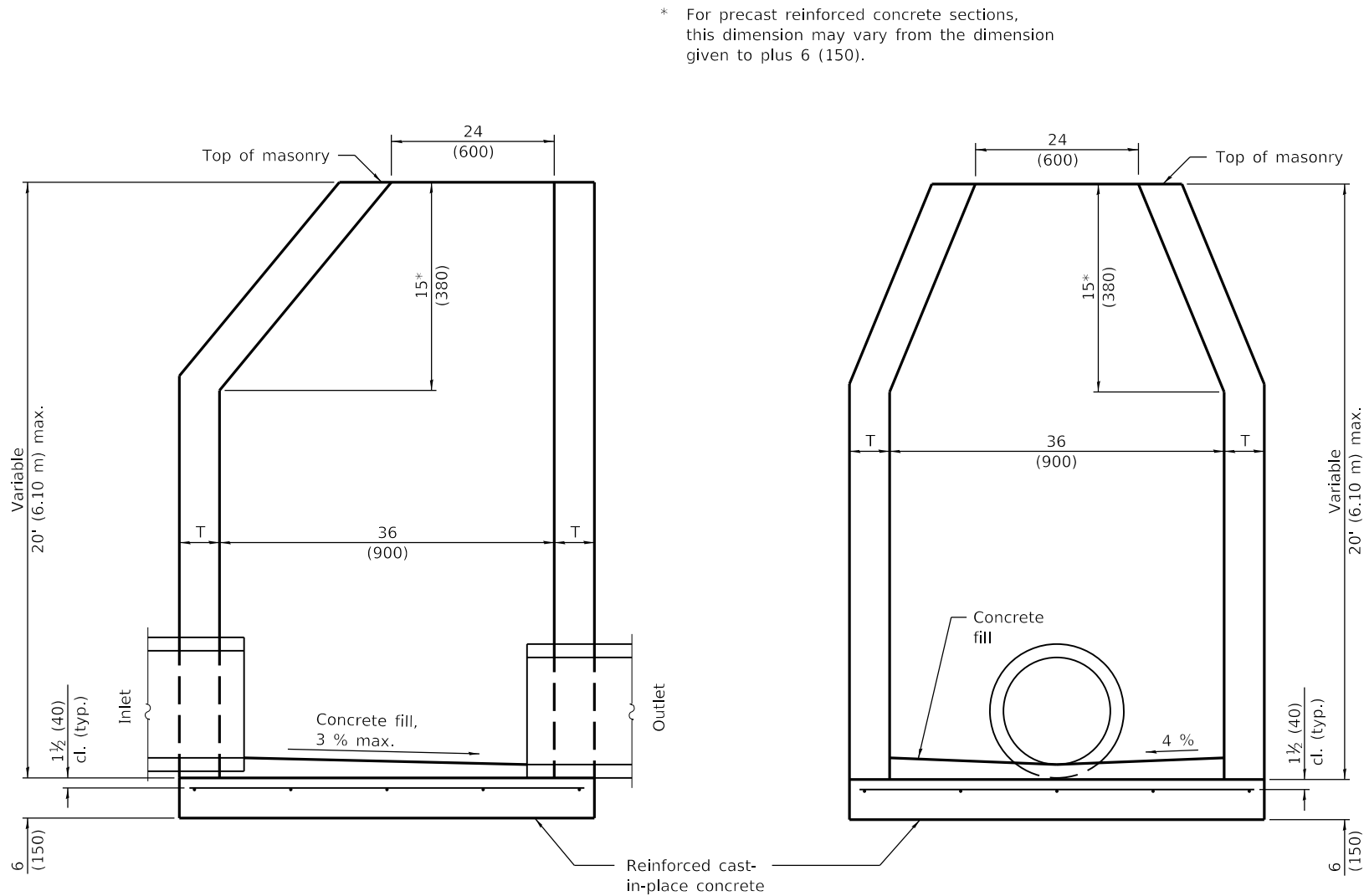
GENERAL NOTES

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

DATE	REVISIONS
1-1-14	Increased height to
	72 (1800) maximum.
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Added general notes.

INLET - TYPE A

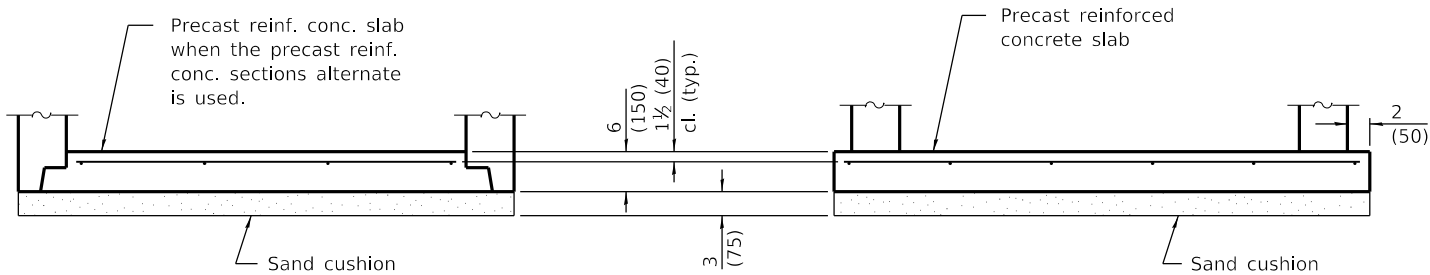
STANDARD 602301-04



ELEVATION - ECCENTRIC

ELEVATION - CONCENTRIC

ALTERNATE MATERIALS FOR WALLS	T (min.)
Concrete Masonry Unit	5 (125)
Brick Masonry	8 (200)
Precast Reinforced Concrete Section	3 (75)
Cast-in-Place Concrete	6 (150)



ALTERNATE BOTTOM SLAB

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.20 sq. in./ft. (420 sq. mm/m) in both directions with a maximum spacing of 12 (300).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

See Standard 602601 for optional Precast Reinforced Concrete Flat Slab Top.

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

DATE	REVISIONS	INLET - TYPE B
1-1-11	Detailed rein. in slabs.	
	Added max. limit to height.	
	Revised general notes.	
1-1-09	Switched units to	
	English (metric).	STANDARD 602306-03

Illinois Department of Transportation

PASSED

January 1, 2011

Michael Brand

ENGINEER OF POLICY AND PROCEDURES

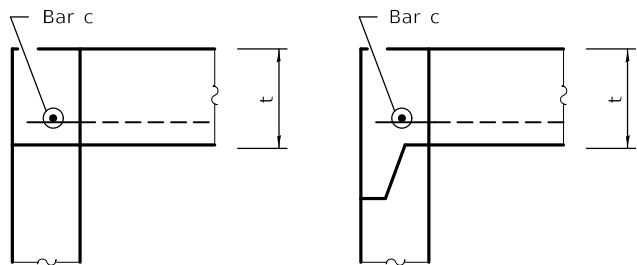
APPROVED

January 1, 2011

Scott Schick

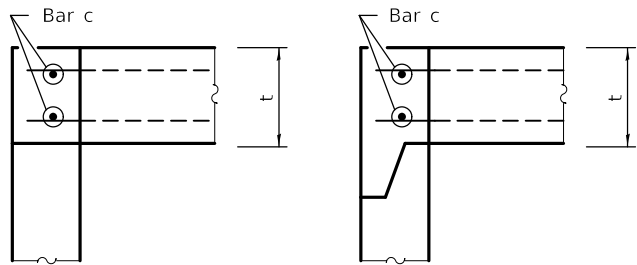
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



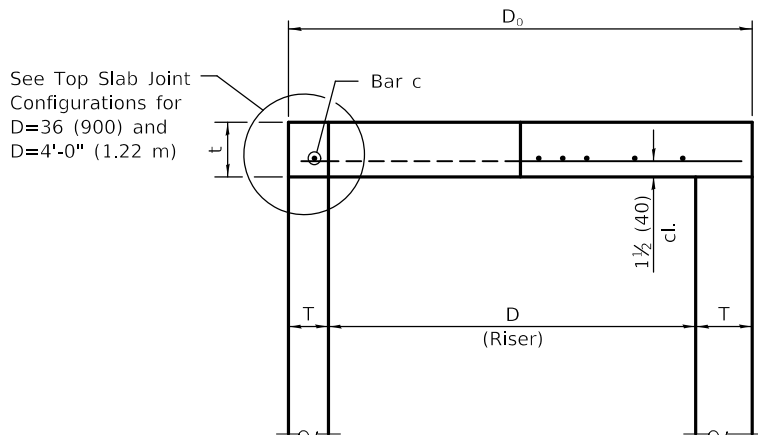
FLAT SLAB TOP JOINT CONFIGURATIONS
FOR D = 36 (900) AND D = 4'-0" (1.22 m)

(Shown at access hole)

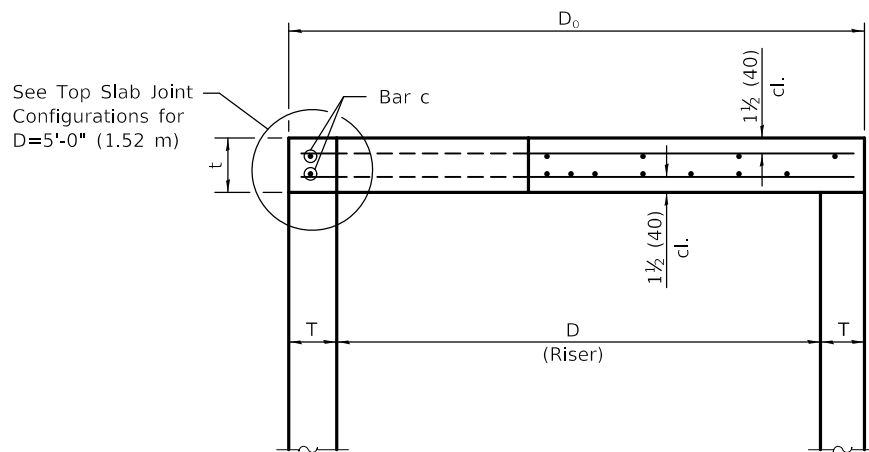


FLAT SLAB TOP JOINT CONFIGURATIONS
D = 5'-0" (1.52 m)

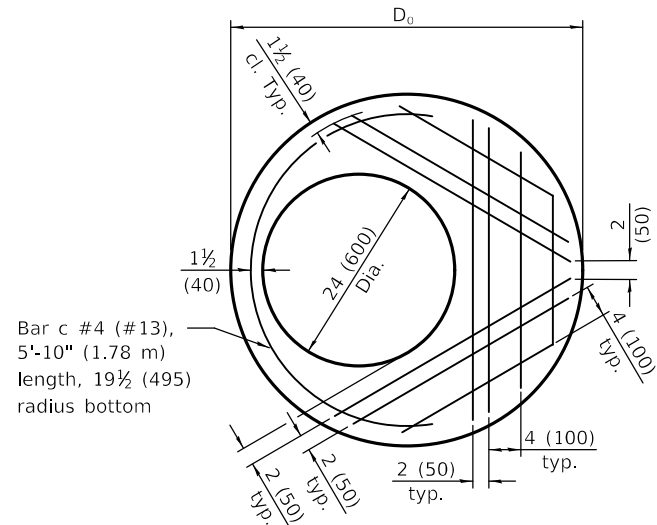
(Shown at access hole)



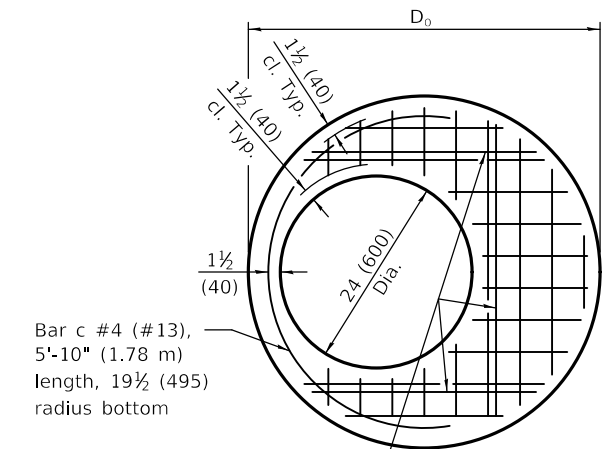
SECTION THRU FLAT SLAB TOP
FOR D = 36 (900) AND D = 4'-0" (1.22 m)



SECTION THRU FLAT SLAB TOP
FOR D = 5'-0" (1.52 m)



PLAN - FLAT SLAB TOP FOR D = 36 (900)
(Showing layout of reinforcement bars and c bars)



#4 (#13) bars bottom. Bundle with closest WWR bar to the opening.

PLAN - FLAT SLAB TOP FOR D = 36 (900)
(Showing layout of welded wire reinforcement and c bars)

GENERAL NOTES

The flat slab top may be used in lieu of the tapered tops shown on Standards 602001, 602016, or 602306 at the option of the Contractor or when field conditions prohibit the use of tapered tops.

Lifting holes shall be located in the sections as per the manufacturer's recommendations.

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

TABLE

D	T	D ₀ (min.)	t
36 (900)	See applicable Standards	$D + 2T$	6 (150)
4'-0" (1.2 m)			6 (150)
5'-0" (1.5 m)			8 (200)

 Illinois Department of Transportation

PASSED January 1, 2019

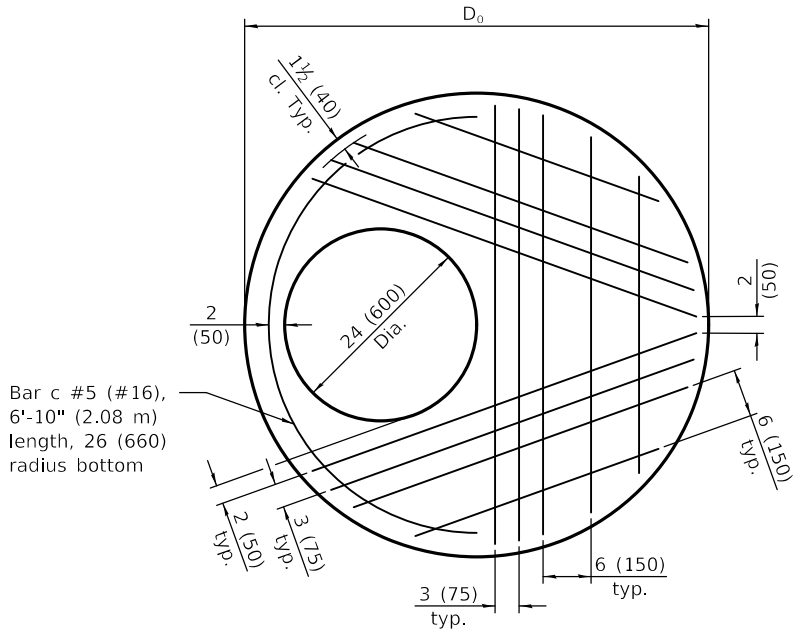
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019

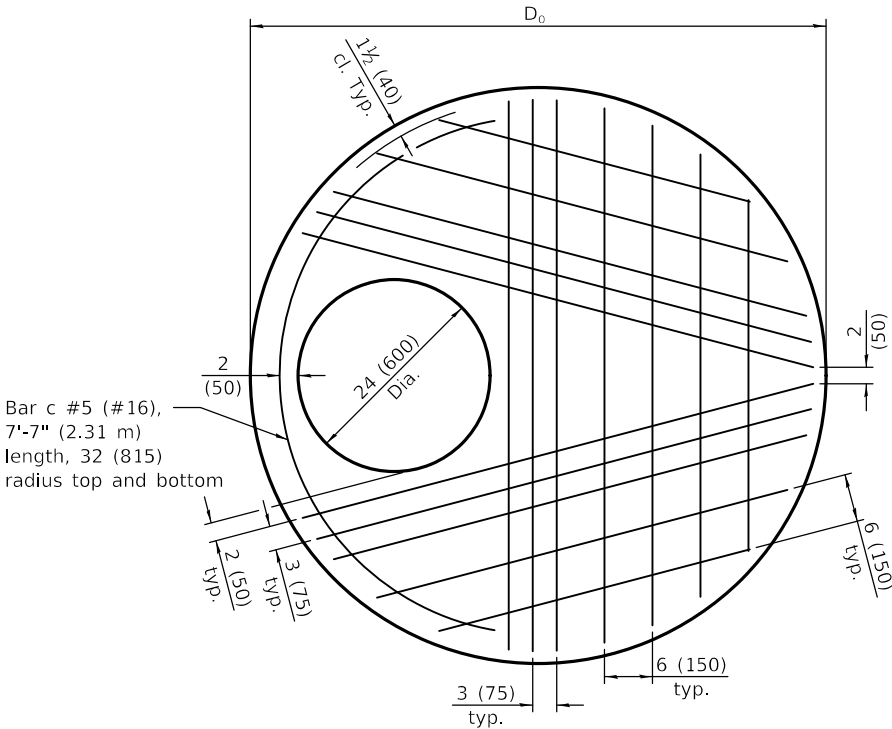
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

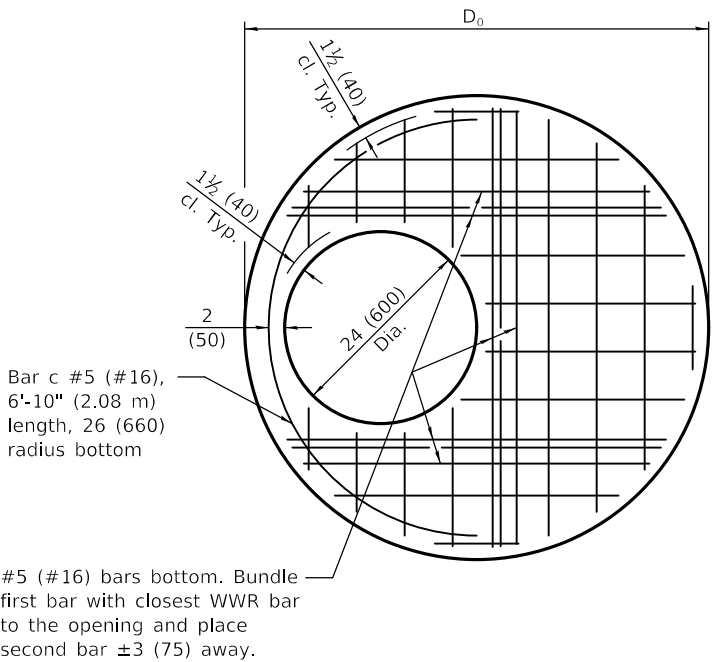
DATE	REVISIONS	PRECAST REINFORCED CONCRETE FLAT SLAB TOP (Sheet 1 of 2)
1-1-19	Expanded / refined reinforcement options.	
1-1-18	Revised for compliance with LRFD.	
		STANDARD 602601-06



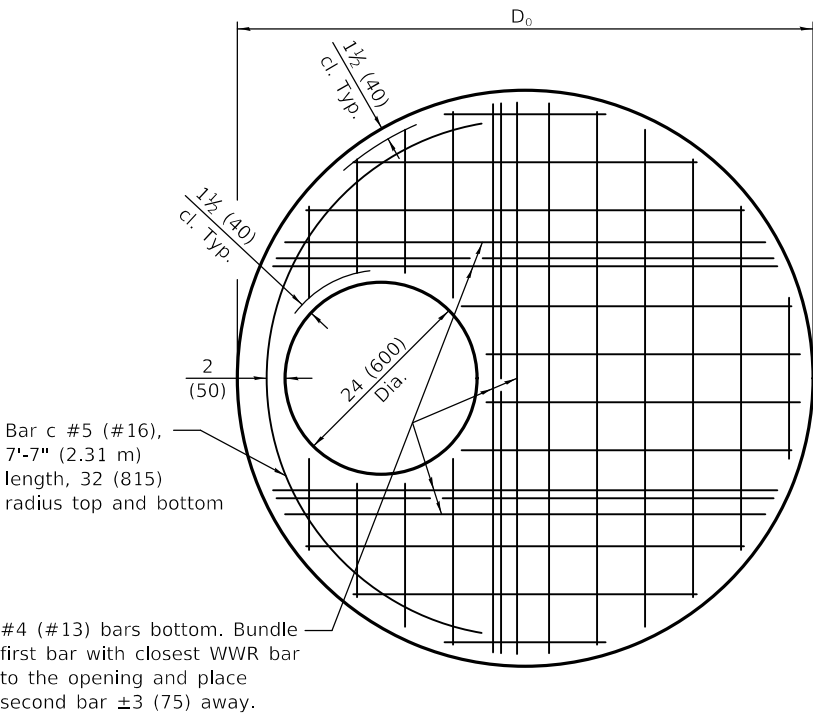
PLAN - FLAT SLAB TOP FOR D = 4'-0" (1.22 m)
(Showing layout of reinforcement bars and c bars)



PLAN - FLAT SLAB TOP FOR D = 5'-0" (1.52 m)
(Showing layout of bottom reinforcement bars and c bars)



PLAN - FLAT SLAB TOP FOR D = 4'-0" (1.22 m)
(Showing layout of welded wire reinforcement and c bars)



PLAN - FLAT SLAB TOP FOR D = 5'-0" (1.52 m)
(Showing layout of welded wire reinforcement and c bars)

FLAT SLAB TOP REINFORCEMENT FOR D = 36 (900)

Location	WWR (each direction)		Rebar		
	A _s (min.)	Spacing (max.)	A _s (min.)	Spacing (max.)	Bar Size
Bottom Mat	* 0.60 sq. in./ft. (1270 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#4 (#13)

FLAT SLAB TOP REINFORCEMENT FOR D = 4'-0" (1.22 m)

Location	WWR (each direction)		Rebar		
	A _s (min.)	Spacing (max.)	A _s (min.)	Spacing (max.)	Bar Size
Bottom Mat	* 0.62 sq. in./ft. (1312 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#5 (#16)

FLAT SLAB TOP REINFORCEMENT FOR D = 5'-0" (1.52 m)

Location	WWR (each direction)		Rebar (each direction except as noted)		
	A _s (min.)	Spacing (max.)	A _s (min.)	Spacing (max.)	Bar Size
Top Mat	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	#3 or #4 (#10) (#13)
Bottom Mat	* 0.40 sq. in./ft. (847 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#4 (#13)

* Only one layer of WWR permitted to avoid congestion.

**PRECAST REINFORCED
CONCRETE FLAT SLAB TOP**

(Sheet 2 of 2)

