VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting

SUBJECT: 3/10/2026	SUBMITTED BY:
Award of Contract - 2026 Street Resurfacing (ST-004B)	Scott Vasko Director of Engineering

SYNOPSIS

A motion is requested to award a contract for the 2026 Street Resurfacing Contract B to Builders Paving, LLC of Hillside, Illinois in the amount of $3,448,400.00.

STRATEGIC PLAN ALIGNMENT

The Goals for 2025 to 2027 identified *Top Quality Infrastructure*.

FISCAL IMPACT

The approved FY26 budget includes $3,940,000 for the Roadway Maintenance Program (ST-004); $2,900,000 in the Motor Fuel Tax Fund and $1,040,000 in the Capital Projects Fund. On January 6, 2026, Village Council appropriated Motor Fuel Tax Funds in the amount of $2,900,000 (Resolution 2026-02) for the 2026 Street Resurfacing Program.

UPDATE & RECOMMENDATION

This item was discussed at the March 3, 2026 Village Council meeting. Staff recommends approval on the March 10, 2026 Consent Agenda.

BACKGROUND

The 2026 Street Resurfacing Program is a component of the 2026 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. The project also includes intersection improvements and additional striping elements of the ATP that was approved last year.

This contract represents a portion of the budgeted roadway maintenance work. For 2026, other projects include Crack Sealing and Roadway Patching.

A Call for Bids was published in accordance with the Village's Purchasing Policy. Three bids were received and publicly opened on February 18, 2026. A synopsis of the bids is as follows:

Contractor	Base Bid	
Builders Paving, LLC	$3,448,400.00	**Low Bid**
R.W. Dunteman Co.	$3,730,290.00	
K-Five Construction Corp.	$3,830,396.65	

Builders Paving has satisfactorily completed the 2025 Road Resurfacing Program. They have also satisfactorily completed several recent projects for other agencies, including the City of St. Charles, Village of Carol Stream, and the Village of Bloomingdale.

ATTACHMENTS

Contract
List of Streets
Map
Contractor Evaluation

Illinois Department of Transportation

E-mail | Reset Form

Local Public Agency Formal Contract Proposal

COVER SHEET

Proposal Submitted By:

Contractor's Name: Builders Paving, LLC

Contractor's Address: 4401 Roosevelt Road

City: Hillside

State: IL

Zip Code: 60162

STATE OF ILLINOIS

Local Public Agency: Village of Downers Grove

County: DuPage

Section Number: 26-00124-00-RS

Route(s) (Street/Road Name): Various

Type of Funds: MFT, Corporate

☑ Proposal Only ☐ Proposal and Plans ☐ Proposal only, plans are separate

Submitted/Approved
For Local Public Agency:

For a County and Road District Project

Submitted/Approved

Highway Commissioner Signature & Date

Submitted/Approved

County Engineer/Superintendent of Highways Signature & Date

For a Municipal Project

Submitted/Approved/Passed

Signature & Date: 1/8/26

Official Title: Mayor

VILLAGE OF DOWNERS GROVE ILLINOIS

Department of Transportation

Released for bid based on limited review

Regional Engineer Signature & Date: Jose Rios/MK 1/27/2026

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

Lic Exp 11/30/27
LICENSED PROFESSIONAL ENGINEER
PHILIP T. HYMA
062-067722
STATE OF ILLINOIS

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Downers Grove	DuPage	26-00124-00-RS	Various

NOTICE TO BIDDERS

Sealed proposals for the project described below will be received at the office of Public Works Department (Name of Office)

5101 Walnut Avenue, Downers Grove, IL 60515 (Address) until 10:00 AM (Time) on 02/18/26 (Date).

Sealed proposals will be opened and read publicly at the office of Public Works Department (Name of Office)

5101 Walnut Ave, Downers Grove, IL 60515 (Address) at 10:00 AM (Time) on 02/18/26 (Date).

DESCRIPTION OF WORK

Location	Project Length
Various Streets within the Village of Downers Grove	33,616 ft (6.37 mi)

Proposed Improvement

Milling and resurfacing, 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

DemandStar
Philip Hyma (630) 434-5488 Proposal Fee $0

2. ☑ Prequalification

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

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

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

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

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

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

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

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

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Downers Grove	DuPage	26-00124-00-RS	Various

PROPOSAL

1. Proposal of Builders Paving, LLC (Contractor's Name)
4401 Roosevelt Road, Hillside, IL 60162 (Contractor's Address)

2. The plans for the proposed work are those prepared by The 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 10/09/26 unless additional time is granted in accordance with the specifications.

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

7. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the products of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price. A bid may be declared unacceptable if neither a unit price nor a total price is shown.

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

9. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12201, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.

10. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds _____ 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 Downers Grove.
The amount of the check is 5% of the bid amount (_____).

Attach Cashier's Check or Certified Check Here

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

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

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Downers Grove	DuPage	26-00124-00-RS	Various

CONTRACTOR CERTIFICATIONS

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

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

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

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

A violation of Section 33E-4 would be represented by a conviction of the crime of bid-rotating which, in addition to Class 2 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from contracting with any unit of State 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 on behalf of the corporation.

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

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

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Downers Grove	DuPage	26-00124-00-RS	Various

SIGNATURES

(If an individual)

Bidder Signature & Date

Business Address

City | State | Zip Code

(If a ~~partnership~~ Limited Liability Company)

Firm Name: Builders Paving, LLC

Signature & Date: 2/18/26

Title: Steven Salinas, Vice President

Business Address: 4401 Roosevelt Road

City: Hillside | State: IL | Zip Code: 60162

BUILDERS PAVING LLC LIMITED LIABILITY SEAL ILLINOIS 2010 COMPANY

Insert the Names and Addresses of all Partners

Builders Asphalt, LLC
4401 Roosevelt Road,
Hillside, IL 60162

(If a corporation)

Corporate Name

Signature & Date

Title

Business Address

City | State | Zip Code

Insert Names of Officers

President

Secretary

Treasurer

Attest:

Secretary

Completed 11/25/25

Illinois Department of Transportation

Schedule of Prices

Contractor's Name: Builders Paving, LLC

Contractor's Address: 4401 Roosevelt | City: Hillside | State: IL | Zip Code: 60162

Local Public Agency: Village of Downers Grove | County: DuPage | Section Number: 26-00124-00-RS

Route(s) (Street/Road Name): Various

Schedule for Multiple Bids

Combination Letter	Section Included in Combinations	Total

Schedule for Single Bid

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

Item Number	Items	Unit	Quantity	Unit Price	Total
1	HMA Surf Course M D N50 1.5"	Ton	8469	79.50	673,285.50
2	Leveling Binder (MM), N50 1.5"	Ton	8469	78.20	662,275.80
3	Bit. Matls (Trackless Tack Coat)	LB	66037	.01	660.37
4	Longitudinal Joint Sealant	LF	34618	2.90	100,392.20
5	HMA Removal & Replace, 4"	SY	5061	12.00	60,732.00
6	HMA Removal & Replace, 6"	SY	2060	18.00	37080.00
7	HMA Base Course, 6"	SY	366	29.00	10614.00
8	Porous Granular Embank., Spl	CY	104	85.00	8840.00
9	Rem & Disp of Unsuit Matl	CY	66	85.00	5610.00
10	Geotech Fabric for Ground Stab	SY	1267	1.50	1900.50
11	Earth Excavation	CY	332	45.00	14940.00
12	Agg. Base Course, Type B, 4"	CY	59	32.00	1888.00
13	Aggregate for Temp Access	Ton	41	32.00	1312.00
14	Aggregate Shoulders, Type B	Ton	1013	35.00	35455.00
15	Comb Conc Curb & Gutter Rem	LF	14113	4.20	59274.60
16	Comb Con C&G Type B-6.12	LF	14061	34.50	485104.50
17	Concrete Gutter, Type 1	LF	405	29.00	11745.00
18	Concrete Curb, Type B	LF	260	29.00	7540.00
19	Manhole to be Adjusted	EA	8	580.00	4640.00
20	Manhole to be Adjusted, Specia	EA	80	1000.00	80,000.00
21	Frame & Lid, Type 1, Open Lid	EA	1	460.00	460.00
22	Frame & Lid, Ty 1, Closed Lid	EA	2	460.00	920.00
23	Frame & Grate, Type 3	EA	1	630.00	630.00
24	Manhole to be Reconstructed	EA	1	1,050.00	1,050.00

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Downers Grove	DuPage	26-00124-00-RS	Various

Item Number	Items	Unit	Quantity	Unit Price	Total
25	Inlet to be Adjusted	EA	61	420.00	25620.00
26	Inlet to be Reconstructed	EA	1	700.00	700.00
27	Valve Boxes to be Adjusted	EA	7	260.00	1820.00
28	Inlet Filters	EA	215	135.00	29025.00
29	Inlet Filters Cleaning	EA	215	1.00	215.00
30	HMA Surface Removal, 3.0"	SY	103021	4.50	463594.50
31	HMA Surface Removal-Butt Jt	SY	879	10.00	8790.00
32	HMA Surf Rem- Variable Depth	SY	405	8.00	3240.00
33	Pavement Removal	SY	460	15.00	6900.00
34	PCC Sidewalk Removal	SF	15145	2.10	31804.50
35	PCC Sidewalk, 5"	SF	13934	9.00	125406.00
36	PCC Sidewalk, 6"	SF	3136	9.40	29478.40
37	PCC Sidewalk, 8"	SF	105	10.10	1060.50
38	Detectable Warnings	SF	964	31.00	29884.00
39	Hot-Mix Asphalt Sidewalk	SF	73	8.00	584.00
40	Decor Paver Driveway R&R	SY	70	170.00	11900.00
41	Grading & Shaping of Ditches	FT	232	16.00	3712.00
42	Parkway Restoration	SY	6583	20.00	131660.00
43	Furnished Excavation	CY	11	80.00	880.00
44	Temp Eros Cont Blkt & Seeding	SY	3292	.50	1646.00
45	Supplemental Watering	UNIT	20	20.00	400.00
46	Tree Root Pruning	EA	8	85.00	680.00
47	HMA Driveway Removal	SY	2424	16.00	38784.00
48	HMA Driveway Pavement, 3"	SY	2294	35.00	80290.00
49	HMA Driveway Pavement, 8"	SY	133	80.00	10640.00
50	PCC Driveway Removal	SY	1149	9.50	10915.50
51	PCC Driveway Pavement, 6"	SY	1033	54.00	55782.00
52	PCC Driveway Pavement, 8"	SY	120	63.00	7560.00
53	Short Term Pavt Marking, 4"	LF	6798	.01	67.98
54	Short Term Pavt Mark Removal	SF	2266	.01	22.66
55	Thermo Pavt Mark Line, 4"	LF	11330	.91	10310.30
56	Thermo Pavt Mark Line, 6"	LF	206	1.25	257.50
57	Thermo Pavt Mark Line, 12"	LF	1448	3.00	4344.00
58	Thermo Pavt Mark Line, 24"	LF	286	5.50	1573.00
59	Thermo Pavt Mark Line, L&S	SF	562	5.50	3091.00
60	Detector Loops	Foot	189	43.00	8127.00
61	Street Sweeping	Hour	20	180.00	3600.00

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Downers Grove	DuPage	26-00124-00-RS	Various

62	Erosion, Sediment, Dust Cont	LS	1	5400.00	5400.00
63	Construction Layout	LS	1	5,00.00	5100.00
64	Traffic Cont & Prot Std 701501	LS	1	18985.49	18985.49
65	Traffic Cont & Prot Std 701502	LS	1	1300.00	1300.00
66	Traffic Cont & Prot Std 701801	LS	1	6900.00	6900.00
				Bidder's Total Proposal	3,448,400.00

1. Each pay item should have a unit price and a total price.
2. 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.
3. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
4. A bid may be declared unacceptable if neither a unit price or total price is shown.

Illinois Department of Transportation

Apprenticeship and Training Program Certification

Local Public Agency	County	Street Name/Road Name	Section Number
Village of Downers Grove	DuPage	26-00124-00-RS	VARIOUS

All contractors are required to complete the following certification

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

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

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

1. Except as provided in paragraph 4 below, the undersigned bidder certifies that it is a participant, either as an individual or as part of a group program, in an approved apprenticeship or training program applicable to each type of work or craft that the bidder will perform with its own employees.

2. The undersigned bidder further certifies, for work to be performed by subcontract, that each of its subcontractors either (A) is, at the time of such bid, participating in an approved, applicable apprenticeship or training program; or (B) will, prior to commencement of performance of work pursuant to this contract, establish participation in an approved apprenticeship or training program applicable to the work of the subcontract.

3. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

International Union of Operating Engineers Local 150	Laborers District Council of Chicago and Vicinity

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

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

Bidder: Builders Paving, LLC

Signature:

Date: 02/18/26

Title: Steven Salinas, Vice President

Address: 4401 Roosevelt Road

City: Hillside

State: IL

Zip Code: 60162

Illinois Department of Transportation

Affidavit of Illinois Business Office

Local Public Agency	County	Street Name/Road Name	Section Number
Village of Downers Grove	DuPage	26-00124-00-RS	VARIOUS

I, Steven Salinas (Name of Affiant) of Hillside (City of Affiant), Illinois (State of Affiant), being first duly sworn upon oath, state as follows:

1. That I am the Vice President (Officer or Position) of Builders Paving, LLC (Bidder).
2. That I have personal knowledge of the facts herein stated.
3. That, if selected under the proposal described above, Builders Paving, LLC (Bidder), will maintain a business office in the State of Illinois, which will be located in Cook (County) County, Illinois.
4. That this business office will serve as the primary place of employment for any persons employed in the construction contemplated by this proposal.
5. That this Affidavit is given as a requirement of state law as provided in Section 30-22(8) of the Illinois Procurement Code.

BUILDERS PAVING, LLC LIMITED LIABILITY SEAL ILLINOIS 2010 COMPANY

Signature	Date
	02/18/26

Print Name of Affiant: Steven Salinas, Vice President

Notary Public

State of IL

County Cook

Signed (or subscribed or attested) before me on ~~01/01/00~~ 2-18-26 (date) by Steven Salinas (name/s of person/s), authorized agent(s) of Builders Paving, LLC (Bidder).

Signature of Notary Public: Kylie Gwenn Davenport 02/18/26

OFFICIAL SEAL (SEAL) KYLIE GWENN DAVENPORT Notary Public, State of Illinois Commission No. 1011584 My Commission Expires June 06, 2029

My commission expires 06/06/29

BUILDERS PAVING
Keeping the Earth Moving

February 18th, 2026

Re: Affidavit of Availability, Letting 02/18/26

To Whom This May Concern:

Per the Illinois Department of Transportation Rules for Prequalification of Contractors, Builders Paving, LLC is requesting to forego the filing of an Affidavit of Availability (BC-57), under Section 650.310 Sub D, based upon our Super Unlimited Financial rating and Unlimited HMA Plant Mix rating as shown on the attached IDOT Certificate of Eligibility.

Sincerely,

Builders Paving, LLC

Steven Salinas

Steven Salinas
Vice President
ssalinas@builderspavingllc.com

Illinois Department of Transportation

Certificate of Eligibility

Contractor No 2341

Builders Paving, LLC
4401 W. Roosevelt Road HILLSIDE, IL 60162

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 SUPER UNLIMITED

001	EARTHWORK	$4,100,000
003	HMA PLANT MIX	Unlimited
017	CONCRETE CONSTRUCTION	$13,450,000
032	COLD MILL,PLAN. & ROTOMILL	$14,100,000
08A	AGGREGATE BASES & SURF. (A)	$4,800,000
15A	COVER & SEAL COATS (A)	$675,000

THIS CERTIFICATE OF ELIGIBILITY IS VALID FROM 6/2/2025 TO 4/30/2026 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 6/2/2025.

Engineer of Construction

IL 494-0645

Illinois Department of Transportation

Local Public Agency Proposal Bid Bond

Local Public Agency	County	Section Number
Village of Downers Grove	DuPage	26-00124-00-RS

WE, Builders Paving, LLC as PRINCIPAL, and Fidelity and Deposit Company of Maryland as SURETY, are held jointly, severally and firmly bound unto the above Local Public Agency (hereafter referred to as "LPA") 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 LPA 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 LPA 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 LPA 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 LPA determines the PRINCIPAL has failed to enter into a formal contract in compliance with any requirements set forth in the preceding paragraph, then the LPA 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 18th (Day) of February, 2026 (Month and Year)

Principal

Company Name	Signature & Date	Title
Builders Paving, LLC	By: 2/18/2026	Steven Salinas Vice President

BUILDERS PAVING LLC LIMITED LIABILITY SEAL ILLINOIS 2010 COMPANY

Company Name	Signature & Date	Title
	By:	

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

Surety

Name of Surety	Signature of Attorney-in-Fact Signature & Date
Fidelity and Deposit Company of Maryland	By: February 18, 2026

Fidelity and Deposit Company of Maryland CORPORATE SEAL Illinois

James I. Moore

STATE OF Illinois
COUNTY OF DuPage

I Maria A. Gonzalez, a Notary Public in and for said county do hereby certify that

Steven Salinas and James I. Moore
(Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

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

Given under my hand and notarial seal this 18th (Day) day of February, 2026 (Month and Year).

(SEAL, OFFICIAL SEAL MARIA A GONZALEZ NOTARY PUBLIC, STATE OF ILLINOIS WILL COUNTY MY COMMISSION EXPIRES 09/25/2026

Notary Public Signature & Date

Date commission expires September 25, 2026

Local Public Agency	County	Section Number
Village of Downers Grove	DuPage	26-00124-00-RS

ELECTRONIC BID BOND

☐ **Electronic bid bond is allowed (box must be checked by LPA 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 LPA under the conditions of the bid bond as shown above. (If PRINCIPAL is a joint venture of two or more contractors, an electronic bid bond ID code, company/Bidder name title and date must be affixed for each contractor in the venture.)

Electronic Bid Bond ID Code

Company/Bidder Name

Signature & Date

Title

Bond No. Bid Bond

Obligee: Village of Downers Grove

ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by Christopher Nolan, Vice President, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint James I. Moore, its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings,** and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 7th day of February, A.D. 2025.

ATTEST:
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

By: Christopher Nolan
Vice President

By: Dawn E. Brown
Secretary

State of Maryland
County of Baltimore

On this 7th day of February, A.D. 2025, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Christopher Nolan, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

Genevieve M. Maison
Notary Public
My Commission Expire January 27, 2029

Authenticity of this bond can be confirmed at bondvalidator.zurichna.com or 410-559-8790

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify of revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 18th day of February, 2026.

M J Pethick

Mary Jean Pethick
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
reportsfclaims@zurichna.com
800-626-4577

Authenticity of this bond can be confirmed at bondvalidator.zurichna.com or 410-559-8790

Illinois Department of Transportation

Special Provisions

Local Public Agency	County	Section Number
Village of Downers Grove	DuPage	26-00124-00-RS

The following Special Provision supplement the "Standard Specifications for Road and Bridge Construction", adopted January 1, 2022, 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.

- HMA Binder and Surface Course
- Drainage and Inlet Protection Under Traffic (D1)
- Curb or Combination Curb and Gutter Removal and Replacement (D1)
- HMA- Mixture Design Verification & Production (D1)

HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D1)

Effective: November 1, 2019
Revised: January 1, 2026

Add the following to the end of Article 406.06(c) of the Standard Specifications:

"The amount of HMA binder course placed shall be limited to that which can be surfaced during the same construction season."

Revise the fifteenth through eighteenth paragraphs of Article 406.14 of the Standard Specifications to read:

"The mixture used in constructing acceptable HMA test strips will be paid for at the contract unit price. Unacceptable HMA test strips shall be removed and replaced at no additional cost to the Department."

Revise Article 1004.03(c) to read:

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

Use	Size/Application	Gradation No.
Class A-1, A-2, & A-3	3/8 in. (10 mm) Seal	CA 16 or CA 20
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & A-3	Cover Coat	CA 14
HMA High ESAL	IL-19.0; Stabilized Subbase IL-19.0	CA 11 1/
	SMA 12.5 2/	CA 13 4/, CA 14, or CA 16
	SMA 9.5 2/	CA 13 3/4/ or CA 16 3/
	IL-9.5	CA 16, CM 13 4/
	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 the fine aggregates and mineral filler to meet the approved mix design and the mix requirements noted herein.

3/ The specified coarse aggregate gradations may be blended.

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

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

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

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 Stabilized Subbase IL-19.0
	Surface Courses	IL-9.5, IL-9.5FG, SMA 12.5, SMA 9.5"

Revise Note 2. and add Note 6 to Article 1030.02 of the Standard Specifications to read:

"Item	Article/Section
(g) Performance Graded Asphalt Binder (Note 6)	1032
(h) Fibers (Note 2)	

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

Note 6. The asphalt binder shall be an SBS PG 76-28 when the SMA is used on a full-depth asphalt pavement and SBS PG 76-22 when used as an overlay, except where modified herein. The asphalt binder shall be a SBS PG 76-22 for IL-4.75, except where modified herein.."

Revise table in Article 1030.05(a) of the Standard Specifications to read:

"MIXTURE COMPOSITION (% PASSING) [1/]												
Sieve Size	IL-19.0 mm		SMA 12.5		SMA 9.5		IL-9.5mm		IL-9.5FG		IL-4.75 mm	
	min	max	min	max	min	max	min	max	min	max	min	max
1 1/2 in (37.5 mm)												
1 in. (25 mm)		100										
3/4 in. (19 mm)	90	100		100								
1/2 in. (12.5 mm)	75	89	80	100		100		100		100		100
3/8 in. (9.5 mm)				65	90	100	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	60	75[6/]	90	100
#8 (2.36 mm)	20	42	16	24 [4/]	16	32[4/]	34 [5/]	52 [2/]	45	60[6/]	70	90
#16 (1.18 mm)	15	30					10	32	25	40	50	65
#30 (600 µm)			12	16	12	18			15	30		
#50 (300 µm)	6	15					4	15	8	15	15	30
#100 (150 µm)	4	9					3	10	6	10	10	18
#200 (75 µm)	3.0	6.0	7.0	9.0 [3/]	7.5	9.5 [3/]	4.0	6.0	4.0	6.5	7.0	9.0 [3/]
#635 (20 µm)			≤ 3.0		≤ 3.0							
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		1.0		1.0

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

5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.
6/ When the mixture is used as a binder, the maximum shall be increased by 0.5 percent passing."

Revise Article 1030.05(b) of the Standard Specifications to read:

(b) Volumetric Requirements. The target value for the air voids of the HMA shall be 4.0 percent, for IL-4.75 and SMA mixtures it shall be 3.5 percent and for Stabilized Subbase it shall be 3.0 percent at the design number of gyrations. The voids in the mineral aggregate (VMA) and voids filled with asphalt binder (VFA) of the HMA design shall be based on the nominal maximum size of the aggregate in the mix and shall conform to the following requirements.

	Voids in the Mineral Aggregate (VMA), % Minimum for Ndesign				
Mix Design	30	50	70	80	90
IL-19.0		13.5	13.5		13.5
IL-9.5		15.0	15.0		
IL-9.5FG		15.0	15.0		
IL-4.75[1/]		18.5			
SMA-12.5[1/2/5/]				17.0[3/]/16.0[4/]	
SMA-9.5[1/2/5/]				17.0[3/]/16.0[4/]	
IL-19.0L	13.5				
IL-9.5L	15.0				

1/ Maximum draindown shall be 0.3 percent according to Illinois Modified AASHTO T 305.

2/ The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30°F.

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

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

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

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

"IL-4.75 and Stone Matrix Asphalt (SMA) mixtures which contain aggregate having absorptions greater than or equal to 2.0 percent, or which contain steal slag sand, shall have minimum surge bin storage plus haul time of 1.5 hours."

Revise the first and second paragraphs of Articles 1030.06(c)(2) of the Standard Specifications to read:

"(2) Personnel. The Contractor shall provide a QC Manager who shall have overall responsibility and authority for quality control. This individual shall maintain active certification as a Hot-Mix Asphalt Level II technician.

In addition to the QC Manager, the Contractor shall provide sufficient personnel to perform the required visual inspections, sampling, testing, and documentation in a timely manner. Mix designs shall be developed by personnel with an active certification as a Hot-Mix Asphalt Level III technician. Technicians performing mix design testing and plant sampling/testing shall maintain active certification as a Hot-Mix Asphalt Level I technician. The Contractor may provide a technician trainee who has successfully completed the Department's "Hot-Mix Asphalt Trainee Course" to assist in the activities completed by a Hot-Mix Asphalt Level I technician for a period of one year after the course completion date. The Contractor may also provide a Gradation Technician who has successfully completed the Department's "Gradation Technician Course" to run gradation tests only under the supervision of a Hot-Mix Asphalt Level II Technician. The Contractor shall provide a Hot-Mix Asphalt Density Tester who has successfully completed the Department's "Nuclear Density Testing" course to run all nuclear density tests on the job site."

Add Article 1030.06(d)(3) to the Standard Specifications to read:

"(3) The Contractor shall take possession of any Department unused backup or dispute resolution HMA mixture samples or density specimens upon notification by the Engineer. The Contractor shall collect the HMA mixture samples or density specimens from the location designated by the Engineer and may add these materials to RAP stockpiles according to Section 1031."

Revise the second paragraph of Articles 1030.07(a)(11) and 1030.08(a)(9) of the Standard Specifications to read:

"When establishing the target density, the HMA maximum theoretical specific gravity (Gmm) will be based on the running average of four available Department test results for that project. If less than four Gmm test results are available, an average of all available Department test results for that project will be used. The initial Gmm will be the last available Department test result from a QMP project. If there is no available Department test result from a QMP project, the Department mix design verification test

result will be used as the initial Gmm."

Revise the Quality Control Limits table in Article 1030.09(c) to read:

CONTROL LIMITS						
Parameter	IL-19.0, IL-9.5, IL-9.5FG, IL-19.0L, IL-9.5L		SMA-12.5, SMA-9.5		IL-4.75	
	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4
% Passing: 1/						
1/2 in. (12.5 mm)	± 6 %	± 4 %	± 6 %	± 4 %		
3/8 in. (9.5mm)			± 4 %	± 3 %		
# 4 (4.75 mm)	± 5 %	± 4 %	± 5 %	± 4 %		
# 8 (2.36 mm)	± 5 %	± 3 %	± 4 %	± 2 %		
# 16 (1.18 mm)			± 4 %	± 2 %	± 4 %	± 3 %
# 30 (600 µm)	± 4 %	± 2.5 %	± 4 %	± 2.5 %		
Total Dust Content # 200 (75 µm)	± 1.5 %	± 1.0 %			± 1.5 %	± 1.0 %
Asphalt Binder Content	± 0.3 %	± 0.2 %	± 0.2 %	± 0.1 %	± 0.3 %	± 0.2 %
Air Voids 2/	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %
Field VMA 3/	-0.7 %	-0.5 %	-0.7 %	-0.5 %	-0.7 %	-0.5 %

1/ Based on washed ignition oven or solvent extraction gradation.