STANDARD 602601-06



Illinois Department of Transportation

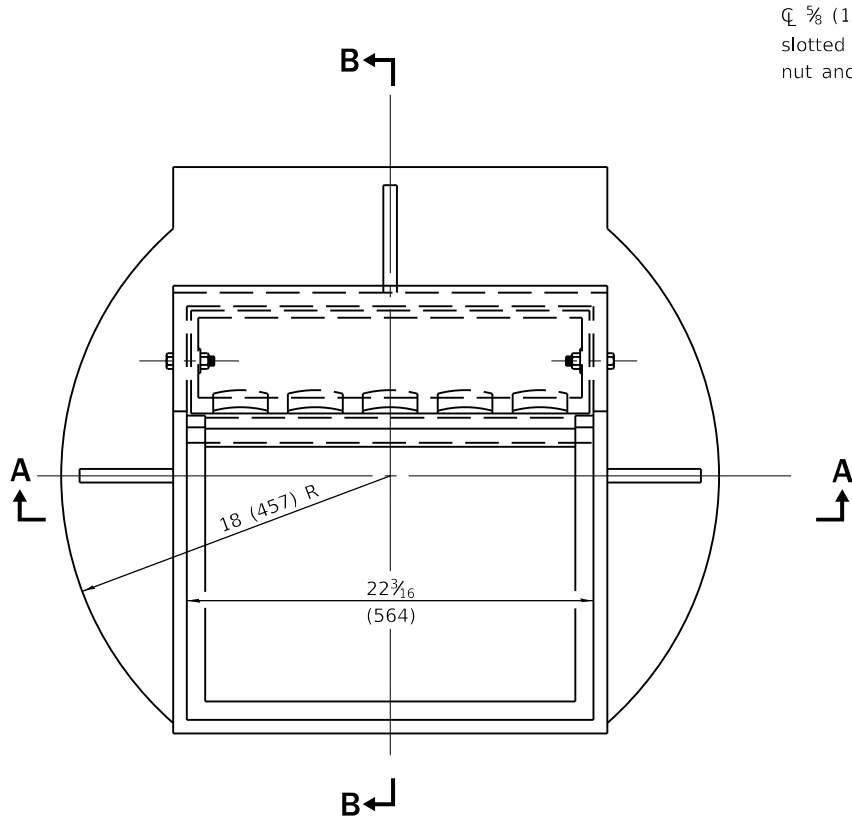
PASSED January 1, 2019

ENGINEER OF POLICY AND PROCEDURES

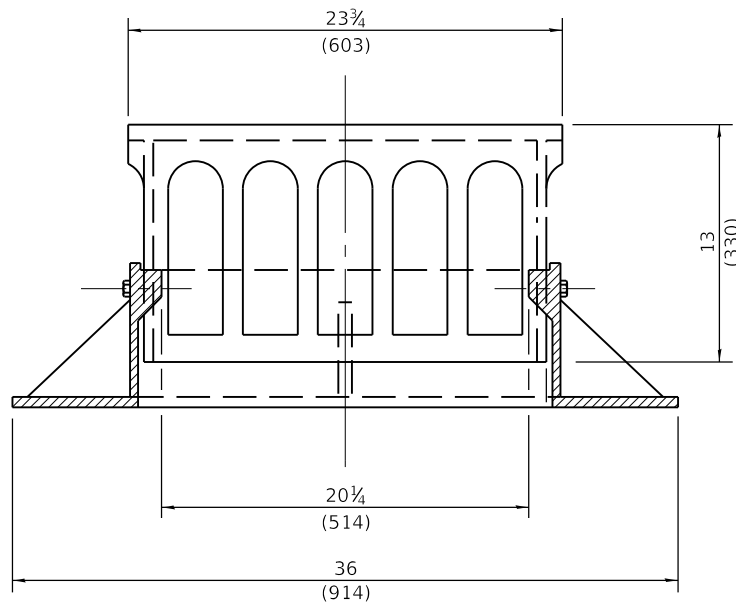
APPROVED January 1, 2019

ENGINEER OF DESIGN AND ENVIRONMENT

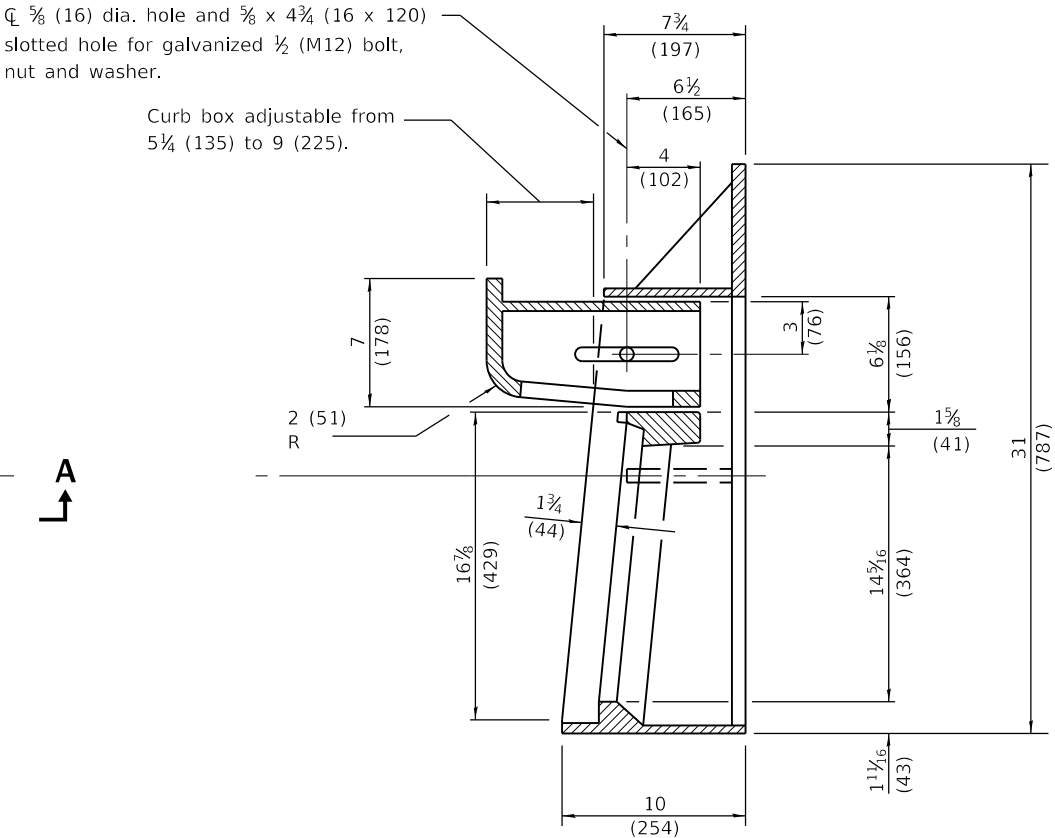
ISSUED 1-1-97



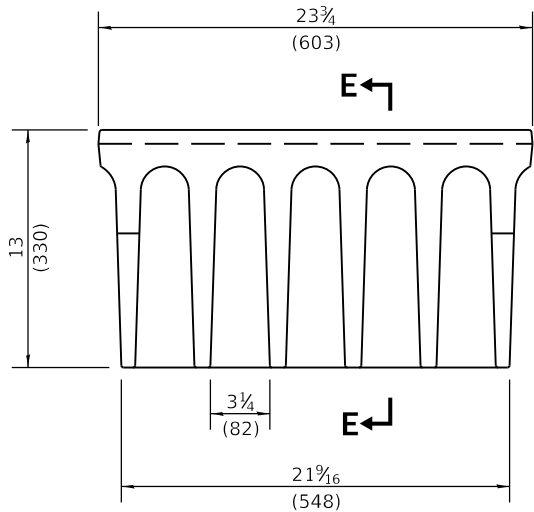
CAST FRAME



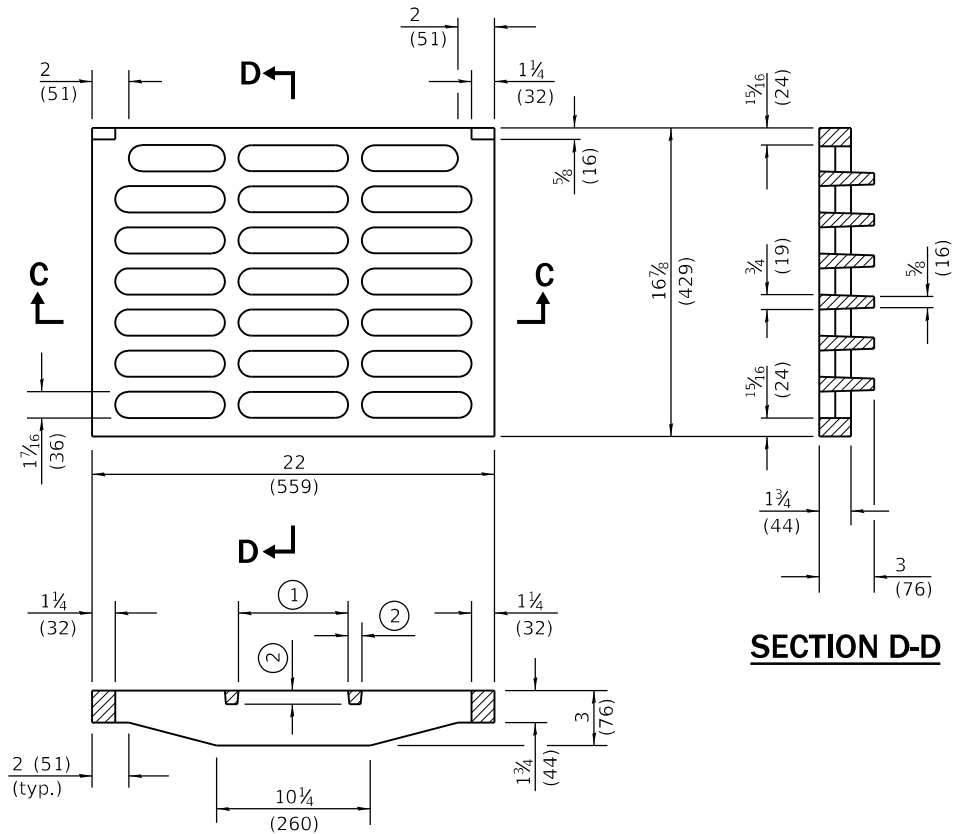
SECTION A-A



SECTION B-B



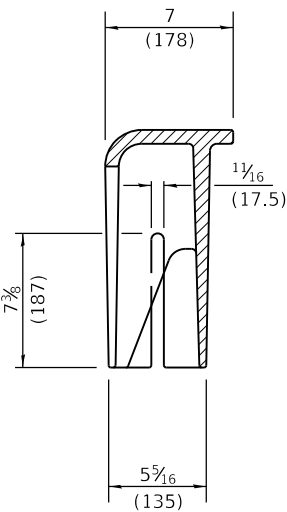
ALTERNATE CURB BOX



SECTION C-C

- ① = 6 (152) typ.
② = 3/4 (19) typ.

CAST GRATE



SECTION E-E

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

DATE	REVISIONS
1-1-15	Revised dimenstions of frame and alternate curb box.
1-1-09	Switched units to English (metric).

FRAME AND GRATE TYPE 3

STANDARD 604006-05

Illinois Department of Transportation

PASSED

January 1, 2015

Michael Brand

ENGINEER OF POLICY AND PROCEDURES

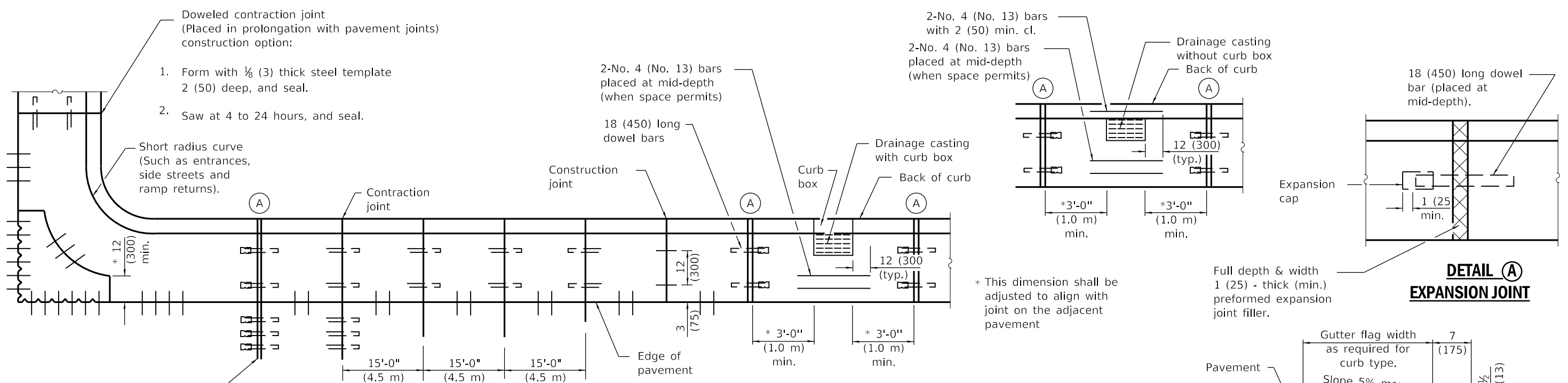
APPROVED

January 1, 2015

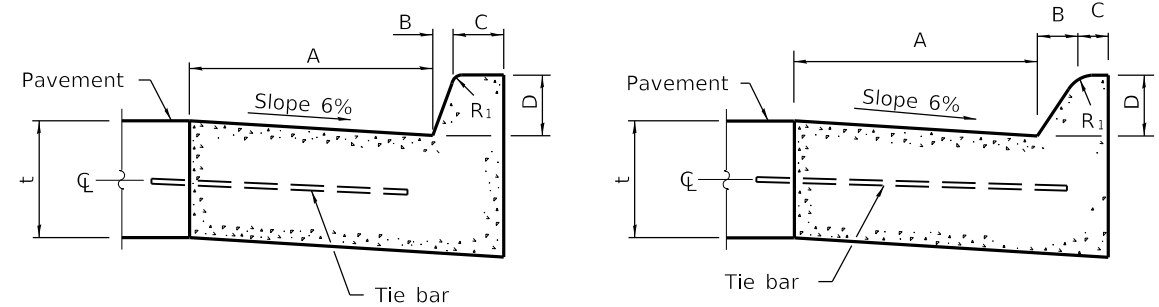
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ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



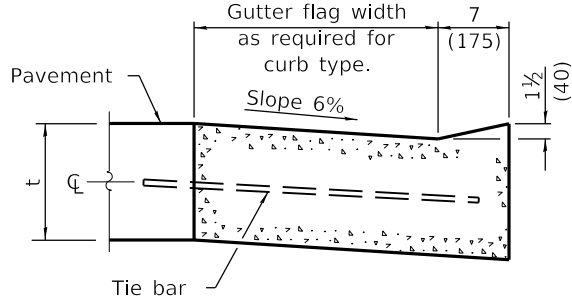
BARRIER CURB

MOUNTABLE CURB

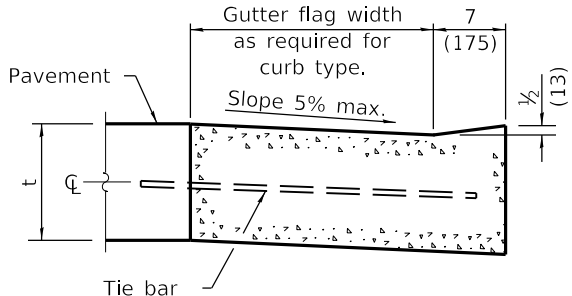
TABLE OF DIMENSIONS BARRIER CURB						
TYPE	A	B	C	D	R ₁	
B-6.06 *	6	1	6	6	1	
(B-15.15)	(150)	(25)	(150)	(150)	(25)	
B-6.12	12	1	6	6	1	
(B-15.3)	(300)	(25)	(150)	(150)	(25)	
B-6.18	18	1	6	6	1	
(B-15.45)	(450)	(25)	(150)	(150)	(25)	
B-6.24	24	1	6	6	1	
(B-15.60)	(600)	(25)	(150)	(150)	(25)	
B-9.12	12	2	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)		
M-4.12	12	4	3	4	3	NA	
(M-10.30)	(300)	(100)	(75)	(100)	(75)		
M-4.18	18	4	3	4	3	NA	
(M-10.45)	(450)	(100)	(75)	(100)	(75)		
M-4.24	24	4	3	4	3	NA	
(M-10.60)	(600)	(100)	(75)	(100)	(75)		
M-6.06	6	6	2	6	2	NA	
(M-15.15)	(150)	(150)	(50)	(150)	(50)		
M-6.12	12	6	2	6	2	NA	
(M-15.30)	(300)	(150)	(50)	(150)	(50)		
M-6.18	18	6	2	6	2	NA	
(M-15.45)	(450)	(150)	(50)	(150)	(50)		
M-6.24	24	6	2	6	2	NA	
(M-15.60)	(600)	(150)	(50)	(150)	(50)		



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 = Pavement thickness.

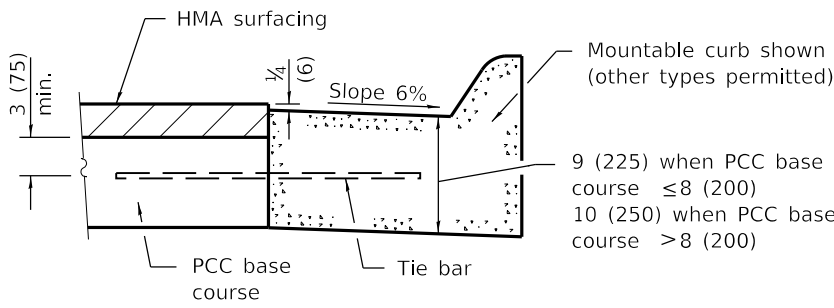
Longitudinal joint tie bars shall be No. 5 (No. 16) at 24 (600) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

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

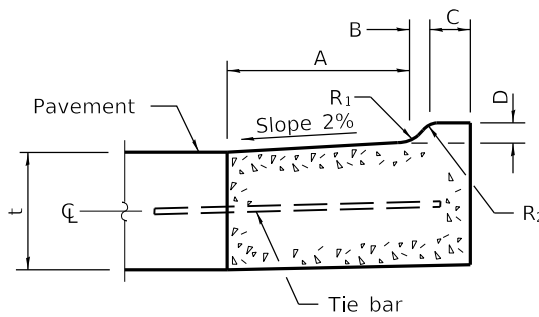
The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands except reference to Standard 606001 does not apply.

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



ADJACENT TO PCC BASE COURSE
WITH HMA SURFACING



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

DOWEL BAR TABLE

PAVEMENT THICKNESS	DOWEL BAR DIAMETER
10 (250) or greater	1 1/2 (38)
8 (200) thru 9.99 (249)	1 1/4 (32)
Less than 8 (200)	1 (25)

DATE	REVISIONS
1-1-18	New standard.

CONCRETE CURB TYPE B
AND COMBINATION
CONCRETE CURB AND GUTTER
(Sheet 1 of 2)

B.L.R. 28

Illinois Department of Transportation

PASSED

January 1, 2018

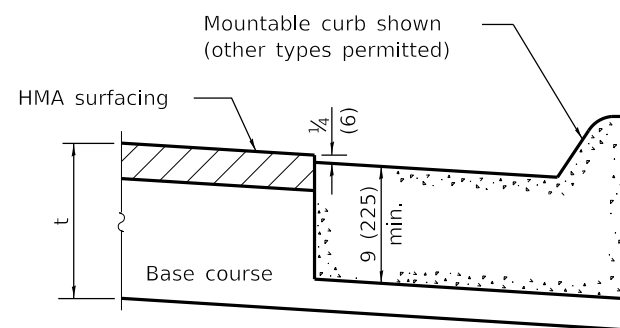
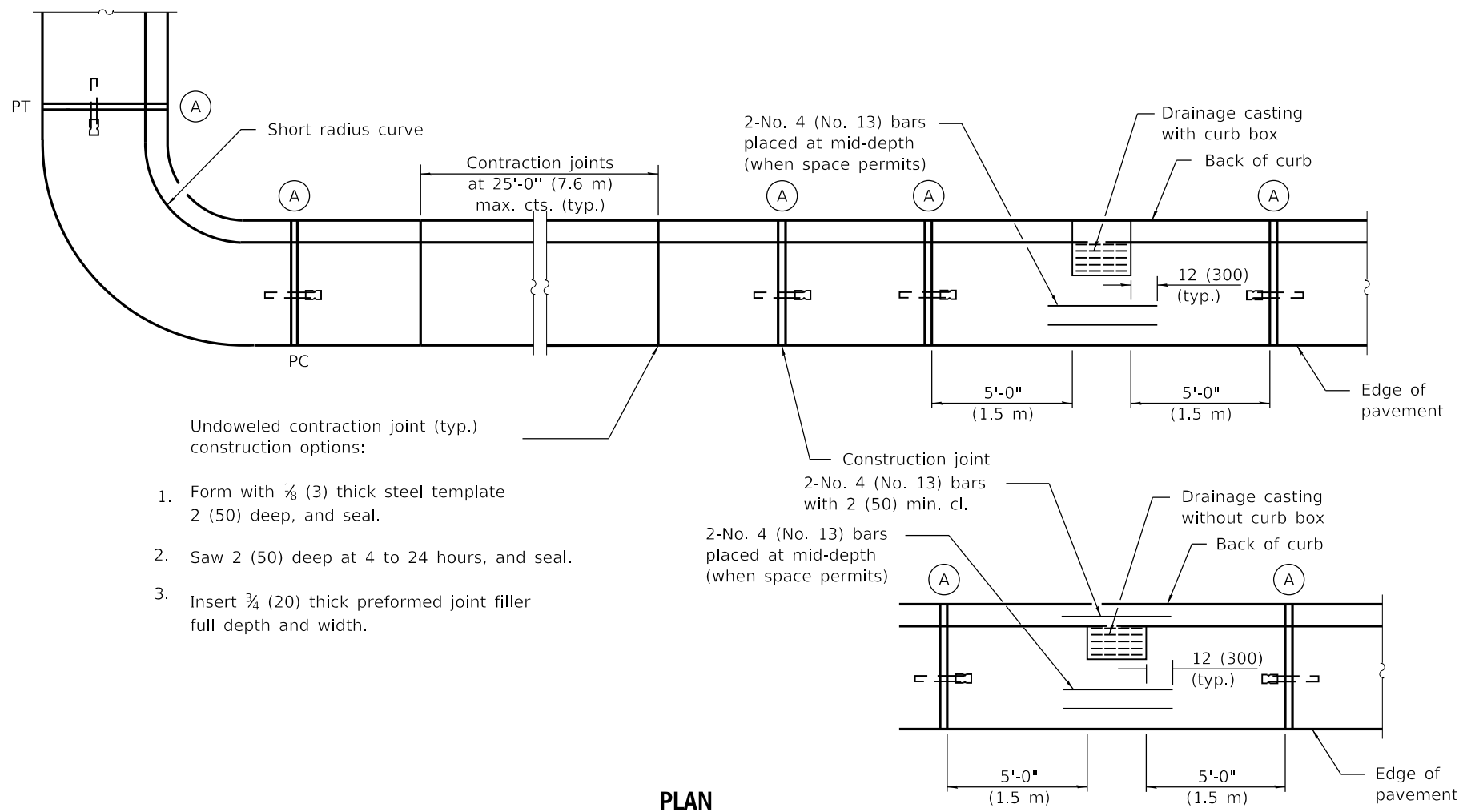
ENGINEER OF LOCAL ROADS AND STREETS

APPROVED

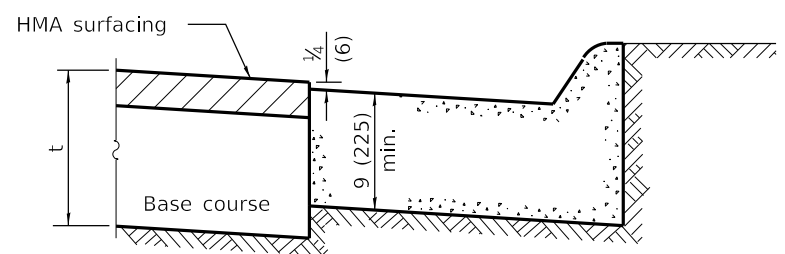
January 1, 2018

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-18

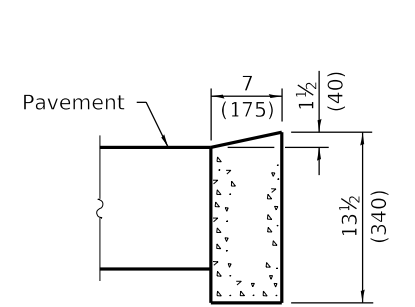


ON DISTURBED SUBGRADE

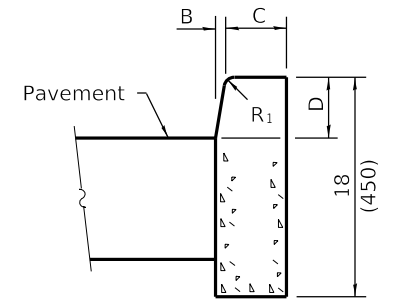


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

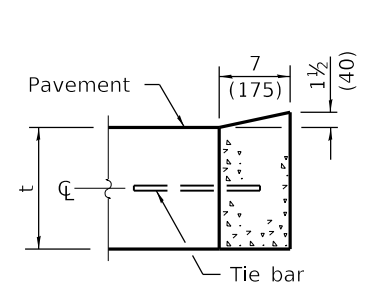


DEPRESSED CURB

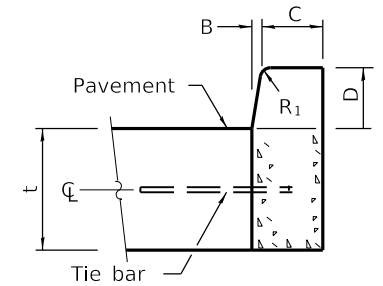


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

**CONCRETE CURB TYPE B
AND COMBINATION
CONCRETE CURB AND GUTTER**

(Sheet 2 of 2)

B.L.R. 28

Illinois Department of Transportation

PASSED

January 1, 2018

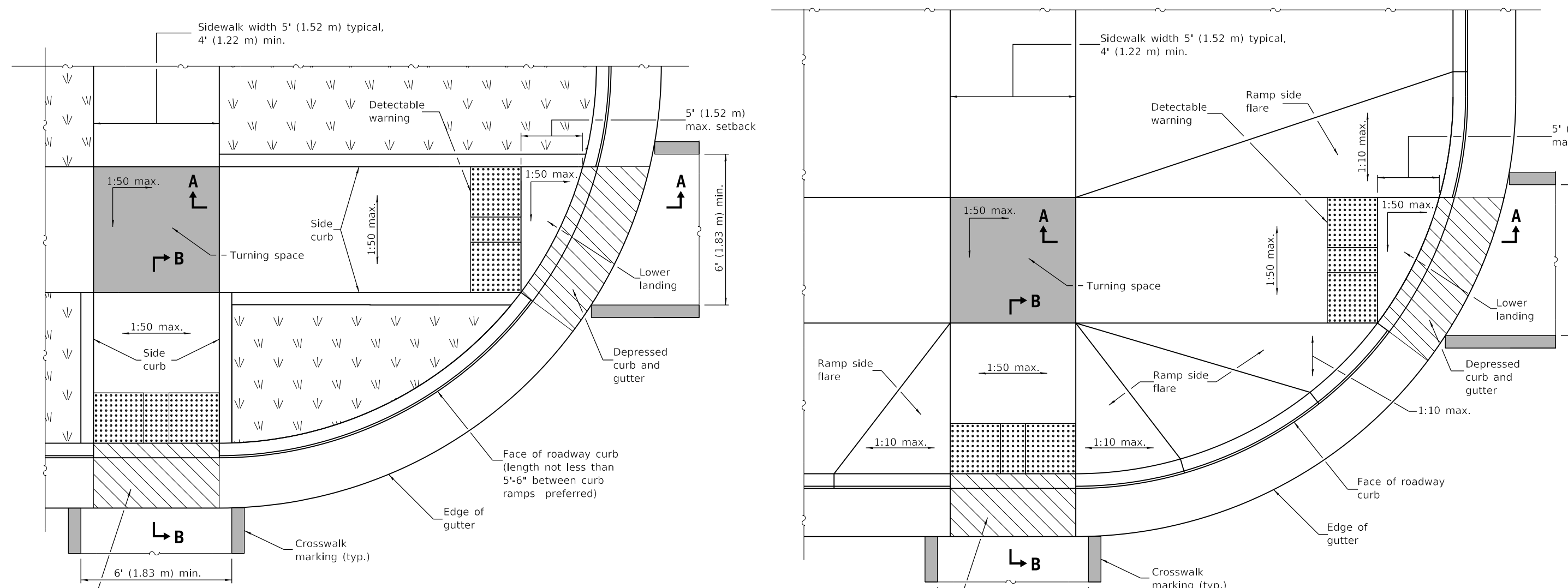
ENGINEER OF LOCAL ROADS AND STREETS

APPROVED

January 1, 2018

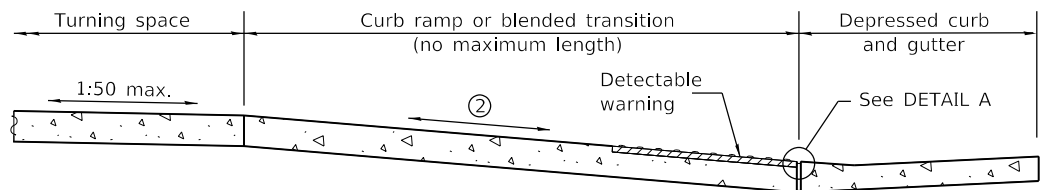
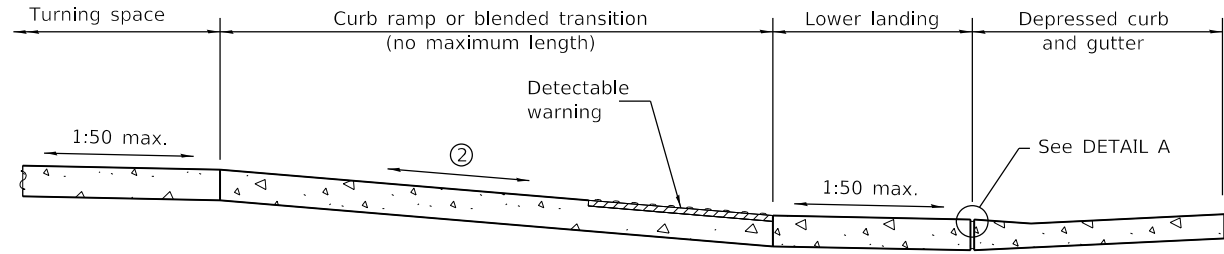
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-18



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

RAMPS IN PAVED AREA
SETBACK ≤ 5'

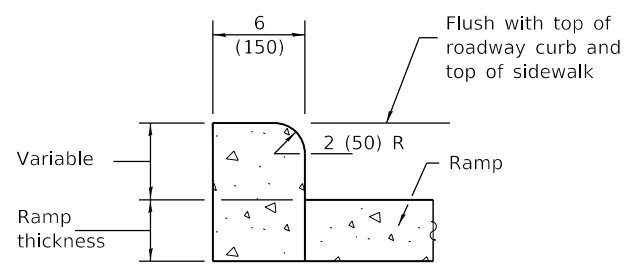
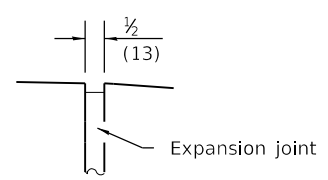


SECTION A-A

SECTION B-B

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

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



DETAIL A

SIDE CURB DETAIL

PASSEDJanuary 1, 2019

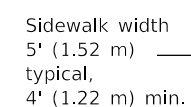
ENGINEER OF POLICY AND PROCEDURES

APPROVEDJanuary 1, 2019

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

See Sheet 2 for GENERAL NOTES.		
DATE	REVISIONS	PERPENDICULAR CURB RAMPS FOR SIDEWALKS (Sheet 1 of 2) STANDARD 424001-11
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.	



RAMP IN PAVED AREA
SETBACK > 5'



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).

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.

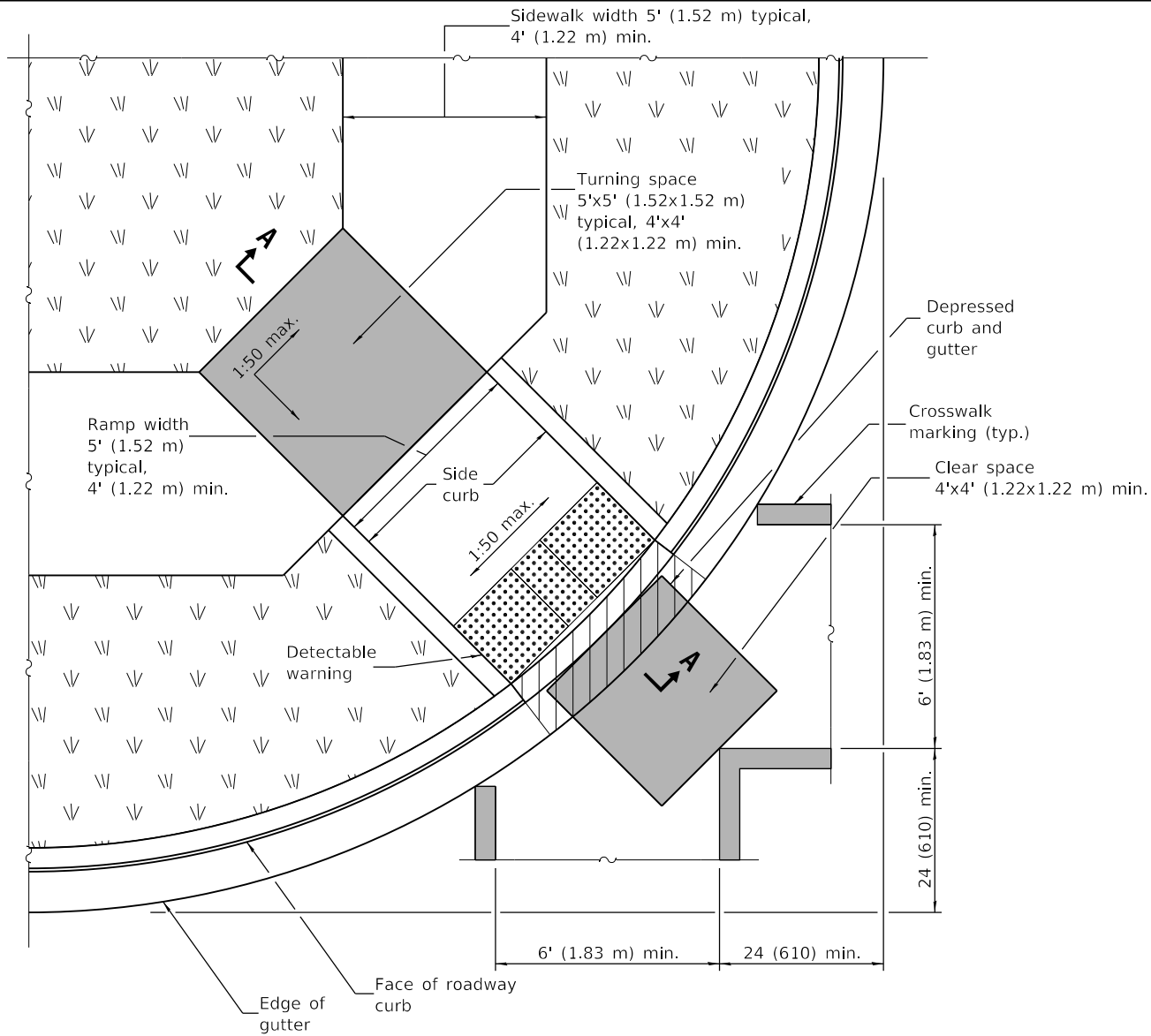
Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

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

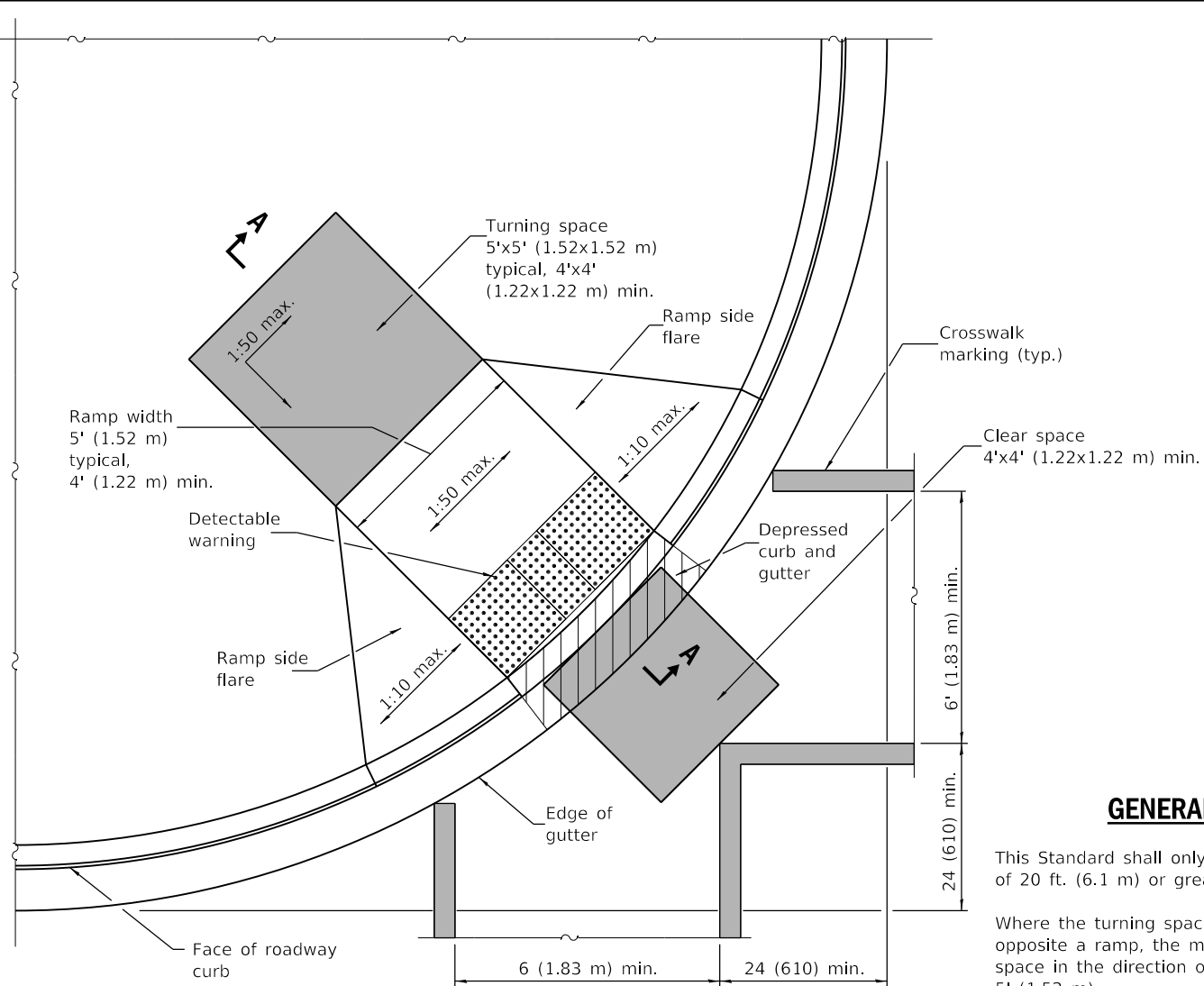
All dimensions are in inches (millimeters) unless otherwise shown.



- ① 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.

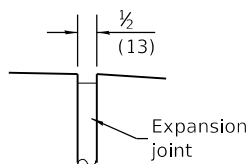
Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

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.

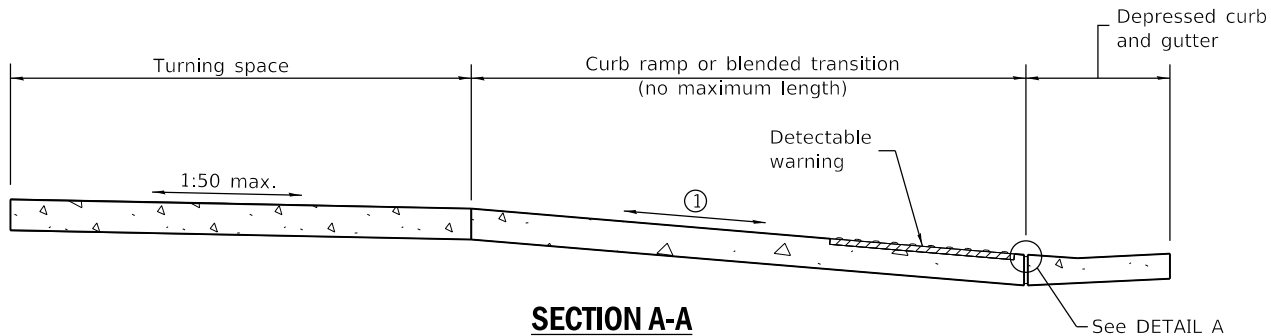
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

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

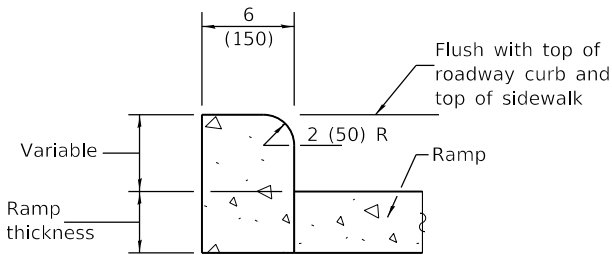


DETAIL A



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.



SIDE CURB DETAIL

DATE	REVISIONS
1-1-21	Clarified minimum crosswalk width and locations.
1-1-19	Removed "15-foot rule", added "blended transitions" and placement tolerances for detectable warnings.

DIAGONAL CURB RAMPS FOR SIDEWALKS

STANDARD 424006-05

Illinois Department of Transportation

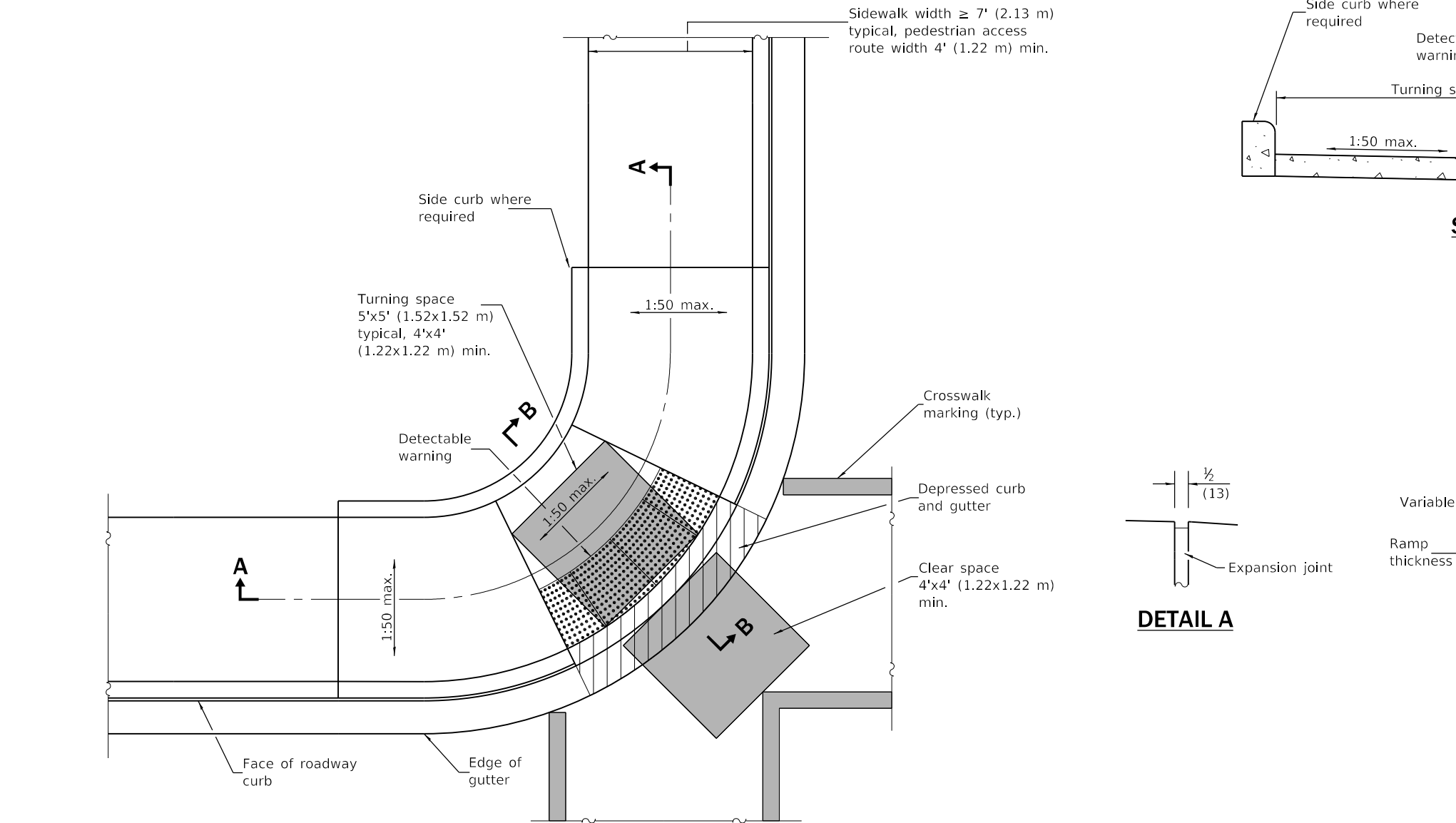
PASSED January 1, 2021

ENGINEER OF POLICY AND PROCEDURES

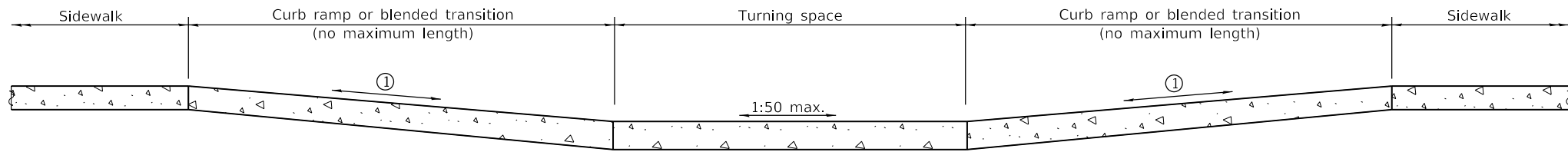
APPROVED January 1, 2021

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

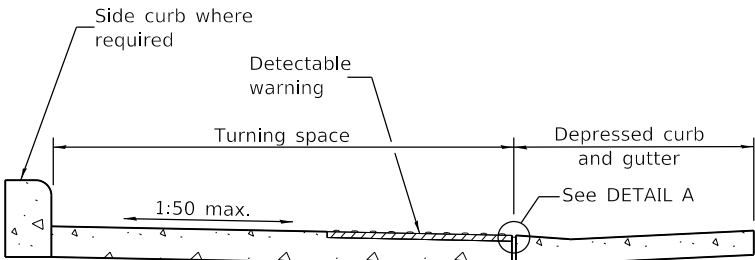


CORNER PARALLEL CURB RAMP

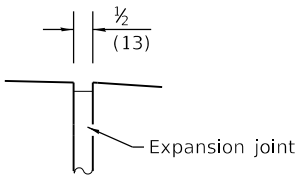


SECTION A-A

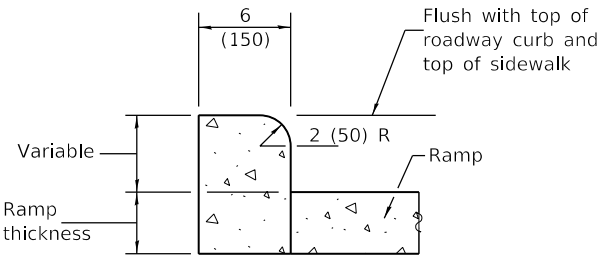
① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



SECTION B-B



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

Illinois Department of Transportation

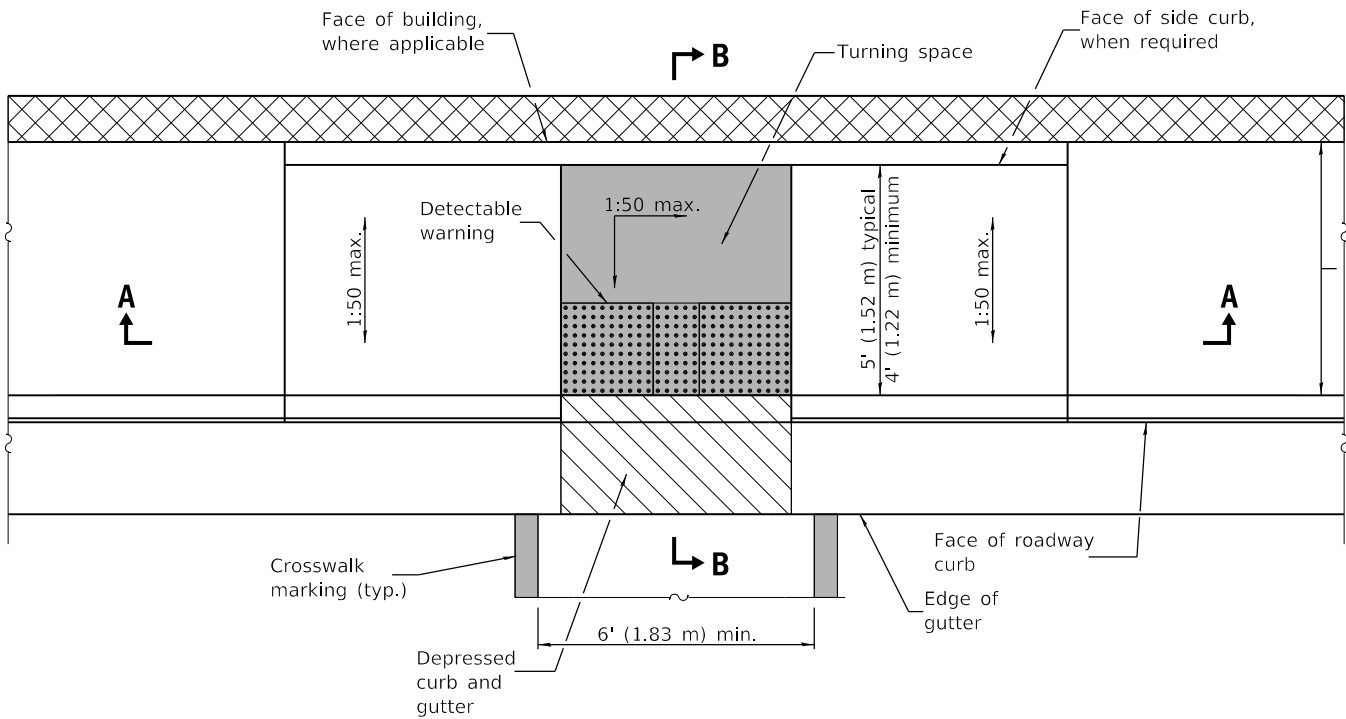
PASSED January 1, 2019

ENGINEER OF POLICY AND PROCEDURES

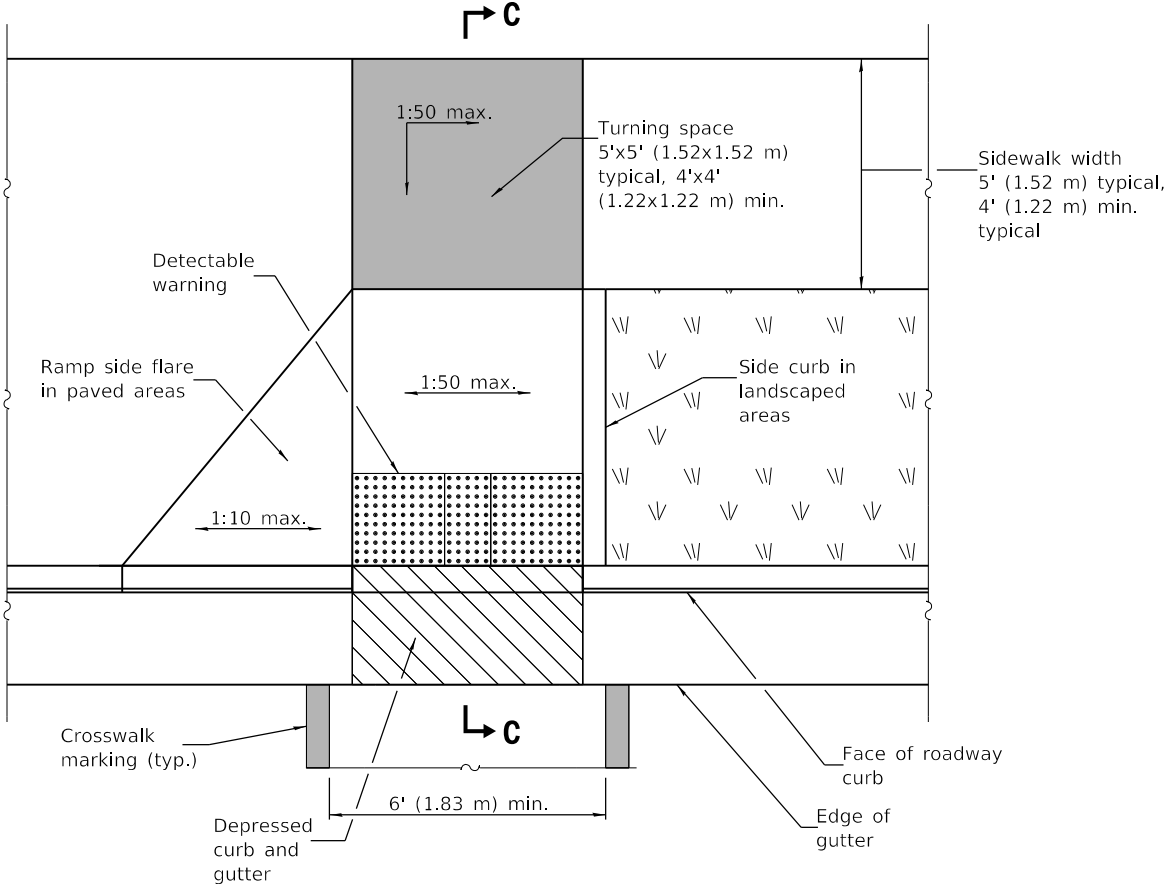
APPROVED January 1, 2019

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12



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.

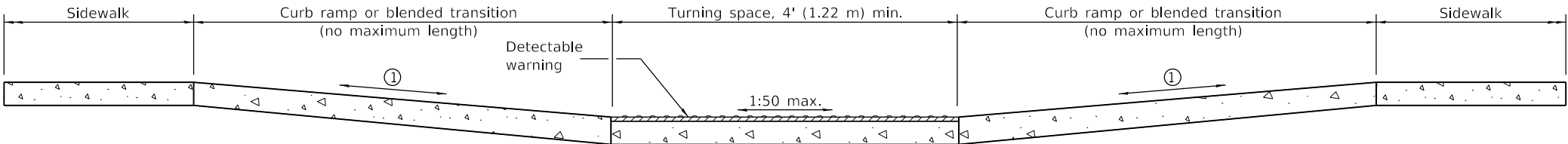
Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

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.

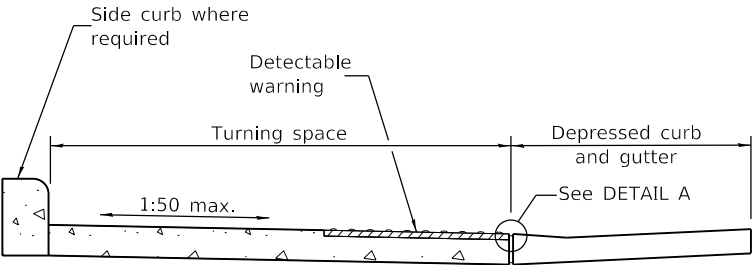
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

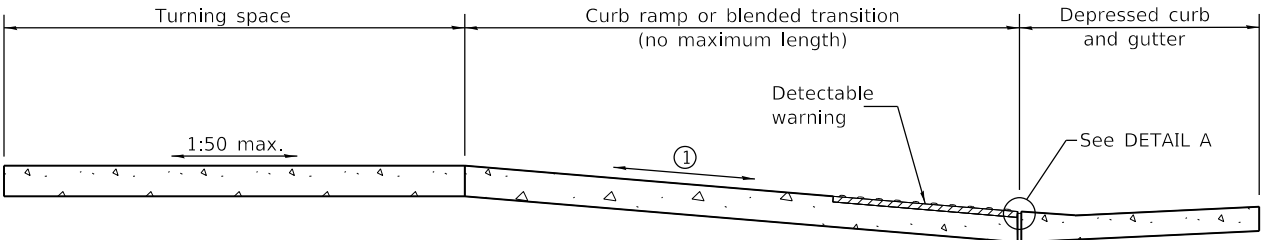


SECTION A-A

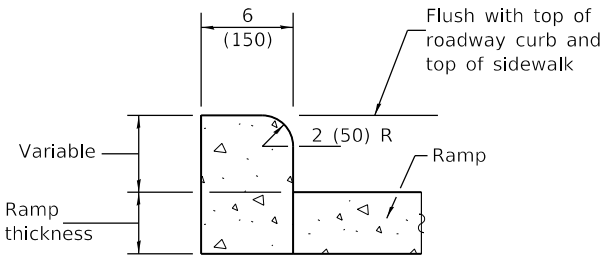
- ① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



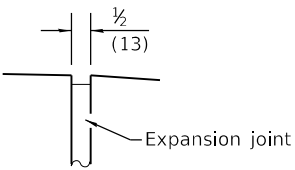
SECTION B-B



SECTION C-C



SIDE CURB DETAIL



DETAIL A

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

MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-05



Illinois Department of Transportation

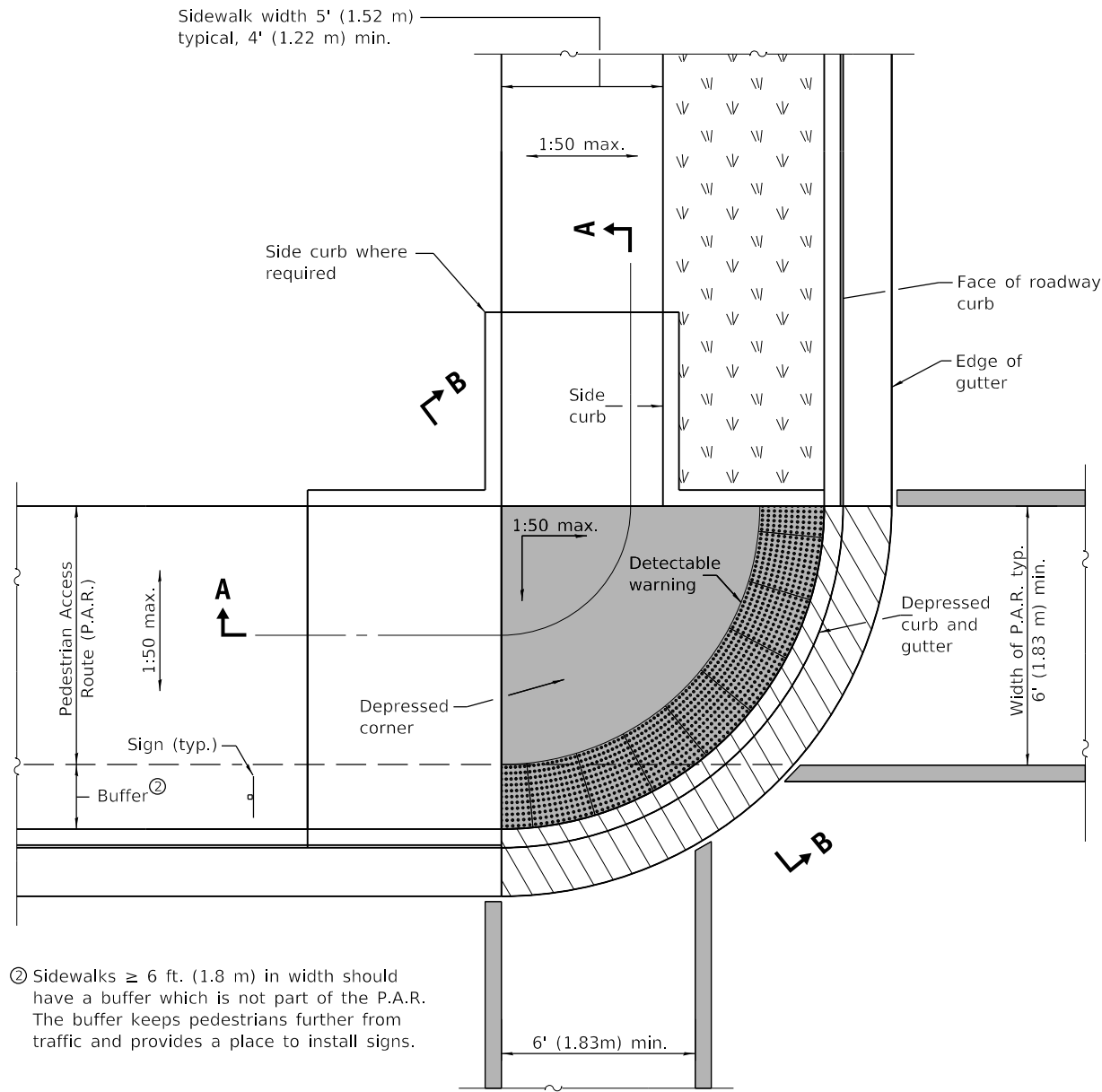
PASSED January 1, 2019

APPROVED January 1, 2019

ENGINEER OF POLICY AND PROCEDURES

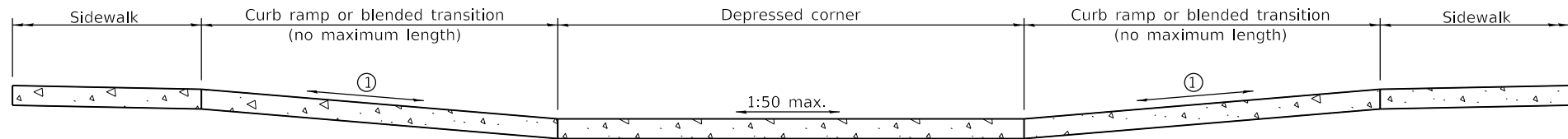
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12



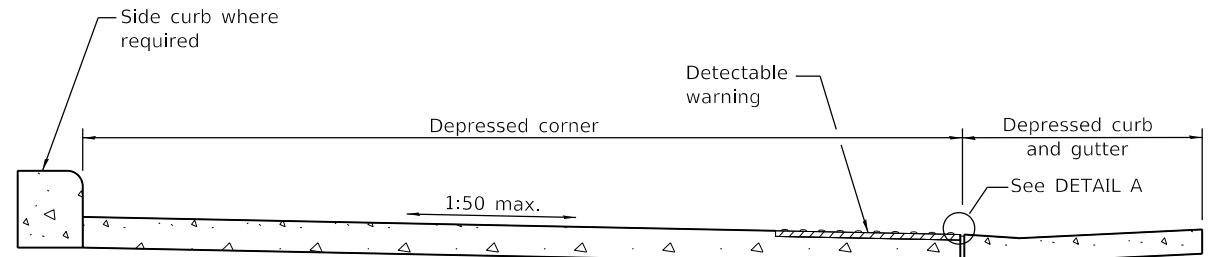
② Sidewalks $\geq$ 6 ft. (1.8 m) in width should have a buffer which is not part of the P.A.R. The buffer keeps pedestrians further from traffic and provides a place to install signs.