2/ The air voids target shall be 3.2 to 4.8 percent.

3/ Allowable limit below minimum design VMA requirement.

Revise Article 1030.09(g)(2) of the Standard Specifications to read:

"(2) The Contractor shall complete split verification sample tests listed in the Limits of Precision table in Article 1030.09(h)(1)."

In the Supplemental Specifications, replace the revision for the end of the third paragraph of Article 1030.09(h)(2) with the following:

"When establishing the target density, the HMA maximum theoretical specific gravity (Gmm) will be the Department mix design verification test result."

Add after third sentence of Article 1030.09(b) 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."

Revise Table 1 and Note 4/ of Table 1 in Article 406.07(a) of the Standard Specifications to read:

	Breakdown/Intermediate Roller (one of the following)	Final Roller (one or more of the following)	Density Requirement
IL-9.5, IL-9.5FG, IL-19.0 1/	V_D, P , T_B, 3W, O_T, O_B	V_S, T_B, T_F, O_T	As specified in Section 1030
IL-4.75 and SMA 3/ 4/	T_B, 3W, O_T	T_F, 3W	As specified in Section 1030
Mixtures on Bridge Decks 2/	T_B	T_F	As specified in Articles 582.05 and 582.06.

"4/ The Contractor shall provide a minimum of two steel-wheeled tandem rollers (T_B), and/or three-wheel (3W) rollers for breakdown, except one of the (T_B) or (3W) rollers shall be 84 inches (2.14 m) wide and a weight of 315 pound per linear inch (PLI) (5.63 kg/mm) and one of the (T_B) or (3W) rollers can be substituted for an oscillatory roller (O_T). T_F rollers shall be a minimum of 280 lb/in. (50 N/mm). The 3W and T_B rollers shall be operated at a uniform speed not to exceed 3 mph (5 km/h), with the drive roll for T_B rollers nearest the paver and maintain an effective rolling distance of not more than 150 ft (45 m) behind the paver."

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

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

Revise first paragraph of Article 1030.10 of the Standard Specifications to read:

"A test strip of 300 ton (275 metric tons), except for SMA mixtures it will be 400 ton (363 metric ton), will be required for each mixture on each contract at the beginning of HMA production for each construction year according to the Manual of Test Procedures for Materials "Hot Mix Asphalt Test Strip Procedures". At the request of the Producer, the Engineer may waive the test strip if previous construction during the current construction year has demonstrated the constructability of the mix using Department test results."

Revise fourth paragraph of Article 1030.10 of the Standard Specifications to read:

"When a test strip is constructed, the Contractor shall collect and split the mixture according to the document "Hot-Mix Asphalt Test Strip Procedures". The Engineer, or a

representative, shall deliver split sample to the District Laboratory for verification testing. The Contractor shall complete mixture tests stated in Article 1030.09(a). Mixture sampled shall include enough material for the Department to conduct mixture tests detailed in Article 1030.09(a) and in the document “Hot-Mix Asphalt Mixture Design Verification Procedure“ Section 3.3. The mixture test results shall meet the requirements of Articles 1030.05(b) and 1030.05(d), except Hamburg wheel tests will only be conducted on High ESAL mixtures during production. To be considered acceptable to remain in place, the Department’s mixture test results shall meet the acceptable limits stated in Article 1030.09(i)(1). In addition, no visible pavement distress such as, but not limited to, segregation, excessive coarse aggregate fracturing outside of growth curves, excessive dust balls, or flushing shall be present as determined by the Engineer.”

DRAINAGE AND INLET PROTECTION UNDER TRAFFIC (D1)

Effective: April 1, 2011
Revised: April 2, 2011

Add the following to Article 603.02 of the Standard Specifications:

"(i) Temporary Hot-Mix Asphalt (HMA) Ramp (Note 1) ……. 1030
(j) Temporary Rubber Ramps (Note 2)

Note 1. The HMA shall have maximum aggregate size of 3/8 in. (95 mm).

Note 2. The rubber material shall be according to the following.

Property	Test Method	Requirement
Durometer Hardness, Shore A	ASTM D 2240	75 ±15
Tensile Strength, psi (kPa)	ASTM D 412	300 (2000) min
Elongation, percent	ASTM D 412	90 min
Specific Gravity	ASTM D 792	1.0 - 1.3
Brittleness, °F (°C)	ASTM D 746	-40 (-40)"

Revise Article 603.07 of the Standard Specifications 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.

When castings are under traffic before the final surfacing operation has been started, properly sized temporary ramps shall be placed around the drainage and/or utility castings according to the following methods.

(a) Temporary Asphalt Ramps. Temporary hot-mix asphalt ramps shall be placed around the casting, flush with its surface and decreasing to a featheredge in a distance of 2 ft (600 mm) around the entire surface of the casting.

(b) Temporary Rubber Ramps. Temporary rubber ramps shall only be used on roadways with permanent posted speeds of 40 mph or less and when the height of the casting to be protected meets the proper sizing requirements for the rubber ramps as shown below.

Dimension	Requirement
Inside Opening	Outside dimensions of casting + 1 in. (25 mm)

Thickness at inside edge	Height of casting ± 1/4 in. (6 mm)
Thickness at outside edge	1/4 in. (6 mm) max.
Width, measured from inside opening to outside edge	8 1/2 in. (215 mm) min

Placement shall be according to the manufacturer's specifications.

Temporary ramps for castings shall remain in place until surfacing operations are undertaken within the immediate area of the structure. Prior to placing the surface course, the temporary ramp shall be removed. Excess material shall be disposed of according to Article 202.03."

CURB OR COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (D1)

Effective: November 1, 2020
Revised: September 1, 2022

Description. This work shall consist of the complete removal and replacement of curb or combination curb and gutter. Work shall be according to Sections 440 and 606 of the Standard Specifications, State Standard 606001, District Detail BD-24 and as directed by the Engineer except as modified herein.

Curb or combination curb and gutter removal and replacement shall match the type of the existing curb or combination curb and gutter. Types may be variable and are to meet existing dimensions and field conditions. Locations of removal and replacement shall be determined by the Resident Engineer at the time of construction.

Unsuitable material to be removed, as directed by the Engineer, shall be replaced with subbase granular material, type B or additional thickness of concrete. Suitable backfill material, when required, shall be replaced as directed by the Engineer.

Epoxy coated tie bars, #6 (20) - 24” (610) long at 24” (610) centers, shall be used except when adjacent to flexible pavement. Longitudinal bars, if encountered, are not to be replaced.

Hot-mix asphalt surface removal on the existing gutter flag, if encountered, shall be included in the removal of the curb and gutter.

Saw cuts shall be according to Article 440.03 of the Standard Specifications.

½” (13) preformed expansion joints shall be used at concrete sidewalks, driveways and medians.

Method of Measurement. Concrete curb removal and replacement, or combination concrete curb and gutter removal and replacement will be measured for payment in feet (meters) along the face of concrete curb. A minimum replacement length of 4 feet is required.

Basis of Payment. This item will be paid for at the contract unit price per foot (meter) for CURB REMOVAL AND REPLACEMENT GREATER THAN 10 FEET or COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET for lengths greater than 10 feet.

This item will be paid at the contract unit price per foot (meter) for CURB REMOVAL AND REPLACMENT LESS THAN OR EQUAL TO 10 FEET or COMBINATION CURB AND GUTTER REMOVAL AND REPLACMENT LESS THAN OR EQUAL TO 10 FEET for lengths less than or equal to 10 feet.

Where unsuitable material is encountered in the subgrade or subbase and its removal and replacement is required by the Engineer, such removal and replacement will be paid for according to Article 109.04.

Sidewalk removal, driveway pavement removal and median surface removal will be paid for according to Article 440.08 of the Standard Specifications.

Portland cement concrete sidewalk will be paid for according to Article 424.13 of the Standard Specifications.

Portland cement concrete driveway pavement will be paid for according to Article 423.11 of the Standard Specifications.

Hot-mix asphalt driveway will be paid for according to Article 355.11 and 406.14 of the Standard Specifications.

Concrete median surface will be paid for according to Article 606.15 of the Standard Specifications.

Topsoil will be paid for according to Article 211.08 of the Standard Specifications.

Sodding will be paid for according to Article 252.13 of the Standard Specifications. Fertilizer for the placement of sod is not required.

HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (D1)

Effective: January 1, 2019
Revised: January 1, 2026

Add to Article 1030.05 (d)(3) of the Standard Specifications to read:

" During mixture design, prepared samples shall be submitted to the District laboratory by the Contractor for verification testing. The required testing, number and size of prepared samples submitted, shall be according to the following tables.

High ESAL – Required Samples for Verification Testing	
Mixture	Hamburg Wheel and I-FIT Testing [1/ 2/]
Binder	total of 3 - 160 mm tall bricks
Surface	total of 4 - 160 mm tall bricks

Low ESAL – Required Samples for Verification Testing	
Mixture	I-FIT Testing [1/ 2/]
Binder	1 - 160 mm tall brick
Surface	2 - 160 mm tall bricks

1/ The compacted gyratory bricks for Hamburg wheel and I-FIT testing shall be 7.5 ± 0.5 percent air voids.

2/ If the Contractor does not possess the equipment to prepare the 160 mm tall brick(s), twice as many 115 mm tall compacted gyratory bricks will be acceptable.

In the Supplemental Specifications, replace the addition of the paragraph between the third and fourth paragraphs of Article 1030.10 with the following:

"When a test strip is not required, each HMA mixture shall still be sampled on the first day of production: I-FIT and Hamburg wheel testing for High ESAL; I-FIT testing for Low ESAL. Within two working days after sampling the mixture, the Contractor shall deliver gyratory cylinders to the District laboratory for Department verification testing. The High ESAL mixture test results shall meet the requirements of Articles 1030.05(d)(3) and 1030.05(d)(4). The Low ESAL mixture test results shall meet the requirements of Article 1030.05(d)(4). The required number and size of prepared samples submitted for the Hamburg wheel and I-FIT testing shall be according to the "High ESAL - Required Samples for Verification Testing" table in Article 1030.05(d)(3) above."

Replace the eleventh paragraph of Article 1030.10 of the Standard Specifications with the following:

"If an initial Hamburg wheel or I-FIT test fails to meet the requirements of Article 1030.05(d), the Department will verify the results by testing the retained gyratory cylinders. Upon notification by the Engineer of a Hamburg wheel or I-FIT test failure on the retained gyratory cylinders, the Contractor shall substitute an approved mix design, submit a new mix design for mix verification testing according to Article 1030.05(d), or pave 250 tons with or without an adjustment and resample for Department Hamburg wheel and I-FIT testing as directed by the Engineer. Paving may continue as long as all other mixture criteria is being met. If Hamburg wheel or I-FIT tests on the resampled HMA fail, production of the affected mixture shall cease and the Contractor shall substitute an approved mix design or submit a new mix design for mix verification testing according to Article 1030.05(d)."

Add the following to the end of Article 1030.10 of the Standard Specifications to read:

"Mixture sampled during first day of production shall include approximately 60 lb (27 kg) of additional material for the Department to conduct Hamburg wheel testing and approximately 80 lb (36 kg) of additional material for the Department to conduct I-FIT testing. Within two working days after sampling, the Contractor shall deliver prepared samples to the District laboratory for verification testing. The required number and size of prepared samples submitted for the Hamburg wheel and I-FIT testing shall be according to the "High ESAL - Required Samples for Verification Testing" table in Article 1030.05(d)(3) above."

PUBLIC CONVENIENCE AND SAFETY (D1)
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."

MAINTENANCE OF ROADWAYS (D1)

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 (D1)
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
701502-09
701801-06
701901-11

DETAILS: TC-10, TC-13

SPECIAL PROVISIONS: 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: April 1, 2025

Utility companies and/or municipal owners located within the construction limits of this project have provided the following information regarding 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

Stage 1

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME

Stage 2

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME

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	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

Stage 1

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER

Stage 2

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER

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	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 contractor is responsible for contacting JULIE (or DIGGER within the City of Chicago) prior to any excavation work. Please note that IDOT electrical facilities are not part of the one-call locating services, such as JULIE or DIGGER.

If the contract requires the services of an electrical contractor, it is the contractor's responsibility, at their own expense, to locate existing IDOT electrical facilities before commencing work. For contracts that do not require an electrical contractor, the contractor may request one free locate of IDOT electrical facilities by contacting the Department's Electrical Maintenance Contractor. Additional locate requests will be at the contractor's expense.

The Department's Electrical Maintenance Contractor must be notified at least 72 hours in advance of the work by calling 773-287-7600 or emailing dispatch@meade100.com to arrange for the locating of underground electrical facilities.

Please note, the marking of underground facilities does not absolve the contractor of their responsibility to repair or replace any facilities damaged during construction at their expense.

ADJUSTMENTS AND RECONSTRUCTIONS (D1)
Effective: March 15, 2011
Revised: October 1, 2021

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-2 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-2 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-2 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-2 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."

FRICTION AGGREGATE (D1)

Effective: January 1, 2011
Revised: December 1, 2021

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

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

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

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	Allowed Alone or in Combination [5/]: Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA Low ESAL	Stabilized Subbase or Shoulders	Allowed Alone or in Combination [5/]: Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag[1/] Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L SMA Binder	Allowed Alone or in Combination [5/ 6/]: Crushed Gravel Carbonate Crushed Stone[2/] Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete[3/]

<table>
<tr><th>Use</th><th>Mixture</th><th>Aggregates Allowed</th></tr>
<tr><td>HMA
High ESAL
Low ESAL</td><td>C Surface and Binder
IL-9.5
IL-9.5FG
or IL-9.5L</td><td><u>Allowed Alone or in Combination</u> [5/]:

Crushed Gravel
Carbonate Crushed Stone[2/]
Crystalline Crushed Stone
Crushed Sandstone
Crushed Slag (ACBF)
Crushed Steel Slag[4/]
Crushed Concrete[3/]</td></tr>
<tr><td rowspan="5">HMA
High ESAL</td><td rowspan="5">D Surface and Binder
IL-9.5
or IL-9.5FG</td><td><u>Allowed Alone or in Combination</u> [5/]:

Crushed Gravel
Carbonate Crushed Stone (other than Limestone)[2/]
Crystalline Crushed Stone
Crushed Sandstone
Crushed Slag (ACBF)
Crushed Steel Slag[4/]</td></tr>
<tr><td><u>Other Combinations Allowed:</u>

Up to... | With...</td></tr>
<tr><td>25% Limestone | Dolomite</td></tr>
<tr><td>50% Limestone | Any Mixture D aggregate other than Dolomite</td></tr>
<tr><td>75% Limestone | Crushed Slag (ACBF) or Crushed Sandstone</td></tr>
<tr><td rowspan="2">HMA
High ESAL</td><td rowspan="2">E Surface
IL-9.5

SMA
Ndesign 80
Surface</td><td><u>Allowed Alone or in Combination</u> [5/ 6/]:

Crushed Gravel
Crystalline Crushed Stone
Crushed Sandstone
Crushed Slag (ACBF)
Crushed Steel Slag

No Limestone.</td></tr>
<tr><td><u>Other Combinations Allowed:</u>

Up to... | With...</td></tr>
</table>

<table>
<tr><td>Use</td><td>Mixture</td><td colspan="2">Aggregates Allowed</td></tr>
<tr><td rowspan="3"></td><td rowspan="3"></td><td>50% Dolomite[2/]</td><td>Any Mixture E aggregate</td></tr>
<tr><td>75% Dolomite[2/]</td><td>Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone</td></tr>
<tr><td>75% Crushed Gravel[2/]</td><td>Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag</td></tr>
<tr><td rowspan="4">HMA
High ESAL</td><td rowspan="4">F Surface
IL-9.5

SMA
Ndesign 80
Surface</td><td colspan="2"><u>Allowed Alone or in Combination</u> [5/ 6/]:

Crystalline Crushed Stone
Crushed Sandstone
Crushed Slag (ACBF)
Crushed Steel Slag
No Limestone.</td></tr>
<tr><td colspan="2"><u>Other Combinations Allowed</u>:</td></tr>
<tr><td>Up to...</td><td>With...</td></tr>
<tr><td>50% Crushed Gravel[2/] or Dolomite[2/]</td><td>Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone</td></tr>
</table>

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.
3/ Crushed concrete will not be permitted in SMA mixes.
4/ Crushed steel slag shall not be used as 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, 2026

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 1-1-22) (Revised 1-1-26)

SUPPLEMENTAL SPECIFICATIONS

Illinois Department of Transportation

Check Sheet for Recurring Special Provisions

Local Public Agency	County	Section Number
Village of Downers Grove	DuPage	26-00124-00-RS

☐ **Check this box for lettings prior to 01/01/2026**

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	26-00124-00-RS

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

Local Roads And Streets Recurring Special Provisions

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CHECK SHEET #LRS6

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

SPECIAL PROVISION
FOR
BIDDING REQUIREMENTS AND CONDITIONS FOR CONTRACT PROPOSALS

Effective: January 1, 2002
Revised: January 1, 2015

Replace Article 102.01 of the Standard Specifications with the following:

"Prequalification of Bidders. When prequalification is required and the Awarding Authority for contract construction work is the County Board of a County, the Council, the City Council, or the President and Board of Trustees of a city, village, or town, each prospective bidder, in evidence of competence, shall furnish the Awarding Authority as a prerequisite to the release of proposal forms by the Awarding Authority, a certified or photostatic copy of a "Certificate of Eligibility" issued by the Department of Transportation, according to the Department's "Prequalification Manual".

The two low bidders must file, within 24 hours after the letting, a sworn affidavit in triplicate, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work, using the blank form made available for this affidavit. One copy shall be filed with the Awarding Authority and two copies with IDOT's District office.

Issuance of Proposal Forms. The Awarding Authority reserves the right to refuse to issue a proposal form for bidding purposes for any of the following reasons:

(a) Lack of competency and adequate machinery, plant, and other equipment, as revealed by the financial statement and experience questionnaires required in the prequalification procedures.

(b) Uncompleted work which, in the judgment of the Awarding Authority, might hinder or prevent the prompt completion of additional work awarded.

(c) False information provided on a bidder's "Affidavit of Availability".

(d) Failure to pay, or satisfactorily settle, all bills due for labor and material on former contracts in force at the time of issuance of proposal forms.

(e) Failure to comply with any prequalification regulations of the Department.

(f) Default under previous contracts.

(g) Unsatisfactory performance record as shown by past work for the Awarding Authority, judged from the standpoint of workmanship and progress.

(h) When the Contractor is suspended from eligibility to bid at a public letting where the contract is awarded by, or requires approval of, the Department.

(i) When any agent, servant, or employee of the prospective bidder currently serves as a member, employee, or agent of a governmental body that is financially involved in the proposal work.

(j) When any agent, servant, or employee of the perspective bidder has participated in the preparation of plans or specifications for the proposed work.

Interpretation of Quantities in the Bid Schedule. 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.

Examination of Plans, Specifications, Special Provisions, and Site of Work. The bidder shall, before submitting a bid, carefully examine the provisions of the contract. The bidder shall inspect in detail the site of the proposed work, investigate and become familiar with all the local conditions affecting the contract and fully acquaint themselves with the detailed requirements of construction. Submission of a bid shall be a conclusive assurance and warranty the bidder has made these examinations and the bidder understands all requirements for the performance of the work. If his/her bid is accepted, the bidder shall be responsible for all errors in the proposal resulting from his/her failure or neglect to comply with these instructions. The Awarding Authority will, in no case, be responsible for any costs, expenses, losses, or change in anticipated profits resulting from such failure or neglect of the bidder to make these examinations.

The bidder shall take no advantage of any error or omission in the proposal and advertised contract. Any prospective bidder who desires an explanation or interpretation of the plans, specification, or any of the contract documents, shall request such in writing from the Awarding Authority, in sufficient time to allow a written reply by the Awarding Authority that can reach all prospective bidders before the submission of their bids. Any reply given a prospective bidder concerning any of the contract documents, plans, and specifications will be furnished to all prospective bidders in the form determined by the Awarding Authority including, but not limited to, an addendum, if the information is deemed by the Awarding Authority to be necessary in submitting bids or if the Awarding Authority concludes the information would aid competition. Oral explanations, interpretations, or instructions given before the submission of bids unless at a prebid conference will not be binding on the Awarding Authority.

Preparation of the Proposal. Bidders shall submit their proposals on the form furnished by the Awarding Authority. The proposal shall be executed properly, and bids shall be made for all items indicated in the proposal form, except when alternate bids are asked, a bid on more than one alternate for each item is not required, unless otherwise provided. The bidder shall indicate in figures, a unit price for each of the separate items called for in the proposal form; the bidder shall show the products of the respective quantities and unit prices in the column provided for that purpose, and the gross sum shown in the place indicated in the proposal form shall be the

summation of said products. All writing shall be with ink or typewriter, except the signature of the bidder which shall be written in ink.

If the proposal is made by an individual, that individual's name and business address shall be shown. If made by a firm or partnership, the name and business address of each member of the firm or partnership shall be shown. If made by a corporation, the proposal shall show the names, titles, and business addresses of the president, corporate secretary and treasurer. The proposal shall be signed by president or someone with authority to execute contracts and attested by the corporate secretary or someone with authority to execute or attest to the execution of contracts.

When prequalification is required, the proposal form shall be submitted by an authorized bidder in the same name and style as shown on the "Contractor's Statement of Experience and Financial Condition" used for prequalification.

Rejection of Proposals. The Awarding Authority reserves the right to reject any proposal for any of the conditions in "Issuance of Proposal Forms" or for any of the following reasons:

(a) More than one proposal for the same work from an individual, firm, partnership, or corporation under the same name or different names.

(b) Evidence of collusion among bidders.

(c) Unbalanced proposals in which the bid prices for some items are, in the judgment of the Awarding Authority, out of proportion to the bid prices for other items.

(d) If the proposal does not contain a unit price for each pay item listed, except in the case of authorized alternate pay items or lump sum pay items.

(e) If the proposal form is other than that furnished by the Awarding Authority; or if the form is altered or any part thereof is detached.

(f) If there are omissions, erasures, alterations, unauthorized additions, conditional or alternate bids, or irregularities of any kind which may tend to make the proposal incomplete, indefinite or ambiguous as to its meaning.

(g) If the bidder adds any provisions reserving the right to accept or reject an award, or to enter into a contract pursuant to an award.

(h) If the proposal is not accompanied by the proper proposal guaranty.

(i) If the proposal is prepared with other than ink or typewriter, or otherwise fails to meet the requirements of the above "Preparation of Proposal" section.

Proposal Guaranty. Each proposal shall be accompanied by a bid bond on the Department form contained in the proposal, executed by a corporate surety company satisfactory to the Awarding Authority, by a bank cashier's check or a properly certified check for not less than five percent of the amount bid, or for the amount specified in the following schedule:

CHECK SHEET #LRS6

Amount Bid		Proposal Guaranty
Up to	$5,000	$150
>$5,000	$10,000	$300
>$10,000	$50,000	$1,000
>$50,000	$100,000	$3,000
>$100,000	$150,000	$5,000
>$150,000	$250,000	$7,500
>$250,000	$500,000	$12,500
>$500,000	$1,000,000	$25,000
>$1,000,000	$1,500,000	$50,000
>$1,500,000	$2,000,000	$75,000
>$2,000,000	$3,000,000	$100,000
>$3,000,000	$5,000,000	$150,000
>$5,000,000	$7,500,000	$250,000
>$7,500,000	$10,000,000	$400,000
>$10,000,000	$15,000,000	$500,000
>$15,000,000	$20,000,000	$600,000
>$20,000,000	$25,000,000	$700,000
>$25,000,000	$30,000,000	$800,000
>$30,000,000	$35,000,000	$900,000
Over	$35,000,000	$1,000,000

In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must equal to the sum of the proposal guaranties which would be required for each individual proposal.

Bank cashier's checks or properly certified checks accompanying proposals shall be made payable to the County Treasurer, when a County is the Awarding Authority; or the City, Village, or Town Treasurer, when a city, village, or town is the Awarding Authority.

The proposal guaranty checks of all, except the two lowest responsible, will be returned promptly after the proposals have been checked, tabulated, and the relation of the proposals established. Proposal guaranty checks of the two lowest bidders will be returned as soon as the contract and contract bond of the successful bidder have been properly executed and approved. Bid bonds will not be returned.

After a period of three working days has elapsed after the date of opening proposals, the Awarding Authority may permit the two lowest bidders to substitute for the bank cashier's checks or certified checks submitted with their proposals as proposal guaranties, bid bonds on the Department forms executed by corporate surety companies satisfactory to the Awarding Authority.

Delivery of Proposals. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Authority 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.

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

Public Opening of Proposals. Proposals will be opened and read publicly at the time and place specified in the Notice to Bidders. Bidders, their authorized agents, and other interested parties are invited to be present.

Consideration of Proposals. After the proposals are opened and read, they will be compared on the basis of the summation of the products of the quantities shown in the bid schedule by the unit bid prices. In awarding contracts, the Awarding Authority will, in addition to considering the amounts stated in the proposals, take into consideration the responsibility of the various bidders as determined from a study of the data required under "Prequalification of Bidders", and from other investigations which it may elect to make.

The right is reserved to reject any or all proposals, to waive technicalities, or to advertise for new proposals, if in the judgment of the Awarding Authority, the best interests of the Awarding Authority will be promoted thereby.

Award of Contract. The award of contract will be made within 45 calendar days after the opening of proposals to the lowest responsible and qualified bidder whose proposal complies with all the requirements prescribed. The successful bidder will be notified by letter of intent that his/her bid has been accepted, and subject to the following conditions, the bidder will be the Contractor.

An approved contract executed by the Awarding Authority is required before the Awarding Authority is bound. An award may be cancelled any time by the Awarding Authority prior to execution in order to protect the public interest and integrity of the bidding process or for any other reason if, in the judgment of the Awarding Authority, the best interests of the Awarding Authority will be promoted thereby.

If a contract is not awarded within 45 days after the opening of proposals, bidders may file a written request with the Awarding Authority for the withdrawal of their bid, and the Awarding Authority will permit such withdrawal.

Requirement of Contract Bond. If the Awarding Authority requires a Contract Bond, the Contractor or Supplier shall furnish the Awarding Authority a performance and payment bond with good and sufficient sureties in the full amount of the contract as the penal sum. The surety shall be acceptable to the Awarding Authority, shall waive notice of any changes and extensions of time, and shall submit its bond on the form furnished by the Awarding Authority.

Execution of Contract. The contract shall be executed by the successful bidder and returned, together with the Contract Bond, within 15 days after the contract has been mailed to the bidder.

If the bidder to whom the award is made is a corporation organized under the laws of a State other than Illinois, the bidder shall furnish the Awarding Authority a

copy of the corporation's Certificate of Authority to do business in the State of Illinois with the return of the executed contract and bond. Failure to furnish such evidence of a Certificate of Authority within the time required will be considered as just cause for the annulment of the award and the forfeiture of the proposal guaranty to the Awarding Authority, not as a penalty, but in payment of liquidated damages sustained as a result of such failure.

Failure to Execute Contract. If the contract is not executed by the Awarding Authority within 15 days following receipt from the bidder of the properly executed contracts and bonds, the bidder shall have the right to withdraw his/her bid without penalty.

Failure of the successful bidder to execute the contract and file acceptable bonds within 15 days after the contract has been mailed to the bidder shall be just cause for the cancellation of the award and the forfeiture of the proposal guaranty which shall become the property of the Awarding Authority, not as penalty, but in liquidation of damages sustained. Award may then be made to the next lowest responsible bidder, or the work may be readvertised and constructed under contract, or otherwise, as the Awarding Authority may decide."

State of Illinois
DEPARTMENT OF TRANSPORTATION
Bureau of Local Roads & Streets
SPECIAL PROVISION
FOR
LOCAL QUALITY ASSURANCE/ QUALITY MANAGEMENT QC/QA
Effective: January 1, 2022

Replace the first five paragraphs of Article 1030.06 of the Standard Specifications with the following:

"**1030.06 Quality Management Program.** The Quality Management Program (QMP) will be Quality Control / Quality Assurance (QC/QA) according to the following."

Delete Article 1030.06(d)(1) of the Standard Specifications.

Revise Article 1030.09(g)(3) of the Standard Specifications to read:

"(3) If core testing is the density verification method, the Contractor shall provide personnel and equipment to collect density verification cores for the Engineer. Core locations will be determined by the Engineer following the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations" at density verification intervals defined in Article 1030.09(b). After the Engineer identifies a density verification location and prior to opening to traffic, the Contractor shall cut a 4 in. (100 mm) diameter core. With the approval of the Engineer, the cores may be cut at a later time."

Revise Article 1030.09(h)(2) of the Standard Specifications to read:

"(2) After final rolling and prior to paving subsequent lifts, the Engineer will identify the random density verification test locations. Cores or nuclear density gauge testing will be used for density verification. The method used for density verification will be as selected below.

Density Verification Method	
☐	Cores
☑	Nuclear Density Gauge (Correlated when paving ≥ 3,000 tons per mixture)

Density verification test locations will be determined according to the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations". The density testing interval for paving wider than or equal to 3 ft (1 m) will be 0.5 miles (800 m) for lift thicknesses of 3 in. (75 mm) or less and 0.2 miles (320 m) for lift thicknesses greater than 3 in. (75 mm). The density testing interval for paving less than 3 ft (1 m) wide will be 1 mile (1,600 m). If a day's paving will be less than the prescribed density testing interval, the length of the day's paving will be the interval for that day. The density testing interval for mixtures used for patching will be 50 patches with a minimum of one test per mixture per project.

If core testing is the density verification method, the Engineer will witness the Contractor coring, and secure and take possession of all density samples at the

density verification locations. The Engineer will test the cores collected by the Contractor for density according to Illinois Modified AASHTO T 166 or AASHTO T 275.

If nuclear density gauge testing is the density verification method, the Engineer will conduct nuclear density gauge tests. The Engineer will follow the density testing procedure detailed in the document "Illinois Modified ASTM D 2950, Standard Test Method for Density of Bituminous Concrete In-Place by Nuclear Method".

A density verification test will be the result of a single core or the average of the nuclear density tests at one location. The results of each density test must be within acceptable limits. The Engineer will promptly notify the Contractor of observed deficiencies."

Revise the seventh paragraph and all subsequent paragraphs in Section D. of the document "Hot-Mix Asphalt QC/QA Initial Daily Plant and Random Samples" to read:

"Mixtures shall be sampled from the truck at the plant by the Contractor following the same procedure used to collect QC mixture samples (Section A). This process will be witnessed by the Engineer who will take custody of the verification sample. Each sample bag with a verification mixture sample will be secured by the Engineer using a locking ID tag. Sample boxes containing the verification mixture sample will be sealed/taped by the Engineer using a security ID label."

IV. SPECIAL PROVISIONS

The following Special Provisions shall modify, supersede, 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.

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.

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. Parkways 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 9, 2026 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 9, 2026 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 7, 2026.**
- **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.**

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 7, 2026.**
- **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 watermains, 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 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 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 (½") 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 (½") 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 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

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

2. Gravel, Crushed Gravel and Pit Run Gravel

Sieve Size	Percent Passing
*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.

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 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.

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.

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"**

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, temporary erosion control blanket, and seeding 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, seed, and 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 installation of the blanket shall follow 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. Parkways 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 seed and temporary erosion control blanket shall be paid for at the contract unit price per **SQUARE YARD** for:

TEMPORARY EROSION CONTROL BLANKET AND SEEDING.

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 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, (THICKNESS SPECIFIED)"

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, (THICKNESS SPECIFIED)"**

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.

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.

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 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.

Basis of Payment: This work shall be paid for at the contract unit price **LUMP SUM** for:

EROSION, SEDIMENTATION, AND DUST CONTROL,

which price will be payment in full for all work as specified herein.

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.

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 (TRACKLESS)

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. Trackless tack shall be used to minimize tracking.

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.

23 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH GRIND

Description: This work shall consist of the existing pavement surface removal in accordance with the applicable parts of Sec. 440 of the Standard Specifications except as amended herein.

On streets where on-street parking is permissible, the road shall be milled to re-profile the placement of the crown to accommodate space for parked vehicles on the street. The proposed section shall follow the exhibit included in this contract. A milled depth of 3" at the curblines shall be maintained and a variable depth grind shall be used across the width of the road to achieve the new profile. After hot-mix asphalt surface removal work is completed, all streets for this contract will be paved in the same manner and specification of 1.5" Leveling Binder (Machine Method) N50 and 1.5" Hot-Mix Asphalt Surface Course Mix D, N50.

This work is applicable for Herbert St from Forest Ave to Main St.

Basis of Payment: This work shall be paid for at the contract unit price per **SQUARE YARD** for:

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH,

which price will be payment in full for all work as specified herein.

21 CONCRETE GUTTER, TYPE 1

Description**:** This work shall consist of the installation P.C.C. Gutter of the type specified at the locations noted on the plans. This work shall be performed in accordance with Section 483 and 606 of the Standard Specifications, except as amended herein.

Placement of P.C.C. Combination Curb and Gutter shall include the following:

a) The use of Class SI Portland cement concrete, 6.05 cwt/cy mix, with 6% air entrainment, 3" slump;
b) The placement of four inches (4") min. Type B, CA-6 compacted aggregate base;
c) The saw cutting of 2 inch deep joints at not more than 15-foot intervals, within 24 hours after being placed;
c) The placement of 2 dowel bars into the gutter portion of existing concrete curb, and at expansion joints, in accordance with the detail shown on the plans;
d) The placement of 3/4 inch pre-molded expansion joint filler perpendicular to the centerline of the roadway for the full depth of the curb and gutter, where abutting existing concrete curb and gutter, at 10 feet either side of a utility structure, at construction joints at the ends of pours, at not more than 90 foot intervals;

e) The proper curing of all concrete work utilizing the methods and materials outlined in Articles 424 and 1022.01 of the SSRBC (Type 2 membrane curing with red dye is preferred);
f) The backfilling of all curb work with materials approved by the Engineer.

At locations shown on the plans or where directed by the Engineer the contractor will use High-early strength concrete. The desired concrete mix shall have a minimum compressive strength of 3,000 psi at 24 hours. Mix design shall be submitted to the Engineer for review and approval.

All voids existing between newly placed P.C.C 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.

If placement of P.C.C. gutter takes place prior to April 15, or after October 15, the 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 will be paid for at the contract unit price per **FOOT** for:

CONCRETE GUTTER, TYPE 1,

which price shall be payment in full for the work as specified herein.

22 GRADING AND SHAPING DITCHES

Description: This item shall consist of the excavation and shaping of existing or proposed ditch lines as shown on the plans and as directed by the engineer. All ditches will be completed to allow for positive drainage to proposed structures and culverts. If private drainage lines are encountered, drainage shall be maintained throughout the project, and the finished ditch or the existing drainage line will be modified to maintain positive drainage in the final condition. All excavation, shaping and disposal of excavated material will be included. Parkway restoration, including topsoil, will be paid for separately under the appropriate bid item.

Basis of Payment: This work will be paid for at the contract unit price per **FOOT** for:

GRADING AND SHAPING DITCHES,

measured along the centerline of the ditch, which price shall include all the labor, material, and equipment necessary for the work described herein, including the possible adjustment of existing private drainage lines.

BDE SPECIAL PROVISIONS
For the January 16 and February 27, 2026 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 Bureau of Design & Environment (BDE).

	File Name	#		Special Provision Title	Effective	Revised
	80099	1	☐	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
	80274	2	☐	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
	80192	3	☐	Automated Flagger Assistance Devices	Jan. 1, 2008	April 1, 2023
	80173	4	☐	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80426	5	☐	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
	80475	6	☐	Bridge Deck Concrete Overlays	Jan. 1, 2026	
*	80241	7	☐	Bridge Demolition Debris	July 1, 2009	
*	5053I	8	☐	Building Removal	Sept. 1, 1990	Aug. 1, 2022
*	5026I	9	☐	Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
	80460	10	☑	Cement, Finely Divided Minerals, Admixtures, Concrete, and Mortar	Jan. 1, 2025	Jan. 1, 2026
	80384	11	☑	Compensable Delay Costs	June 2, 2017	April 1, 2019
*	80198	12	☐	Completion Date (via calendar days)	April 1, 2008	
*	80199	13	☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80461	14	☐	Concrete Barrier	Jan. 1, 2025	
	80453	15	☐	Concrete Sealer	Nov. 1, 2023	
	80261	16	☑	Construction Air Quality – Diesel Retrofit	June 1, 2010	Jan. 1, 2025
	80476	17	☐	Deck Slab Repair	Jan. 1, 2026	
*	80029	18	☐	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Jan. 2, 2025
	80467	19	☐	Erosion Control Blanket	Aug. 1, 2025	
	80229	20	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80452	21	☐	Full Lane Sealant Waterproofing System	Nov. 1, 2023	
	80433	22	☐	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
	80471	23	☐	Guardrail	Nov. 1, 2025	
	80472	24	☐	High Friction Surface Treatment	Nov. 1, 2025	
	80456	25	☑	Hot-Mix Asphalt	Jan. 1, 2024	Jan. 1, 2026
	80446	26	☑	Hot-Mix Asphalt - Longitudinal Joint Sealant	Nov. 1, 2022	Aug. 1, 2023
	80438	27	☐	Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	April 2, 2024
	80477	28	☐	Longitudinal Tining	Jan. 1, 2026	
	80450	29	☐	Mechanically Stabilized Earth Retaining Walls	Aug. 1, 2023	Aug. 1, 2025
	80478	30	☐	Modified Longitudinal Construction Joint	Jan. 1, 2026	
	80464	31	☐	Pavement Marking	April. 1, 2025	Nov. 1, 2025
	80468	32	☐	Pavement Patching	Aug. 1, 2025	
	80441	33	☑	Performance Graded Asphalt Binder	Jan. 1, 2023	
	80459	34	☐	Preformed Plastic Pavement Marking	June 2, 2024	
*	3426I	35	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
	80473	36	☐	Raised Reflective Pavement Markers	Nov. 1, 2025	
	80455	37	☑	Removal and Disposal of Regulated Substances	Jan. 1, 2024	April 1, 2024
	80474	38	☐	Residential Driveway Temporary Signal	Nov. 1, 2025	
	80445	39	☐	Seeding	Nov. 1, 2022	
	80457	40	☐	Short Term and Temporary Pavement Markings	April 1, 2024	April 2, 2024
	80462	41	☐	Sign Panels and Appurtenances	Jan. 1, 2025	Jan. 1, 2026
	80479	42	☐	Sinusoidal Rumble Strips	Jan. 1, 2026	
	80469	43	☐	Slope Wall	Aug. 1, 2025	
	80448	44	☐	Source of Supply and Quality Requirements	Jan. 2, 2023	Jan. 1, 2026
	80340	45	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2022
	80127	46	☐	Steel Cost Adjustment	April 2, 2004	Nov. 1, 2025
	80480	47	☐	Structural Repair of Concrete	Jan. 1, 2026	
	80397	48	☐	Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	49	☐	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
	80463	50	☐	Submission of Bidders List Information	Jan. 2, 2025	Mar. 2, 2025
	80437	51	☐	Submission of Payroll Records	April 1, 2021	Nov. 2, 2023

	80435	52	☐	Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
	80465	53	☐	Surveying Services	April 1, 2025	
	80481	54	☐	Temporary Concrete Barrier	Jan. 1, 2026	
	80466	55	☐	Temporary Rumble Strips	April 1, 2025	
	80470	56	☐	Traffic Signal Backplate	Aug. 1, 2025	
*	20338	57	☐	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80429	58	☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	59	☑	Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
	80458	60	☐	Waterproofing Membrane System	Aug. 1, 2024	
	80302	61	☐	Weekly DBE Trucking Reports	June 2, 2012	Jan. 2, 2025
	80454	62	☐	Wood Sign Support	Nov. 1, 2023	
	80427	63	☑	Work Zone Traffic Control Devices	Mar. 2, 2020	Jan. 1, 2026
*	80071	64	☐	Working Days	Jan. 1, 2002	

Highlighted items indicate a new or revised special provision for the letting.

An * indicates the special provision requires additional information from the designer, which needs to be submitted separately. The Project Coordination and Implementation Section will then include the information in the applicable special provision.

The following special provisions are in the 2026 Supplemental Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location(s)	Effective	Revised
80447	Grading and Shaping Ditches	Articles 214.03 & 214.04	Jan. 1, 2023	

CEMENT, FINELY DIVIDED MINERALS, ADMIXTURES, CONCRETE, AND MORTAR (BDE)

Effective: January 1, 2025
Revised: January 1, 2026

Revise the first paragraph of Article 285.05 of the Standard Specifications to read:

"**285.05 Fabric Formed Concrete Revetment Mat.** The grout shall consist of a mixture of cement, fine aggregate, and water so proportioned and mixed as to provide a pumpable slurry. Fly ash or ground granulated blast furnace (GGBF) slag, and concrete admixtures may be used at the option of the Contractor. The grout shall have an air content of not less than 6.0 percent nor more than 9.0 percent of the volume of the grout. The mix shall obtain a compressive strength of 2500 psi (17,000 kPa) at 28 days according to Article 1020.09."

Revise Article 302.02 of the Standard Specifications to read:

"**302.02 Materials.** Materials shall be according to the following.

	Item	Article/Section
(a)	Cement	1001
(b)	Water	1002
(c)	Hydrated Lime	1012.01
(d)	By-Product, Hydrated Lime	1012.02
(e)	By-Product, Non-Hydrated Lime	1012.03
(f)	Lime Slurry	1012.04
(g)	Fly Ash	1010
(h)	Soil for Soil Modification (Note 1)	1009.01
(i)	Bituminous Materials (Note 2)	1032

Note 1. This soil requirement only applies when modifying with lime (slurry or dry).

Note 2. The bituminous materials used for curing shall be emulsified asphalt RS-2, CRS-2, HFE 90, or HFE 150; rapid curing liquid asphalt RC-70; or medium curing liquid asphalt MC-70 or MC-250."

Revise Article 312.07(c) of the Standard Specifications to read:

"(c) Cement ..... 1001"

Add Article 312.07(i) of the Standard Specifications to read:

"(i) Ground Granulated Blast Furnace (GGBF) Slag ..... 1010"

Revise the first paragraph of Article 312.09 of the Standard Specifications to read:

"**312.09 Proportioning and Mix Design.** At least 60 days prior to start of placing CAM II, the Contractor shall submit samples of materials to be used in the work for proportioning and testing. The mixture shall contain a minimum of 200 lb (120 kg) of cement per cubic yard (cubic meter). Cement may be replaced with fly ash or ground granulated blast furnace (GGBF) slag according to Article 1020.05(c)(1) or 1020.05(c)(2), respectively, however the minimum cement content in the mixture shall be 170 lbs/cu yd (101 kg/cu m). Blends of coarse and fine aggregates will be permitted, provided the volume of fine aggregate does not exceed the volume of coarse aggregate. The Engineer will determine the proportions of materials for the mixture according to the "Portland Cement Concrete Level III Technician Course" manual. However, the Contractor may substitute their own mix design. Article 1020.05(a) shall apply, and a Level III PCC Technician shall develop the mix design."

Revise Article 352.02 of the Standard Specifications to read:

"**352.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement (Note 1)	1001
(b) Soil for Soil-Cement Base Course	1009.03
(c) Water	1002
(d) Bituminous Materials (Note 2)	1032

Note 1. Bulk cement may be used for the traveling mixing plant method if the equipment for handling, weighing, and spreading the cement is approved by the Engineer.

Note 2. The bituminous materials used for curing shall be emulsified asphalt RS-2, CRS-2, HFE 90, or HFE 150; rapid curing liquid asphalt RC-70; or medium curing liquid asphalt MC-70 or MC-250."

Revise Article 404.02 of the Standard Specifications to read:

"**404.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fine Aggregate	1003.08
(d) Bituminous Material (Tack Coat)	1032.06
(e) Emulsified Asphalts (Note 1) (Note 2)	1032.06
(f) Fiber Modified Joint Sealer	1050.05
(g) Additives (Note 3)	

Note 1. When used for slurry seal, the emulsified asphalt shall be CQS-1h according to Article 1032.06(b).

Note 2. When used for micro-surfacing, the emulsified asphalt shall be CQS-1hP according to Article 1032.06(e).

Note 3. Additives may be added to the emulsion mix or any of the component materials to provide the control of the quick-traffic properties. They shall be included as part of the mix design and be compatible with the other components of the mix.

Revise the last sentence of the fourth paragraph of Article 404.08 of the Standard Specifications to read:

"When approved by the Engineer, the sealant may be dusted with fine sand, cement, or mineral filler to prevent tracking."

Revise Note 2 of Article 516.02 of the Standard Specifications to read:

"Note 2. The sand-cement grout mix shall be according to Section 1020 and shall be a 1:1 blend of sand and cement comprised of a Type I, IL, or II cement at 185 lb/cu yd (110 kg/cu m). The maximum water cement ratio shall be sufficient to provide a flowable mixture with a typical slump of 10 in. (250 mm)."

Revise Note 2 of Article 543.02 of the Standard Specifications to read:

"Note 2. The grout mixture shall be 6.50 hundredweight/cu yd (385 kg/cu m) of cement plus fine aggregate and water. Fly ash or ground granulated blast furnace (GGBF) slag may replace a maximum of 5.25 hundredweight/cu yd (310 kg/cu m) of the cement. The water/cement ratio, according to Article 1020.06, shall not exceed 0.60. An air-entraining admixture shall be used to produce an air content, according to Article 1020.08, of not less than 6.0 percent nor more than 9.0 percent of the volume of the grout. The Contractor shall have the option to use a water-reducing or high range water-reducing admixture."

Revise Article 583.01 of the Standard Specifications to read:

"**583.01 Description.** This work shall consist of placing cement mortar along precast, prestressed concrete bridge deck beams as required for fairing out any unevenness between adjacent deck beams prior to placing of waterproofing membrane and surfacing."

Revise Article 583.02(a) of the Standard Specifications to read:

"(a) Cement .....1001"

Revise the first paragraph of Article 583.03 of the Standard Specifications to read:

"**583.03 General.** This work shall only be performed when the air temperature is 45 °F (7 °C) and rising. The mixture for cement mortar shall consist of three parts sand to one part cement by volume. The amount of water shall be no more than that necessary to produce a workable, plastic mortar."

Revise Article 606.02(h) of the Standard Specifications to read:

"(h) Fibers (Note 1) .....1014"

Revise Note 1 in Article 606.02(h) of the Standard Specifications to read:

"Note 1. Fibers, when required, shall only be used in the concrete mixture for slipform applications."

Revise the third paragraph in Article 606.10 of the Standard Specifications to read:

"Welded wire fabric shall be 6 x 6 in. (150 x 150 mm) mesh, #4 gauge (5.74 mm), 58 lb (26 kg) per 100 sq ft (9 sq m)."

Revise Article 1001.01(d) of the Standard Specifications to read:

"(d) Rapid Hardening Cement. Rapid hardening cement shall be according to the Bureau of Materials Policy Memorandum "Portland or Blended Cement Acceptance Procedure for Qualified and Non-Qualified Plants", and ASTM C 1600, Type URH, Type VRH, or Type RH-CAC. It shall be used according to Article 1020.04 or when approved by the Engineer. The Contractor shall submit a report from the manufacturer or an independent lab that contains results for testing according to ASTM C 1600 which shows the cement meets the requirements of either Type URH, Type VRH, or Type RH-CAC. Test data shall be less than 1 year old from the date of submittal.

Revise Article 1001.01(e) of the Standard Specifications to read:

"(e) Other Cements. Other cements shall be according to the Bureau of Materials Policy Memorandum "Portland or Blended Cement Acceptance Procedure for Qualified and Non-Qualified Plants", and ASTM C 1157 or ASTM C 1600, as applicable. Other cements shall be used according to Article 1020.04 or when approved by the Engineer. For cements according to ASTM C 1157, the Contractor shall submit a report from the manufacturer or an independent lab that contains results of tests which shows the cement meets the requirements Type GU, HE, MS, MH, or LH. For cements according to ASTM C 1600, the Contractor shall submit a report from the manufacturer or an independent lab that contains results of tests which shows the cement meets the requirements Type MRH or GRH. Test data shall be less than 1 year old from the date of submittal."

Revise Article 1002.02 of the Standard Specifications to read:

"**1002.02 Quality**. Water used with cement in concrete or mortar and water used for curing concrete shall be clean, clear, and free from sugar. In addition, water shall be tested and evaluated for acceptance according to one of the following options.

OPTION 1.

(a) Acceptable limits for acidity and alkalinity when tested according to ITP T 26.

(1) Acidity -- 0.1 Normal NaOH ..... 2 ml max.*
(2) Alkalinity -- 0.1 Normal HCl ..... 10 ml max.*
*To neutralize 200 ml sample.

(b) Acceptable limits for solids when tested according to the following.

(1) Organic (ITP T 26) ..... 0.02% max.
(2) Inorganic (ITP T 26) ..... 0.30% max.
(3) Sulfate (SO4) (ASTM D 516-82) ..... 0.05% max.
(4) Chloride (ASTM D 512) ..... 0.06% max.

(c) The following tests shall be performed on the water sample and on deionized water. The same cement and sand shall be used for both tests.

(1) Unsoundness (ASTM C 151).
(2) Initial and Final Set Time (ASTM C 266).
(3) Strength (ASTM C 109).

The test results for the water sample shall not deviate from the test results for the deionized water, except as allowed by the precision in the test method.

OPTION 2. Water shall meet the requirements ASTM C 1602 Tables 1 and 2 as outlined in Sections 5.1, 5.2, and 5.4."

Revise Note 2/ in Article 1003.01(b) of the Standard Specifications to read:

"2/ Applies only to sand. Sand exceeding the colorimetric test standard of 11 (Illinois Modified AASHTO T 21) will be checked for mortar making properties according to Illinois Modified ASTM C 87 and shall develop a compressive strength at the age of 14 days when using Type I, IL, or II cement of not less than 95 percent of the comparable standard.

Revise the second sentence of Article 1003.02(e)(1) of the Standard Specifications to read:

"The test will be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($Na_2O + 0.658K_2O$) of 0.90 percent or greater."

Revise the first sentence of the second paragraph of Article 1003.02(e)(3) of the Standard Specifications to read:

"The ASTM C 1293 test shall be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($Na_2O + 0.658K_2O$) of 0.80 percent or greater."

Revise the second sentence of Article 1004.02(g)(1) of the Standard Specifications to read:

"The test will be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($Na_2O + 0.658K_2O$) of 0.90 percent or greater."

Add the following Section to the Standard Specifications.

"SECTION 1014. FIBERS FOR CONCRETE

1014.01 General. Fibers used in concrete shall be Type II or Type III (polyolefin or carbon) according to ASTM C 1116. The testing required for Type II fibers or Type III polyolefin fibers shall be performed by an independent lab a minimum of once every five years, and the test results provided to the Department. Manufacturers of Type III carbon fibers shall provide materials certification documentation not more than 6 years old a minimum of once every 5 years to the Department. The Department will maintain a qualified product list. The method of inclusion of fibers into concrete mixtures shall be according to the manufacturer's specifications.

At the discretion of the Engineer, the concrete mixture shall be evaluated in a field demonstration for fiber clumping, ease of placement, and ease of finishing. The field demonstration shall consist of a minimum 2 cu yd (1.5 cu m) trial batch placed in a 12 ft x 12 ft (3.6 m x 3.6 m) slab.

1014.02 Concrete Gutter, Curb, Median and Paved Ditch. Fibers shall be Type III. Fibers shall have a minimum length of 1/2 in. (13 mm) and a maximum length of 0.75 in. (19 mm). The maximum dosage rate in the concrete mixture shall not exceed 1.5 lb/cu yd (0.9 kg/cu m). The minimum dosage rate shall be per the manufacturer's recommendation.

1014.03 Concrete Inlay or Overlay. Fibers shall be Type III. Fibers shall have a minimum length of 1.0 in. (25 mm), a maximum length of 2 1/2 in. (63 mm), and a maximum aspect ratio (length divided by the equivalent diameter of the fiber) of 150. The maximum dosage rate shall not exceed 5.0 lb/cu yd (3.0 kg/cu m). The minimum dosage rate shall be per the manufacturer's recommendation.