DEPRESSED CORNER

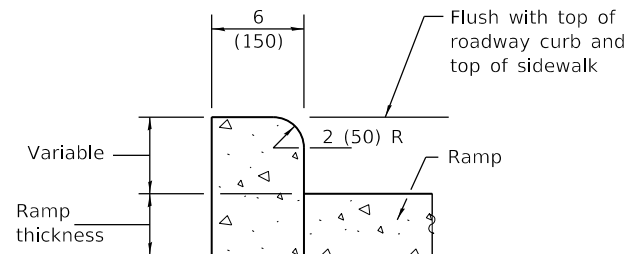


SECTION A-A

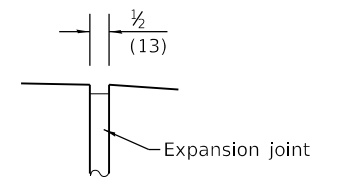
① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



SECTION B-B



SIDE CURB DETAIL



DETAIL A

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.

Detectable warnings are shown in their ideal tolerances 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
1-1-21	Added crosswalk striping and a "buffer" for wide sidewalks.
1-1-19	Removed upper landings, added blended transition and detectable warning tolerances.

DEPRESSED CORNER
FOR SIDEWALKS

STANDARD 424021-06

Illinois Department of Transportation

PASSED January 1, 2021

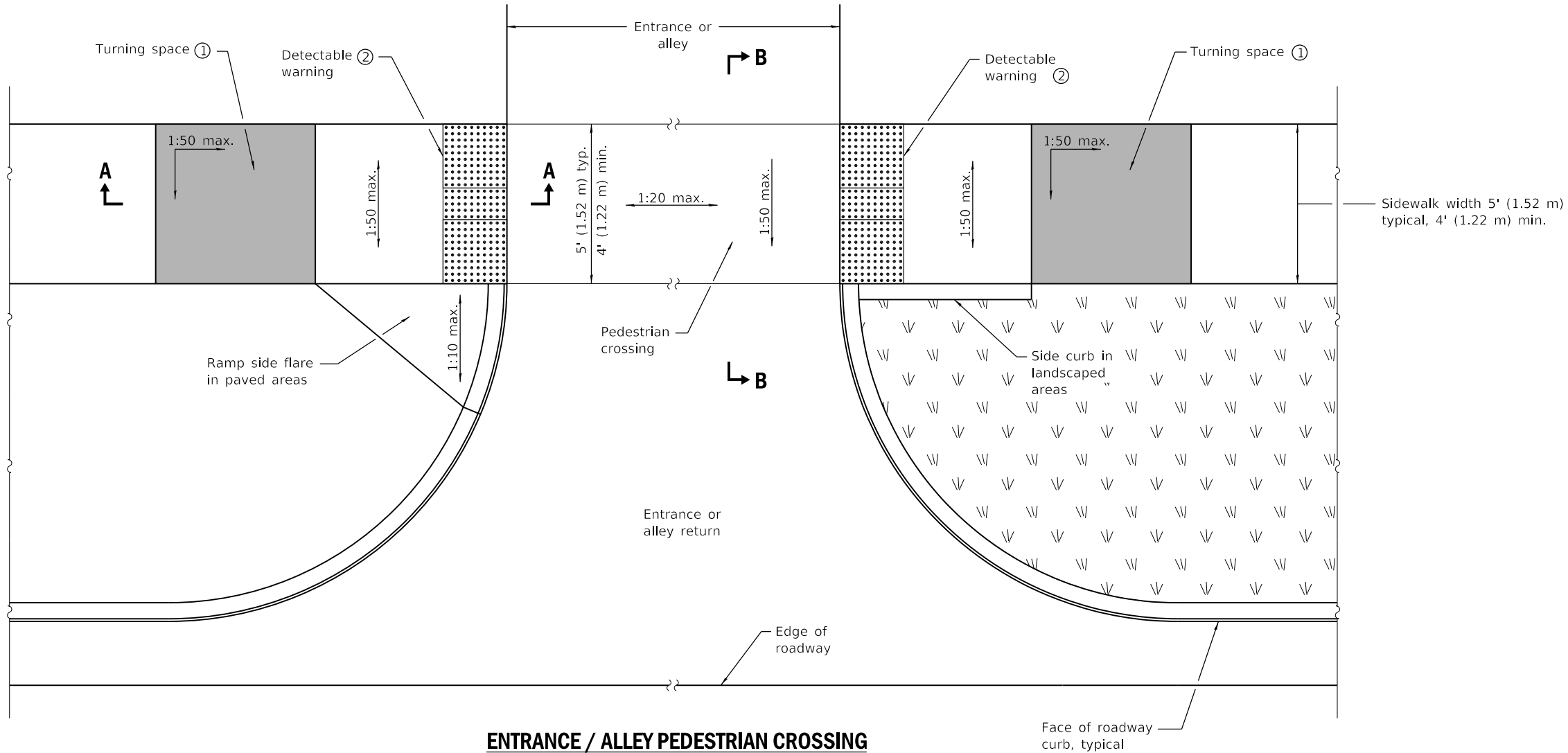
APPROVED January 1, 2021

ENGINEER OF POLICY AND PROCEDURES

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

- ② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).
- ③ Where possible, maintain the grade of the sidewalk across the entrance/alley to avoid the need for ramps and turning spaces.



ENTRANCE / ALLEY PEDESTRIAN CROSSING

GENERAL NOTES

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

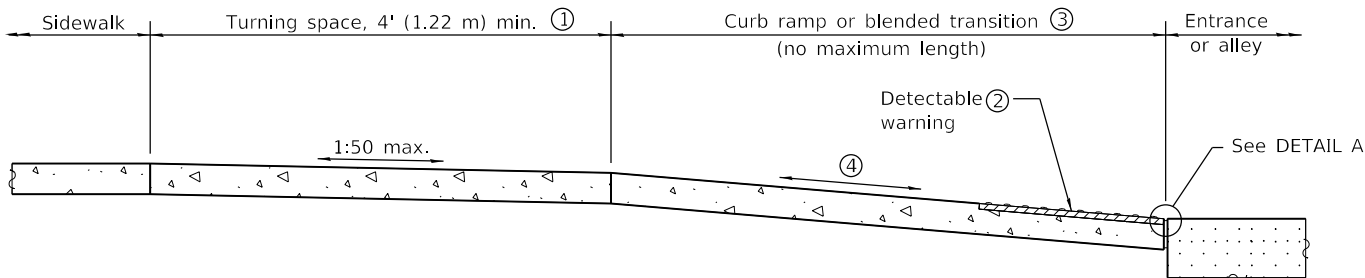
Where 1:50 maximum slope is shown, 1:64 is preferred.

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.

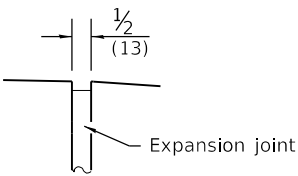
Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

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

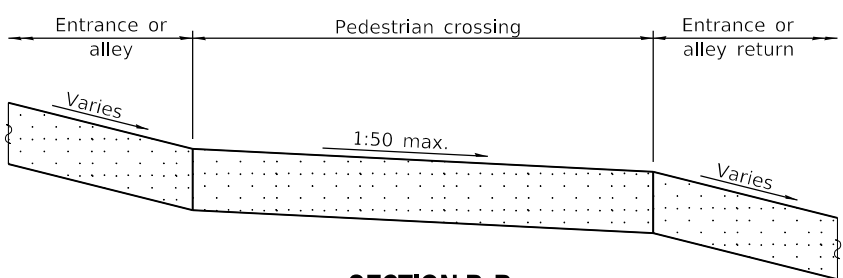


SECTION A-A

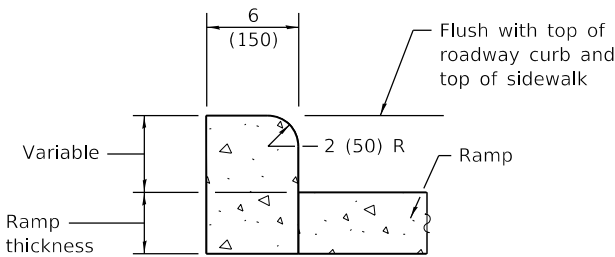
- ① Turning space not required for blended transitions.
- ④ The running slope of a curb ramp shall be 1:20 min and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SECTION B-B



SIDE CURB DETAIL

DATE	REVISIONS
1-1-19	Added blended transitions and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at upper landings.

ENTRANCE / ALLEY
PEDESTRIAN CROSSINGS

STANDARD 424026-03

Illinois Department of Transportation

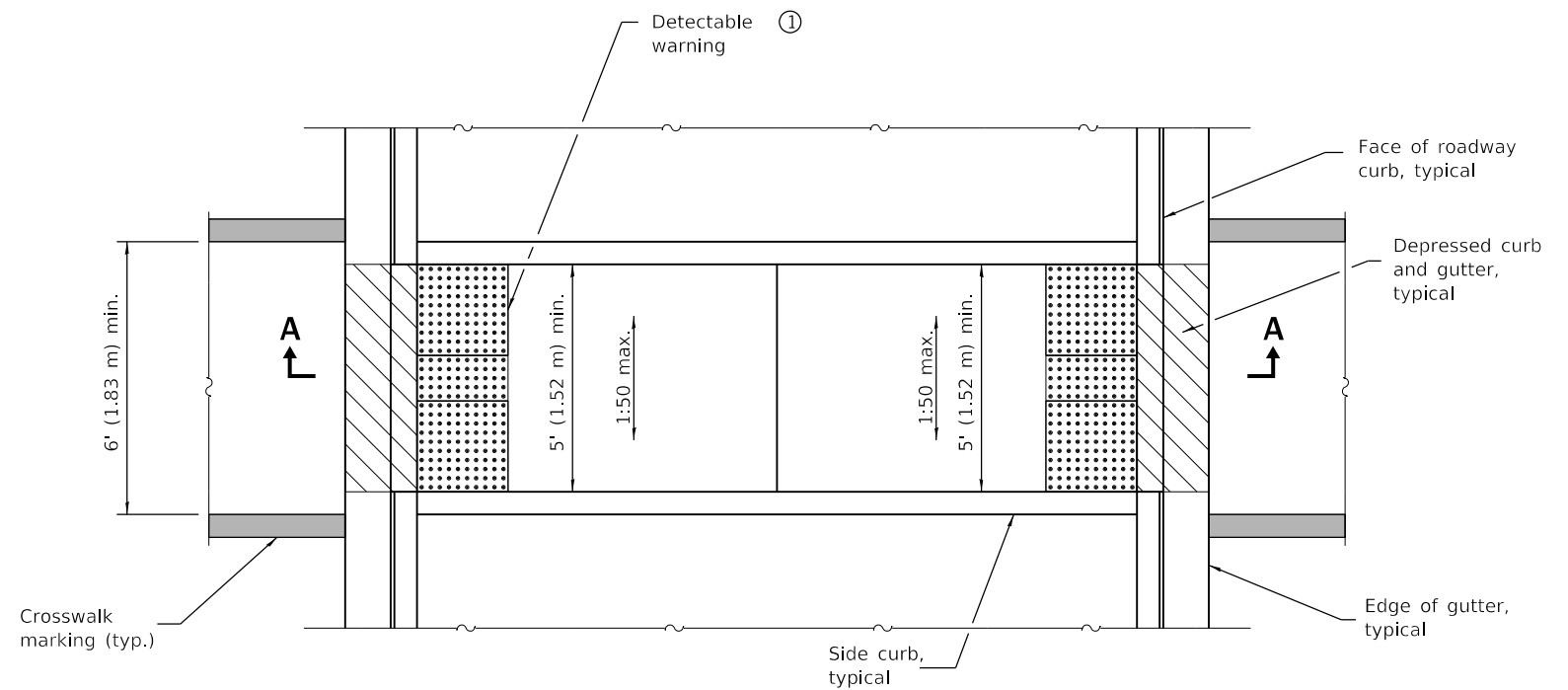
PASSED January 1, 2019

ENGINEER OF POLICY AND PROCEDURES

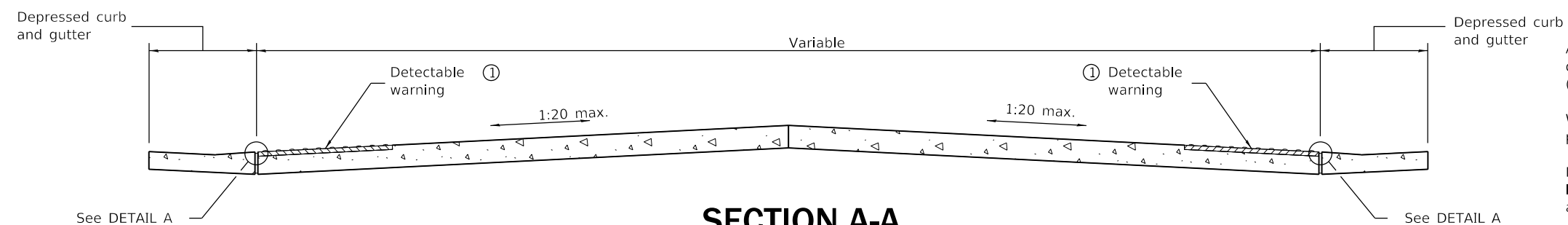
APPROVED January 1, 2019

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12



MEDIAN PEDESTRIAN CROSSING



SECTION A-A

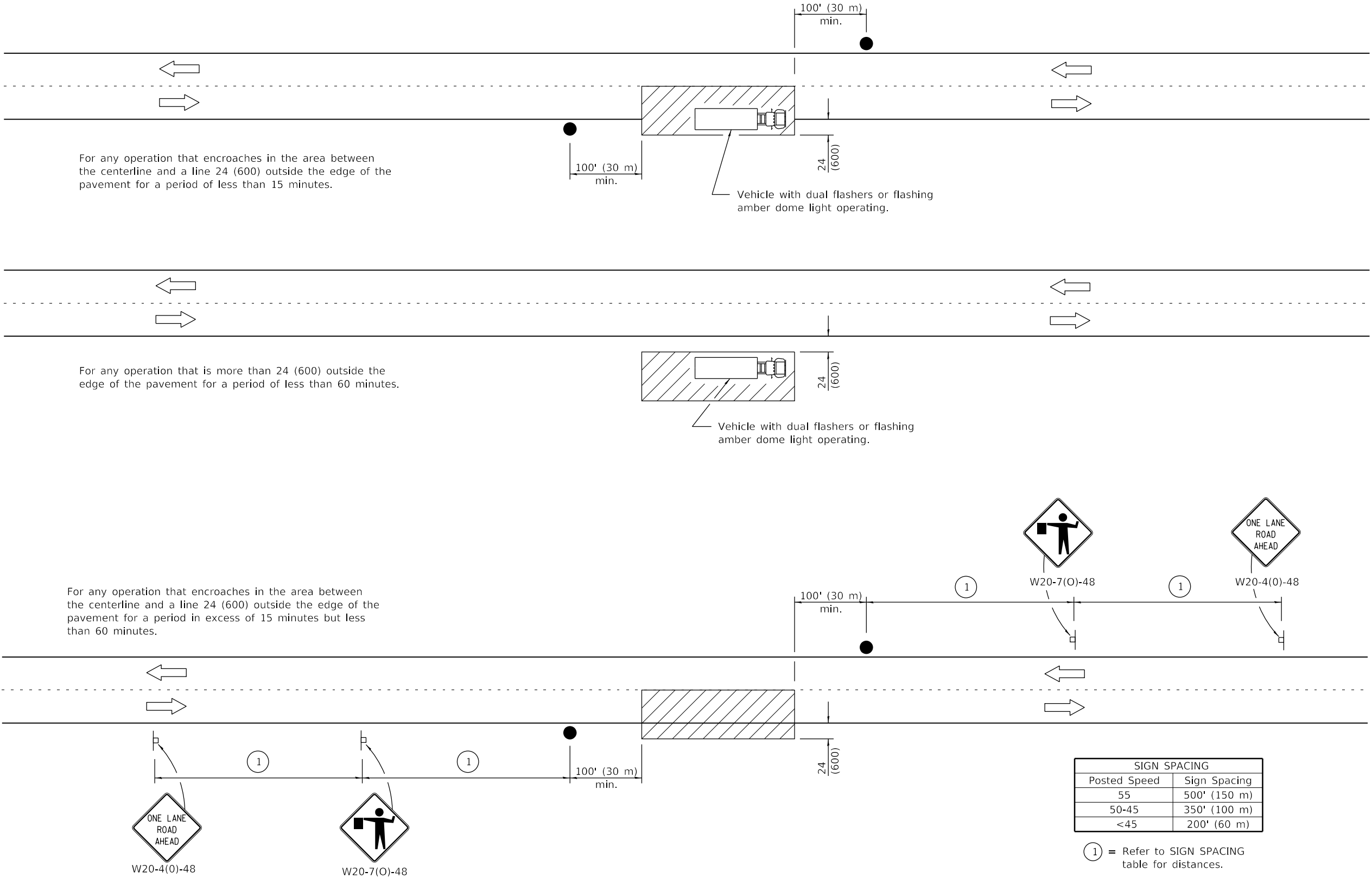
GENERAL NOTES

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

DATE	REVISIONS
1-1-19	Added placement tolerances for detectable warnings.
1-1-12	Widened crosswalk to 6' (1.83 m) min. inside dimension.
	Revised General Notes.

MEDIAN PEDESTRIAN CROSSINGS

STANDARD 424031-02



TYPICAL APPLICATIONS

- Marking patches
- Field survey
- String line
- Utility operations
- Cleaning up debris on pavement

SYMBOLS

- Work area
- Sign on portable or permanent support
- Flagger with traffic control sign

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

DATE	REVISIONS	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
1-1-11	Revised flagger sign.	
1-1-09	Switched units to	STANDARD 701301-04
	English (metric).	

Illinois Department of Transportation

PASSED

January 1, 2011

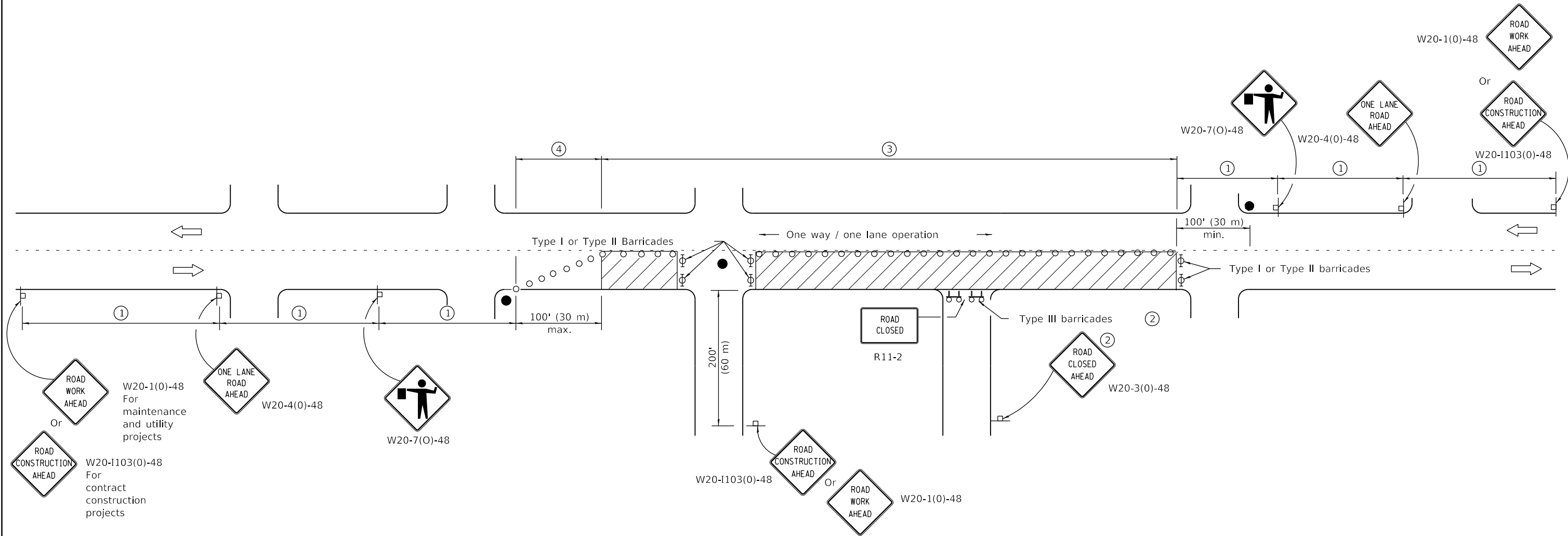
ENGINEER OF SAFETY ENGINEERING

APPROVED

January 1, 2011

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



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

SYMBOLS

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

- ① Refer to SIGN SPACING TABLE for distances.
- ② For approved sideroad closures.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

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

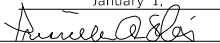
All dimensions are in inches (millimeters) unless otherwise shown.

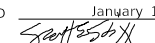
DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to
	English (metric).
	Corrected sign No.'s.

URBAN LANE CLOSURE,
2L, 2W, UNDIVIDED

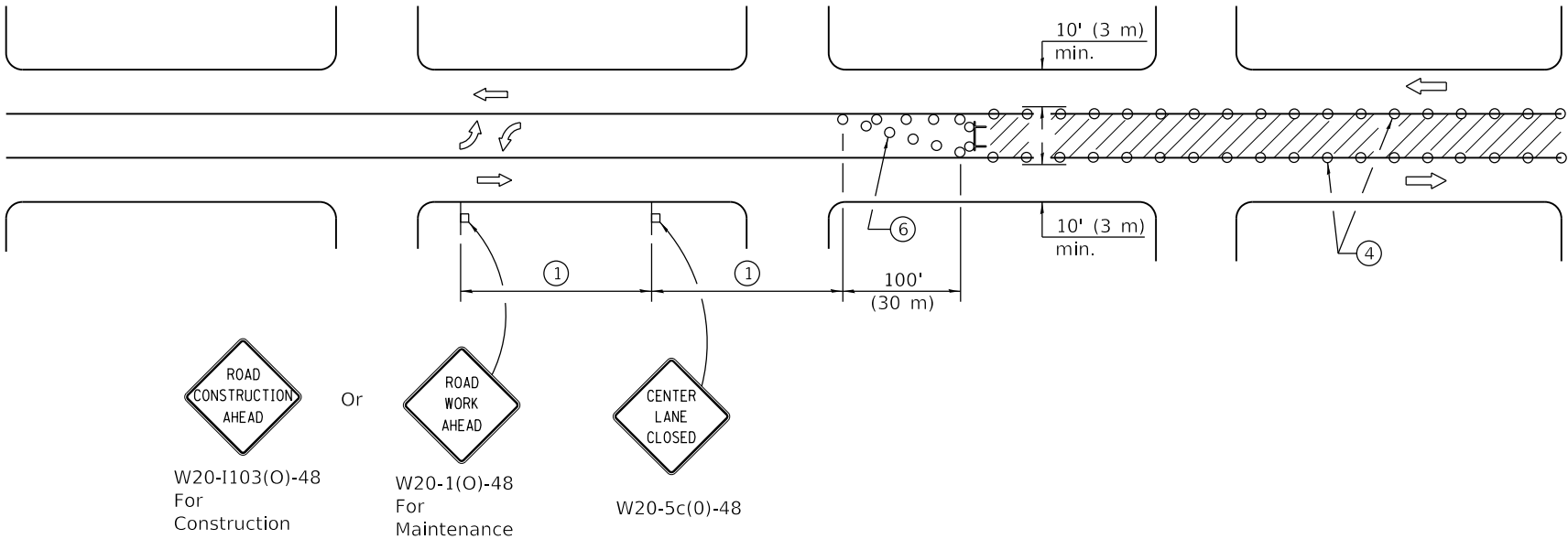
STANDARD 701501-06

 Illinois Department of Transportation

PASSED
January 1, 2011

ENGINEER OF SAFETY ENGINEERING

APPROVED
January 1, 2011

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



CASE I

(Signs required for both directions)

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

SYMBOLS

- Work area
- Barricade or drum with flashing light
- Flagger with traffic control sign
- Cone, drum or barricade
- Sign on portable or permanent support
- Type III barricade with flashing lights

- ① Refer to SIGN SPACING TABLE for distances.
- ② Required for speeds > 40 mph (70 km/h).
- ③ Required if work exceeds 500' (164 m) or 1 block.
- ④ Cones at 25' (8 m) centers for 250' (75 m) on approach. Additional cones may be placed at 50' (15 m) centers. When drums or type I or II barricades are used, the interval between devices may be doubled.
- ⑤ For approved sideroad closures.
- ⑥ Cones, drums or barricades at 20' (6 m) centers in taper.
- ⑦ Use flagger sign only when flagger is present.