1014.04 Bridge Deck Fly Ash, Ground Granulated Blast Furnace (GGBF) Slag, High Reactivity Metakaolin, or Microsilica (Silica Fume) Concrete Overlay. Fibers shall be Type III. The dosage rate shall be a minimum of 3.0 lb/cu yd (1.8 kg/cu m), unless a field demonstration according to Article 1014.01 indicates that a lower dosage rate is necessary. Based on the results of the field demonstration, the Department has the option to reduce the dosage rate of fibers, but the dosage will not be reduced to less than 2.0 lb / cu yd (1.2 kg/cu m).

1014.05 Bridge Deck Latex Concrete Overlay. Fibers shall be Type II or III. Fibers shall have a minimum length of 0.75 in. (19 mm), a maximum length of 1.75 in. (45 mm), and an aspect ratio (length divided by the equivalent diameter of the fiber) of between 70 and 100. The dosage rate shall be a minimum of 3.0 lb/cu yd (1.8 kg/cu m), unless a field demonstration according to Article 1014.01 indicates that a lower dosage rate is necessary. Based on the results of the field

demonstration, the Department has the option to reduce the dosage rate of fibers, but the dosage will not be reduced to less than 2.0 lb/cu yd (1.2 kg/cu m)."

Add the following Section to the Standard Specifications:

"SECTION 1015. HIGH PERFORMANCE SHOTCRETE

1015.01 Packaged Shotcrete With Aggregate. The packaged shotcrete with aggregate shall be a pre-blended dry combination of materials for the wet-mix shotcrete method according to ASTM C 1480, Type FA or CA, Grade FR, Class I. The fibers shall be Type III according to Article 1014.01. The cement and finely divided minerals in the mixture shall be a minimum 6.65 cwt/cu yd (395 kg/cu m), and the portland cement shall not be below 4.70 cwt/cu yd (279 kg/cu m). Microsilica is required in the mixture and shall be a minimum of 5 percent by weight (mass) of cementitious material, and a maximum of 10 percent. Strength requirements shall be according to ASTM C 1480 except that the strength at 28 days shall be at least 4000 psi (27,500 kPa). Strength testing shall be according to ASTM C 1140. The air content as shot shall be 4.0 – 8.0 percent when tested according to AASHTO T 152, and the coarse aggregate shall be a maximum size of 1/2 in. (12.5 mm).

The packaged shotcrete shall have a water soluble chloride ion content of less than 0.15% by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260.

The testing according to ASTM C 1480, ASTM C 1140, AASHTO 152, and ASTM C 1218 or AASHTO T 260 shall be performed by an independent lab a minimum of once every 5 years, and the test results shall be provided to the Department. The Department will maintain a qualified product list. Batching and mixing shall be per the manufacturer's recommendations.

1015.02 Packaged Shotcrete Without Aggregate. The packaged shotcrete that does not include pre-blended aggregate shall be according to Article 1015.01, except the added aggregate shall be according to Articles 1003.02 and 1004.02. The aggregate gradation shall be according to the manufacturer. The Department will maintain a qualified product list. Batching and mixing shall be per the manufacturer's recommendations."

Revise Section 1017 of the Standard Specifications to read:

"SECTION 1017. PACKAGED, DRY, COMBINED MATERIALS FOR MORTAR AND CONCRETE

1017.01 Mortar. The mortar shall be high-strength according to ASTM C 387 and shall have a minimum 80.0 percent relative dynamic modulus of elasticity when tested according to AASHTO T 161. For prestressed concrete applications, the mortar shall have a water-soluble chloride ion content of less than 0.06 percent by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260; and for non-prestressed concrete applications, the water soluble chloride content shall be less than 0.15 percent by weight of cementitious material. The testing according to ASTM C 387, AASHTO T 161, and either ASTM C 1218 or AASHTO T 260 shall be performed by an independent lab a minimum of once every five years, and the test results

shall be provided to the Department. The Department will maintain a qualified product list. Mixing of the high-strength mortar shall be according to the manufacturer's specifications.

1017.02 Concrete. The materials, testing, and preparation of aggregate for the "high slump" packaged concrete mixture shall be according to ASTM C 387. The mixture shall be air entrained, the slump shall be 5-10 in. (125-250 mm), and the coarse aggregate shall be a maximum size of 1/2 in. (12.5 mm). Strength requirements shall be according to ASTM C 387 except that the strength at 28 days shall be at least 4000 psi (27,500 kPa). The "high slump" packaged concrete mixture shall have a water soluble chloride ion content of less than 0.15% by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260. The testing according to ASTM C 387, and either ASTM C 1218 or AASHTO T 260 shall be performed by an independent lab a minimum of once every 5 years, and the test results shall be provided to the Department. The Department will maintain a qualified product list. Mixing shall be per the manufacturer's recommendations.

1017.02 Self-Consolidating Concrete. The materials, testing, and preparation of aggregate for the "self-consolidating concrete" packaged concrete mixture shall be according to ASTM C 387. The mixture shall be air entrained, it should be uniformly graded, and the coarse aggregate shall be a maximum size of 1/2 in. (12.5 mm). Strength requirements shall be according to ASTM C 387 except that the strength at 28 days shall be at least 4000 psi (27,500 Pa). Slump flow range shall be 22 in. (550 mm) minimum to 28 in. (700 mm) maximum when tested according to AASHTO T 347. The visual stability index shall be a maximum of 1 when tested according to AASHTO T 351. At the option of the manufacturer, either the J-Ring value shall be a maximum of 2 in. (50 mm) when tested according to AASHTO T 347 or the L-Box blocking ratio shall be a minimum of 80 percent when tested according AASHTO T 419. The hardened visual stability index shall be a maximum of 1 when tested according to AASHTO R 81.

The "self -consolidating concrete" packaged concrete mixture shall have a water soluble chloride ion content of less than 0.15 percent by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260.

The testing according to ASTM C 387, AASHTO T 347, AASHTO T 351, AASHTO T 419, AASHTO R 81, ASTM C 1218 and AASHTO T 260 shall be performed by an independent lab a minimum of once every 5 years, and the test results shall be provided to the Department. The Department will maintain a qualified product list. Mixing shall be per the manufacturer's recommendations."

Revise Article 1018.01 of the Standard Specifications to read:

"**1018.01 Requirements.** The rapid hardening mortar or concrete shall be according to ASTM C 928 and shall have successfully completed and remain current with the AASHTO Product Eval and Audit Rapid Hardening Concrete Patching Materials (RHCP) testing program. R1, R2, or R3 concrete shall be air entrained, the slump shall be 5-10 in. (125-250 mm), and the coarse aggregate shall be a maximum size of 1/2 in. (12.5 mm). For prestressed concrete applications, the mortar or concrete shall have a water-soluble chloride ion content of less than 0.06 percent by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260;

and for non-prestressed concrete applications, the water soluble chloride content shall be less than 0.15 percent by weight of cementitious material. The Department will maintain a qualified product list. Mixing of the mortar or concrete shall be according to the manufacturer's specifications.."

Revise Article 1019.02 of the Standard Specifications to read:

"**1019.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fine Aggregate for Controlled Low-Strength Material (CLSM)	1003.06
(d) Fly Ash	1010
(e) Ground Granulated Blast Furnace (GGBF) Slag	1010
(f) Admixtures (Note 1)	

Note 1. The air-entraining admixture may be in powder or liquid form. The air content produced by the admixture shall be 15-25 percent when incorporated into Mix 2 or an equivalent mixture as determined by the Department and tested according to AASHTO T 121 or AASHTO T 152. The testing according to AASHTO T 121 or AASHTO T 152 shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. The Department will maintain a qualified product list."

Revise the third paragraph of Article 1019.04 of the Standard Specifications to read:

"The Engineer will instruct the Contractor to adjust the proportions of the mix design in the field as needed to meet the design criteria, provide adequate flowability, maintain proper solid suspension, or other criteria established by the Engineer."

Revise Article 1019.05 of the Standard Specifications to read:

"**1019.05 Department Mix Design.** The Department mix design shall be Mix 1, 2, or 3 and shall be proportioned to yield approximately one cubic yard (cubic meter).

Mix 1	
Cement	50 lb (30 kg)
Fly Ash – Class C or F, and/or GGBF Slag	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2900 lb (1720 kg)
Water	50-65 gal (248-322 L)
Air Content	No air is entrained

Mix 2	
Cement	125 lb (74 kg)

Fine Aggregate – Saturated Surface Dry	2500 lb (1483 kg)
Water	35-50 gal (173-248 L)
Air Content	15-25 %

Mix 3	
Cement	40 lb (24 kg)
Fly Ash – Class C or F, and/or GGBF Slag	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2500 lb (1483 kg)
Water	35-50 gal (179-248 L)
Air Content	15-25 %"

Revise Article 1020.04, Table 1, Note (8) of the Standard Specifications to read:

"(8) In addition to the Type III portland cement, 100 lb/cu yd of ground granulated blast-furnace slag and 50 lb/cu yd of microsilica (silica fume) shall be used. For an air temperature greater than 85 °F, the Type III portland cement may be replaced with Type I, IL, or II portland cement."

Revise Article 1020.04, Table 1 (Metric), Note (8) of the Standard Specifications to read:

"(8) In addition to the Type III portland cement, 60 kg/cu m of ground granulated blast-furnace slag and 30 kg/cu m of microsilica (silica fume) shall be used. For an air temperature greater than 30 °C, the Type III portland cement may be replaced with Type I, IL, or II portland cement."

Revise Note 9 of Table 1 of Article 1020.04 of the Standard Specifications to read:

"(9) The cement shall be a rapid hardening according to Article 1001.01(d). Minimum or maximum cement factor may be adjusted when approved by the Engineer."

Revise the second paragraph of Article 1020.05(a) of the Standard Specifications to read:

"For a mix design using a portland-pozzolan cement, portland blast-furnace slag cement, portland-limestone cement, or replacing portland cement with finely divided minerals per Articles 1020.05(c) and 1020.05(d), the Contractor may submit a mix design with a minimum portland cement content less than 400 lbs/cu yd (237 kg/cu m), but not less than 375 lbs/cu yd (222 kg/cu m), if the mix design is shown to have a minimum relative dynamic modulus of elasticity of 80 percent determined according to AASHTO T 161. Testing shall be performed by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete."

Revise the first sentence of the first paragraph of Article 1020.05(b) of the Standard Specifications to read:

"Corrosion inhibitors and concrete admixtures shall be according to the qualified product lists."

Delete the fourth and fifth sentences of the second paragraph of Article 1020.05(b) of the Standard Specifications.

Revise Article 1020.05(b)(5) of the Standard Specifications to read:

"(5) For Class PP-4 concrete, a high range water-reducing admixture, retarder, and/or hydration stabilizer may be used in addition to the air-entraining admixture. The Contractor also has the option to use a water-reducing admixture with the high range water-reducing admixture. An accelerator shall not be used. A mobile portland cement concrete plant shall be used to produce the patching mixture.

For PP-5 concrete, a non-chloride accelerator, high range water-reducing admixture, retarder, hydration stabilizer, and/or air-entraining admixture may be used. The accelerator, high range water-reducing admixture, retarder, hydration stabilizer, and/or air-entraining admixture shall be per the Contractor's recommendation and dosage. The qualified product list of concrete admixtures shall not apply. A mobile portland cement concrete plant shall be used to produce the patching mixture."

Revise second paragraph of Article 1020.05(b)(10) of the Standard Specifications to read:

"When calcium nitrite is used, it shall be added at the rate of 4 gal/cu yd (20 L/cu m) and shall be added to the mix immediately after all compatible admixtures have been introduced to the batch. Other corrosion inhibitors shall be added per the manufacturer's specifications."

Delete the third paragraph of Article 1020.05(b)(10) of the Standard Specifications.

Revise Article 1020.15(b)(1)c. of the Standard Specifications to read:

"c. The minimum portland cement content in the mixture shall be 375 lbs/cu yd (222 kg/cu m). When the total of organic processing additions, inorganic processing additions, and limestone addition exceed 5.0 percent in the cement, the minimum portland cement content in the mixture shall be 400 lbs/cu yd (237 kg/cu m). For a drilled shaft, foundation, footing, or substructure, the minimum portland cement may be reduced to as low as 330 lbs/cu yd (196 kg/cu m) if the concrete has adequate freeze/thaw durability. The Contractor shall provide freeze/thaw test results according to AASHTO T 161, and the relative dynamic modulus of elasticity of the mix design shall be a minimum of 80 percent. Testing shall be performed by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete. Freeze/thaw testing will not be required for concrete that will not be exposed to freezing and thawing conditions as determined by the Engineer."

Revise Article 1021.01 of the Standard Specifications to read:

"**1021.01 General.** Admixtures shall be furnished in liquid or powder form ready for use. The admixtures shall be delivered in the manufacturer's original containers, bulk tank trucks or such containers or tanks as are acceptable to the Engineer. Delivery shall be accompanied by a ticket which clearly identifies the manufacturer, the date of manufacture, and trade name of the material. Containers shall be readily identifiable as to manufacturer, the date of manufacture, and trade name of the material they contain.

Concrete admixtures shall be on one of the Department's qualified product lists. Unless otherwise noted, admixtures shall have successfully completed and remain current with the AASHTO Product Eval and Audit Concrete Admixture (CADD) testing program. For admixture submittals to the Department; the product brand name, manufacturer name, admixture type or types, an electronic link to the product's technical data sheet, and the NTPEP testing number which contains an electronic link to all test data shall be provided. In addition, a letter shall be submitted certifying that no changes have been made in the formulation of the material since the most current round of tests conducted by AASHTO Product Eval and Audit. After 28 days of testing by AASHTO Product Eval and Audit, air-entraining admixtures may be provisionally approved and used on Departmental projects. For all other admixtures, unless otherwise noted, the time period after which provisionally approved status may be earned is 6 months.

The manufacturer shall include the following in the submittal to the AASHTO Product Eval and Audit CADD testing program: the manufacturing range for specific gravity, the midpoint and manufacturing range for residue by oven drying, and manufacturing range of pH. The submittal shall also include an infrared spectrophotometer trace no more than five years old.

For air-entraining admixtures according to Article 1021.02, the specific gravity allowable manufacturing range established by the manufacturer shall be according to AASHTO M 194. For residue by oven drying and pH, the allowable manufacturing range and test methods shall be according to AASHTO M 194.

For admixtures according to Articles 1021.03, 1021.04, 1021.05, 1021.06, 1021.07, and 1021.08, the pH allowable manufacturing range established by the manufacturer shall be according to ASTM E 70. For specific gravity and residue by oven drying, the allowable manufacturing range and test methods shall be according to AASHTO M 194.

All admixtures, except chloride-based accelerators, shall contain a maximum of 0.3 percent chloride by weight (mass) as determined by an appropriate test method. To verify the test result, the Department will use Illinois Modified AASHTO T 260, Procedure A, Method 1.

Prior to final approval of an admixture, the Engineer reserves the right to request a sample for testing. The test and reference concrete mixtures tested by the Engineer will contain a cement content of 5.65 cwt/cu yd (335 kg/cu m). For freeze-thaw testing, the Department will perform the test according to Illinois Modified AASHTO T 161. The flexural strength test will be performed according to AASHTO T 177. If the Engineer decides to test the admixture, the manufacturer shall submit AASHTO T 197 water content and set time test results on the standard cement used by the Department. The manufacturer may select their lab or an independent lab to perform this testing. The laboratory is not required to be accredited by AASHTO.

Random field samples may be taken by the Department to verify an admixture meets specification. A split sample will be provided to the manufacturer if requested. Admixtures that do not meet specification requirements or an allowable manufacturing range established by the manufacturer shall be replaced with new material."

Revise Article 1021.03 of the Standard Specifications to read:

"**1021.03 Retarding and Water-Reducing Admixtures.** The admixture shall be according to the following.

(a) Retarding admixtures shall be according to AASHTO M 194, Type B (retarding) or Type D (water-reducing and retarding).

(b) Water-reducing admixtures shall be according to AASHTO M 194, Type A.

(c) High range water-reducing admixtures shall be according to AASHTO M 194, Type F (high range water-reducing) or Type G (high range water-reducing and retarding)."

Revise Article 1021.05 of the Standard Specifications to read:

"**1021.05 Self-Consolidating Admixtures.** Self-consolidating admixture systems shall consist of either a high range water-reducing admixture only or a high range water-reducing admixture combined with a separate viscosity modifying admixture. The one or two component admixture system shall be capable of producing a concrete that can flow around reinforcement and consolidate under its own weight without additional effort and without segregation.

High range water-reducing admixtures shall be according to AASHTO M 194, Type F.

Viscosity modifying admixtures shall be according to AASHTO M 194, Type S (specific performance)."

Revise Article 1021.06 of the Standard Specifications to read:

"**1021.06 Rheology-Controlling Admixture.** Rheology-controlling admixtures shall be capable of producing a concrete mixture with a lower yield stress that will consolidate easier for slipform applications used by the Contractor. Rheology-controlling admixtures shall be according to AASHTO M 194, Type S (specific performance)."

Revise Article 1021.07 of the Standard Specifications to read:

"**1021.07 Corrosion Inhibitor.** The corrosion inhibitor shall be according to one of the following.

(a) Calcium Nitrite. Corrosion inhibitors shall contain a minimum 30 percent calcium nitrite by weight (mass) of solution and shall comply with either the requirements of AASHTO

M 194, Type C (accelerating) or the requirements of ASTM C 1582. The corrosion inhibiting performance requirements of ASTM C 1582 shall not apply.

(b) Other Materials. The corrosion inhibitor shall be according to ASTM C 1582.

For submittals requiring testing according to ASTM M 194, Type C (accelerating), the admixture shall meet the requirements of the AASHTO Product Eval and Audit CADD testing program according to Article 1021.01.

For submittals requiring testing according to ASTM C 1582, a report prepared by an independent laboratory accredited by AASHTO re:source for portland cement concrete shall be provided. The report shall show the results of physical tests conducted no more than five years prior to the time of submittal, according to applicable specifications. However, ASTM G 109 test information specified in ASTM C 1582 is not required to be from an independent accredited lab. All other information in ASTM C 1582 shall be from an independent accredited lab. Test data and other information required to be submitted to AASHTO Product Eval and Audit according to Article 1021.01, shall instead be submitted directly to the Department."

Add Article 1021.08 of the Standard Specifications as follows:

"**1021.08 Other Specific Performance Admixtures.** Other specific performance admixtures shall, at a minimum, be according to AASHTO M 194, Type S (specific performance). The Department also reserves the right to require other testing, as determined by the Engineer, to show evidence of specific performance characteristics.

Initial testing according to AASHTO M 194 may be conducted under the AASHTO Product Eval and Audit CADD testing program according to Article 1021.01, or by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete. In either case, test data and other information required to be submitted to AASHTO Product Eval and Audit according to Article 1021.01, shall also be submitted directly to the Department. The independent accredited lab report shall show the results of physical tests conducted no more than five years prior to the time of submittal, according to applicable specifications."

Add Article 1021.09 of the Standard Specifications as follows:

"**1021.09 Latex Admixtures**. The latex admixture shall be a uniform, homogeneous, non-toxic, film-forming, polymeric emulsion in water to which all stabilizers have been added at the point of manufacture. The latex admixture shall not contain any chlorides and shall contain 46-49 percent solids.

In lieu of meeting the requirements of Article 1021.01, the Contractor shall submit a manufacturer's certification that the latex emulsion meets the requirements of FHWA Research Report RD-78-35, Chapter VI. The certificate shall include the date of manufacture of the latex admixture, batch or lot number, quantity represented, manufacturer's name, and the location of the manufacturing plant. The latex emulsion shall be sampled and tested in accordance with RD-78-35, Chapter VII, Certification Program.

The latex admixture shall be packaged and stored in containers and storage facilities which will protect the material from freezing and from temperatures above 85°F (30°C). Additionally, the material shall not be stored in direct sunlight and shall be shaded when stored outside of buildings during moderate temperatures."

Revise Article 1024.01 of the Standard Specifications to read:

"**1024.01 Requirements for Grout.** The grout shall be proportioned by dry volume, thoroughly mixed, and shall have a minimum temperature of 50 °F (10 °C). Water shall not exceed the minimum needed for placement and finishing.

Materials for the grout shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fine Aggregate	1003.02
(d) Fly Ash	1010
(e) Ground Granulated Blast Furnace (GGBF) Slag	1010
(f) Concrete Admixtures	1021"

Revise Note 1 of Article 1024.02 of the Standard Specifications to read:

"Note 1. Nonshrink grout shall be according to ASTM C 1107.

For prestressed concrete applications, the nonshrink grout shall have a water soluble chloride ion content of less than 0.06 percent by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260; and for non-prestressed concrete applications, the water soluble chloride ion content shall be less than 0.15 percent by weight of cementitious material. The testing according to ASTM 1107, and either ASTM C 1218 or AASHTO T 260 shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. The Department will maintain a qualified product list. Mixing of the nonshrink grout shall be according to the manufacturer's specifications."

Revise Article 1029.02 of the Standard Specifications to read:

"**1029.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Fly Ash	1010
(c) Ground Granulated Blast Furnace (GGBF) Slag	1010
(d) Water	1002
(e) Fine Aggregate	1003
(f) Concrete Admixtures	1021

(g) Foaming Agent (Note 1)

Note 1. The manufacturer shall submit infrared spectrophotometer trace and test results indicating the foaming agent meets the requirements of ASTM C 869 in order to be on the Department's qualified product list. Submitted data/results shall not be more than five years old."

Revise the second paragraph of Article 1103.03(a)(4) the Standard Specifications to read:

"The dispenser system shall provide a visual indication that the liquid admixture is actually entering the batch, such as via a transparent or translucent section of tubing or by independent check with an integrated secondary metering device. If approved by the Engineer, an alternate indicator may be used for admixtures dosed at rates of 25 oz/cwt (1630 mL/100 kg) or greater, such as accelerating admixtures, corrosion inhibitors, and viscosity modifying admixtures."

Revise Article 1103.04 of the Standard Specifications to read:

"**1103.04 Mobile Portland Cement Concrete Plants.** The mobile concrete plant shall be according to AASHTO M 241 and the Bureau of Materials Policy Memorandum "Approval of Volumetric Mobile Mixers for Concrete". The mixer shall be capable of carrying sufficient unmixed materials to produce not less than 6 cu yd (4.6 cu m) of concrete."

Revise the first two sections of Check Sheet #11 "Subsealing of Concrete Pavements" of the Recurring Special Provisions to read:

"Description. This work shall consist of filling voids beneath rigid and composite pavements with cement grout.

Materials. Materials shall be according to the following Articles/Sections of the Standard Specifications:

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fly Ash	1010
(d) Ground Granulated Blast Furnace (GGBF) Slag	1010
(e) Admixtures	1021
(f) Packaged Rapid Hardening Mortar or Concrete	1018"

Revise the Materials section of Check Sheet #28 "Portland Cement Concrete Inlay or Overlay" of the Recurring Special Provisions to read:

"Materials. Materials shall be according to the following Articles/Sections of the Standard Specifications.

Item	Article/Section
(a) Portland Cement Concrete (Note 1)	1020
(b) Fibers for Concrete	1014
(c) Protective Coat	1023.01

Note 1. Class PV concrete shall be used, except the cement factor for central mixed concrete shall be 6.05 cwt/cu yd (360 kg/cu m). A cement factor reduction according to Article 1020.05(b)(8) of the Standard Specifications will be permitted. CA 5 shall not be used and CA 7 may only be used for overlays that are a minimum of 4.5 in. (113 mm) thick. The Class PV concrete shall have a minimum flexural strength of 550 psi (3800 kPa) or a minimum compressive strength of 3000 psi (20,700 kPa) at 14 days."

80460

COMPENSABLE DELAY COSTS (BDE)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Add the following to Section 109 of the Standard Specifications.

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

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

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

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

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

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

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

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

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

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

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

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

80384

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010
Revised: January 1, 2025

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 according to the table below.

Horsepower Range	Model Year and Older
50-99	2003
100-299	2002
300-599	2000
600-749	2001
750 and up	2005

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* (https://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel),
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

HOT-MIX ASPHALT (BDE)

Effective: January 1, 2024
Revised: January 1, 2026

Add the following to the end of Article 406.06(c) of the Standard Specifications:

"The amount of HMA binder course placed shall be limited to that which can be surfaced during the same construction season."

Revise the fifteenth through eighteenth paragraphs of Article 406.14 of the Standard Specifications to read:

"The mixture used in constructing acceptable HMA test strips will be paid for at the contract unit price. Unacceptable HMA test strips shall be removed and replaced at no additional cost to the Department."

Revise the first and second paragraphs of Articles 1030.06(c)(2) of the Standard Specifications to read:

"(2) Personnel. The Contractor shall provide a QC Manager who shall have overall responsibility and authority for quality control. This individual shall maintain active certification as a Hot-Mix Asphalt Level II technician.

In addition to the QC Manager, the Contractor shall provide sufficient personnel to perform the required visual inspections, sampling, testing, and documentation in a timely manner. Mix designs shall be developed by personnel with an active certification as a Hot-Mix Asphalt Level III technician. Technicians performing mix design testing and plant sampling/testing shall maintain active certification as a Hot-Mix Asphalt Level I technician. The Contractor may provide a technician trainee who has successfully completed the Department's "Hot-Mix Asphalt Trainee Course" to assist in the activities completed by a Hot-Mix Asphalt Level I technician for a period of one year after the course completion date. The Contractor may also provide a Gradation Technician who has successfully completed the Department's "Gradation Technician Course" to run gradation tests only under the supervision of a Hot-Mix Asphalt Level II Technician. The Contractor shall provide a Hot-Mix Asphalt Density Tester who has successfully completed the Department's "Nuclear Density Testing" course to run all nuclear density tests on the job site."

Add Article 1030.06(d)(3) to the Standard Specifications as follows:

"(3) The Contractor shall take possession of any Department HMA mixture samples or density specimens upon notification by the Engineer. The Contractor shall collect the HMA mixture samples or density specimens from the location designated by the Engineer and may add these materials to RAP stockpiles according to Section 1031."

Revise the second paragraph of Articles 1030.07(a)(11) and 1030.08(a)(9) of the Standard Specifications to read:

"When establishing the target density, the HMA maximum theoretical specific gravity (G_{mm}) will be based on the running average of four available Department test results for that project. If less than four G_{mm} test results are available, an average of all available Department test results for that project will be used. The initial G_{mm} will be the last available Department test result from a QMP project. If there is no available Department test result from a QMP project, the Department mix design verification test result will be used as the initial G_{mm}."

Revise the Quality Control Limits table in Article 1030.09(c) to read:

"CONTROL LIMITS

Parameter	IL-19.0, IL-9.5, IL-9.5FG, IL-19.0L, IL-9.5L		SMA-12.5, SMA-9.5		IL-4.75	
	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4
% Passing: 1/						
1/2 in. (12.5 mm)	± 6 %	± 4 %	± 6 %	± 4 %		
3/8 in. (9.5mm)			± 4 %	± 3 %		
# 4 (4.75 mm)	± 5 %	± 4 %	± 5 %	± 4 %		
# 8 (2.36 mm)	± 5 %	± 3 %	± 4 %	± 2 %		
# 16 (1.18 mm)			± 4 %	± 2 %	± 4 %	± 3 %
# 30 (600 µm)	± 4 %	± 2.5 %	± 4 %	± 2.5 %		
Total Dust Content # 200 (75 µm)	± 1.5 %	± 1.0 %			± 1.5 %	± 1.0 %
Asphalt Binder Content	± 0.3 %	± 0.2 %	± 0.2 %	± 0.1 %	± 0.3 %	± 0.2 %
Air Voids 2/	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %
Field VMA 3/	-0.7 %	-0.5 %	-0.7 %	-0.5 %	-0.7 %	-0.5 %

1/ Based on washed ignition oven or solvent extraction gradation.

2/ The air voids target value shall be 3.2 to 4.8 percent.

3/ Allowable limit below minimum design VMA requirement."

Revise Article 1030.09(g)(2) of the Standard Specifications to read:

"(2) The Contractor shall complete split verification sample tests listed in the Limits of Precision table in Article 1030.09(h)(1)."

In the Supplemental Specifications, replace the revision for the end of the third paragraph of Article 1030.09(h)(2) with the following:

"When establishing the target density, the HMA maximum theoretical specific gravity (G_{mm}) will be the Department mix design verification test result."

Replace the last sentence of the fourth paragraph of Article 1030.10 of the Standard Specifications with the following:

"The mixture test results shall meet the requirements of Article 1030.05(d), except tensile strength and TSR testing will only be conducted on the first use of a mix design for the year and Hamburg wheel tests will only be conducted on High ESAL mixtures. To be considered acceptable to remain in place, the Department's mixture test results shall meet the acceptable limits stated in Article 1030.09(i)(1). In addition, no visible pavement distress such as, but not limited to, segregation, excessive coarse aggregate fracturing outside of growth curves, excessive dust balls, or flushing shall be present as determined by the Engineer."

Revise the tenth paragraph of Article 1030.10 of the Standard Specifications to read:

"Production is not required to stop after a test strip has been constructed."

Replace the eleventh paragraph of Article 1030.10 of the Standard Specifications with the following:

"If an initial Hamburg wheel or I-FIT test fails to meet the requirements of Article 1030.05(d), the Department will verify the results by testing the retained gyratory cylinders. Upon notification by the Engineer of a Hamburg wheel or I-FIT test failure on the retained gyratory cylinders, the Contractor shall substitute an approved mix design, submit a new mix design for mix verification testing according to Article 1030.05(d), or pave 250 tons with or without an adjustment and resample for Department Hamburg wheel and I-FIT testing as directed by the Engineer. Paving may continue as long as all other mixture criteria is being met. If Hamburg wheel or I-FIT tests on the resampled HMA fail, production of the affected mixture shall cease and the Contractor shall substitute an approved mix design or submit a new mix design for mix verification testing according to Article 1030.05(d)."

80456

HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE)

Effective: November 1, 2022
Revised: August 1, 2023

Add the following after the second sentence in the eighth paragraph of Article 406.06(h)(2) of the Standard Specifications:

"If rain is forecasted and traffic is to be on the LJS or if pickup/tracking of the LJS material is likely, the LJS shall be covered immediately following its application with FA 20 fine aggregate mechanically spread uniformly at a rate of 1.5 ± 0.5 lb/sq yd (0.75 ± 0.25 kg/sq m). Fine aggregate landing outside of the LJS shall be removed prior to application of tack coat."

Add the following after the first sentence in the ninth paragraph of Article 406.06(h)(2) of the Standard Specifications:

"LJS half-width shall be applied at a width of 9 ± 1 in. (225 ± 25 mm) in the immediate lane to be placed with the outside edge flush with the joint of the next HMA lift. The vertical face of any longitudinal joint remaining in place shall also be coated."

Add the following after the eleventh paragraph of Article 406.06(h)(2) of the Standard Specifications:

"LJS Half-Width Application Rate, lb/ft (kg/m) 1/			
Lift Thickness, in. (mm)	Coarse Graded Mixture (IL-19.0, IL-19.0L, IL-9.5, IL-9.5L, IL-4.75)	Fine Graded Mixture (IL-9.5FG)	SMA Mixture (SMA-9.5, SMA-12.5)
¾ (19)	0.44 (0.66)		
1 (25)	0.58 (0.86)		
1 ¼ (32)	0.66 (0.98)	0.44 (0.66)	
1 ½ (38)	0.74 (1.10)	0.48 (0.71)	0.63 (0.94)
1 ¾ (44)	0.82 (1.22)	0.52 (0.77)	0.69 (1.03)
2 (50)	0.90 (1.34)	0.56 (0.83)	0.76 (1.13)
≥ 2 ¼ (60)	0.98 (1.46)		

1/ The application rate includes a surface demand for liquid. 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."

Revise the second paragraph of Article 406.13(b) of the Standard Specifications to read:

"Aggregate for covering tack, LJS, or FLS will not be measured for payment."

Add the following to the end of the second paragraph of Article 406.14 of the Standard Specifications:

"Longitudinal joint sealant (LJS) half-width will be paid for at the contract unit price per foot (meter) for LONGITUDINAL JOINT SEALANT, HALF-WIDTH."

80446

PERFORMANCE GRADED ASPHALT BINDER (BDE)

Effective: January 1, 2023

Revise Article 1032.05 of the Standard Specifications to read:

"**1032.05 Performance Graded Asphalt Binder.** These materials will be accepted according to the Bureau of Materials Policy Memorandum, "Performance Graded Asphalt Binder Qualification Procedure." The Department will maintain a qualified producer list. These materials shall be free from water and shall not foam when heated to any temperature below the actual flash point. Air blown asphalt, recycle engine oil bottoms (ReOB), and polyphosphoric acid (PPA) modification shall not be used.

When requested, producers shall provide the Engineer with viscosity/temperature relationships for the performance graded asphalt binders delivered and incorporated in the work.

(a) Performance Graded (PG) Asphalt Binder. The asphalt binder shall meet the requirements of AASHTO M 320, Table 1 "Standard Specification for Performance Graded Asphalt Binder" for the grade shown on the plans and the following.

Test	Parameter
Small Strain Parameter (AASHTO PP 113) BBR, ΔTc, 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	-5 °C min.

(b) Modified Performance Graded (PG) Asphalt Binder. The asphalt binder shall meet the requirements of AASHTO M 320, Table 1 "Standard Specification for Performance Graded Asphalt Binder" for the grade shown on the plans.

Asphalt binder modification shall be performed at the source, as defined in the Bureau of Materials Policy Memorandum, "Performance Graded Asphalt Binder Qualification Procedure."

Modified asphalt binder shall be safe to handle at asphalt binder production and storage temperatures or HMA construction temperatures. Safety Data Sheets (SDS) shall be provided for all asphalt modifiers.

(1) Polymer Modification (SB/SBS or SBR). Elastomers shall be added to the base asphalt binder to achieve the specified performance grade and shall be either a styrene-butadiene diblock, triblock copolymer without oil extension, or a styrene-butadiene rubber. The polymer modified asphalt binder shall be smooth, homogeneous, and be according to the requirements shown in Table 1 or 2 for the grade shown on the plans.

Table 1 - Requirements for Styrene-Butadiene Copolymer (SB/SBS) Modified Asphalt Binders		
Test	Asphalt Grade SB/SBS PG 64-28 SB/SBS PG 70-22	Asphalt Grade SB/SBS PG 64-34 SB/SBS PG 70-28 SB/SBS PG 76-22 SB/SBS PG 76-28
Separation of Polymer ITP, "Separation of Polymer from Asphalt Binder" Difference in °F (°C) of the softening point between top and bottom portions	4 (2) max.	4 (2) max.
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 °F (25 °C), 100 mm elongation, %	60 min.	70 min.

Table 2 - Requirements for Styrene-Butadiene Rubber (SBR) Modified Asphalt Binders		
Test	Asphalt Grade SBR PG 64-28 SBR PG 70-22	Asphalt Grade SB/SBS PG 64-34 SB/SBS PG 70-28 SBR PG 76-22 SBR PG 76-28
Separation of Polymer ITP, "Separation of Polymer from Asphalt Binder" Difference in °F (°C) of the softening point between top and bottom portions	4 (2) max.	4 (2) max.
Toughness ASTM D 5801, 77 °F (25 °C), 20 in./min. (500 mm/min.), in.-lbs (N-m)	110 (12.5) min.	110 (12.5) min.
Tenacity ASTM D 5801, 77 °F (25 °C), 20 in./min. (500 mm/min.), in.-lbs (N-m)	75 (8.5) min.	75 (8.5) min.
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 °F (25 °C), 100 mm elongation, %	40 min.	50 min.

(2) Ground Tire Rubber (GTR) Modification. GTR modification is the addition of recycled ground tire rubber to liquid asphalt binder to achieve the specified performance grade. GTR shall be produced from processing automobile and/or truck tires by the ambient

grinding method or micronizing through a cryogenic process. GTR shall not exceed 1/16 in. (2 mm) in any dimension and shall not contain free metal particles, moisture that would cause foaming of the asphalt, or other foreign 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 "Standard Method of Test for Sieve Analysis of Fine and Coarse Aggregates" or AASHTO PP 74 "Standard Practice for Determination of Size and Shape of Glass Beads Used in Traffic Markings by Means of Computerized Optical Method", 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

GTR modified asphalt binder shall be tested for rotational viscosity according to AASHTO T 316 using spindle S27. GTR modified asphalt binder shall be tested for original dynamic shear and RTFO dynamic shear according to AASHTO T 315 using a gap of 2 mm.

The GTR modified asphalt binder shall meet the requirements of Table 3.

Table 3 - Requirements for Ground Tire Rubber (GTR) Modified Asphalt Binders		
Test	Asphalt Grade GTR PG 64-28 GTR PG 70-22	Asphalt Grade GTR PG 76-22 GTR PG 76-28 GTR PG 70-28
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 °F (25 °C), 100 mm elongation, %	60 min.	70 min.

(3) Softener Modification (SM). Softener modification is the addition of organic compounds, such as engineered flux, bio-oil blends, modified vegetable oils, glycol amines, and fatty acid derivatives, to the base asphalt binder to achieve the specified performance grade. Softeners shall be dissolved, dispersed, or reacted in the asphalt binder to enhance its performance and shall remain compatible with the asphalt binder with no separation. Softeners shall not be added to modified PG asphalt binder as defined in Articles 1032.05(b)(1) or 1032.05(b)(2).

An Attenuated Total Reflectance-Fourier Transform Infrared spectrum (ATR-FTIR) shall be collected for both the softening compound as well as the softener modified

asphalt binder at the dose intended for qualification. The ATR-FTIR spectra shall be collected on unaged softener modified binder, 20-hour Pressurized Aging Vessel (PAV) aged softener modified binder, and 40-hour PAV aged softener modified binder. The ATR-FTIR shall be collected in accordance with Illinois Test Procedure 601. The electronic files spectral files (in one of the following extensions or equivalent: *.SPA, *.SPG, *.IRD, *.IFG, *.CSV, *.SP, *.IRS, *.GAML, *.[0-9], *.IGM, *.ABS, *.DRT, *.SBM, *.RAS) shall be submitted to the Central Bureau of Materials.

Softener modified asphalt binders shall meet the requirements in Table 4.

Table 4 - Requirements for Softener Modified Asphalt Binders	
Test	Asphalt Grade SM PG 46-28 SM PG 46-34 SM PG 52-28 SM PG 52-34 SM PG 58-22 SM PG 58-28 SM PG 64-22
Small Strain Parameter (AASHTO PP 113) BBR, ΔTc, 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	-5°C min.
Large Strain Parameter (Illinois Modified AASHTO T 391) DSR/LAS Fatigue Property, Δ|G*|peak τ, 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	≥ 54 %

The following grades may be specified as tack coats.

Asphalt Grade	Use
PG 58-22, PG 58-28, PG 64-22	Tack Coat"

Revise Article 1031.06(c)(1) and 1031.06(c)(2) of the Standard Specifications to read:

"(1) RAP/RAS. When RAP is used alone or RAP is used in conjunction with RAS, the percentage of virgin 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 3/
30	30	30	10
50	25	15	10
70	15	10	10
90	10	10	10

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

2/ When RAP/RAS ABR exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).

3/ The maximum ABR percentages for ground tire rubber (GTR) modified mixes shall be equivalent to the percentages specified for SBS/SBR polymer modified mixes.

(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 3/
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).

3/ The maximum ABR percentages for GTR modified mixes shall be equivalent to the percentages specified for SBS/SBR polymer modified mixes."

Add the following to the end of Note 2 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 shall be capable of providing continuous mechanical mixing throughout and/or 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."

80441

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2024
Revised: April 1, 2024

Revise the first paragraph of Article 669.04 of the Standard Specifications to read:

"**669.04 Regulated Substances Monitoring.** Regulated substances monitoring includes environmental observation and field screening during regulated substances management activities. The excavated soil and groundwater within the work areas shall be managed as either uncontaminated soil, hazardous waste, special waste, or non-special waste.

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)"."

Revise the first two sentences of the nineteenth paragraph of Article 669.05 of the Standard Specifications to read:

"The Contractor shall coordinate waste disposal approvals with the disposal facility and provide the specific analytical testing requirements of that facility. The Contractor shall make all arrangements for collection, transportation, and analysis of landfill acceptance testing."

Revise the last paragraph of Article 669.05 of the Standard Specifications to read:

"The Contractor shall select a permitted landfill facility or CCDD/USFO facility meeting the requirements of 35 Ill. Admin. Code Parts 810-814 or Part 1100, respectively. The Department will review and approve or reject the facility proposed by the Contractor based upon information provided in BDE 2730. The Contractor shall verify whether the selected facility is compliant with those applicable standards as mandated by their permit and whether the 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 facility shall in no manner delay the construction schedule or alter the Contractor's responsibilities as set forth."

Revise the first paragraph of Article 669.07 of the Standard Specifications to read:

"**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. All other 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.

Topsoil for re-use as final cover which has been field screened and found not to exhibit PID readings over daily background readings as documented on the BDE 2732, visual staining or

odors, and is classified according to Articles 669.05(a)(2), (a)(3), (a)(4), (b)(1), or (c) may be temporarily staged at the Contractor's option."

Add the following paragraph after the sixth paragraph of Article 669.11 of the Standard Specifications.

"The sampling and testing of effluent water derived from dewatering discharges for priority pollutants volatile organic compounds (VOCs), priority pollutants semi-volatile organic compounds (SVOCs), or priority pollutants metals, will be paid for at the contract unit price per each for VOCS GROUNDWATER ANALYSIS using EPA Method 8260B, SVOCS GROUNDWATER ANALYSIS using EPA Method 8270C, or RCRA METALS GROUNDWATER ANALYSIS using EPA Methods 6010B and 7471A. This price shall include transporting the sample from the job site to the laboratory."

Revise the first sentence of the eight paragraph of Article 669.11 of the Standard Specifications to read:

"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) to be managed and disposed of, if required and approved by the Engineer, will be paid according to Article 109.04."

80455

VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

Effective: November 1, 2021
Revised: November 1, 2022

Add the following paragraph after the first paragraph of Article 701.08 of the Standard Specifications:

"The Contractor shall equip all vehicles and equipment with high-intensity oscillating, rotating, or flashing, amber or amber-and-white, warning lights which are visible from all directions. In accordance with 625 ILCS 5/12-215, the lights may only be in operation while the vehicle or equipment is engaged in construction operations."

80439

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020
Revised: January 1, 2026

Add the following to Article 701.03 of the Standard Specifications:

"(q) Temporary Sign Supports ..... 1106.02"

Revise Article 701.03(p) of the Standard Specifications to read:

"(p) Detectable Pedestrian Channelizing Barricades ..... 1106.02(m)"

Revise the third paragraph of Article 701.14 of the Standard Specifications to read:

"For temporary sign supports, the Contractor shall provide a FHWA eligibility letter for each device used on the contract. The letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device. The signs shall be supported within 20 degrees of vertical. Weights used to stabilize signs shall be attached to the sign support per the manufacturer's specifications."

Revise the first paragraph of Article 701.15 of the Standard Specifications to read:

"**701.15 Traffic Control Devices.** For devices that must meet crashworthiness standards, the Contractor shall provide a manufacturer's self-certification or a FHWA eligibility letter for each Category 1 device and a FHWA eligibility letter for each Category 2 and Category 3 device used on the contract. The self-certification or letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device."

Revise the first six paragraphs of Article 1106.02 of the Standard Specifications to read:

"**1106.02 Devices.** Work zone traffic control devices and combinations of devices shall meet crashworthiness standards for their respective categories. The categories are as follows.

Category 1 includes small, lightweight, channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. These include cones, tubular markers, plastic drums, and delineators, with no attachments (e.g. lights). Category 1 devices shall be MASH compliant.

Category 2 includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. These include vertical panels with lights, barricades, temporary sign supports, and Category 1 devices with attachments (e.g. drums with lights). Category 2 devices shall be MASH compliant.

Category 3 includes devices that are expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. These include crash cushions (impact attenuators), truck mounted attenuators, and other devices not meeting the definitions of Category 1 or 2. Category 3 devices manufactured after December 31, 2019 shall be MASH compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350, may be used on contracts let before December 31, 2029. Category 3 devices shall be crash tested for Test Level 3 or the test level specified.

Category 4 includes portable or trailer-mounted devices such as sign supports, speed feedback displays, arrow boards, changeable message signs, temporary traffic signals, and area lighting supports. It is preferable for Category 4 devices manufactured after December 31, 2019 to be MASH-16 compliant; however, there are currently no crash tested devices in this category, so it remains exempt from the NCHRP 350 or MASH compliance requirement.

For each type of device, when no more than one MASH compliant is available, an NCHRP 350 compliant device may be used, even if manufactured after December 31, 2019."

Revise the first paragraph of Section 1106.02(a) of the Standard Specifications to read:

"(a) Lights. Lights shall meet the requirements of Chapter 13 of the "Equipment and Materials Standards of the Institute of Transportation Engineers," 1998, Institute of Transportation Engineers, and shall be visible on a clear night from a distance of 3000 ft (900 m). Lights are classified as follows."

Revise Articles 1106.02(g), 1106.02(k), 1106.02(l), and 1106.02(m) of the Standard Specifications to read:

"(g) Truck Mounted/Trailer Mounted Attenuators. The attenuator shall be approved for use at Test Level 3. Test Level 2 may be used for normal posted speeds less than or equal to 45 mph.

(k) Temporary Water Filled Barrier. The water filled barrier shall be a lightweight plastic shell designed to accept water ballast and be on the Department's qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings.

(l) Movable Traffic Barrier. The movable traffic barrier shall be on the Department's qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The

Engineer shall be provided one copy of the shop drawings. The barrier shall be capable of being moved on and off the roadway on a daily basis.

(m) Detectable Pedestrian Channelizing Barricades. The top panel or handrail shall be continuous and there should be at least a 2 in. (50 mm) gap between the hand trailing edge and its support. When visible to vehicular traffic, the top rail shall have alternating white and orange retroreflective stripes sloping at 45 degrees. The bottom panel shall be continuous and have alternating white and orange retroreflective stripes sloping at 45 degrees. Barricade stripes shall be 6 in. (150 mm) in width. The predominant color for other barricade components shall be white, orange, or silver."

80427

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						Overtime										
Trade Title	Rg	Type	C	Base	Foreman	M-F	Sa	Su	Hol	H/W	Pension	Vac	Trng	Other Ins	Add OT 1.5x owed	Add OT 2.0x owed
ASBESTOS ABT-GEN	All	ALL		51.40	52.40	1.5	1.5	2.0	2.0	18.32	17.71	0.00	0.91	0.00	0.00	0.00
ASBESTOS ABT-MEC	All	BLD		42.02	45.38	1.5	1.5	2.0	2.0	16.44	16.64	0.00	0.92		3.37	6.73
BOILERMAKER	All	BLD		58.91	64.21	2.0	2.0	2.0	2.0	7.07	27.02	0.00	3.69	2.31	0.00	39.30
BRICK MASON	All	BLD		53.06	58.37	1.5	1.5	2.0	2.0	12.95	26.26	0.00	1.57	0.00	4.23	8.45
CARPENTER	All	ALL		56.71	58.71	1.5	1.5	2.0	2.0	13.64	27.26	2.61	1.04		0.00	0.00
CEMENT MASON	All	ALL		53.10	55.10	2.0	1.5	2.0	2.0	18.43	24.00	0.00	1.25		2.50	5.00
CERAMIC TILE FINISHER	All	BLD		49.09	49.09	1.5	1.5	2.0	2.0	13.25	17.61	0.00	1.37	0.00	5.57	11.14
CERAMIC TILE LAYER	All	BLD		57.04	62.04	1.5	1.5	2.0	2.0	13.25	21.60	0.00	1.50	0.00	7.63	15.26
COMMUNICATION TECHNICIAN	All	BLD		40.90	43.70	1.5	1.5	2.0	2.0	15.40	24.89	3.20	0.83	0.00	14.46	28.91
CONCRETE SPECIALIST	All	BLD		51.81	58.21	1.5	1.5	2.0	2.0	12.95	27.56	0.00	1.57	0.00	4.88	9.75
CONCRETE SPECIALIST WELDER	All	BLD		54.40	58.21	1.5	1.5	2.0	2.0	12.95	27.56	0.00	1.57	0.00	4.88	9.75
ELECTRIC PWR EQMT OP	All	ALL		52.47	71.60	1.5	1.5	2.0	2.0	7.50	14.69	0.00	1.84	1.57	9.05	18.10
ELECTRIC PWR GRNDMAN	All	ALL		40.31	71.60	1.5	1.5	2.0	2.0	7.50	11.29	0.00	1.41	1.21	6.96	13.91
ELECTRIC PWR LINEMAN	All	ALL		63.08	71.60	1.5	1.5	2.0	2.0	7.50	17.66	0.00	2.21	1.89	10.88	21.76
ELECTRIC PWR TRK DRV	All	ALL		41.77	71.60	1.5	1.5	2.0	2.0	7.50	11.70	0.00	1.47	1.25	7.20	14.40
ELECTRICIAN	All	BLD		48.49	52.74	1.5	1.5	2.0	2.0	15.40	28.48	7.99	1.20	0.00	18.83	37.67
ELEVATOR CONSTRUCTOR	All	BLD		70.68	79.52	2.0	2.0	2.0	2.0	16.28	21.36	5.65	0.80		0.00	0.00
FENCE ERECTOR	NE	ALL		52.25	54.75	1.5	1.5	2.0	2.0	14.29	19.02	0.00	1.00	0.00	0.00	0.00
GLAZIER	All	BLD		53.55	55.05	1.5	2.0	2.0	2.0	16.04	26.64	0.00	2.30	0.00	0.00	0.00
HEAT/FROST INSULATOR	All	BLD		56.02	59.38	1.5	1.5	2.0	2.0	16.44	19.88	0.00	0.92		4.99	9.97
IRON WORKER	All	ALL		62.46	65.96	2.0	2.0	2.0	2.0	19.05	27.04	0.00	0.49	0.00	0.00	0.00
LABORER	All	ALL		51.40	52.15	1.5	1.5	2.0	2.0	18.32	17.71	0.00	0.91	0.00	0.00	0.00
LATHER	All	ALL		56.71	58.71	1.5	1.5	2.0	2.0	13.64	27.26	2.61	1.04		0.00	0.00
MACHINIST	All	BLD		60.39	64.39	1.5	1.5	2.0	2.0	11.43	9.95	1.85	1.47	0.00	0.00	0.00
MARBLE FINISHER	All	ALL		40.21	54.60	1.5	1.5	2.0	2.0	12.95	23.81	0.00	0.98	0.00	3.00	6.00
MARBLE SETTER	All	BLD		52.00	57.20	1.5	1.5	2.0	2.0	12.95	25.57	0.00	1.25	0.00	3.88	7.76

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MATERIAL TESTER I	All	ALL		41.40		1.5	1.5	2.0	2.0	18.32	17.71	0.00	0.91	0.00	0.00	0.00
MATERIALS TESTER II	All	ALL		46.40		1.5	1.5	2.0	2.0	18.32	17.71	0.00	0.91	0.00	0.00	0.00
MILLWRIGHT	All	ALL		56.71	58.71	1.5	1.5	2.0	2.0	13.64	27.26	2.61	1.04		0.00	0.00
OPERATING ENGINEER	All	BLD	1	64.80	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	BLD	2	63.50	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75	0.00	0.00	0.00
OPERATING ENGINEER	All	BLD	3	60.95	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	BLD	4	59.20	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	BLD	5	68.55	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	BLD	6	65.80	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	BLD	7	67.80	68.80	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	FLT		53.25	53.25	1.5	1.5	2.0	2.0	25.20	22.75	2.00	3.00		0.00	0.00
OPERATING ENGINEER	All	HWY	1	63.00	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	HWY	2	62.45	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	HWY	3	60.40	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	HWY	4	59.00	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	HWY	5	57.80	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	HWY	6	66.00	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	All	HWY	7	64.00	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
ORNAMENTAL IRON WORKER	All	ALL		59.26	62.76	2.0	2.0	2.0	2.0	14.86	27.70	0.00	2.25	0.00	0.00	0.00
PAINTER	All	ALL		54.30	56.30	1.5	1.5	1.5	2.0	16.20	11.43	0.00	1.75	0.00	0.00	0.00
PAINTER - SIGNS	All	BLD		46.76	52.53	1.5	1.5	2.0	2.0	8.20	16.81	0.00	0.00	0.00	0.00	0.00
PILEDRIVER	All	ALL		56.71	58.71	1.5	1.5	2.0	2.0	13.64	27.26	2.61	1.04		0.00	0.00
PIPEFITTER	All	BLD		58.50	61.50	1.5	1.5	2.0	2.0	15.15	22.85	0.00	3.12	0.00	0.00	0.00
PLASTERER	All	BLD		53.00	56.18	1.5	1.5	2.0	2.0	12.95	25.66	0.00	1.49	0.00	4.31	8.61
PLUMBER	All	BLD		60.50	64.15	1.5	1.5	2.0	2.0	19.10	17.94	0.00	1.98		0.00	0.00
ROOFER	All	BLD		52.00	57.00	1.5	1.5	2.0	2.0	12.80	18.19	0.00	1.14	0.00	0.00	0.00
SHEETMETAL WORKER	All	BLD		58.83	63.54	1.5	1.5	2.0	2.0	17.16	19.90	0.00	1.79	2.62	0.00	0.00
SPRINKLER FITTER	All	BLD		63.25	66.00	1.5	1.5	2.0	2.0	15.45	19.90	0.00	1.15	0.00	0.00	0.00
STEEL ERECTOR	All	ALL		62.46	65.96	2.0	2.0	2.0	2.0	19.05	27.04	0.00	0.49	0.00	0.00	0.00

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STONE MASON	All	BLD		53.06	58.37	1.5	1.5	2.0	2.0	12.95	26.26	0.00	1.57	0.00	4.23	8.45
SURVEY WORKER	All	BLD		58.45	59.45	1.5	1.5	2.0	2.0	19.10	14.40	0.00	1.59		0.00	0.00
SURVEY WORKER	All	HWY		58.45	59.45	1.5	1.5	2.0	2.0	19.10	14.40	0.00	1.59		0.00	0.00
TERRAZZO FINISHER	All	BLD		51.44	51.44	1.5	1.5	2.0	2.0	13.25	18.87	0.00	1.41	0.00	4.45	8.89
TERRAZZO MECHANIC	All	BLD		55.35	58.85	1.5	1.5	2.0	2.0	13.25	20.26	0.00	1.46	0.00	4.70	9.39
TRAFFIC SAFETY WORKER I	All	HWY		43.40	45.40	1.5	1.5	2.0	2.0	10.08	10.08	0.00	1.05	0.00	0.00	0.00
TRAFFIC SAFETY WORKER II	ALL	HWY		44.40	46.40	1.5	1.5	2.0	2.0	10.08	10.08	0.00	1.05	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	1	45.31	45.80	1.5	1.5	2.0	2.0	12.15	16.00	0.00	0.30	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	2	45.46	45.80	1.5	1.5	2.0	2.0	12.15	16.00	0.00	0.30	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	3	45.66	45.80	1.5	1.5	2.0	2.0	12.15	16.00	0.00	0.30	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	4	45.80	45.80	1.5	1.5	2.0	2.0	12.15	16.00	0.00	0.30	0.00	0.00	0.00
TUCKPOINTER	All	BLD		52.53	53.53	1.5	1.5	2.0	2.0	11.05	23.16	0.00	1.46	0.00	0.00	0.00

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

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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 Worker I

Traffic Safety Worker I - work associated with the delivery, installation, pick-up and servicing of safety devices during periods of roadway construction, including such work as set-up and maintenance of barricades, barrier wall reflectors, drums, cones, delineators, signs, crash attenuators, glare screen and other such items, and the layout and application or removal of conflicting and/or temporary roadway markings utilized to control traffic in construction zones, as well as flagging for these operations.