GENERAL NOTES

This Standard is used to close one lane of an urban, two lane, two way roadway with a bidirectional turn lane.

Case I applies when no workers are present. When workers are present, two lanes shall be closed and traffic control shall be according to Standard 701501.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L=\frac{WS^2}{60}$	$L=\frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L=(W)(S)$	$L=0.65(W)(S)$
W = Width of offset in feet (meters).		
S = Normal posted speed mph (km/h).		

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

DATE	REVISIONS
1-1-19	Revised to allow cones at night.
1-1-18	Corrected sign number for
	TWO WAY TRAFFIC sign for
	CASE II.

URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE

(Sheet 1 of 2)

STANDARD 701502-09

Illinois Department of Transportation

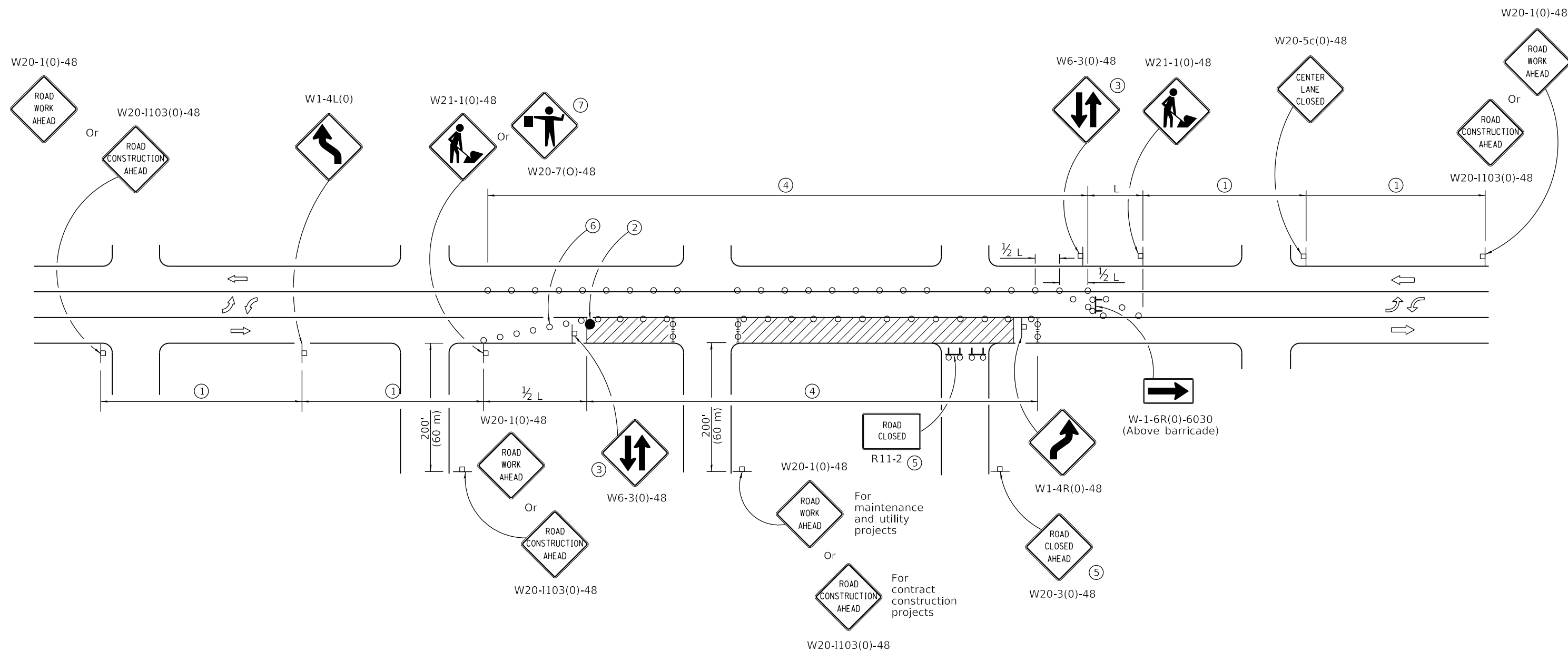
APPROVED January 1, 2019

ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-01



CASE II

Illinois Department of Transportation

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

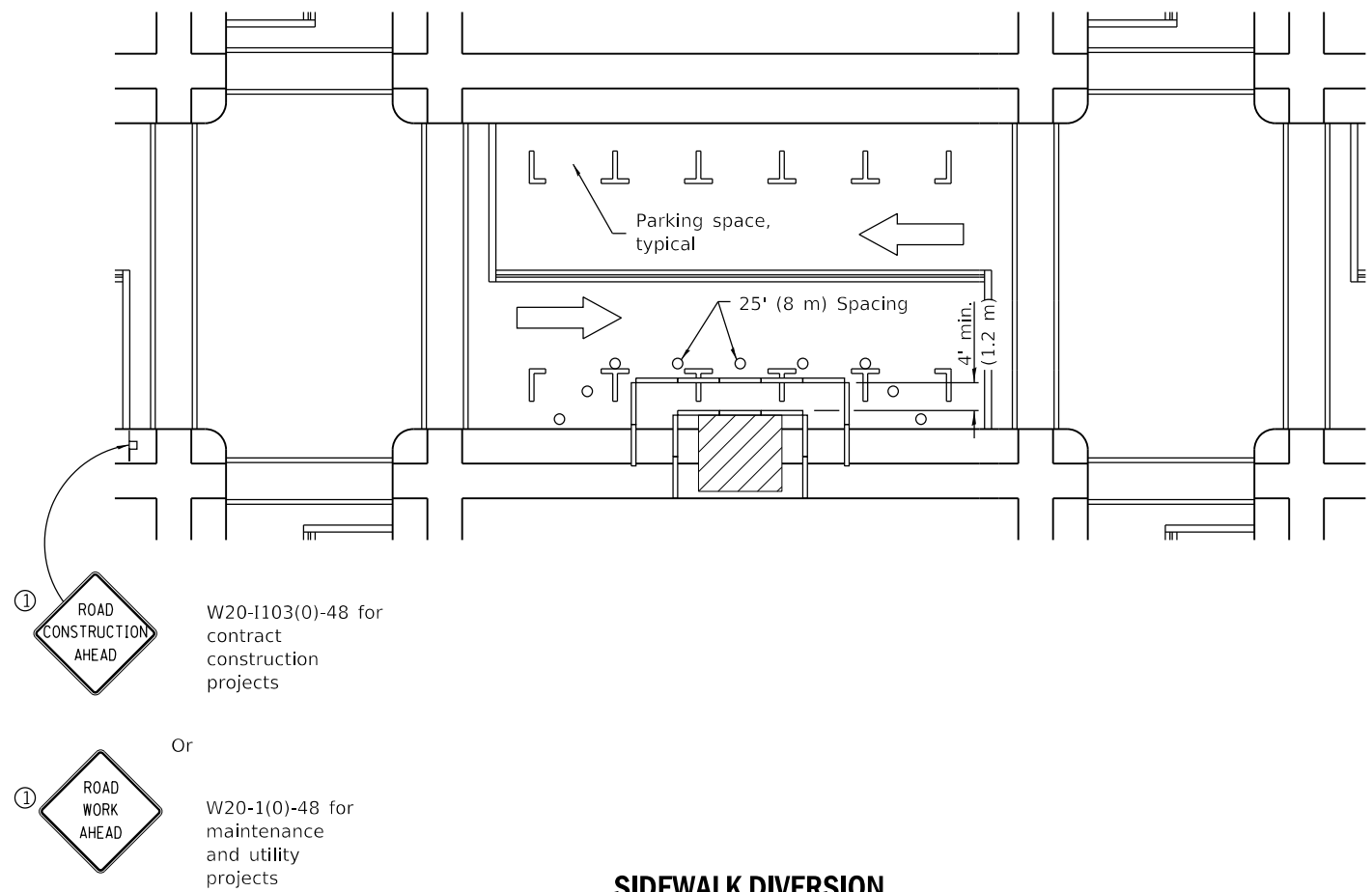
APPROVED January 1, 2019
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-01

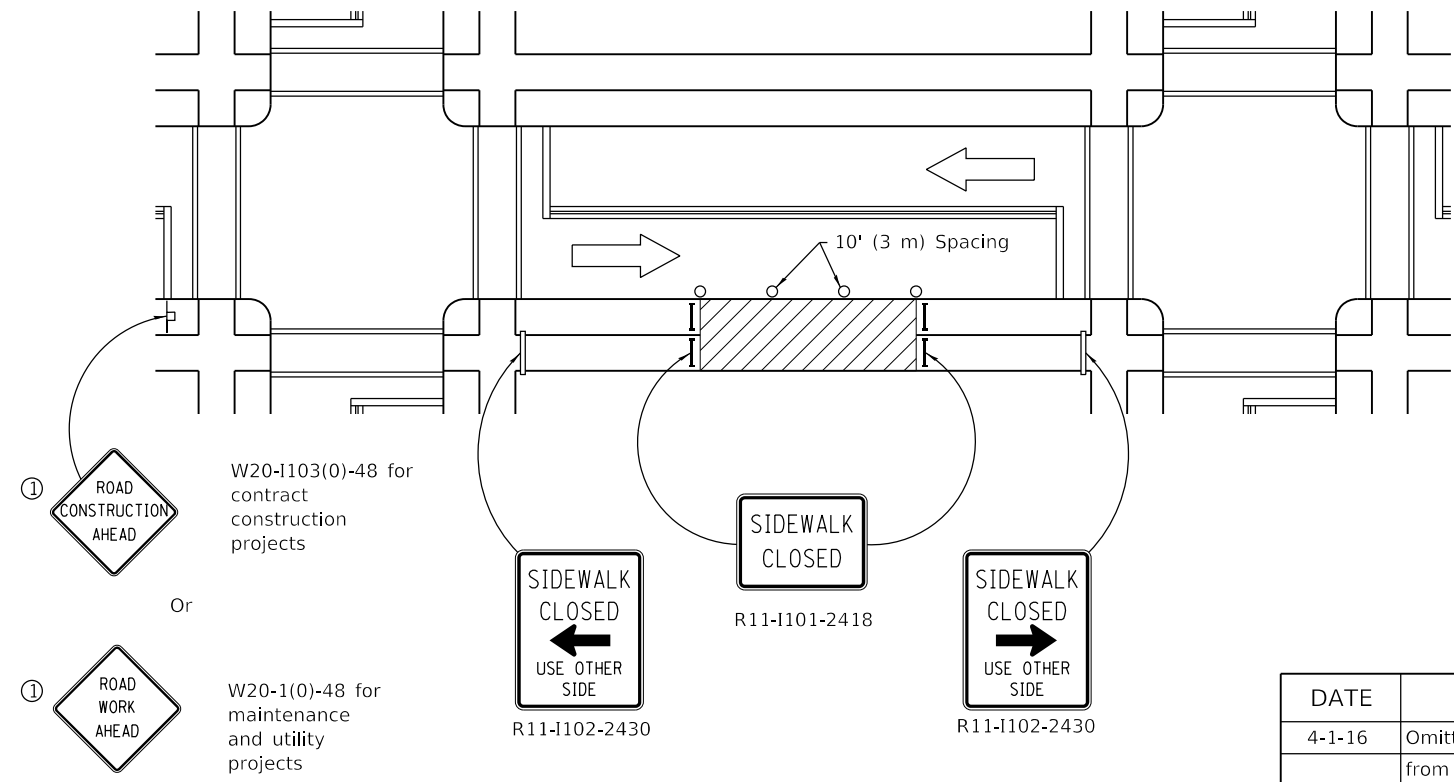
**URBAN LANE CLOSURE,
2L, 2W, WITH BIDIRECTIONAL
LEFT TURN LANE**

(Sheet 2 of 2)

STANDARD 701502-09



SIDEWALK DIVERSION



SIDEWALK CLOSURE

SYMBOLS

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

GENERAL NOTES

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

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

Temporary facilities shall be detectable and accessible.

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

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

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

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

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

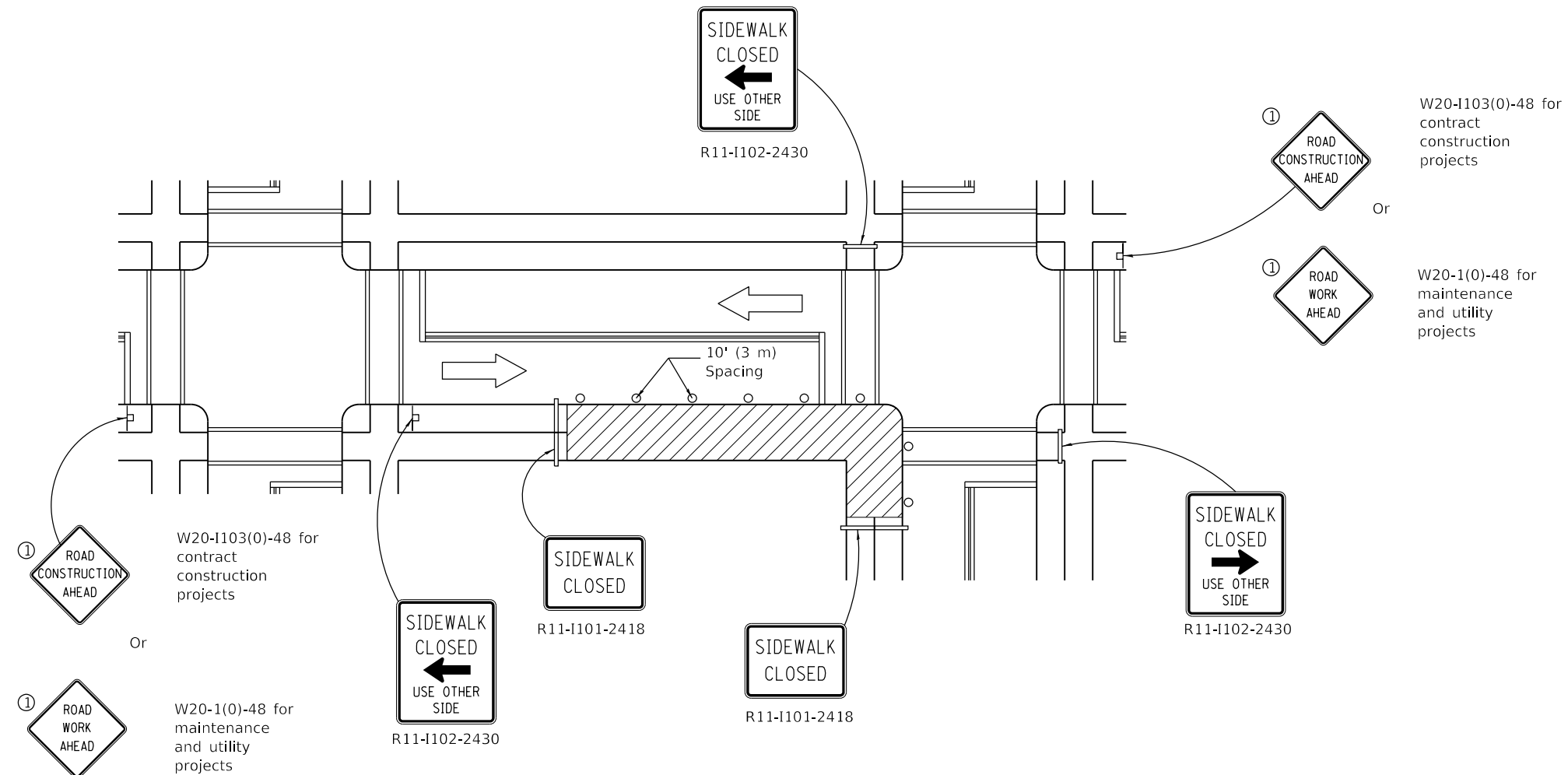
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

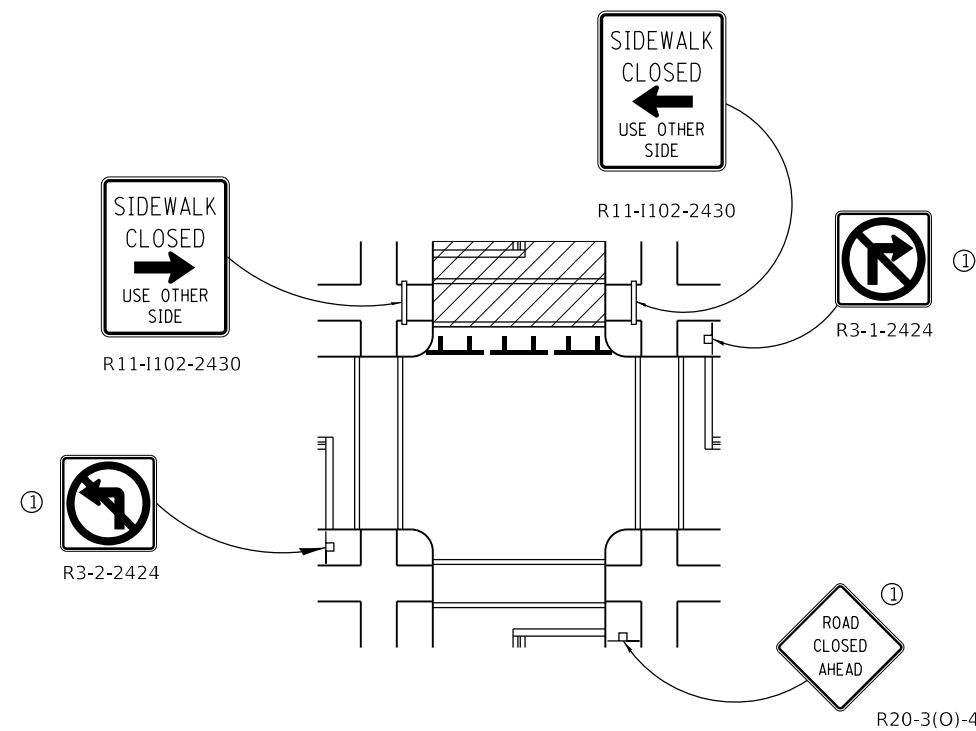
STANDARD 701801-06

Illinois Department of Transportation	
PASSED	April 1, 2016
ENGINEER OF SAFETY ENGINEERING	
APPROVED	April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT	

ISSUED 1-1-97



CORNER CLOSURE



CROSSWALK CLOSURE

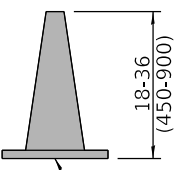
**SIDEWALK, CORNER OR
CROSSWALK CLOSURE**

(Sheet 2 of 2)

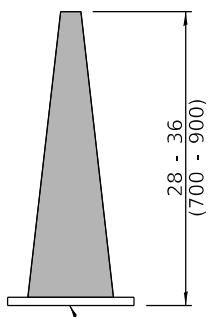
STANDARD 701801-06

Illinois Department of Transportation	
PASSED	April 1, 2016
<i>[Signature]</i>	
ENGINEER OF SAFETY ENGINEERING	
APPROVED	April 1, 2016
<i>[Signature]</i>	
ENGINEER OF DESIGN AND ENVIRONMENT	

ISSUED 1-1-97

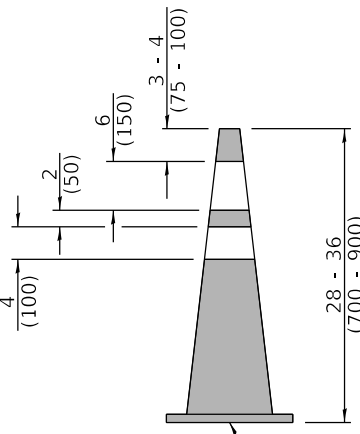


Orange
Posted speed < 45 mph

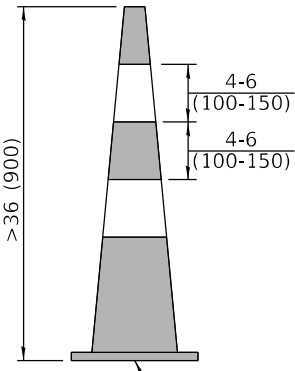


Orange
Any posted speed

DAYTIME USE

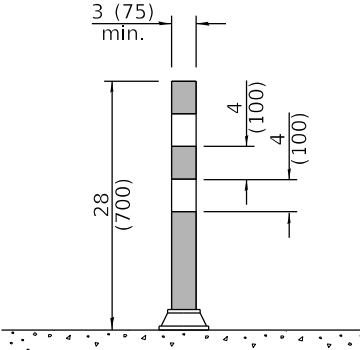


Any posted speed

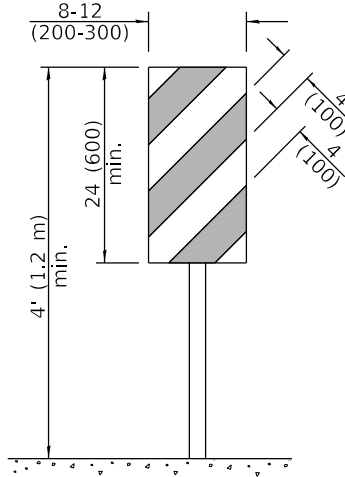


Any posted speed

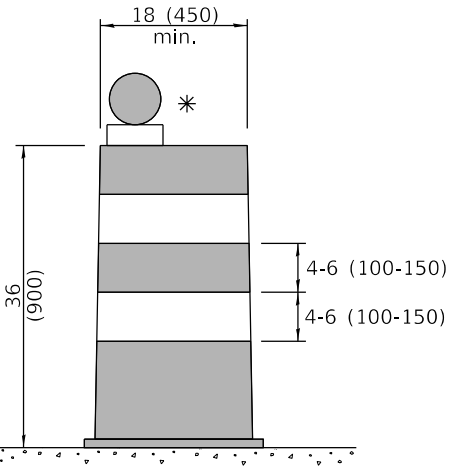
DAY OR NIGHTTIME USE



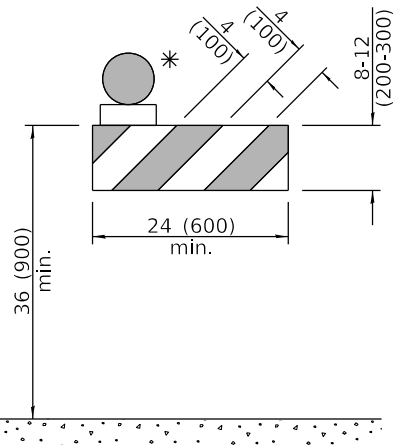
TUBULAR MARKER



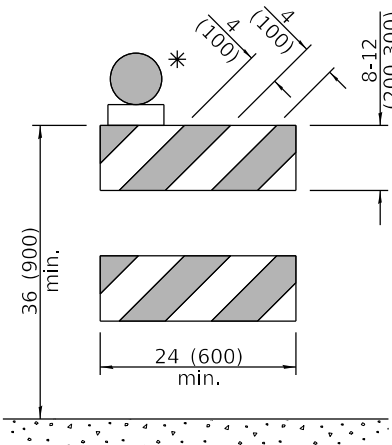
VERTICAL PANEL
POST MOUNTED



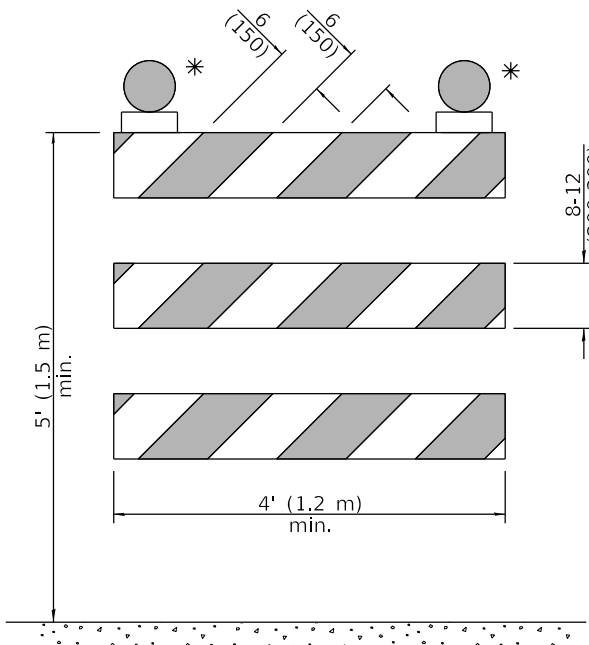
DRUM



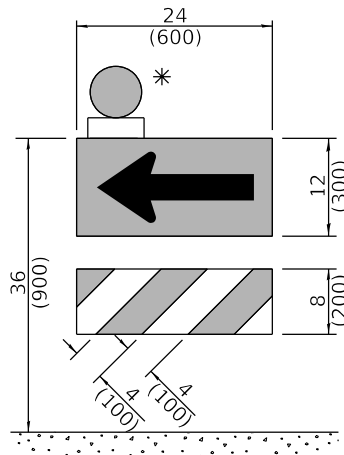
TYPE I BARRICADE



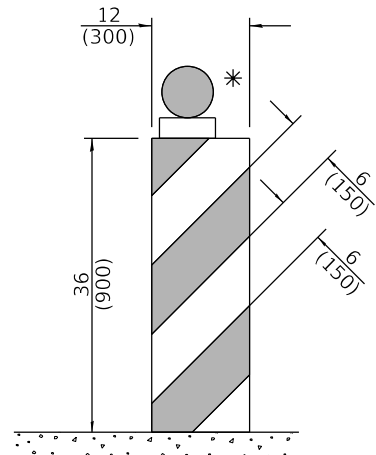
TYPE II BARRICADE



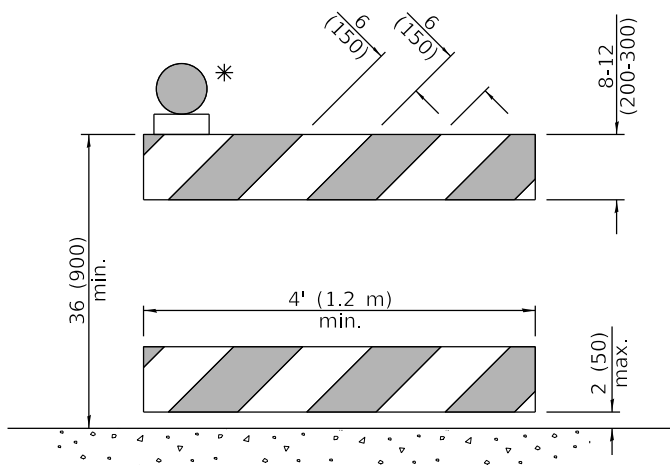
TYPE III BARRICADE



DIRECTION INDICATOR
BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN
CHANNELIZING BARRICADE

* Warning lights (if required)



Illinois Department of Transportation

APPROVED January 1, 2019

ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

DATE

1-1-19

REVISIONS

Revised cone usage and added cones >36" (900 m) height.

DATE

1-1-18

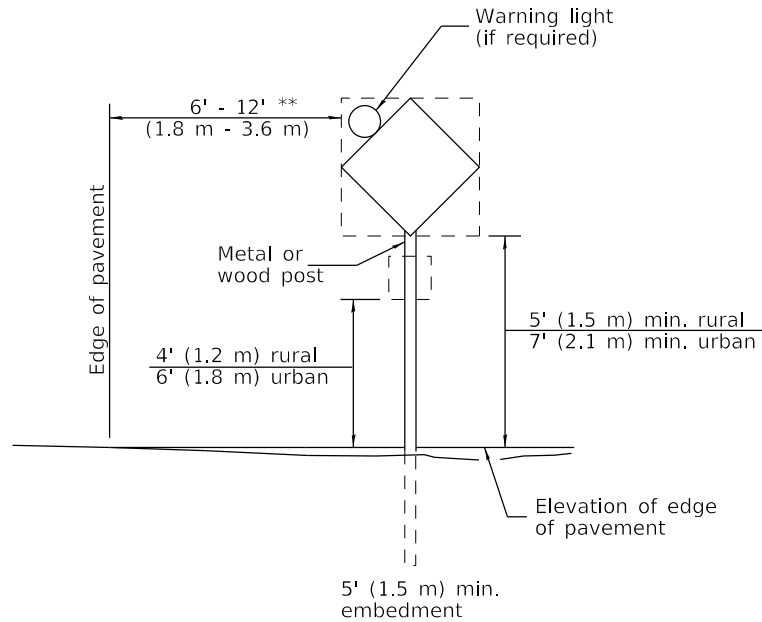
REVISIONS

Revised END WORK ZONE SPEED LIMIT sign from orange to white background.

TRAFFIC CONTROL DEVICES

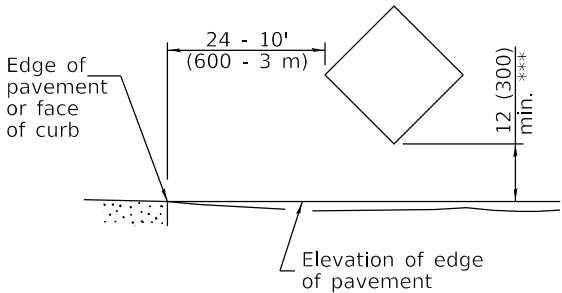
(Sheet 1 of 3)

STANDARD 701901-08



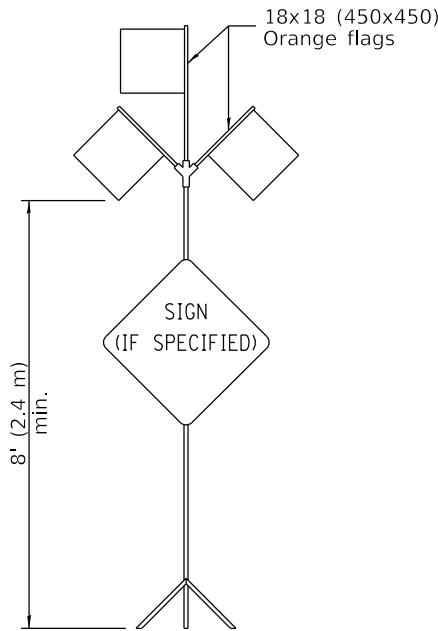
POST MOUNTED SIGNS

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



SIGNS ON TEMPORARY SUPPORTS

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



HIGH LEVEL WARNING DEVICE

ROAD CONSTRUCTION NEXT X MILES	END CONSTRUCTION
G20-I104(0)-6036	G20-I105(0)-6024

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

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

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

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

WORK LIMIT SIGNING

WORK ZONE	W21-III5(0)-3618
SPEED LIMIT XX	R2-1-3648
PHOTO ENFORCED	R10-I108p-3618 ****
\$XXX FINE MINIMUM	R2-I106p-3618

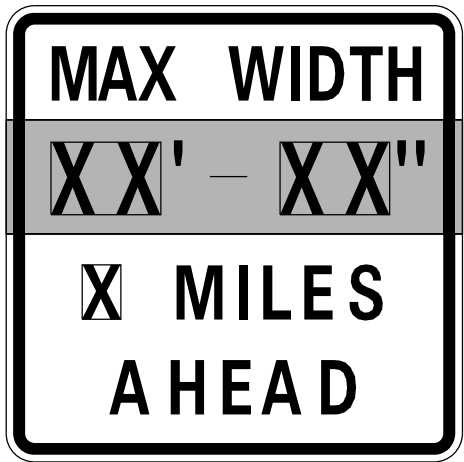
Sign assembly as shown on Standards or as allowed by District Operations.

END WORK ZONE SPEED LIMIT	G20-I103-6036
---------------------------------	---------------

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

HIGHWAY CONSTRUCTION
SPEED ZONE SIGNS

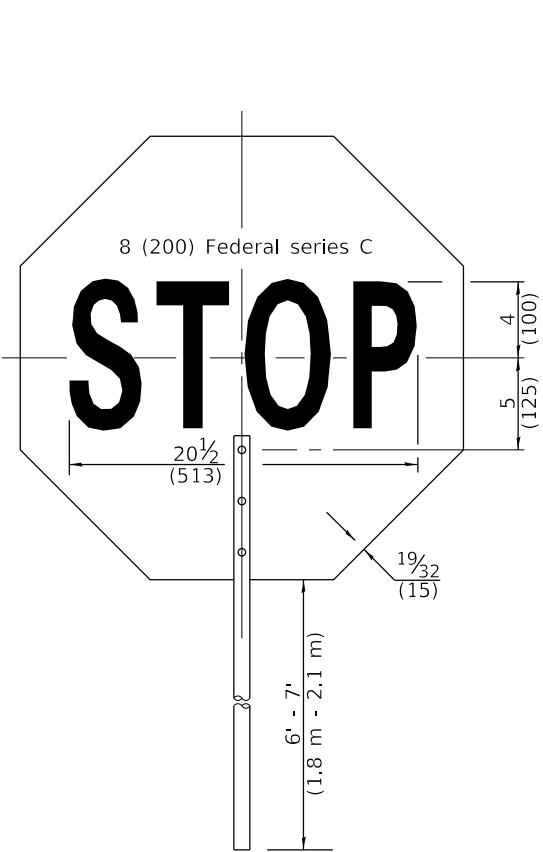
**** R10-I108p shall only be used along roadways under the juristiction of the State.



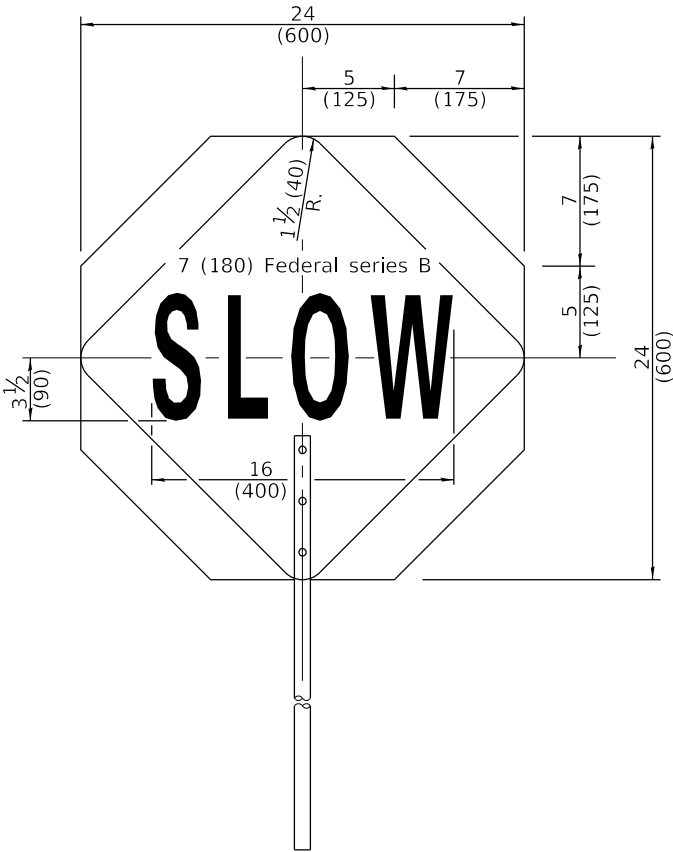
W12-I103-4848

WIDTH RESTRICTION SIGN

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



FRONT SIDE



REVERSE SIDE

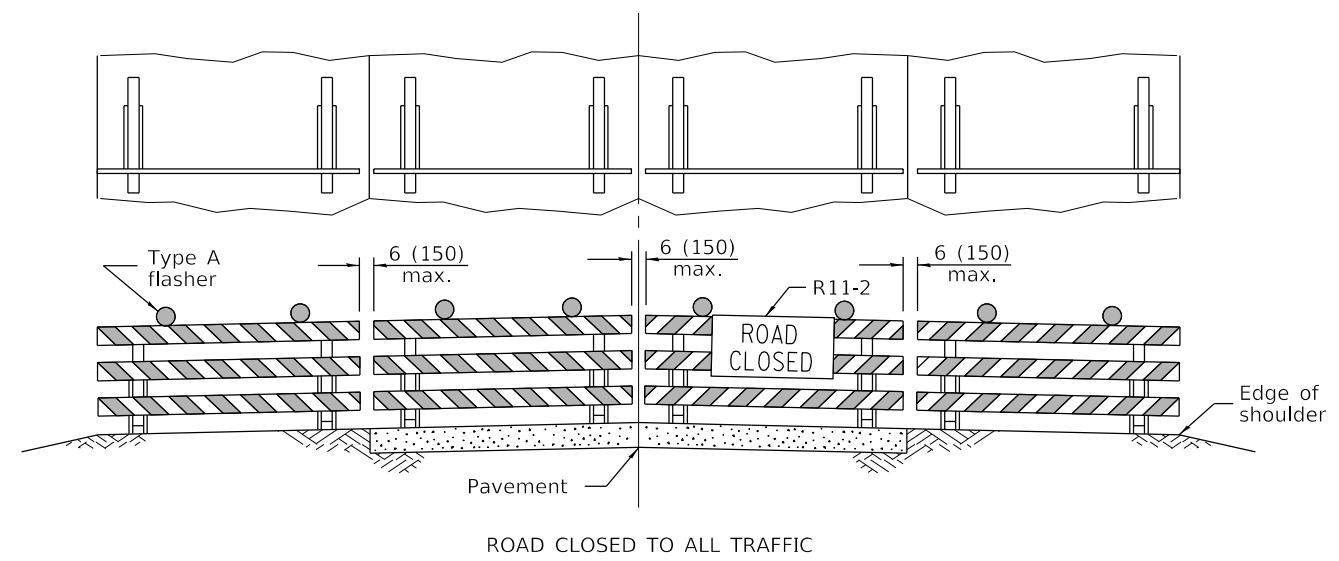
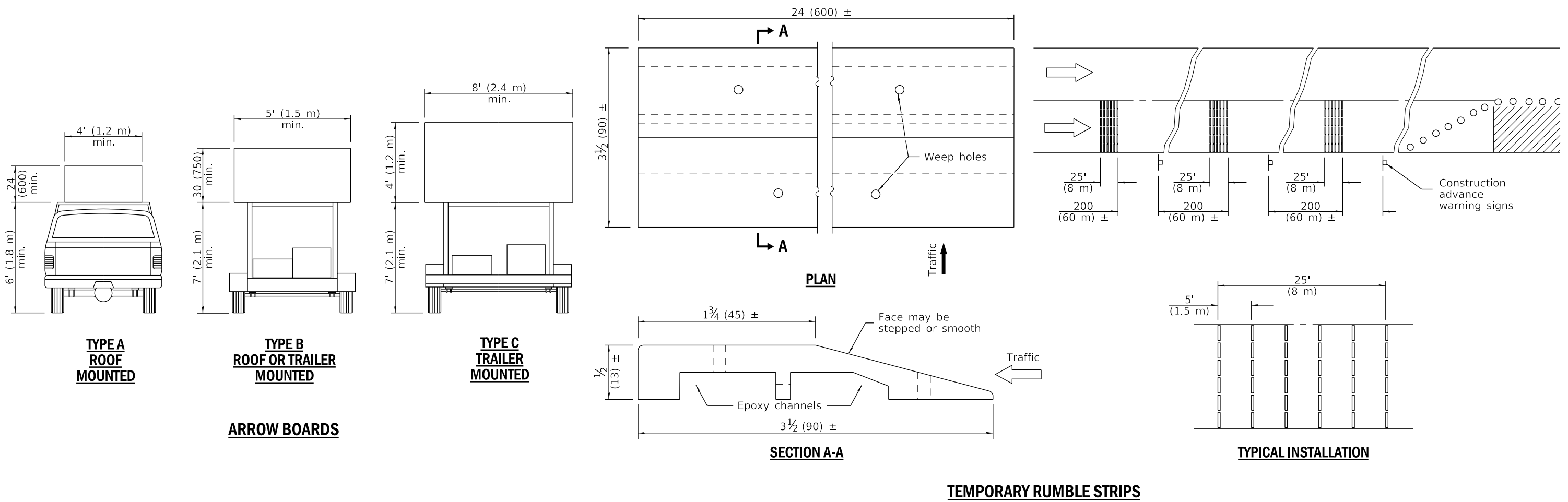
FLAGGER TRAFFIC CONTROL SIGN

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

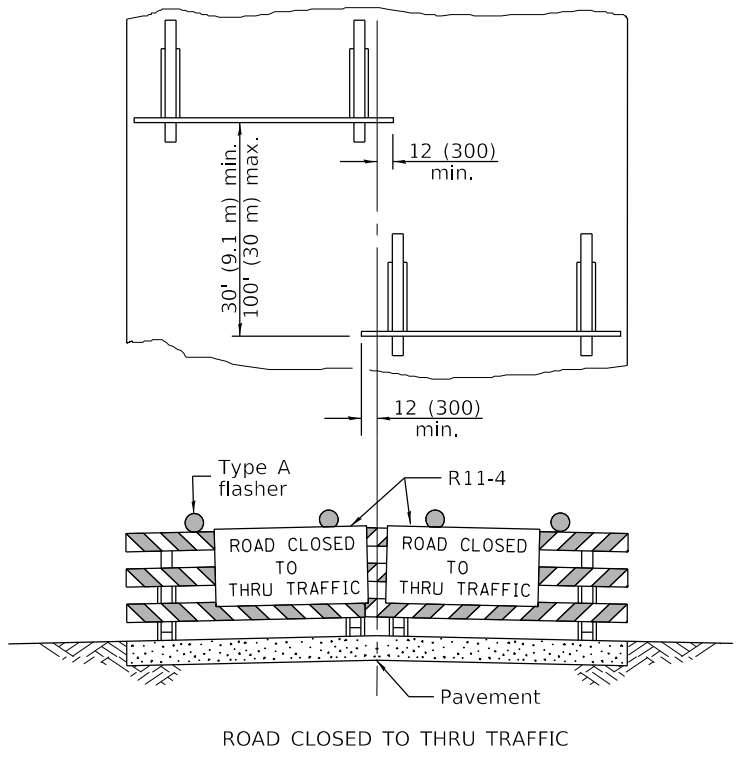
TRAFFIC CONTROL
DEVICES

(Sheet 2 of 3)

STANDARD 701901-08



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



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

Illinois Department of Transportation

APPROVED January 1, 2019

ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

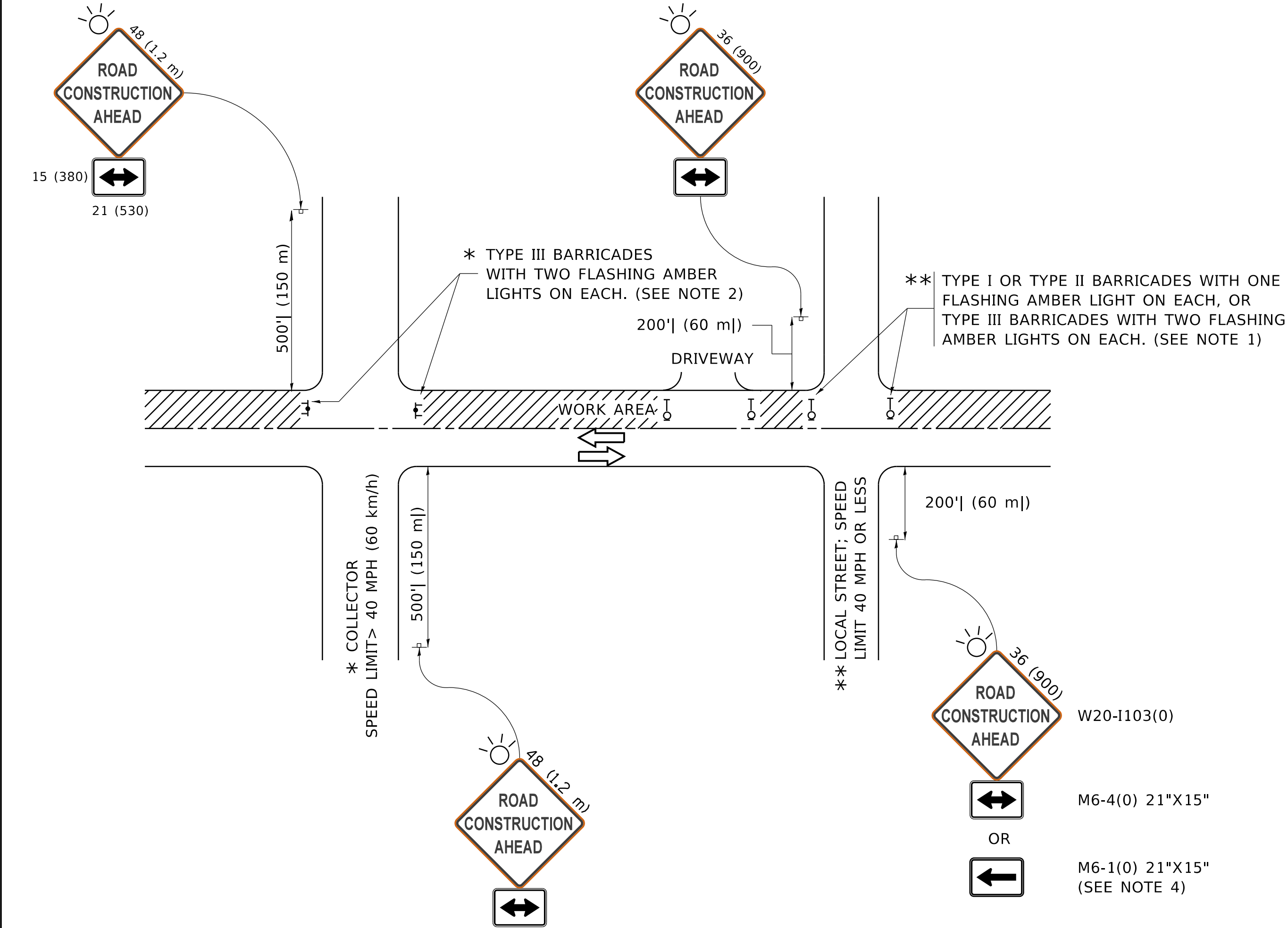
**TYPICAL APPLICATIONS OF
TYPE III BARRICADES CLOSING A ROAD**

**TRAFFIC CONTROL
DEVICES**

(Sheet 3 of 3)

STANDARD 701901-08

MODEL: Default
FILE NAME: p:\u0084EB\DOT\Illinois.gov\RW\DOT\Documents\DOT_Offices\District_1\Projects\DUHS422\34\CAD\Data\CAD\Sheet\TC10.dgn

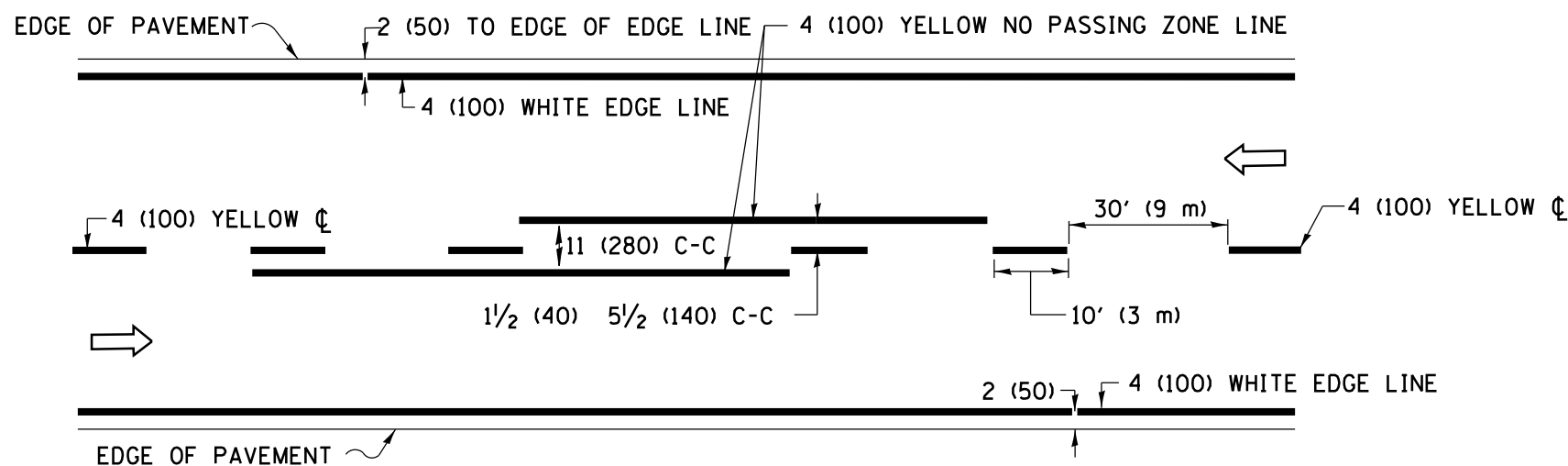


NOTES:

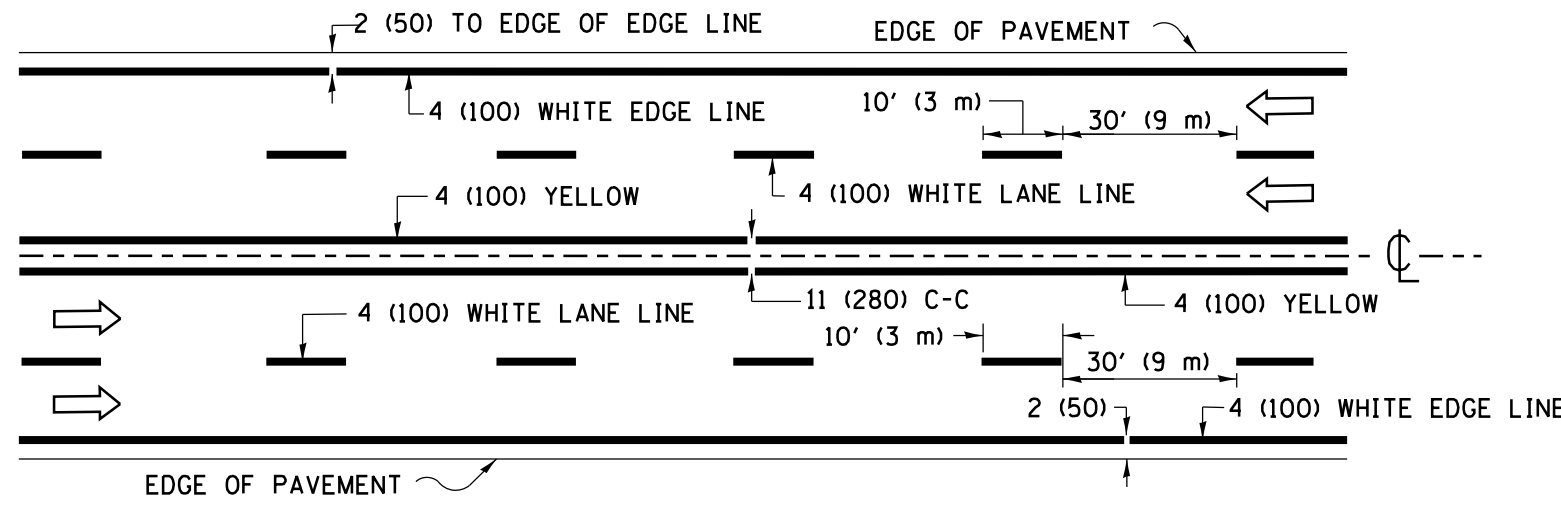
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL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

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

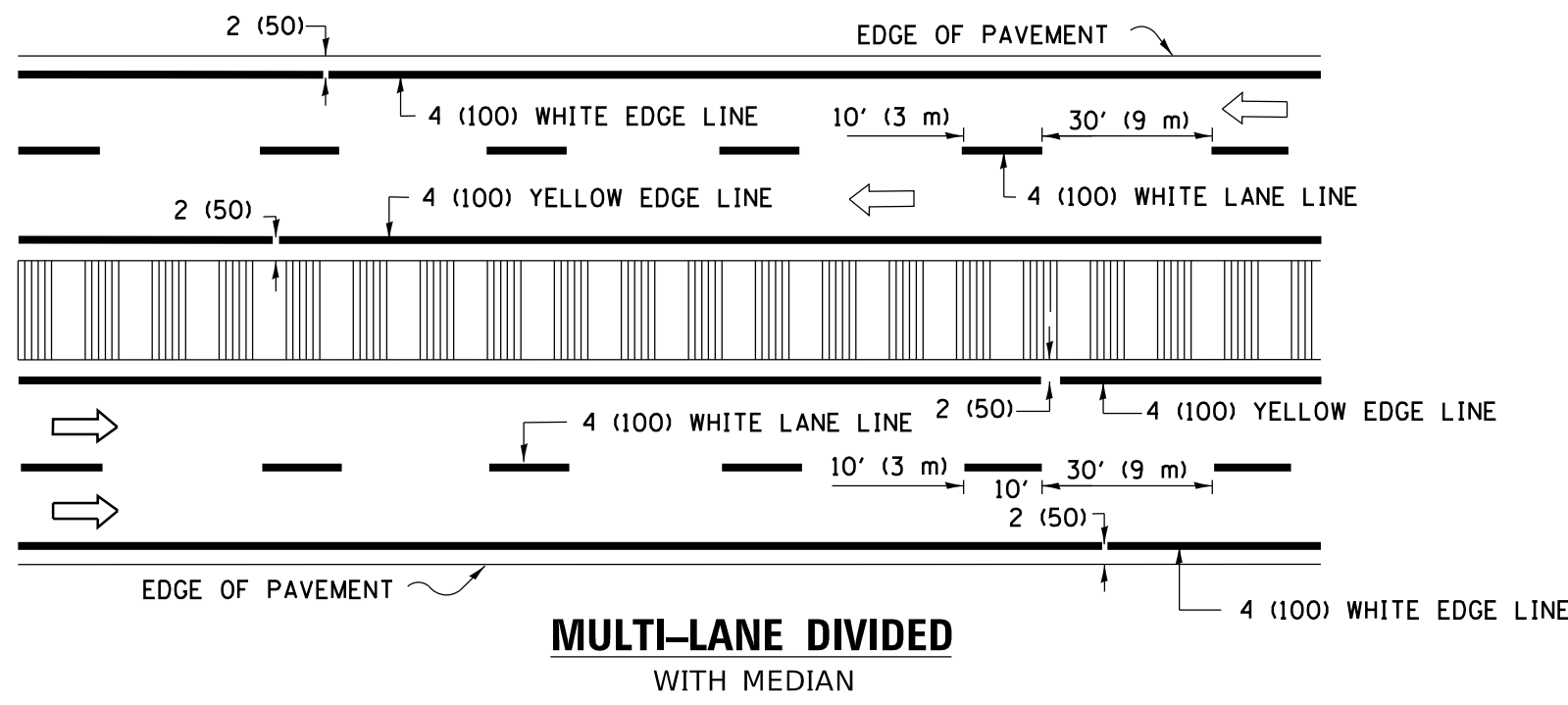
	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - T. RAMMACHER 01-06-00										
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13		TC-10		CONTRACT NO.						
	PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.			
				ILLINOIS FED. AID PROJECT									