TRAFFIC SAFETY WORKER II

Work associated with the installation and removal of permanent pavement markings and/or pavement markers including both installations performed by hand and installations performed by truck.

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

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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;

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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-

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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 yeards; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

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

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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.

SURVEY WORKER

Operates survey equipment (such as levels, transits, data collectors, GPS and robotic total stations) for the purpose of performing construction layout and/or grade checking.

SURVEY FOREMAN

Operates survey equipment (such as levels, transits, data collectors, GPS and robotic total stations) for the purpose of performing construction layout and/or grade checking; oversees survey crew operations; and/or coordinates work of survey crews.

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".

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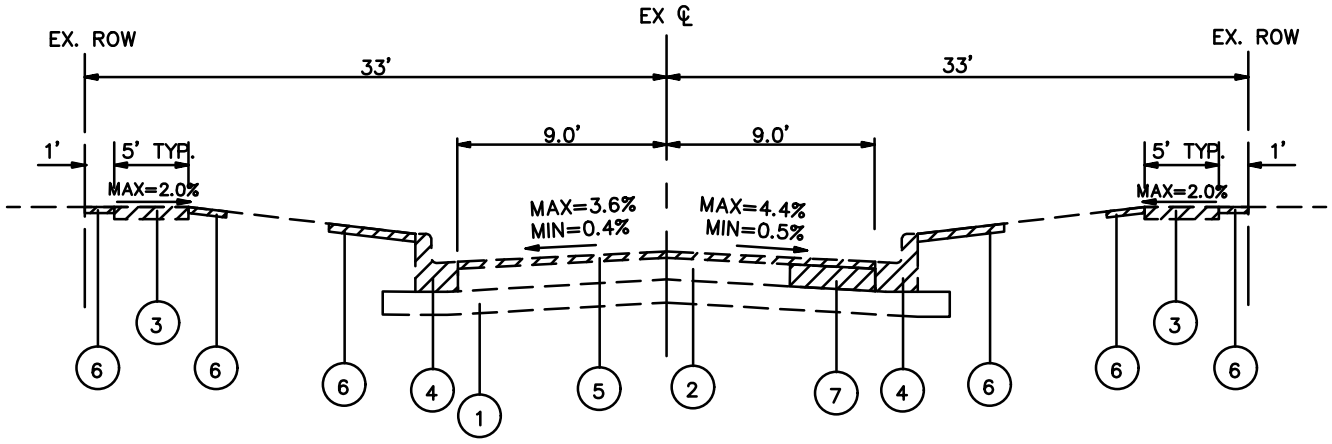


EXISTING TYPICAL SECTION

LINSCOTT AVE, E PARKWAY AVE

LEGEND

1. EXISTING SUBGRADE
2. EXISTING HMA BASE, 6" – 8", VARIES
3. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
4. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M3.12 REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
5. EXISTING HMA SURFACE REMOVAL, 3"
6. EXISTING TURF RESTORATION
7. EXISTING BASE REMOVAL FOR CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER)

LEGEND

REMOVAL ITEMS
(WHERE SHOWN ON PLANS OR AS DETERMINED IN THE FIELD BY ENGINEER)

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

18.0' CURBED ROADWAY- EXISTING

SCALE NTS

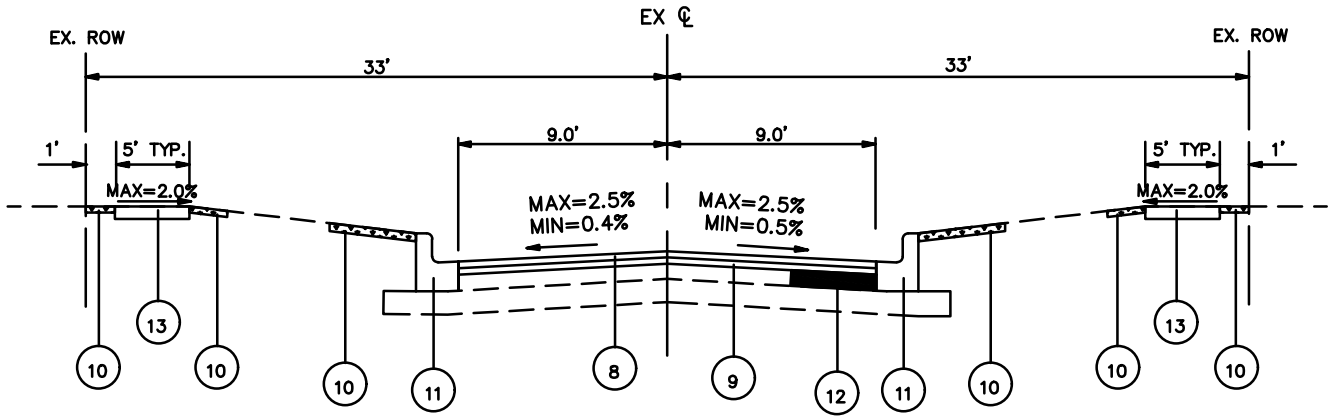
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 1



PROPOSED TYPICAL SECTION

LINSCOTT AVE, E PARKWAY AVE

LEGEND

(8) PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

(9) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

(10) PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

(11) PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REPLACEMENT, WHERE SHOWN ON PLANS AND AS DETERMINED IN THE FIELD BY ENGINEER

(12) CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 11"

(13) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, AS DETERMINED IN THE FIELD BY ENGINEER

LEGEND

CLASS D PATCH

TURF RESTORATION

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

18.0' CURBED ROADWAY- PROPOSED

SCALE NTS

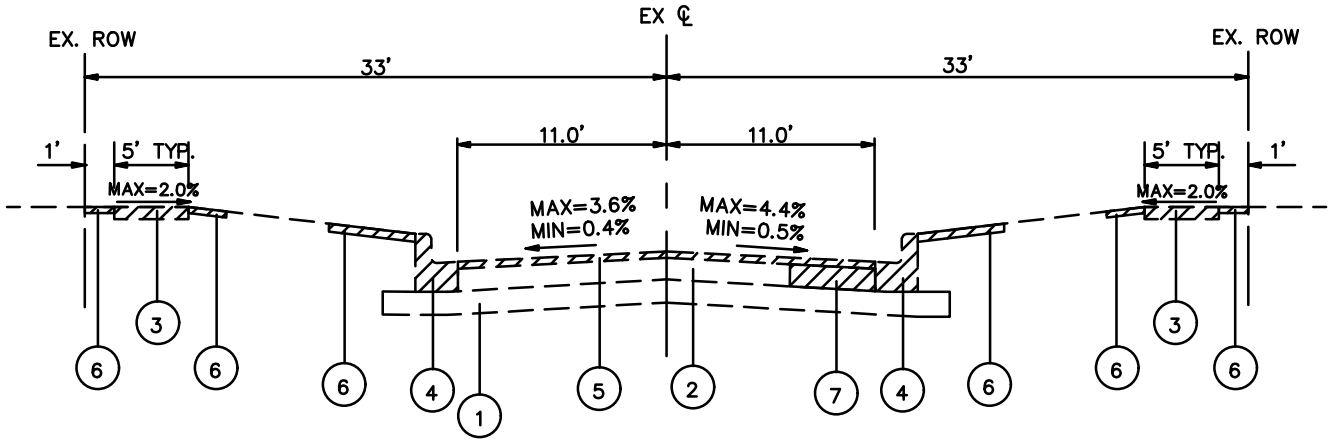
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 2



EXISTING TYPICAL SECTION

SHERIDAN PL

LEGEND

1. EXISTING SUBGRADE
2. EXISTING HMA BASE, 7.5" – 9", VARIES
3. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
4. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M3.12 REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
5. EXISTING HMA SURFACE REMOVAL, 3"
6. EXISTING TURF RESTORATION
7. EXISTING BASE REMOVAL FOR CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER)

LEGEND

REMOVAL ITEMS
(WHERE SHOWN ON PLANS OR AS DETERMINED IN THE FIELD BY ENGINEER)

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

22.0' CURBED ROADWAY- EXISTING

SCALE NTS

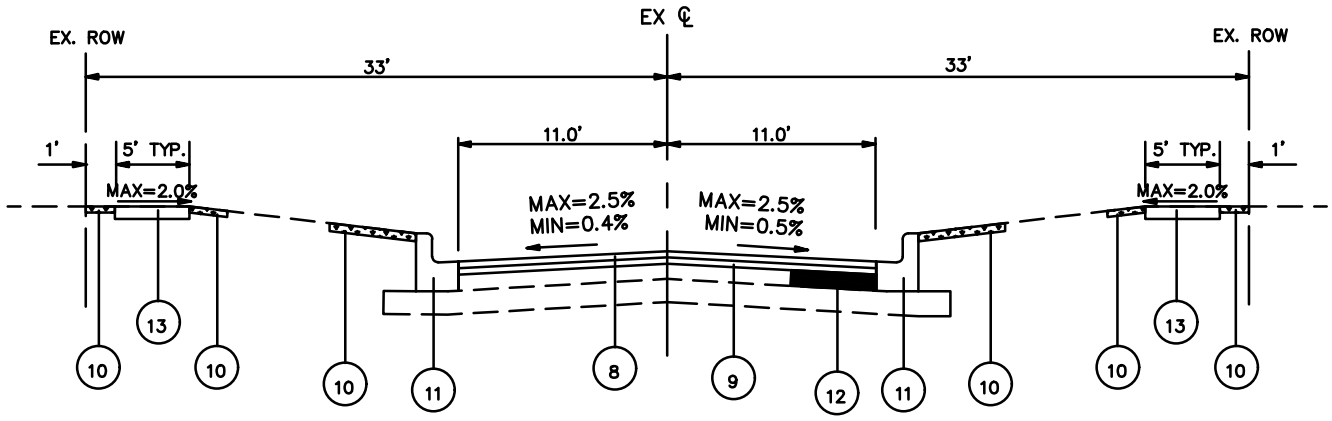
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 3



PROPOSED TYPICAL SECTION

SHERIDAN PL

LEGEND

(8) PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

(9) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

(10) PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

(11) PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REPLACEMENT, WHERE SHOWN ON PLANS AND AS DETERMINED IN THE FIELD BY ENGINEER

(12) CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 11"

(13) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, AS DETERMINED IN THE FIELD BY ENGINEER

LEGEND

CLASS D PATCH

TURF RESTORATION

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

22.0' CURBED ROADWAY- PROPOSED

SCALE NTS

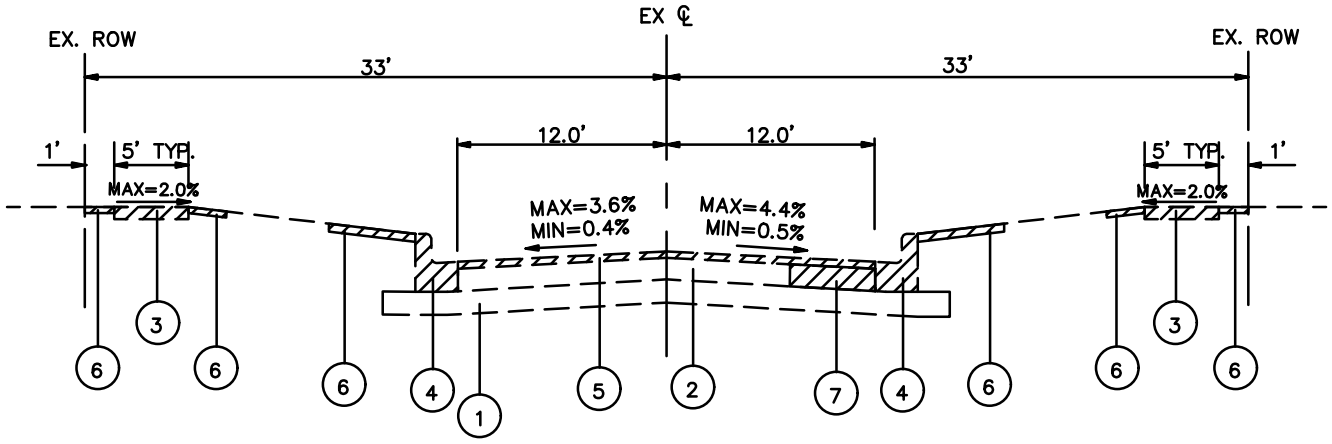
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 4



EXISTING TYPICAL SECTION

WASHINGTON ST, FRANKLIN ST (WEST OF SARATOGA)

LEGEND

1. EXISTING SUBGRADE
2. EXISTING HMA BASE, 4.5" – 9", VARIES
3. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
4. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M3.12 REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
5. EXISTING HMA SURFACE REMOVAL, 3"
6. EXISTING TURF RESTORATION
7. EXISTING BASE REMOVAL FOR CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER)

LEGEND

REMOVAL ITEMS
(WHERE SHOWN ON PLANS OR AS DETERMINED IN THE FIELD BY ENGINEER)

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

24.0' CURBED ROADWAY- EXISTING

SCALE NTS

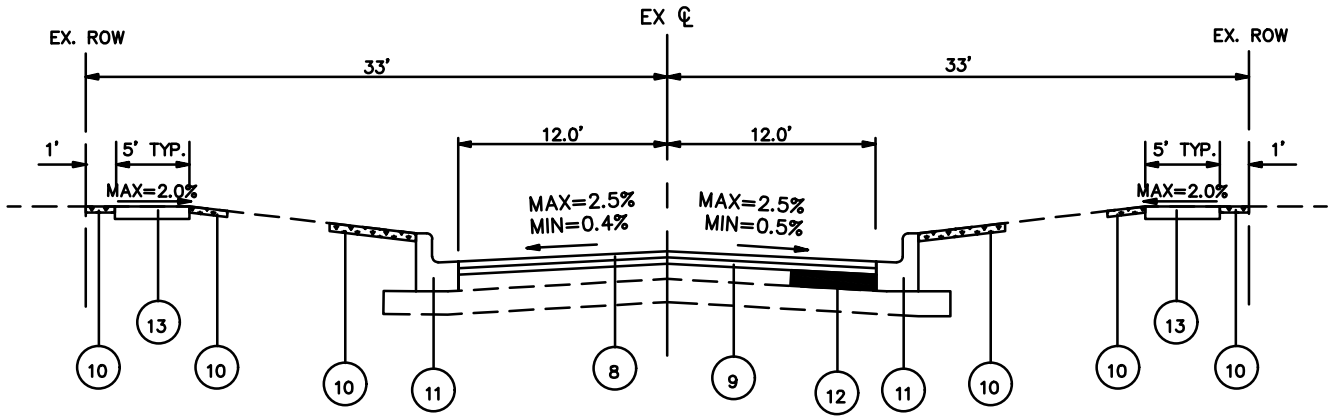
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 5



PROPOSED TYPICAL SECTION

WASHINGTON ST, FRANKLIN ST (WEST OF SARATOGA)

LEGEND

(8) PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

(9) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

(10) PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

(11) PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REPLACEMENT, WHERE SHOWN ON PLANS AND AS DETERMINED IN THE FIELD BY ENGINEER

(12) CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 11"

(13) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, AS DETERMINED IN THE FIELD BY ENGINEER

LEGEND

CLASS D PATCH

TURF RESTORATION

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

24.0' CURBED ROADWAY- PROPOSED

SCALE NTS

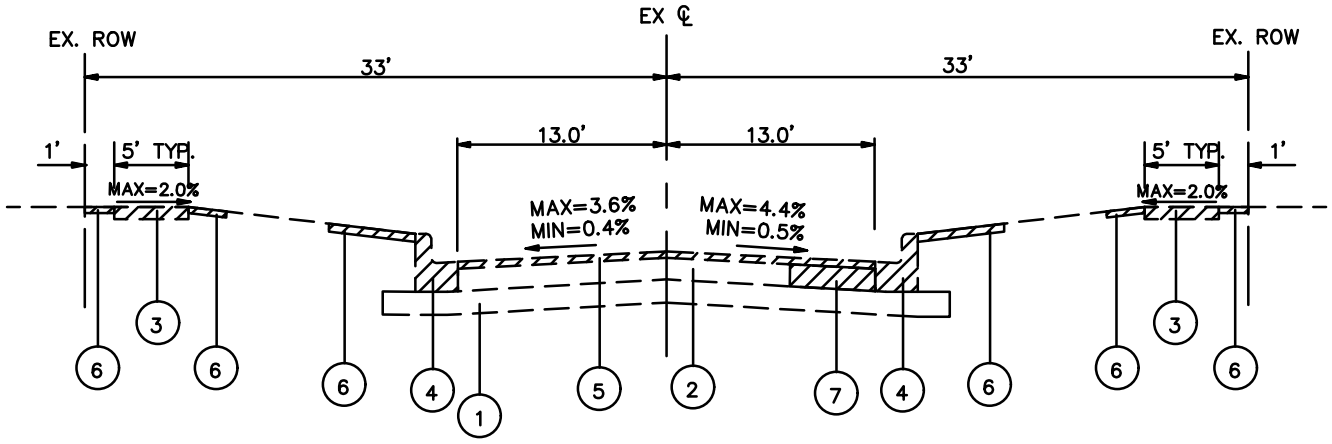
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 6



EXISTING TYPICAL SECTION

HERBERT ST, FRANKLIN ST (SARATOGA TO FOREST)

LEGEND

1. EXISTING SUBGRADE
2. EXISTING HMA BASE, 4" – 7", VARIES
3. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
4. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M3.12 REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
5. EXISTING HMA SURFACE REMOVAL, 3"
6. EXISTING TURF RESTORATION
7. EXISTING BASE REMOVAL FOR CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER)

LEGEND

REMOVAL ITEMS
(WHERE SHOWN ON PLANS OR AS DETERMINED IN THE FIELD BY ENGINEER)

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

26.0' CURBED ROADWAY- EXISTING

SCALE NTS

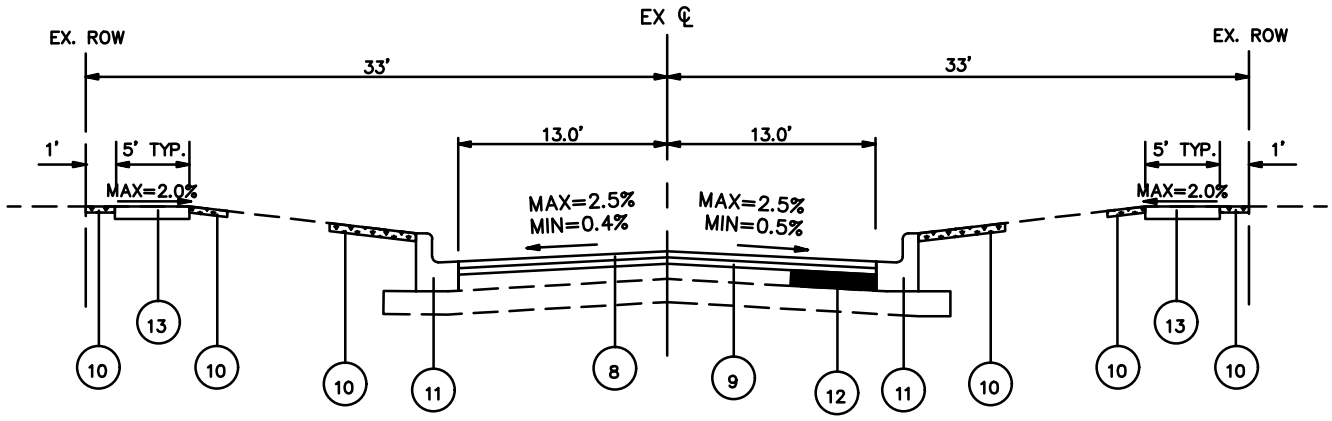
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 7



PROPOSED TYPICAL SECTION

HERBERT ST, FRANKLIN ST (SARATOGA TO FOREST)

LEGEND

(8) PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

(9) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

(10) PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

(11) PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REPLACEMENT, WHERE SHOWN ON PLANS AND AS DETERMINED IN THE FIELD BY ENGINEER

(12) CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 11"

(13) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, AS DETERMINED IN THE FIELD BY ENGINEER

LEGEND

CLASS D PATCH

TURF RESTORATION

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

26.0' CURBED ROADWAY- PROPOSED

SCALE NTS

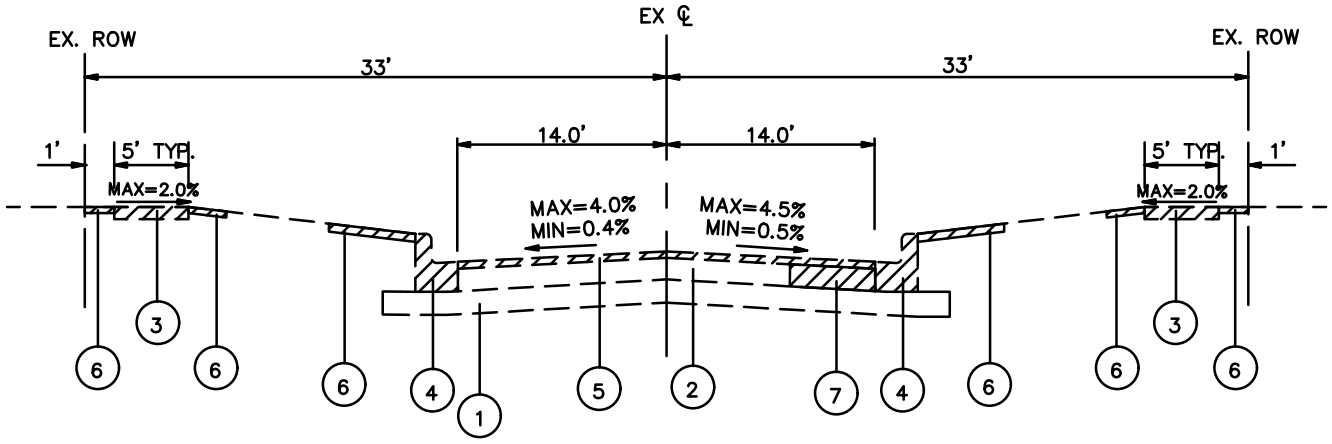
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 8



EXISTING TYPICAL SECTION

VENARD RD, DREW ST, OAK HILL CT, ACORN AVE,
HICKORY CT, POMEROY CT, COMMERCE DR

LEGEND

1. EXISTING SUBGRADE
2. EXISTING HMA BASE, 8" – 9", VARIES
3. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
4. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M3.12/M4.12/B4.12/B6.12/B6.18 REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
5. EXISTING HMA SURFACE REMOVAL, 3"
6. EXISTING TURF RESTORATION
7. EXISTING BASE REMOVAL FOR CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER)

LEGEND

REMOVAL ITEMS
(WHERE SHOWN ON PLANS OR AS DETERMINED IN THE FIELD BY ENGINEER)