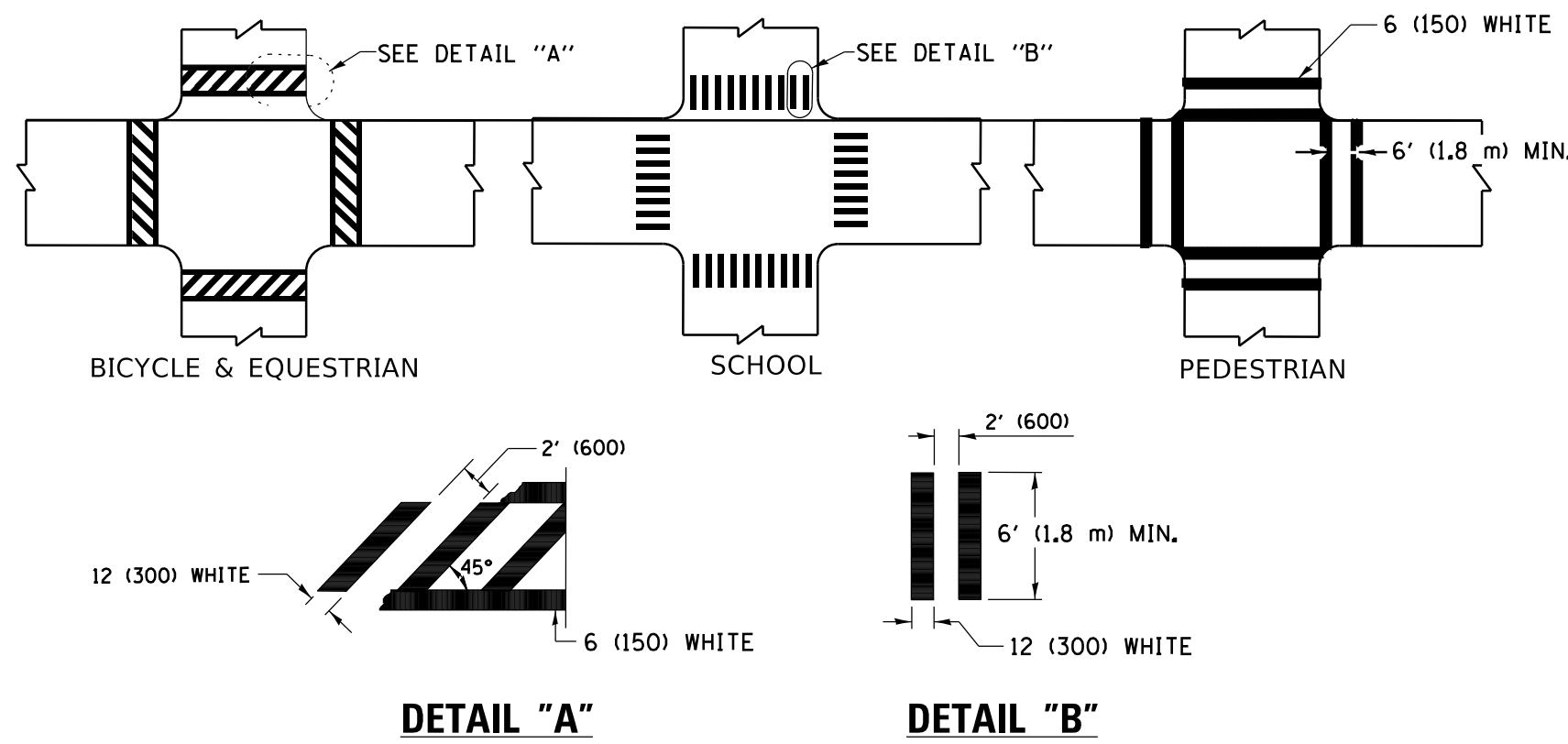
2-LANE ROADWAY



MULTI-LANE UNDIVIDED

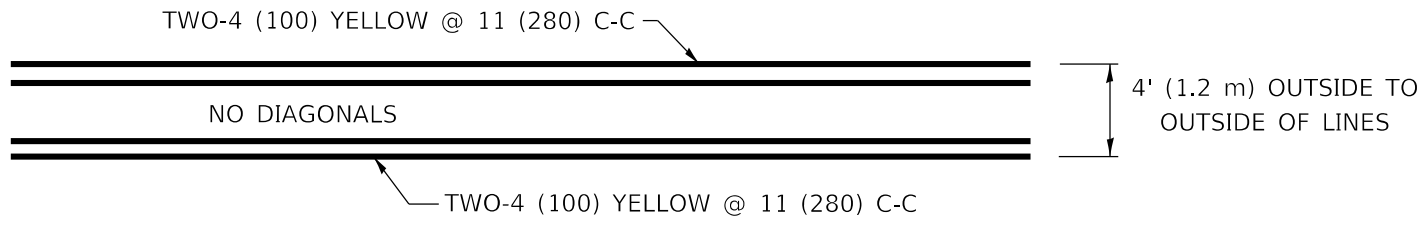


TYPICAL LANE AND EDGE LINE MARKING

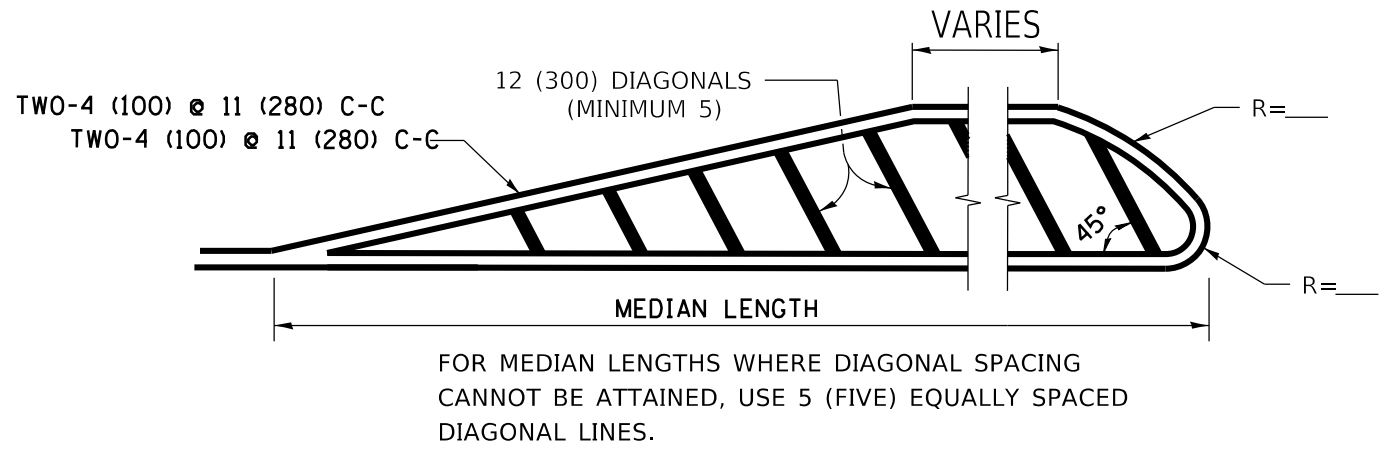


TYPICAL CROSSWALK MARKING

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

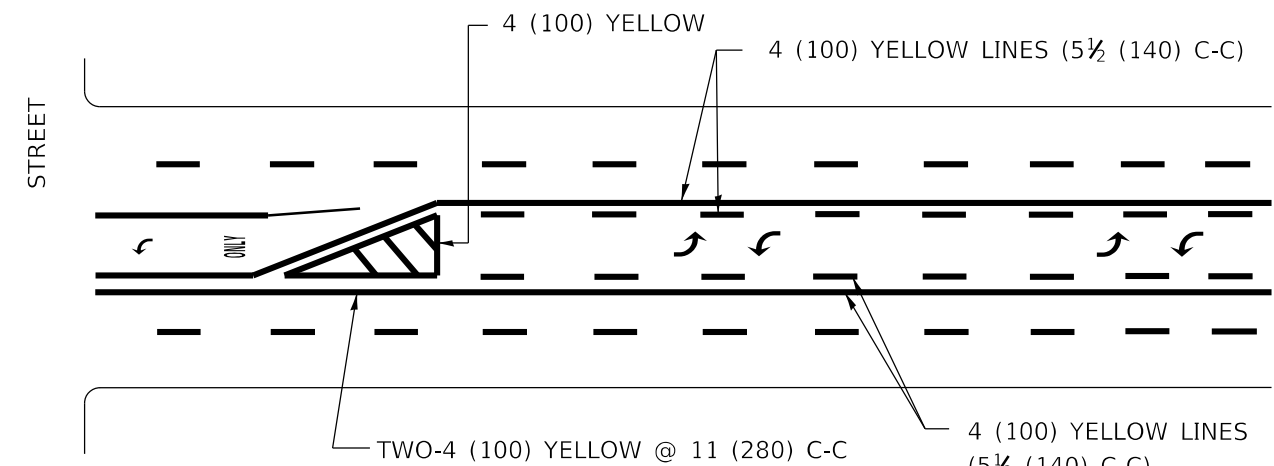


4' (1.2 m) WIDE MEDIANS ONLY

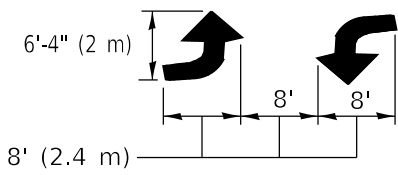


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

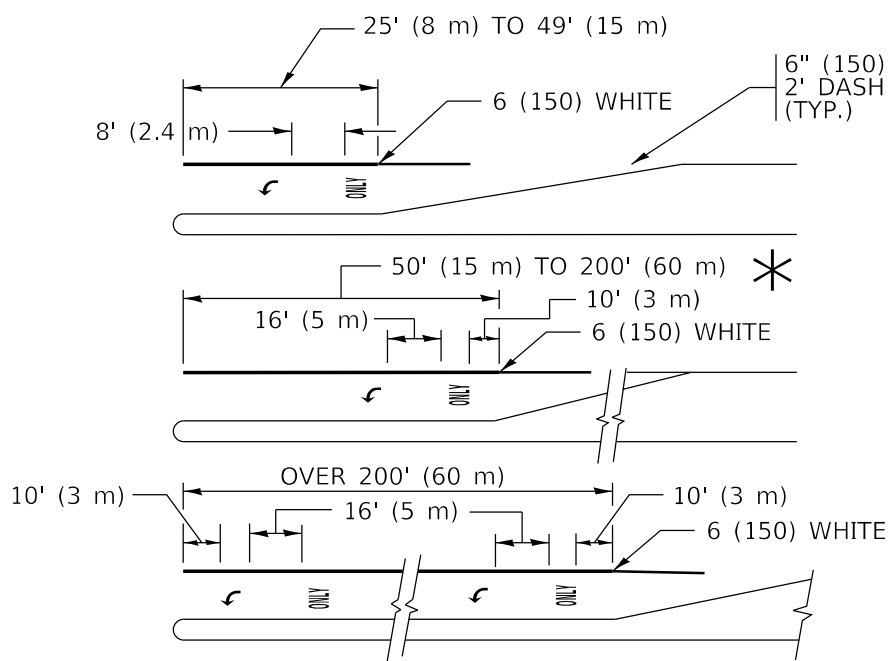


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

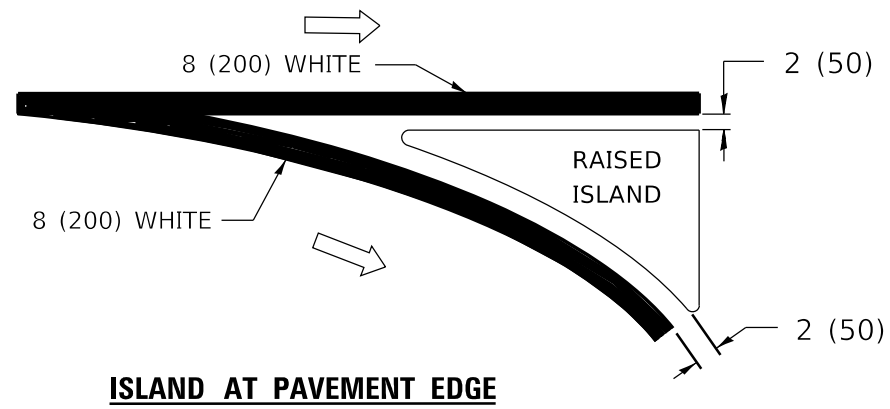
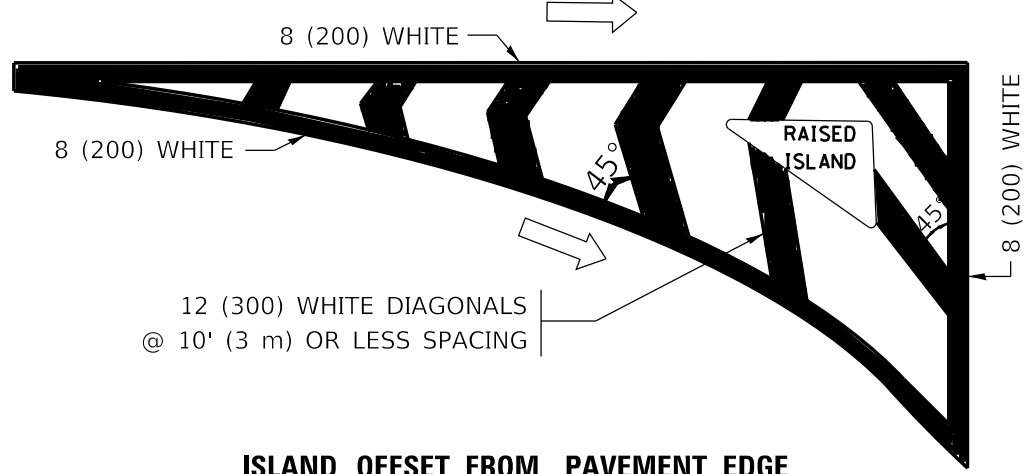


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

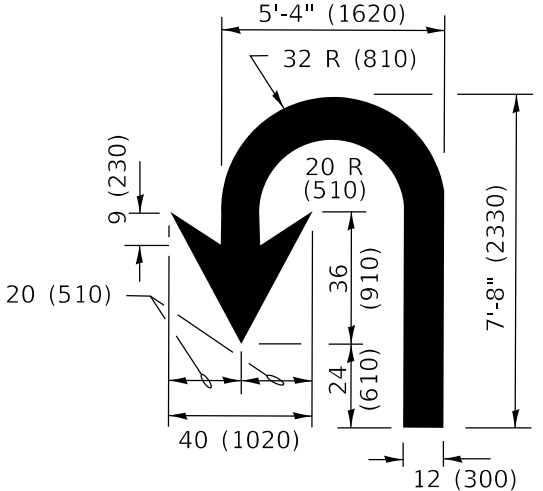
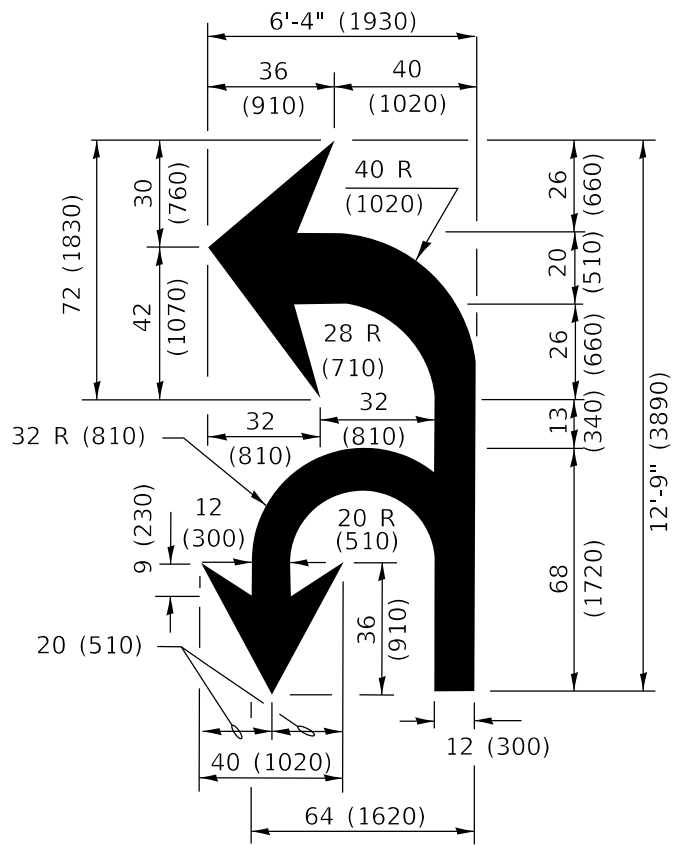
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING



LANE REDUCTION TRANSITION

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

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

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

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

STREET	FROM	TO	HMA SURF CSE MIX D (TON)	LEVEL BIND (TON)	TACK COAT (LB)	HMA REM. & REPL, 4" (SY)	HMA REM. & REPL, 6" (SY)
PUFFER	PRENTISS	S. END	352	176	2825	204.0	204.0
MIDHURST	OXNARD	W. END	594	297	4769	343.0	343.0
OXNARD	WOODWARD	N. END	504	252	4054	292.0	292.0
WESTFIELD	MIDHURST	PUFFER	105	52	843	61.0	61.0
ALDRICH PL	WOODWARD	W. END	74	37	599	86.0	0.0
NORFOLK	DUNHAM	W. END	266	133	2140	103.0	103.0
DUNHAM	NORFOLK	67TH PL	771	386	6197	0.0	0.0
PALMER	DUNHAM	W. END	249	124	2001	145.0	145.0
TERRACE	NORFOLK	S. END	267	134	2146	155.0	155.0
HILLCREST	NORFOLK	PALMER	165	83	1328	96.0	96.0
BRADLEY CT	DUNHAM	S. END	174	87	1399	101.0	101.0
CONCORD	STONEWALL	WOODWARD	467	233	3752	0.0	0.0
CAMBRIDGE	CONCORD	NEWPORT	217	108	1744	126.0	126.0
STURBRIDGE	PENNER	W. END	117	58	939	136.0	0.0
ESSEX	PENNER	W. END	117	58	939	136.0	0.0
NORTHBRIDGE	PENNER	W. END	117	59	941	136.0	0.0
PENNER AVE	CONCORD	NEWPORT	441	220	3540	512.0	0.0
PENNER PL	PENNER	E. END	35	18	282	40.0	0.0
NEWPORT	CAMBRIDGE	PENNER	197	98	1583	229.0	0.0
MEADE AVE	CONCORD	REVERE	225	112	1804	261.0	0.0
MEADE PL	MEADE AVE.	N. END	57	29	459	66.0	0.0
REVERE	CONCORD	MEADE	157	78	1258	182.0	0.0
OAKWOOD	OGDEN	GRANT	228	565	1835	132.0	132.0
SEELEY	OGDEN	GRANT	275	137	2206	159.0	0.0
LINSCOTT	OGDEN	S. END	77	38	618	45.0	45.0
MIDDAUGH	OGDEN	S. END	71	36	573	42.0	42.0
DOWNERS	OGDEN	S. END	54	27	432	32.0	32.0
CORNELL	GRANT	S. END	177	89	1425	103.0	103.0
GRANT	WOODWARD	LEE	316	158	2466	183.0	183.0
BANCHORY CT	LEE	E. END	102	51	817	59.0	59.0
LEE	CHICAGO	GRANT	242	121	1947	140.0	140.0
WOODWARD	OGDEN	PRAIRIE	621	310	4988	361.0	361.0
STONEWALL	OGDEN	PRAIRIE	658	329	5284	382.0	382.0
THATCHER	HITCHCOCK	WALNUT	549	275	4415	318.0	0.0
HITCHCOCK	W. VILLAGE LIMIT	WALNUT	349	175	2808	0.0	202.0
KATRINE	CURTISS	S. END	446	223	3585	130.0	130.0
JANES	WISCONSIN	INVERNESS	167	83	1341	0.0	97.0
WALNUT	N. END	MAPLE	1188	594	9548	0.0	690.0
WARREN	CORNELL	FOREST	1459	730	11727	425.0	425.0
CHALLEN PL	ELMORE	S. END	135	67	1084	82.0	0.0
BENDING OAKS PL	ELMORE	S. END	228	114	1830	139.0	0.0
			13010	6954	104471	6142	4649

STREET	HMA REM. & REPL, 8" (SY)	PGE SPECIAL (CY)	REM. & DISP. OF UNSUIT. MATL (CY)	GEOTECH FAB. GROUND STAB. (SY)	EARTH EXC. (CY)	AGG. BASE COURSE, 4" (CY)
PUFFER	0	0	0	0	11.5	2.9
MIDHURST	0	0	30	360	26	8.8
OXNARD	0	0	30	360	11	0
WESTFIELD	0	0	0	0	0	0
ALDRICH PL	0	0	0	0	1.5	0.5
NORFOLK	103	0	0	0	0	0
DUNHAM	896	0	0	0	0.6	0.3
PALMER	0	0	0	0	5.2	2.5
TERRACE	0	0	0	0	0	0
HILLCREST	0	0	0	0	0	0
BRADLEY CT	0	0	0	0	0	0
CONCORD	543	0	0	0	12.2	5.5
CAMBRIDGE	0	0	0	0	3.75	1.75
STURBRIDGE	0	0	0	0	4.25	2.00
ESSEX	0	0	0	0	4.00	2.00
NORTHBRIDGE	0	0	0	0	2.75	1.25
PENNER AVE	0	0	0	0	4.10	1.80
PENNER PL	0	0	0	0	2.40	1.05
NEWPORT	0	0	0	0	0.0	0.0
MEADE AVE	0	0	0	0	0	0
MEADE PL	0	0	0	0	2.5	1.1
REVERE	0	0	0	0	0	0
OAKWOOD	0	0	0	0	0	0
SEELEY	0	0	0	0	0	0
LINSCOTT	0	0	15	180	0	0
MIDDAUGH	0	0	0	0	0	0
DOWNERS	0	0	0	0	0	0
CORNELL	0	0	0	0	18	9
GRANT	0	0	0	0	160	1
BANCHORY CT	0	0	0	0	0	0
LEE	0	0	0	0	0	0
WOODWARD	0	10	15	180	2	1
STONEWALL	0	10	15	180	3	1.25
THATCHER	0	0	0	0	3	0.75
HITCHCOCK	202	10	15	180	0	0
KATRINE	0	0	0	0	7.25	3.25
JANES	0	0	0	0	0	0
WALNUT	690	20	15	180	4	1.5
WARREN	0	20	90	1080	13.3	1.2
CHALLENGE PL	0	0	0	0	0	0
BENDING OAKS PL	0	0	0	0	0	0
	2434	70	225	2700	302.1	50

STREET	AGG. FOR TEMP ACCESS (TON)	CURB REM. (LF)	C & G TY M-3.12 (LF)	C & G TY M-6.12 (LF)	C & G TY B-6.12 (LF)	C & G TY B-6.18 (LF)	TY B CURB, SPEC. (FT)	M.H. ADJ. (EA)
PUFFER	3	700	0	700	0	0	36	0
MIDHURST	0	1780	0	1780	0	0	80	0
OXNARD	0	865	0	865	0	0	0	0
WESTFIELD	0	250	0	250	0	0	0	0
ALDRICH PL	0	100	0	0	100	0	0	2
NORFOLK	0	145	119	0	26	0	0	0
DUNHAM	0	1025	0	0	1025	0	0	0
PALMER	0	653	653	0	0	0	0	0
TERRACE	0	740	740	0	0	0	0	0
HILLCREST	0	588	588	0	0	0	0	0
BRADLEY CT	0	490	0	0	490	0	0	0
CONCORD	0	1909	1909	0	0	0	0	2
CAMBRIDGE	0	895	895	0	0	0	0	2
STURBRIDGE	0	516	516	0	0	0	0	0
ESSEX	0	563	563	0	0	0	0	0
NORTHBRIDGE	0	565	565	0	0	0	0	0
PENNER AVE	0	1886	1886	0	0	0	0	0
PENNER PL	0	195	195	0	0	0	0	0
NEWPORT	0	828	828	0	0	0	0	0
MEADE AVE	0	726	726	0	0	0	0	0
MEADE PL	0	392	392	0	0	0	0	0
REVERE	0	425	425	0	0	0	0	0
OAKWOOD	0	380	0	0	0	380	25	1
SEELEY	0	715	0	0	0	715	0	0
LINSCOTT	0	0	0	0	0	0	0	0
MIDDAUGH	0	230	0	80	150	0	0	0
DOWNERS	0	60	0	0	60	0	0	0
CORNELL	0	205	205	0	0	0	0	0
GRANT	0	201	1600	113	48	0	35	0
BANCHORY CT	0	155	100	0	55	0	0	1
LEE	0	0	0	0	0	0	0	0
WOODWARD	0	0	0	0	0	0	0	0
STONEWALL	0	0	0	0	0	0	0	0
THATCHER	0	810	0	430	380	0	0	0
HITCHCOCK	3	658	0	0	658	0	0	0
KATRINE	0	950	0	950	0	0	0	0
JANES	0	310	0	280	30	0	0	0
WALNUT	6	1833	0	1335	408	90	0	1
WARREN	6	1330	0	0	480	850	65	1
CHALLENGE PL	0	182	0	0	182	0	0	0
BENDING OAKS PL	0	203	0	0	203	0	0	0
	18	24458	12905	6783	4295	2035	241	10

	M.H. ADJ.	FR & LID	FR & LID	FR & GRATE	M.H.	IN. ADJ.	IN.	VALVE
STREET	SPECIAL (EA)	TYPE 1 OL (EA)	TYPE 1 CL (EA)	TYPE 3 (EA)	RECON (EA)	(EA)	RECON (EA)	BOX ADJ.
PUFFER	0	1	0	0	0	4	0	0
MIDHURST	6	1	0	0	0	5	0	1
OXNARD	2	1	0	1	0	4	1	3
WESTFIELD	0	0	0	0	0	0	0	0
ALDRICH PL	0	0	1	0	1	0	0	0
NORFOLK	5	0	0	0	0	0	0	0
DUNHAM	2	1	0	0	0	5	0	0
PALMER	11	0	0	0	0	5	1	0
TERRACE	2	0	0	0	0	4	0	0
HILLCREST	0	0	0	0	0	3	0	0
BRADLEY CT	1	0	0	0	0	1	0	1
CONCORD	0	1	0	0	0	11	1	0
CAMBRIDGE	0	0	0	0	0	2	0	0
STURBRIDGE	0	0	0	0	0	0	0	0
ESSEX	0	0	0	0	0	0	0	0
NORTHBRIDGE	0	0	0	0	0	0	0	0
PENNER AVE	0	1	0	1	0	17	1	0
PENNER PL	1	0	0	0	0	2	0	0
NEWPORT	0	0	0	0	0	1	0	0
MEADE AVE	0	0	0	0	0	1	0	0
MEADE PL	0	0	0	0	0	1	0	0
REVERE	0	0	0	0	0	3	0	0
OAKWOOD	3	0	0	1	0	3	1	3
SEELEY	4	0	0	0	0	3	0	1
LINSCOTT	3	1	0	0	0	0	0	0
MIDDAUGH	2	0	0	0	0	0	0	0
DOWNERS	0	0	0	0	0	0	0	0
CORNELL	0	0	0	0	0	0	0	0
GRANT	2	0	0	1	0	1	0	1
BANCHORY CT	0	0	0	0	0	2	0	0
LEE	4	0	1	0	0	0	0	3
WOODWARD	6	0	0	0	0	0	0	0
STONEWALL	8	0	1	0	1	0	0	0
THATCHER	0	0	0	0	0	2	0	0
HITCHCOCK	0	0	0	0	0	0	0	0
KATRINE	0	0	0	0	0	4	0	1
JANES	0	0	0	0	0	0	0	0
WALNUT	12	1	0	0	0	10	1	1
WARREN	46	5	5	1	2	13	1	12
CHALLENGE PL	0	0	0	0	0	1	0	0
BENDING OAKS PL	0	0	0	1	0	1	0	0
	120	13	8	6	4	109	7	27