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

28.0' CURBED ROADWAY- EXISTING

SCALE NTS

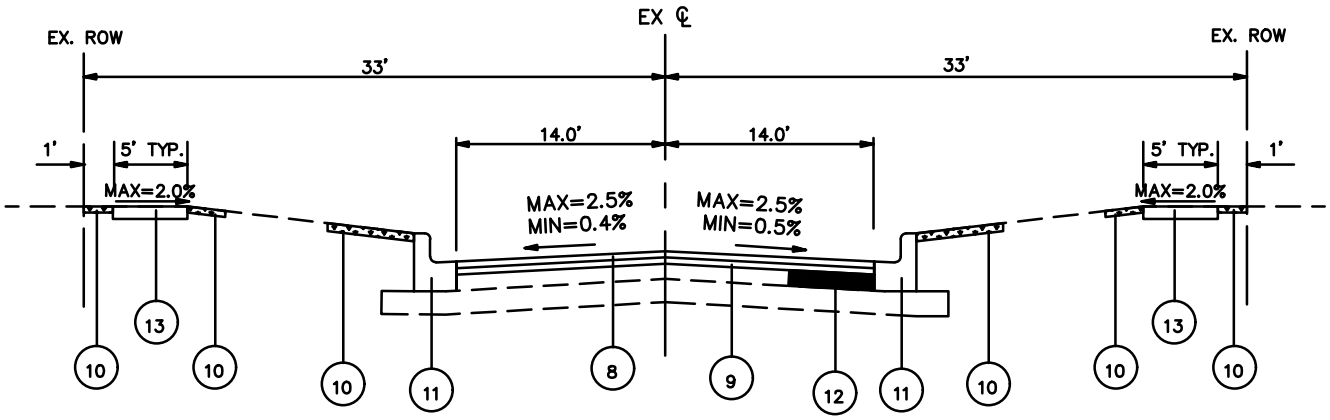
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 9



PROPOSED TYPICAL SECTION

VENARD RD, DREW ST, OAK HILL CT, ACORN AVE,
HICKORY CT, POMEROY CT, COMMERCE DR

LEGEND

(8) PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

(9) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

(10) PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

(11) PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE M3.12/M4.12/B4.12/B6.12/B6.18 REPLACEMENT, AS DETERMINED IN THE FIELD BY ENGINEER

(12) CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 11"

(13) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, AS DETERMINED IN THE FIELD BY ENGINEER

LEGEND

CLASS D PATCH

TURF RESTORATION

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

28.0' CURBED ROADWAY- PROPOSED

SCALE
NTS

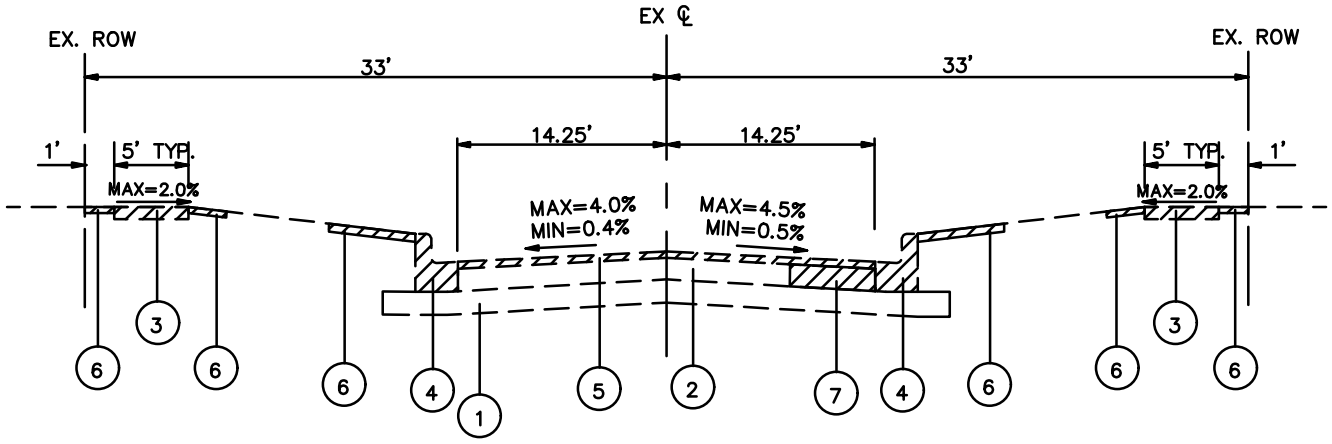
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO.
EXHIBIT 10



EXISTING TYPICAL SECTION

HOLLAND PL

LEGEND

1. EXISTING SUBGRADE
2. EXISTING HMA BASE, 8" – 9", VARIES
3. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
4. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M3.12/M4.12/B4.12/B6.12/B6.18 REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
5. EXISTING HMA SURFACE REMOVAL, 3"
6. EXISTING TURF RESTORATION
7. EXISTING BASE REMOVAL FOR CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER)

LEGEND

REMOVAL ITEMS
(WHERE SHOWN ON PLANS OR AS DETERMINED IN THE FIELD BY ENGINEER)

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

28.5' CURBED ROADWAY- EXISTING

SCALE NTS

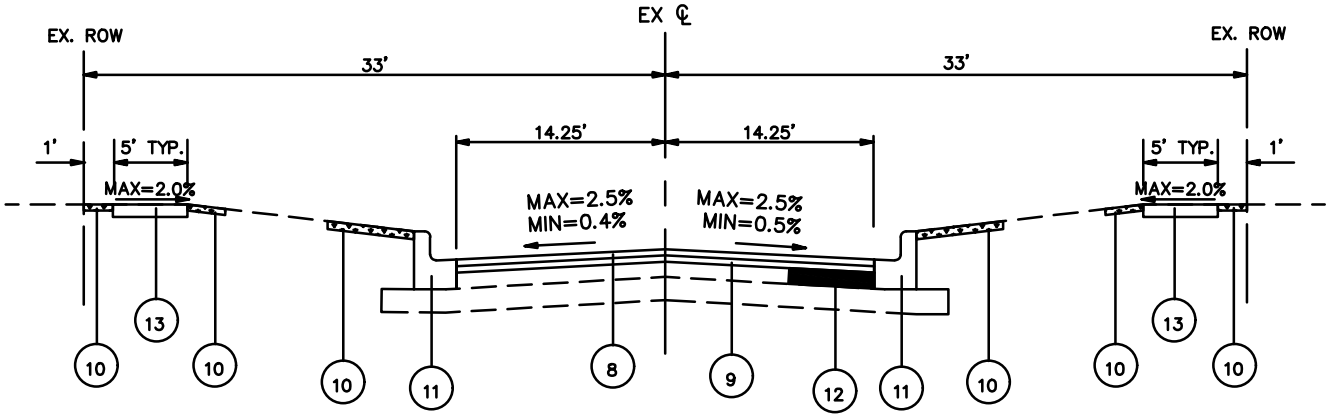
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 11



PROPOSED TYPICAL SECTION

HOLLAND PL

LEGEND

(8) PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

(9) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

(10) PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

(11) PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE M3.12/M4.12/B4.12/B6.12/B6.18 REPLACEMENT, AS DETERMINED IN THE FIELD BY ENGINEER

(12) CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 11"

(13) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, AS DETERMINED IN THE FIELD BY ENGINEER

LEGEND

CLASS D PATCH

TURF RESTORATION

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

28.5' CURBED ROADWAY- PROPOSED

SCALE NTS

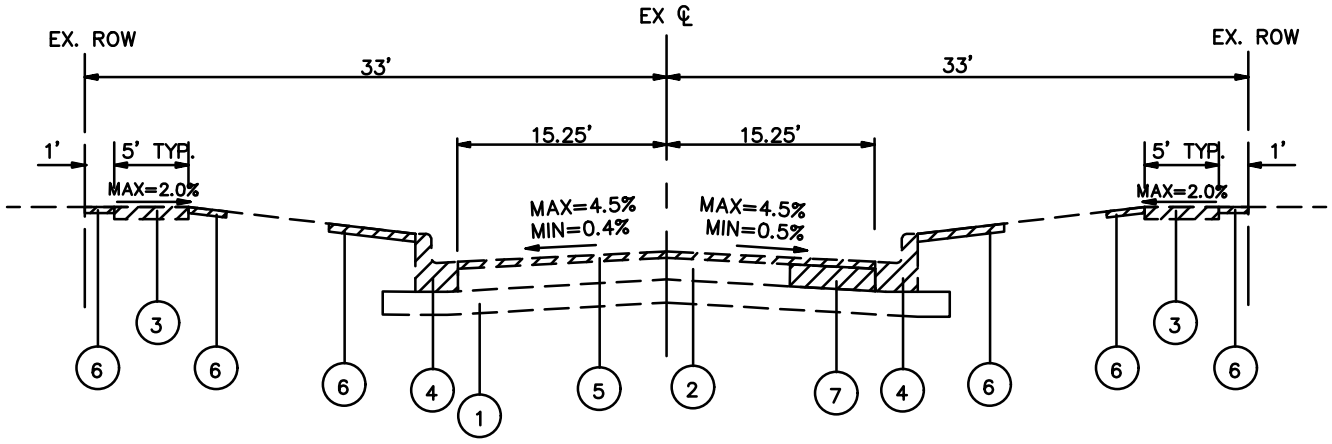
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 12



EXISTING TYPICAL SECTION

35TH ST (SARATOGA TO HIGHLAND)

LEGEND

1. EXISTING SUBGRADE
2. EXISTING HMA BASE, 8.3" – 9.5", VARIES
3. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
4. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
5. EXISTING HMA SURFACE REMOVAL, 3"
6. EXISTING TURF RESTORATION
7. EXISTING BASE REMOVAL FOR CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER)

LEGEND

REMOVAL ITEMS
(WHERE SHOWN ON PLANS OR AS DETERMINED IN THE FIELD BY ENGINEER)

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

30.5' CURBED ROADWAY- EXISTING

SCALE
NTS

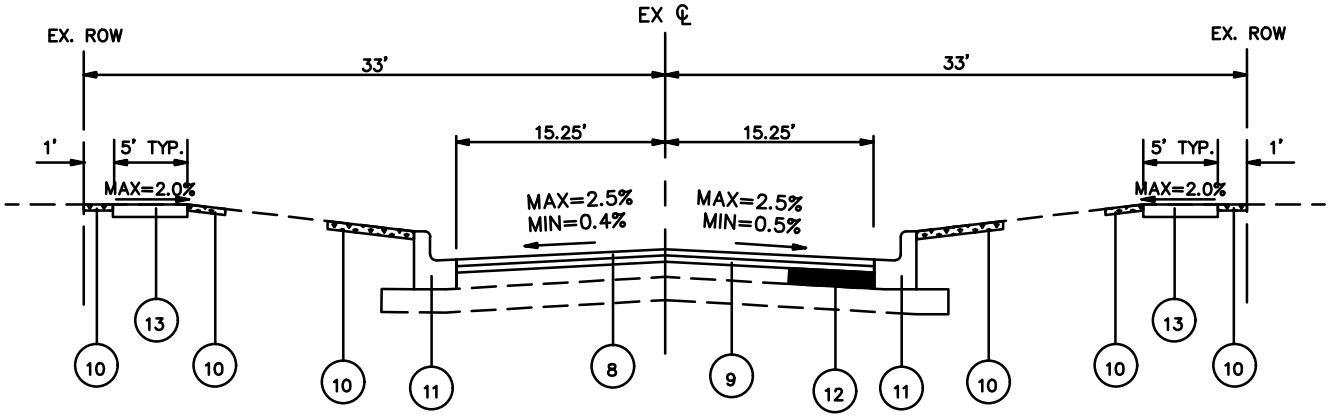
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO.
EXHIBIT 13



PROPOSED TYPICAL SECTION

35TH ST (SARATOGA TO HIGHLAND)

LEGEND

(8) PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

(9) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

(10) PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

(11) PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REPLACEMENT, AS DETERMINED IN THE FIELD BY ENGINEER

(12) CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 11"

(13) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, AS DETERMINED IN THE FIELD BY ENGINEER

LEGEND

CLASS D PATCH

TURF RESTORATION

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

30.5' CURBED ROADWAY- PROPOSED

SCALE NTS

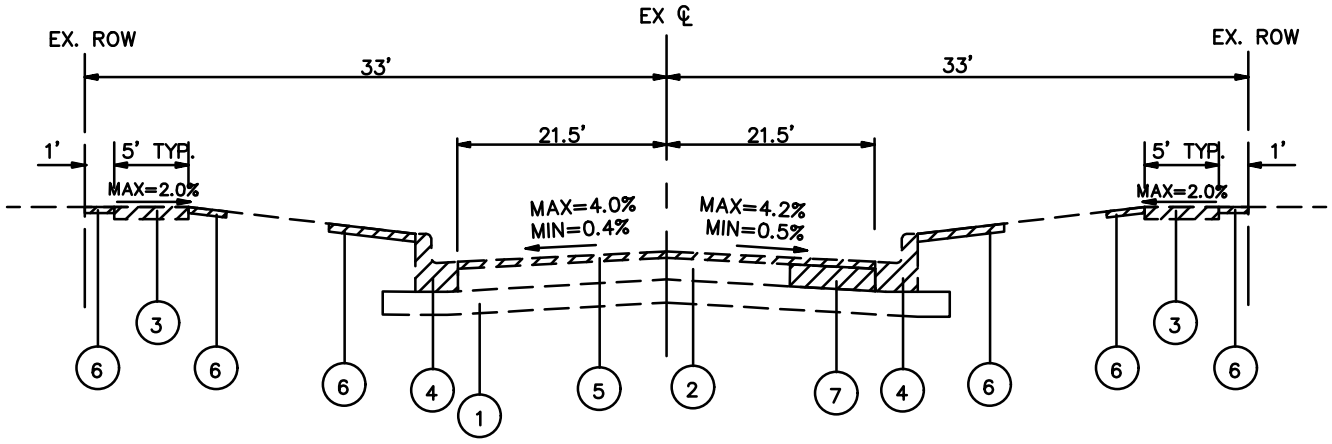
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 14



EXISTING TYPICAL SECTION

OPUS PL

LEGEND

1. EXISTING SUBGRADE
2. EXISTING HMA BASE, 4.5" – 6", VARIES
3. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
4. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
5. EXISTING HMA SURFACE REMOVAL, 3"
6. EXISTING TURF RESTORATION
7. EXISTING BASE REMOVAL FOR CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER)

LEGEND

REMOVAL ITEMS (WHERE SHOWN ON PLANS OR AS DETERMINED IN THE FIELD BY ENGINEER)

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

33.0' CURBED ROADWAY- EXISTING

SCALE NTS

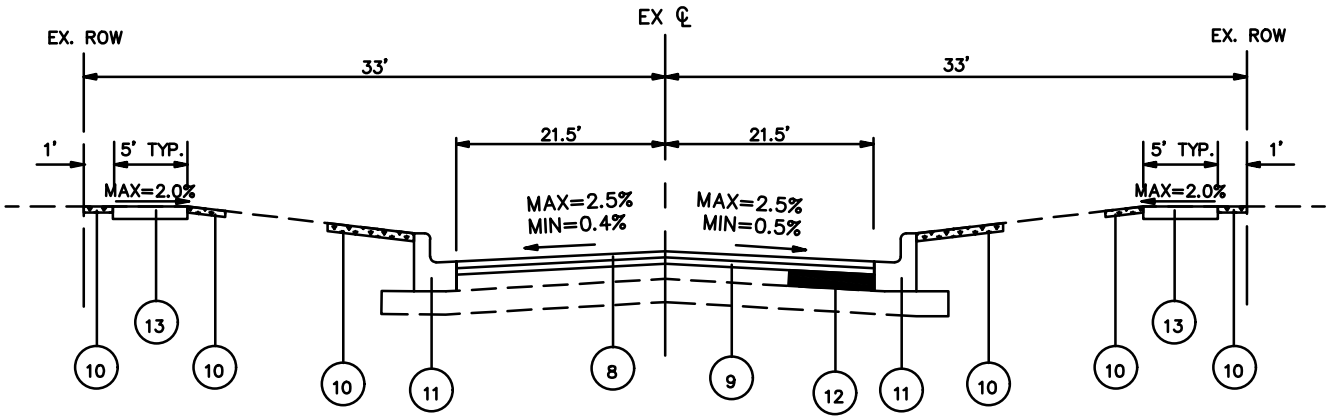
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 15



PROPOSED TYPICAL SECTION

OPUS PL

LEGEND

⑧ PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

⑩ PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

⑪ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REPLACEMENT, AS DETERMINED IN THE FIELD BY ENGINEER

⑫ CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 11"

⑬ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, AS DETERMINED IN THE FIELD BY ENGINEER

LEGEND

CLASS D PATCH

TURF RESTORATION

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

33.0' CURBED ROADWAY- PROPOSED

SCALE NTS

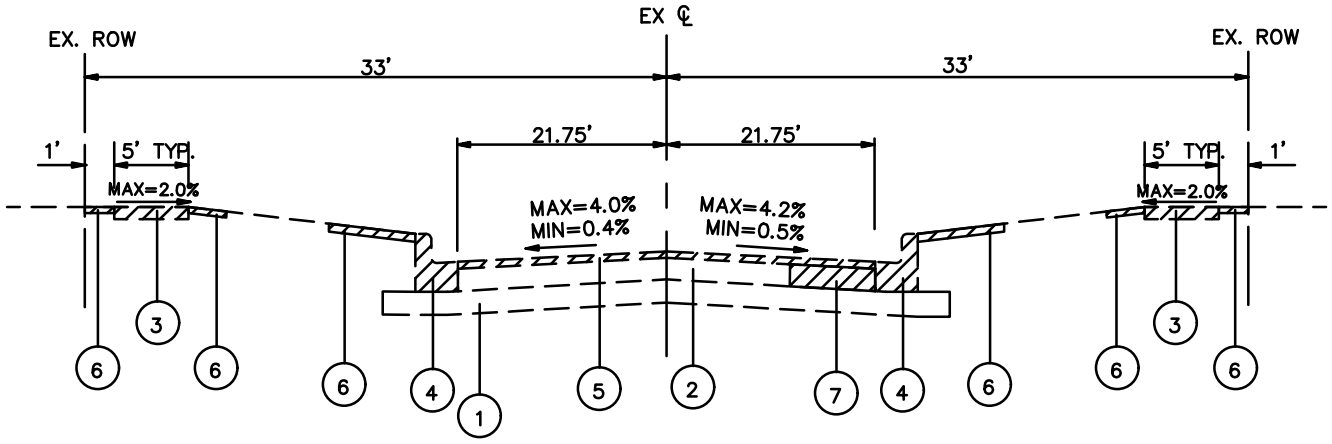
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 16



EXISTING TYPICAL SECTION

35TH ST (VENARD TO SARATOGA)

LEGEND

1. EXISTING SUBGRADE
2. EXISTING HMA BASE, 8.3" – 9.5", VARIES
3. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
4. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
5. EXISTING HMA SURFACE REMOVAL, 3"
6. EXISTING TURF RESTORATION
7. EXISTING BASE REMOVAL FOR CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER)

LEGEND

REMOVAL ITEMS (WHERE SHOWN ON PLANS OR AS DETERMINED IN THE FIELD BY ENGINEER)

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

33.5' CURBED ROADWAY- EXISTING

SCALE NTS

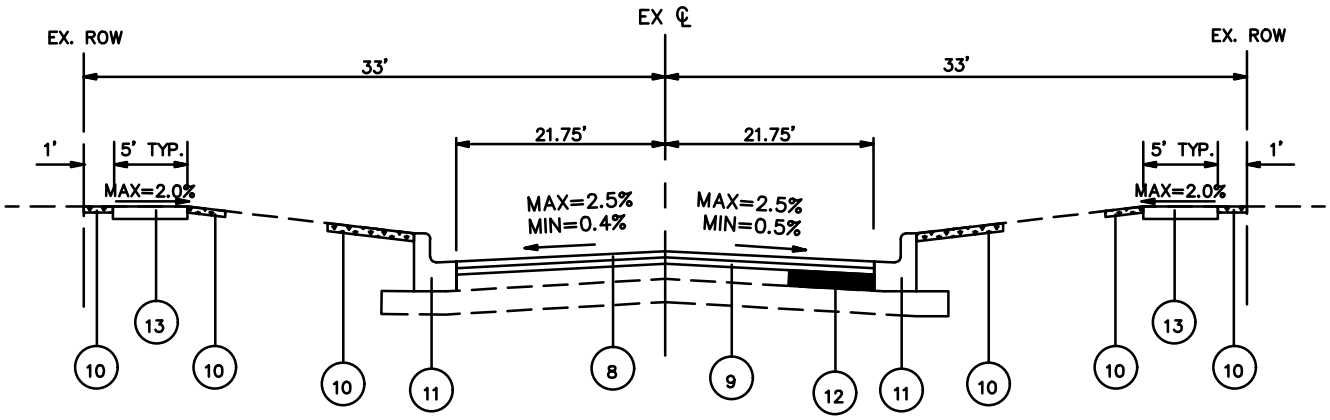
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 17



PROPOSED TYPICAL SECTION

35TH ST (VENARD TO SARATOGA)

LEGEND

(8) PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

(9) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

(10) PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

(11) PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REPLACEMENT, AS DETERMINED IN THE FIELD BY ENGINEER

(12) CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 11"

(13) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, AS DETERMINED IN THE FIELD BY ENGINEER

LEGEND

CLASS D PATCH

TURF RESTORATION

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

33.5' CURBED ROADWAY- PROPOSED

SCALE NTS

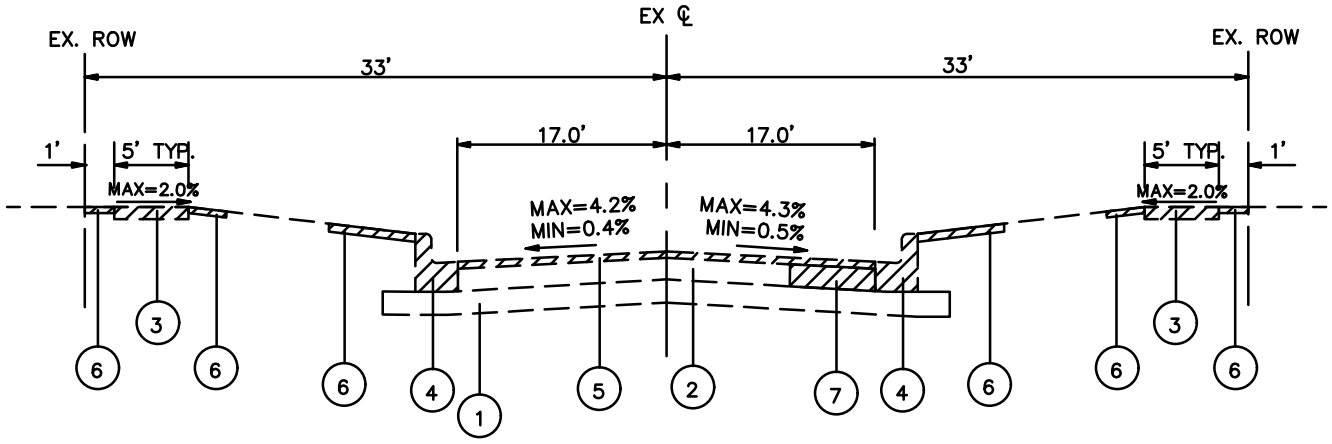
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 18



EXISTING TYPICAL SECTION

FRANKLIN ST (FOREST TO MAIN), SARATOGA AVE, 35TH ST (POMEROY TO VENARD)

LEGEND

1. EXISTING SUBGRADE
2. EXISTING HMA BASE, 4.5" – 9.5", VARIES
3. EXISTING PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
4. EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REMOVAL AS DETERMINED IN THE FIELD BY ENGINEER
5. EXISTING HMA SURFACE REMOVAL, 3"
6. EXISTING TURF RESTORATION
7. EXISTING BASE REMOVAL FOR CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER)

LEGEND

REMOVAL ITEMS
(WHERE SHOWN ON PLANS OR AS DETERMINED IN THE FIELD BY ENGINEER)

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

34.0' CURBED ROADWAY- EXISTING

SCALE NTS

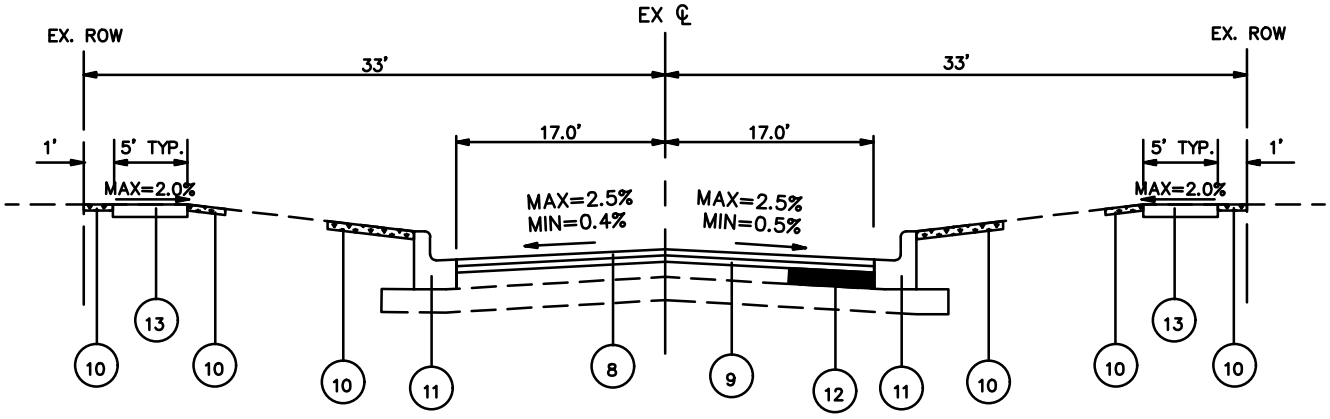
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 19



PROPOSED TYPICAL SECTION

FRANKLIN ST (FOREST TO MAIN), SARATOGA AVE, 35TH ST (POMEROY TO VENARD)

LEGEND

⑧ PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

⑩ PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

⑪ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B6.12 REPLACEMENT, AS DETERMINED IN THE FIELD BY ENGINEER

⑫ CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 11"

⑬ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, AS DETERMINED IN THE FIELD BY ENGINEER