STREET	INLET FILTERS (EA)	INLET FILTERS CLEANING (EA)	HMA SURF.REM. 2" (SY)	HMA SURF. REM. BT JT (SY)	CR.JT.&FLAN (TON)	LONG. JT SEAL (FT)	SIDEWALK REMOVE (SF)
PUFFER	8	8	4063	78.4	0	1372	1106
MIDHURST	12	12	6860	117.6	0	2316	2100
OXNARD	12	12	5831	78.4	0	1779	1850
WESTFIELD	2	2	1213	39.2	0	410	0
ALDRICH PL	3	3	861	19.3	0	281	400
NORFOLK	5	5	3078	40.7	0	975	280
DUNHAM	6	6	8914	129.3	0	2111	1350
PALMER	8	8	2878	18.7	0	972	1400
TERRACE	5	5	3087	0	0	1042	0
HILLCREST	5	5	1911	0	0	645	0
BRADLEY CT	5	5	2013	18.7	0	680	0
CONCORD	9	9	5397	54	0	1889	3480
CAMBRIDGE	3	3	2508	18	0	878	0
STURBRIDGE	1	1	1350	0	0	473	673
ESSEX	0	0	1350	0	0	473	752
NORTHBRIDGE	1	1	1353	0	0	474	688
PENNER AVE	11	11	5092	0	0	1770	0
PENNER PL	2	2	405	0	0	142	707
NEWPORT	2	2	2277	0	0	783	762
MEADE AVE	10	10	2595	18	0	909	0
MEADE PL	0	0	660	18	0	231	625
REVERE	0	0	1809	18	0	634	0
OAKWOOD	5	5	2640	67.2	5	1040	590
SEELEY	6	6	3173	33.6	5	1224	310
LINSCOTT	4	4	889	35	0	336	0
MIDDAUGH	2	2	824	39.2	0	279	0
DOWNERS	2	2	622	39.2	0	210	0
CORNELL	0	0	2050	21.4	0	636	615
GRANT	4	4	3654	51.8	0	1650	740
BANCHORY CT	5	5	1175	19.6	0	283	280
LEE	4	4	2800	58.8	0	1260	80
WOODWARD	6	6	7175	58.6	0	3082	707
STONEWALL	12	12	7600	30.7	0	3192	1050
THATCHER	12	12	6350	56.0	0	2153	1230
HITCHCOCK	2	2	4039	45.3	0	1123	170
KATRINE	15	15	5157	58.8	0	1725	1162
JANES	9	9	1929	58.8	0	651	230
WALNUT	15	15	13733	83.3	0	3454	341
WARREN	56	56	16868	240.1	10	5019	2725
CHALLENGE PL	3	3	1559	18.7	0	527	0
BENDING OAKS PL	7	7	2632	18.7	0	889	0
	279	279	150374	1701	20	49972	26403.0

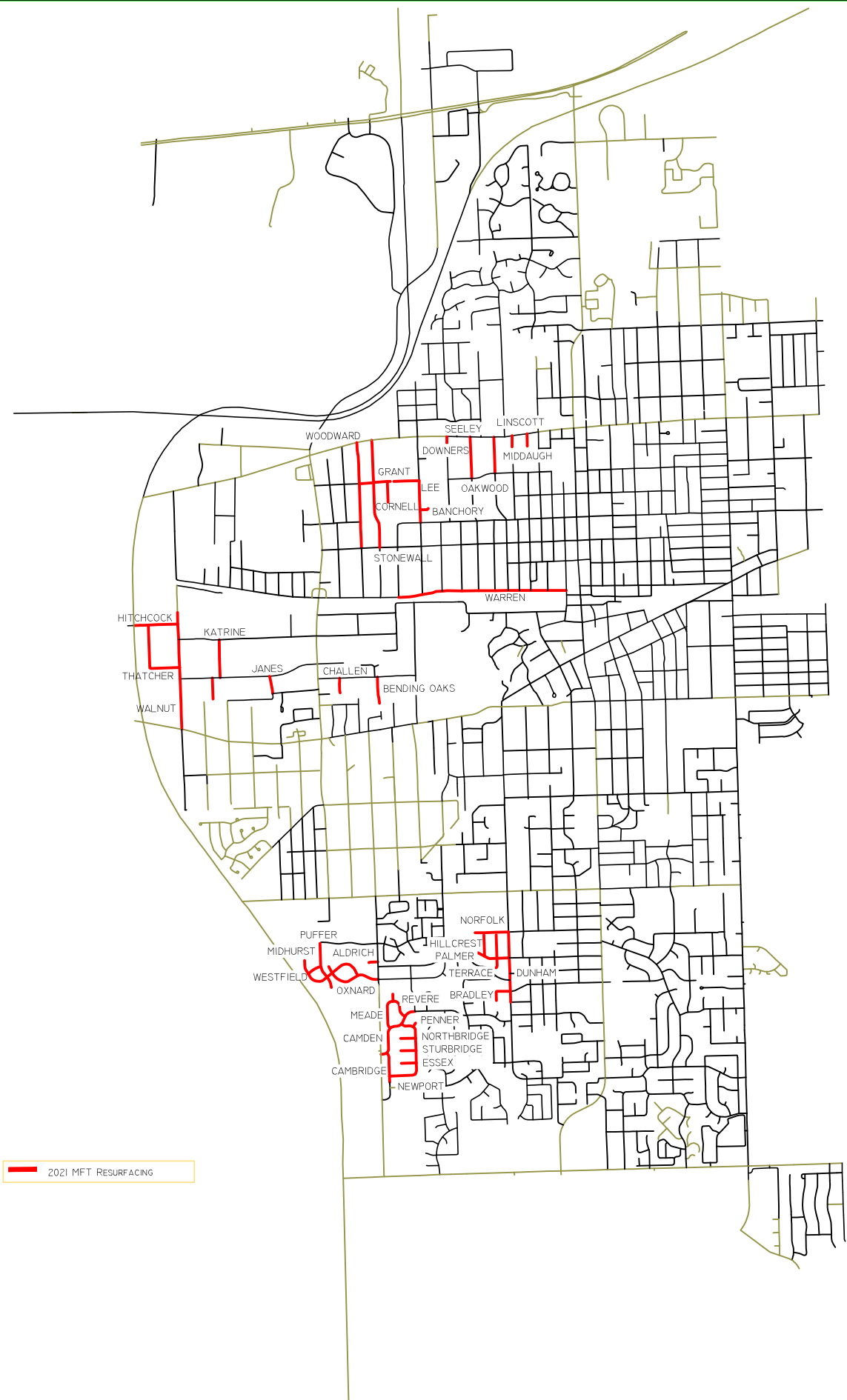
STREET	HMA SIDEWALK (SF)	SIDEWALK 5" (SF)	SIDEWALK 6" (SF)	SIDEWALK 8" (SF)	DETECTABLE WARNINGS (SF)	DÉCOR PAVER DRIVE (SY)	AGG. SHOULD (TON)
PUFFER	0	880	0	226	60	0	0
MIDHURST	0	1900	200	0	120	0	0
OXNARD	0	1650	200	0	100	0	0
WESTFIELD	0	0	0	0	0	0	0
ALDRICH PL	0	432	0	0	20	0	0
NORFOLK	0	0	0	0	0	0	0
DUNHAM	0	1350	0	0	170	0	0
PALMER	0	1400	0	0	100	0	0
TERRACE	0	0	0	0	0	0	0
HILLCREST	0	0	0	0	0	0	0
BRADLEY CT	0	0	0	0	0	0	0
CONCORD	0	3485	0	0	180	8.5	0
CAMBRIDGE	0	0	0	0	40	0	0
STURBRIDGE	0	658	0	0	40	0	0
ESSEX	0	757	0	0	40	0	0
NORTHBRIDGE	0	814	100	0	40	0	0
PENNER AVE	0	0	0	0	0	0	0
PENNER PL	0	632	0	0	40	0	0
NEWPORT	0	766	0	0	0	0	0
MEADE AVE	0	0	0	0	0	2	0
MEADE PL	0	625	0	0	40	0	0
REVERE	0	0	0	0	0	8.5	0
OAKWOOD	0	390	0	200	80	0	0
SEELEY	0	160	0	150	0	0	0
LINSCOTT	0	0	0	0	0	0	30
MIDDAUGH	0	0	0	0	0	0	0
DOWNERS	0	0	0	0	0	0	10
CORNELL	25	615	0	0	40	0	0
GRANT	55	740	0	0	40	0	107
BANCHORY CT	0	280	0	0	20	0	0
LEE	30	80	0	0	0	0	112
WOODWARD	78	724	0	0	80	0	260
STONEWALL	123	1250	0	0	100	0	270
THATCHER	0	580	0	650	40	0	0
HITCHCOCK	0	0	0	170	0	0	0
KATRINE	0	1162	0	0	85	0	0
JANES	0	230	0	0	20	0	0
WALNUT	0	388	0	0	55	0	0
WARREN	0	1825	600	300	120	0	30
CHALLENGE PL	0	0	0	0	0	2	0
BENDING OAKS PL	0	0	0	0	0	30	0
	311.0	23773.0	1100.0	1696.0	1670.0	51.0	819

STREET	PKWY REST (SY)	GROWTH-INH. ER CONT BLKT (SY)	SUPPLEMENT WATER (UNIT)	ROOT PRUNE (EA)	HMA DRIVE REMOVE (SY)	HMA DRIVE 3", (SY)	HMA DRIVE 8", (SY)
PUFFER	296	296.0	0	0	66.0	0.0	66.0
MIDHURST	1047	1047.0	0	0	120.0	120.0	0.0
OXNARD	847	847.0	0	0	120.0	120.0	0.0
WESTFIELD	95	95.0	0	1	30.0	30.0	0.0
ALDRICH PL	27	27.0	0	0	0.0	0.0	0.0
NORFOLK	151	150.7	1	0	27.5	27.5	0.0
DUNHAM	850	850.5	3	1	275.0	275.0	0.0
PALMER	731	730.5	3	0	55.0	55.0	0.0
TERRACE	222	222.5	1	0	192.5	192.5	0.0
HILLCREST	162	162.5	0	0	192.5	192.5	0.0
BRADLEY CT	263	263.5	0	0	0.0	0.0	0.0
CONCORD	2136	2135.6	0	0	0.0	0.0	0.0
CAMBRIDGE	407	406.5	0	1	0.0	0.0	0.0
STURBRIDGE	547	546.7	0	0	0.0	0.0	0.0
ESSEX	590	590.0	0	0	0.0	0.0	0.0
NORTHBRIDGE	589	589.3	0	0	0.0	0.0	0.0
PENNER AVE	697	696.6	0	1	0.0	0.0	0.0
PENNER PL	412	411.6	0	0	0.0	0.0	0.0
NEWPORT	705	705.2	3	0	0.0	0.0	0.0
MEADE AVE	368	367.9	0	0	0.0	0.0	0.0
MEADE PL	461	461.1	0	0	0.0	0.0	0.0
REVERE	198	198.1	0	0	0.0	0.0	0.0
OAKWOOD	230	230.0	1	1	37.0	30.0	7.0
SEELEY	390	390.0	0	0	120.0	120.0	0.0
LINSCOTT	0	0.0	0	0	0.0	0.0	0.0
MIDDAUGH	54	54.0	0	0	0.0	0.0	150.0
DOWNERS	14	14.0	0	0	0.0	0.0	0.0
CORNELL	142	142.0	0	0	0.0	0.0	0.0
GRANT	103	103.0	0	0	260.0	260.0	0.0
BANCHORY CT	62	62.0	0	1	0.0	0.0	0.0
LEE	7	7.5	0	0	0.0	0.0	0.0
WOODWARD	64	64.0	0	0	0.0	0.0	0.0
STONEWALL	111	111.0	0	0	0.0	0.0	0.0
THATCHER	522	522.0	0	1	270.0	0.0	270.0
HITCHCOCK	241	240.5	0	1	250.0	0.0	250.0
KATRINE	404	404.0	0	0	240.0	0.0	240.0
JANES	94	94.0	0	0	90.0	0.0	90.0
WALNUT	584	583.7	1	1	300.0	0.0	300.0
WARREN	893	893.0	2	0	210.0	180.0	30.0
CHALLENGE PL	120	120.0	0	0	23.0	23.0	0.0
BENDING OAKS PL	162	162.0	0	0	0.0	0.0	0.0
	15997	15997	15	9	2879	1626	1403

STREET	PCC DRIVE REMOVE (SY)	PCC DRIVE 6", (SY)	PCC DRIVE 8", (SY)	DET. LOOP (FT)	SHORT TERM PAVE MARK (LF)	SHORT TERM MARK REM (SF)	PAVT. MARK. LINE 4" (LF)
PUFFER	28.5	28.5	0.0	0	0	0	0
MIDHURST	415.0	415.0	0.0	0	605	202	0
OXNARD	450.0	450.0	0.0	0	985	328	0
WESTFIELD	35.0	35.0	0.0	0	0	0	0
ALDRICH PL	35.0	35.0	0.0	0	0	0	0
NORFOLK	0.0	0.0	0.0	0	200	67	1540
DUNHAM	52.5	52.5	0.0	0	430	145	4120
PALMER	0.0	0.0	0.0	0	0	0	0
TERRACE	52.5	52.5	0.0	0	0	0	0
HILLCREST	17.5	17.5	0.0	0	0	0	0
BRADLEY CT	210.0	210.0	0.0	0	0	0	0
CONCORD	368.0	368.0	0.0	0	0	0	200
CAMBRIDGE	280.0	280.0	0.0	0	0	0	0
STURBRIDGE	210.0	210.0	0.0	0	0	0	0
ESSEX	210.0	210.0	0.0	0	0	0	0
NORTHBRIDGE	245.0	245.0	0.0	0	0	0	0
PENNER AVE	368.0	368.0	0.0	0	0	0	0
PENNER PL	105.0	105.0	0.0	0	0	0	0
NEWPORT	280.0	280.0	0.0	0	0	0	0
MEADE AVE	280.0	280.0	0.0	0	0	0	0
MEADE PL	158.0	158.0	0.0	0	0	0	0
REVERE	140.0	140.0	0.0	0	0	0	0
OAKWOOD	82.0	0.0	82.0	0	465	155	1142
SEELEY	185.0	139.0	46.0	0	585	195	666
LINSCOTT	0.0	0.0	0.0	0	0	0	0
MIDDAUGH	0.0	0.0	0.0	0	0	0	0
DOWNERS	0.0	0.0	0.0	0	0	0	0
CORNELL	35.0	35.0	0.0	0	0	0	2300
GRANT	0.0	0.0	0.0	0	288	96	4475
BANCHORY CT	0.0	0.0	0.0	0	321	107	0
LEE	0.0	0.0	0.0	0	0	0	0
WOODWARD	0.0	0.0	0.0	0	0	0	3500
STONEWALL	0.0	0.0	0.0	0	0	0	0
THATCHER	208.0	0.0	208.0	0	0	0	0
HITCHCOCK	200.0	0.0	200.0	0	0	0	2300
KATRINE	70.0	0.0	70.0	0	0	0	0
JANES	0.0	0.0	0.0	0	0	0	0
WALNUT	300.0	0.0	300.0	190	850	283	6625
WARREN	313.0	139.0	174.0	0	2430	810	20000
CHALLENGE PL	68.8	68.8	0.0	0	0	0	0
BENDING OAKS PL	51.6	51.6	0.0	0	0	0	0
	5453	4373	1080	190	7159	2388	46868

STREET	PAVT. MARK. LINE 6" (LF)	PAVT. MARK. LINE 12" (LF)	PAVT. MARK. LINE 24" (LF)	PAVT. MARK. LET & SYM (SF)	EROSION BARRIER, SP (LF)	STREET SWEEP (HR)	EROSION CONT. (LS)
PUFFER	202	0	0	0	0		
MIDHURST	412	0	32	0	0		
OXNARD	440	0	52	0	0		
WESTFIELD	0	0	0	0	0		
ALDRICH PL	60	0	15	0	0		
NORFOLK	200	0	0	36.4	0		
DUNHAM	4720	1020	265	36.4	40		
PALMER	0	0	0	0	0		
TERRACE	0	0	0	0	0		
HILLCREST	0	0	0	0	0		
BRADLEY CT	0	0	0	0	0		
CONCORD	60	0	0	0	0		
CAMBRIDGE	0	0	0	0	0		
STURBRIDGE	0	0	0	0	0		
ESSEX	0	0	0	0	0		
NORTHBRIDGE	0	0	0	0	0		
PENNER AVE	0	0	0	0	0		
PENNER PL	0	0	0	0	0		
NEWPORT	0	0	0	0	0		
MEADE AVE	0	0	0	0	0		
MEADE PL	0	0	0	0	0		
REVERE	0	0	0	0	0		
OAKWOOD	0	692	77	0	0		
SEELEY	0	126	31	0	40		
LINSCOTT	0	0	19	0	0		
MIDDAUGH	0	0	16	0	0		
DOWNERS	0	0	16	0	0		
CORNELL	84	0	0	0	0		
GRANT	145	0	16	0	30		
BANCHORY CT	74	0	17	0	0		
LEE	57	0	0	0	0		
WOODWARD	0	132	45	0	0		
STONEWALL	0	132	45	0	0		
THATCHER	65	0	0	0	20		
HITCHCOCK	500	0	20	0	0		
KATRINE	75	186	0	0	0		
JANES	0	0	0	0	0		
WALNUT	990	0	30	504.4	0		
WARREN	11000	650	135	72.8	50		
CHALLENGE PL	80	0	0	0	0		
BENDING OAKS PL	80	0	0	0	0		
	19244	2938	831	650.0	180	41.00	1.00

STREET	CONSTRUCTION LAYOUT (LS)	TRAFFIC CONTROL 501 (LS)	TRAFFIC CONTROL 502 (LS)	TRAFFIC CONTROL 801 (LS)
PUFFER				
MIDHURST				
OXNARD				
WESTFIELD				
ALDRICH PL				
NORFOLK				
DUNHAM				
PALMER				
TERRACE				
HILLCREST				
BRADLEY CT				
CONCORD				
CAMBRIDGE				
STURBRIDGE				
ESSEX				
NORTHBRIDGE				
PENNER AVE				
PENNER PL				
NEWPORT				
MEADE AVE				
MEADE PL				
REVERE				
OAKWOOD				
SEELEY				
LINSCOTT				
MIDDAUGH				
DOWNERS				
CORNELL				
GRANT				
BANCHORY CT				
LEE				
WOODWARD				
STONEWALL				
THATCHER				
HITCHCOCK				
KATRINE				
JANES				
WALNUT				
WARREN				
CHALLEN PL				
BENDING OAKS PL				
	1.00	1.00	1.00	1.00



2021 MFT MAP- 8.85 MILES

2021 ST-004B RESURFACING PROJECT

SCALE
NTS



DATE: XX/XX/XX

DRWN BY: AAA

CHKD BY: AAA

DRAWING NO.

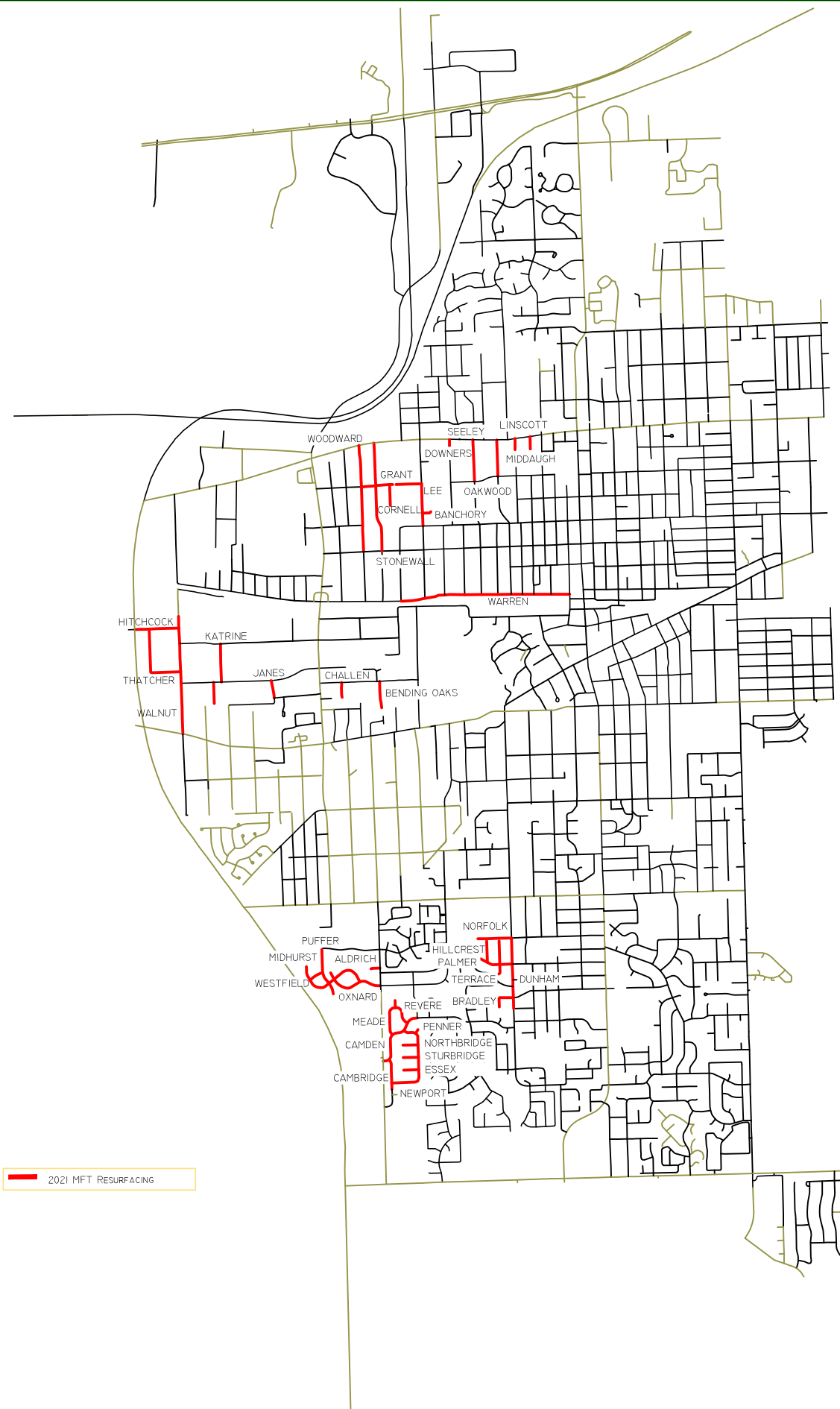
EXHIBIT 1

2021 Roadway Resurfacing Program- Village of Downers Grove- Pavement Profile Information Sheet

Crack Control Fabric found in Pavement Core	Crack Control Fabric NOT found in Pavement Core	Information Unknown
Puffer (Prentiss to S. End)	Dunham (Norfolk to 67 th Pl)	Aldrich Pl (Woodward to W. End)
Midhurst (Oxnard to W. End)	Concord (Stonewall to Woodward)	Palmer (Dunham to W. End)
Oxnard (Woodward to N. End)	Cambridge (Concord to Newport)	Terrace (Norfolk to S. End)
Westfield (Midhurst to Puffer)	Sturbridge (Penner to W. End)	Hillcrest (Norfolk to Palmer)
Norfolk (Dunham to W. End)	Penner Ave (Concord to Newport)	Bradley Ct (Dunham to S. End)
Seeley (Ogden to Grant)	Oakwood (Ogden to Grant)	Essex (Penner to W. End)
Linscott (Ogden to S. End)	Downers (Ogden to S. End)	Northbridge (Penner to W. End)
Middaugh (Ogden to S. End)	Banchory Ct (Lee to E. End)	Penner Pl (Penner Ave to E. End)
Cornell (Grant to S. End)	Lee (Chicago to Grant)	Newport (Cambridge to Penner)
Grant (Woodward to Lee)	Challen Pl (Elmore to S. End)	Meade Ave (Concord to Revere)
Thatcher (Hitchcock to Walnut)	Bending Oaks Pl (Elmore to S. End)	Meade Pl (Meade Ave to N. End)
Katrine (Curtiss to S. End)	Walnut (N. End to Maple)	Revere (Concord to Meade)
Janes (Wisconsin to Inverness)		Woodward (Ogden to Prairie)
Warren (Cornell to Forest)		Stonewall (Ogden to Prairie)
		Hitchcock (Walnut to W. Village Limit)

2021 RESURFACING PROJECT (B)
LIST OF STREETS TO BE REPAVED (02/17/21)

STREET	FROM	TO
ALDRICH PL	CUL DE SAC	WOODWARD
BANCHORY CT	LEE	E. END
BENDING OAKS PL	ELMORE	S. END
BRADLEY CT	CUL-DE-SAC	DUNHAM
CAMBRIDGE	CONCORD	S. VILLAGE LIMIT
CHALLEN PL	ELMORE	S. END
CONCORD	STONEWALL	WOODWARD
CORNELL	GRANT	S. END
DOWNERS	OGDEN	S. END
DUNHAM	NORFOLK	67TH PL
ESSEX	PENNER	W. END
GRANT	WOODWARD	LEE
HILLCREST	NORFOLK	PALMER
HITCHCOCK	W. VILLAGE LIMIT	WALNUT
JANES	WISCONSIN	INVERNESS
KATRINE	CURTISS	S. END
LEE	CHICAGO	GRANT
LINSCOTT	OGDEN	S. END
MEADE PL	MEADE RD	N. END
MEADE RD	CONCORD	MEADE PL
MIDDAUGH	OGDEN	S. END
MIDHURST	OXNARD	W. END
NEWPORT	CAMBRIDGE	PENNER
NORFOLK	W. END	DUNHAM
NORTHBRIDGE	PENNER	W. END
OAKWOOD	OGDEN	GRANT
OXNARD	WOODWARD	N. END
PALMER	W. END	DUNHAM
PENNER AVE	CONCORD	NEWPORT
PENNER PL	PENNER AVE	N. END
PUFFER	PRENTISS	S. END
REVERE	MEADE PL	CONCORD
SEELEY	OGDEN	GRANT
STONEWALL	OGDEN	PRAIRIE
STURBRIDGE	PENNER	W. END
TERRACE	NORFOLK	CUL-DE-SAC
THATCHER	HITCHCOCK	WALNUT
WALNUT	N. OF HITCHCOCK	MAPLE
WARREN	CORNELL	FOREST
WESTFIELD	MIDHURST	PUFFER
WOODWARD	OGDEN	PRAIRIE



2021 MFT MAP- 8.85 MILES

2021 ST-004B RESURFACING PROJECT

SCALE
NTS



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DRWN BY: AAA

CHKD BY: AAA

DRAWING NO.

EXHIBIT 1