LEGEND

CLASS D PATCH

TURF RESTORATION

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

34.0' CURBED ROADWAY- PROPOSED

SCALE NTS

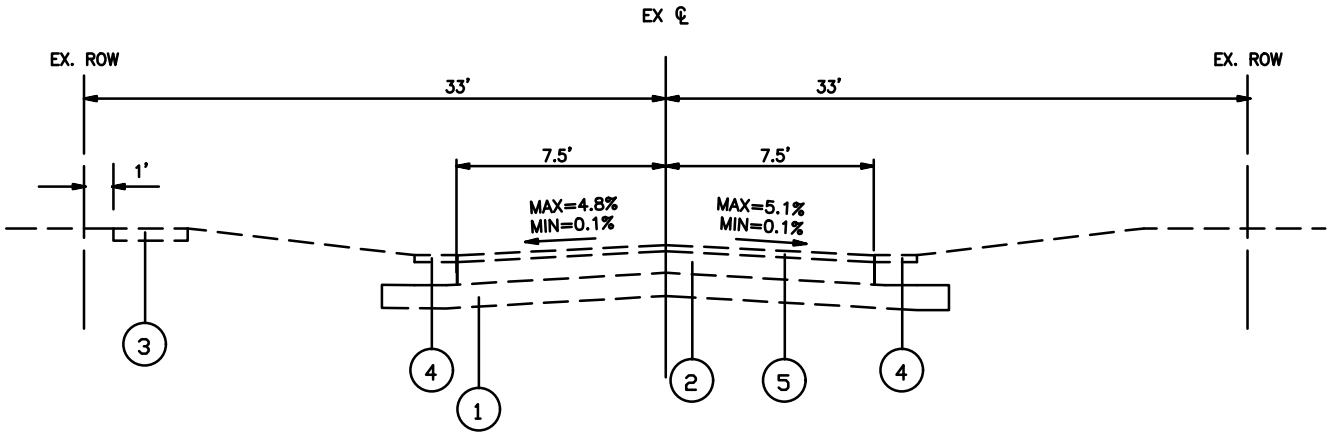
NORTH

DATE: 11/19/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 20



EXISTING TYPICAL SECTION

PUFFER RD, JACQUELINE DR

LEGEND

① EXISTING SUBGRADE
② EXISTING BITUMINOUS PAVEMENT, 4.5" – 7.5", VARIES
③ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
④ EXISTING AGGREGATE SHOULDER, TYPE B REMOVAL
⑤ PROPOSED HMA SURFACE REMOVAL, 3"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

15.0' NON-CURBED ROADWAY- EXISTING

SCALE NTS

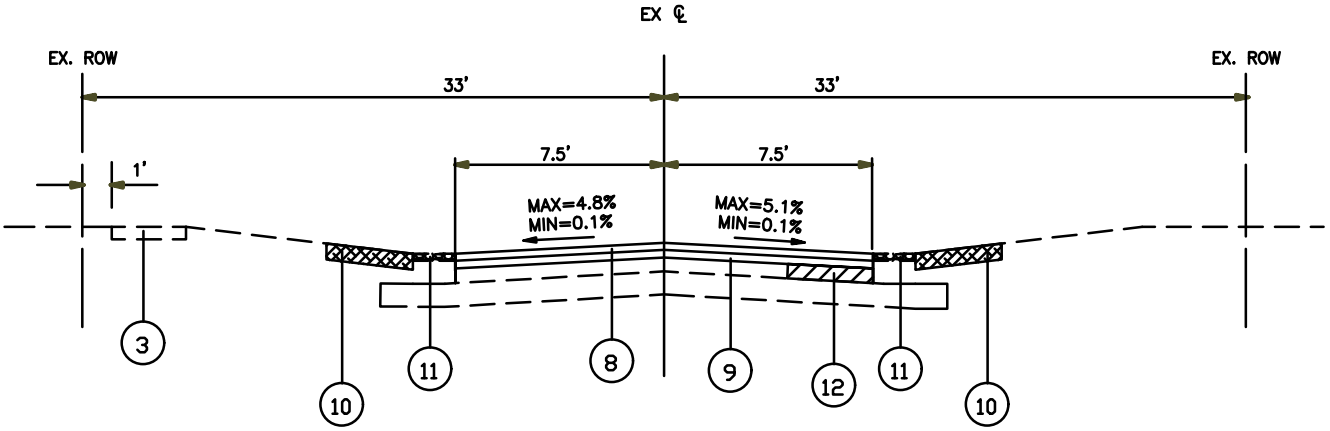
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 21



PROPOSED TYPICAL SECTION

PUFFER RD, JACQUELINE DR

LEGEND

⑧ PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

⑩ PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

⑪ PROPOSED AGGREGATE SHOULDER, TYPE B REPLACEMENT

⑫ CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 4"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

15.0' NON-CURBED ROADWAY- PROPOSED

SCALE NTS

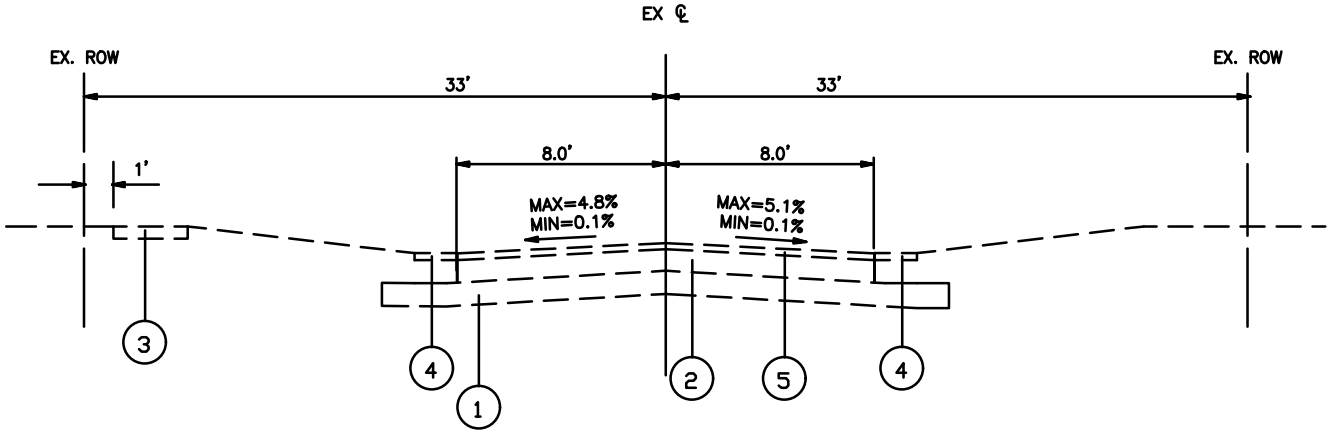
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 22



EXISTING TYPICAL SECTION

DEWITT LN

LEGEND

① EXISTING SUBGRADE
② EXISTING BITUMINOUS PAVEMENT, 5.8" – 7.5", VARIES
③ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
④ EXISTING AGGREGATE SHOULDER, TYPE B REMOVAL
⑤ PROPOSED HMA SURFACE REMOVAL, 3"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

16.0' NON-CURBED ROADWAY- EXISTING

SCALE NTS

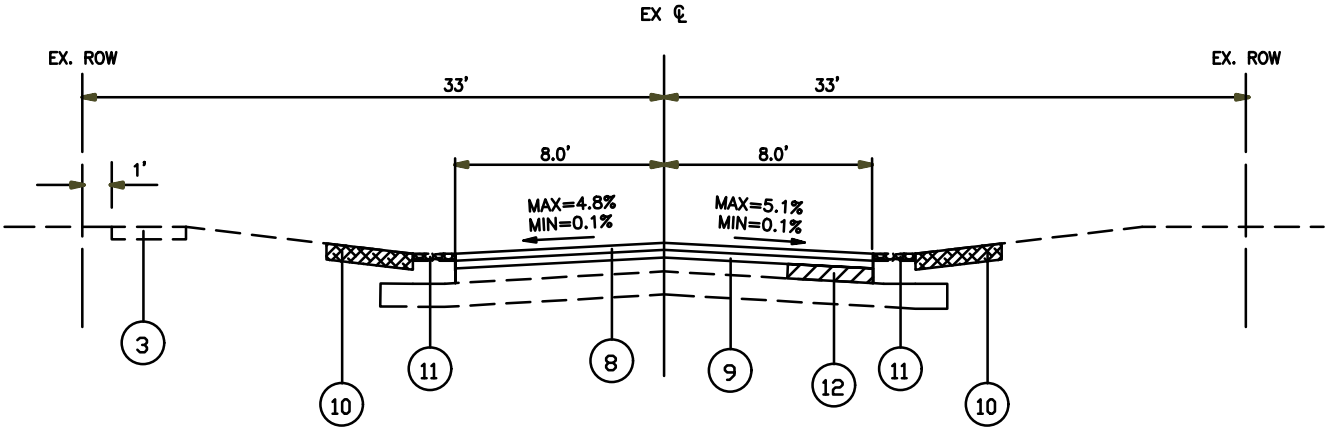
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 23



PROPOSED TYPICAL SECTION

DEWITT LN

LEGEND

⑧ PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

⑩ PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

⑪ PROPOSED AGGREGATE SHOULDER, TYPE B REPLACEMENT

⑫ CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 4"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

16.0' NON-CURBED ROADWAY- PROPOSED

SCALE NTS

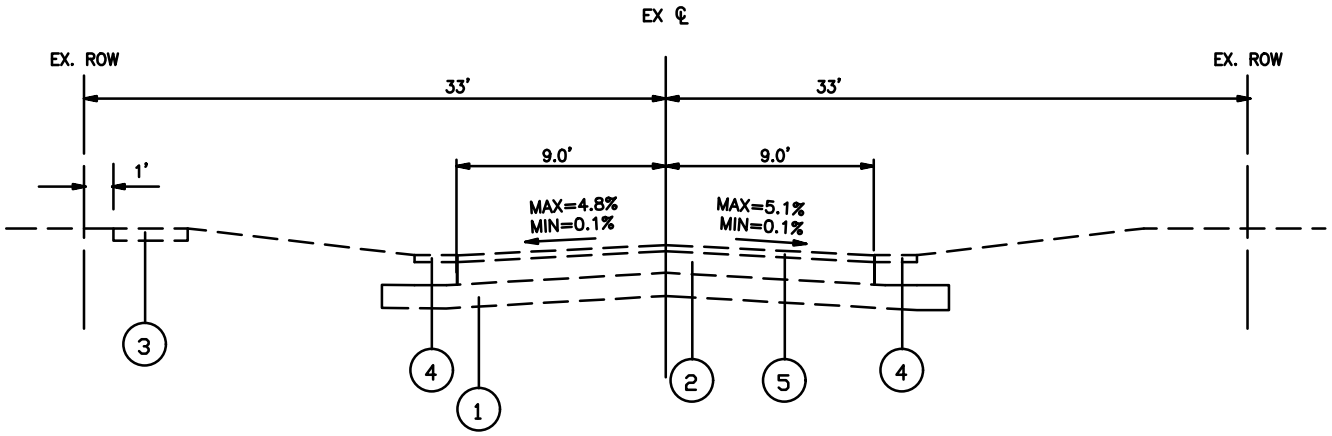
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 24



EXISTING TYPICAL SECTION

CHICAGO AVE (WEST END TO BELMONT)

LEGEND

① EXISTING SUBGRADE
② EXISTING BITUMINOUS PAVEMENT, 5.3" – 6", VARIES
③ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
④ EXISTING AGGREGATE SHOULDER, TYPE B REMOVAL
⑤ PROPOSED HMA SURFACE REMOVAL, 3"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

18.0' NON-CURBED ROADWAY- EXISTING

SCALE NTS

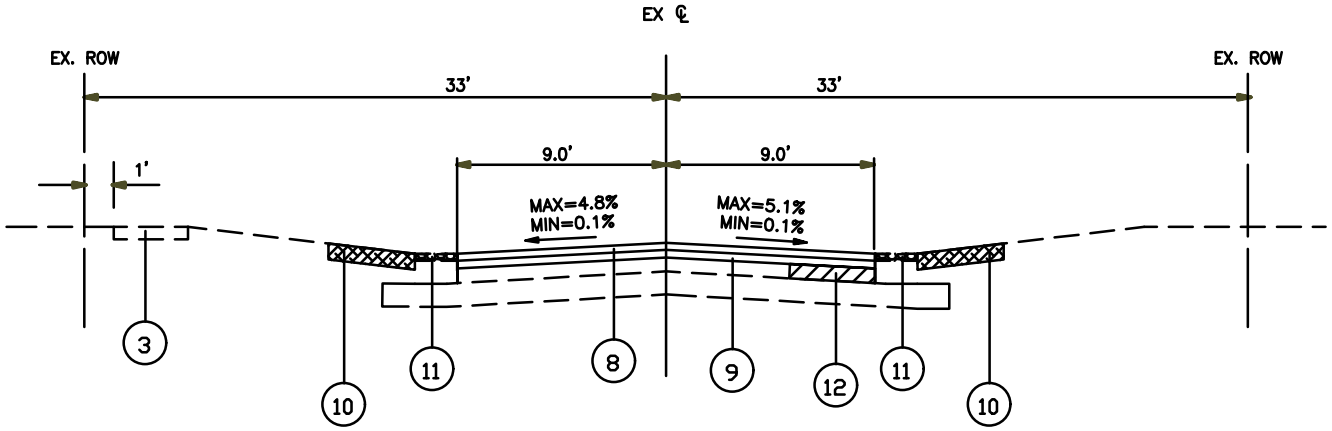
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 25



PROPOSED TYPICAL SECTION

CHICAGO AVE (WEST END TO BELMONT)

LEGEND

⑧ PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

⑩ PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

⑪ PROPOSED AGGREGATE SHOULDER, TYPE B REPLACEMENT

⑫ CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 4"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

18.0' NON-CURBED ROADWAY- PROPOSED

SCALE NTS

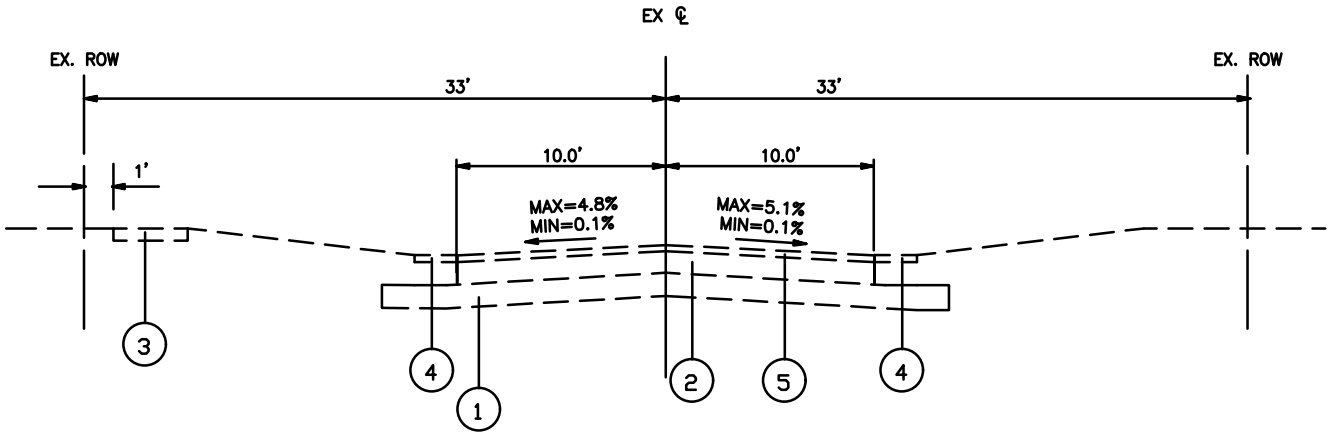
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 26



EXISTING TYPICAL SECTION

STONEWALL AVE, PERSHING AVE (NORTH OF GRANT)

LEGEND

① EXISTING SUBGRADE
② EXISTING BITUMINOUS PAVEMENT, 4.5" – 10", VARIES
③ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
④ EXISTING AGGREGATE SHOULDER, TYPE B REMOVAL
⑤ PROPOSED HMA SURFACE REMOVAL, 3"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

20.0' NON-CURBED ROADWAY- EXISTING

SCALE NTS

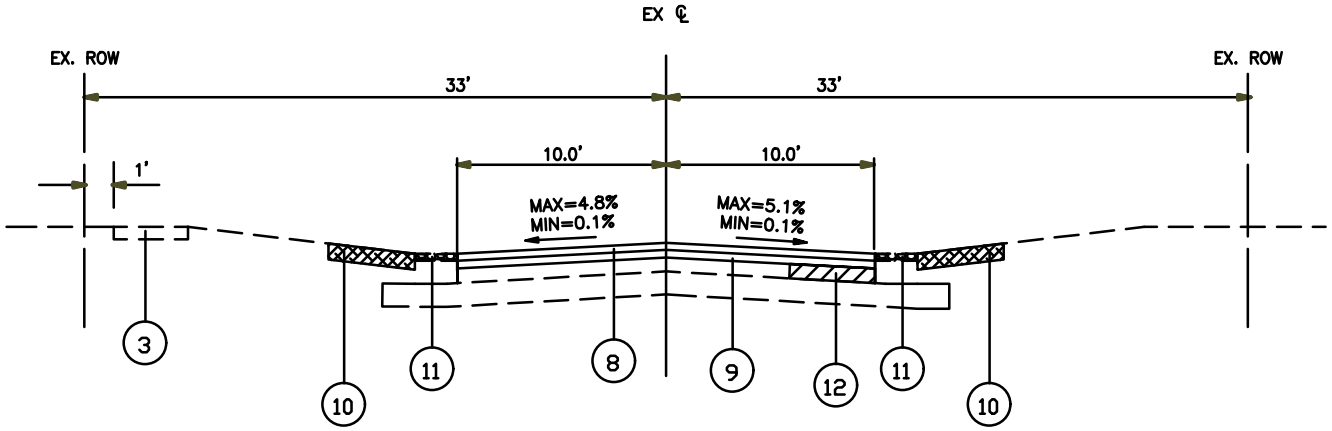
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 27



PROPOSED TYPICAL SECTION

STONEWALL AVE, PERSHING AVE (NORTH OF GRANT)

LEGEND

⑧ PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

⑩ PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

⑪ PROPOSED AGGREGATE SHOULDER, TYPE B REPLACEMENT

⑫ CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 4"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

20.0' NON-CURBED ROADWAY- PROPOSED

SCALE NTS

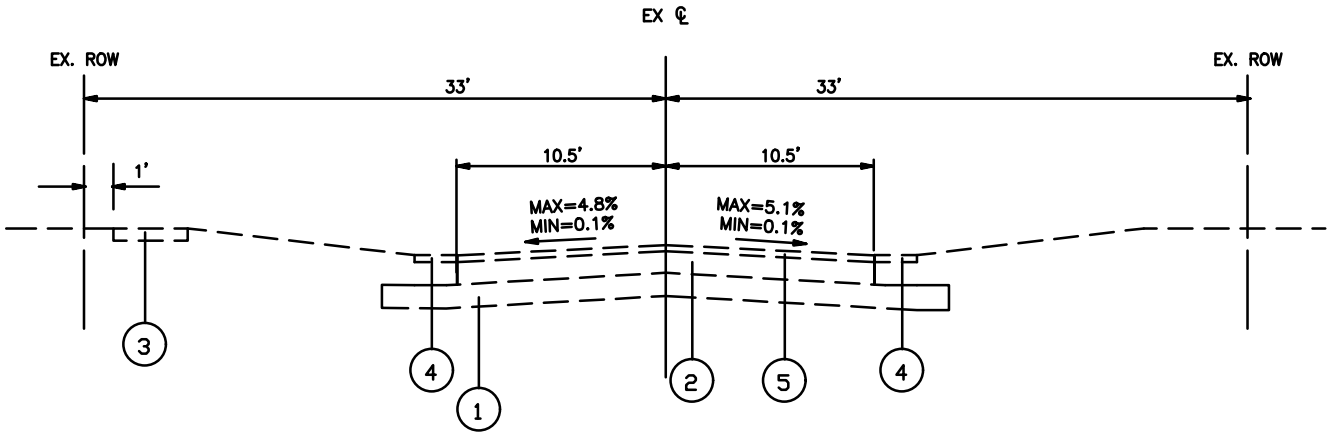
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 28



EXISTING TYPICAL SECTION

PERSHING AVE (GRANT TO PRAIRIE)

LEGEND

① EXISTING SUBGRADE
② EXISTING BITUMINOUS PAVEMENT, 4.5" – 8", VARIES
③ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
④ EXISTING AGGREGATE SHOULDER, TYPE B REMOVAL
⑤ PROPOSED HMA SURFACE REMOVAL, 3"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

21.0' NON-CURBED ROADWAY- EXISTING

SCALE NTS

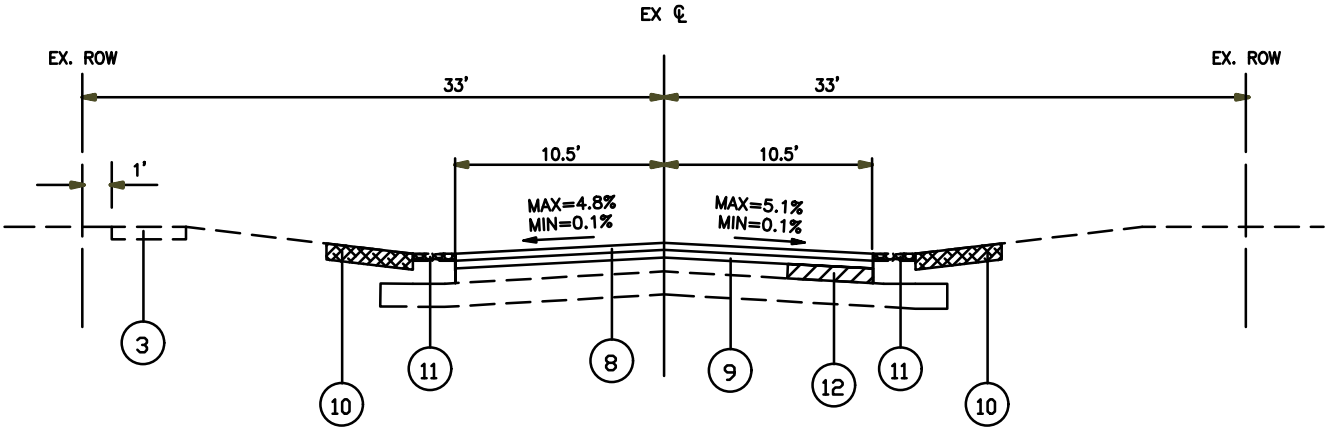
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 29



PROPOSED TYPICAL SECTION

PERSHING AVE (GRANT TO PRAIRIE)

LEGEND

⑧ PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

⑩ PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

⑪ PROPOSED AGGREGATE SHOULDER, TYPE B REPLACEMENT

⑫ CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 4"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

21.0' NON-CURBED ROADWAY- PROPOSED

SCALE NTS

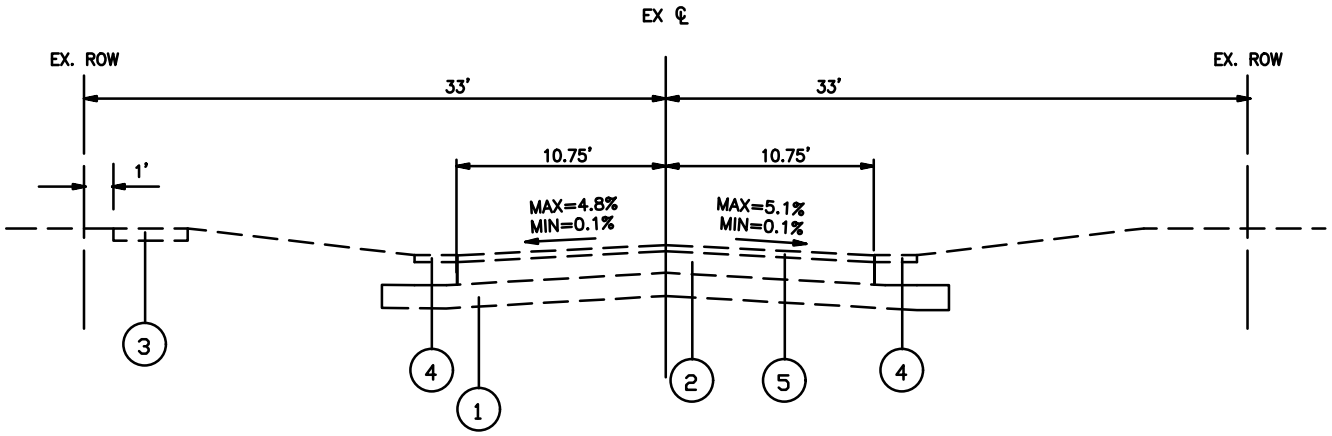
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 30



EXISTING TYPICAL SECTION

CORNELL AVE

LEGEND

① EXISTING SUBGRADE
② EXISTING BITUMINOUS PAVEMENT, 8" – 10", VARIES
③ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
④ EXISTING AGGREGATE SHOULDER, TYPE B REMOVAL
⑤ PROPOSED HMA SURFACE REMOVAL, 3"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

21.5' NON-CURBED ROADWAY- EXISTING

SCALE NTS

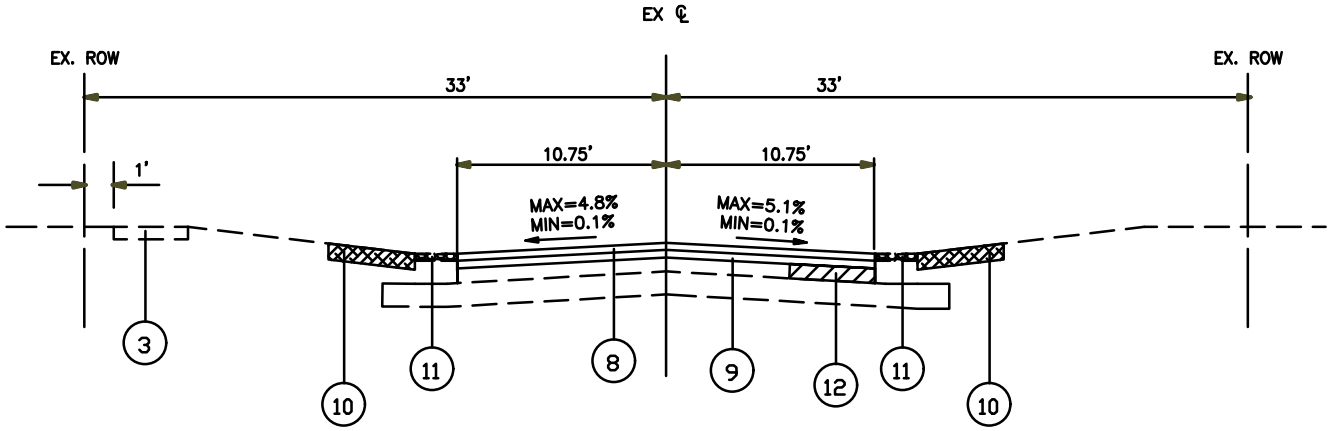
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 31



PROPOSED TYPICAL SECTION

CORNELL AVE

LEGEND

⑧ PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

⑩ PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

⑪ PROPOSED AGGREGATE SHOULDER, TYPE B REPLACEMENT

⑫ CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 4"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

21.5' NON-CURBED ROADWAY- PROPOSED

SCALE NTS

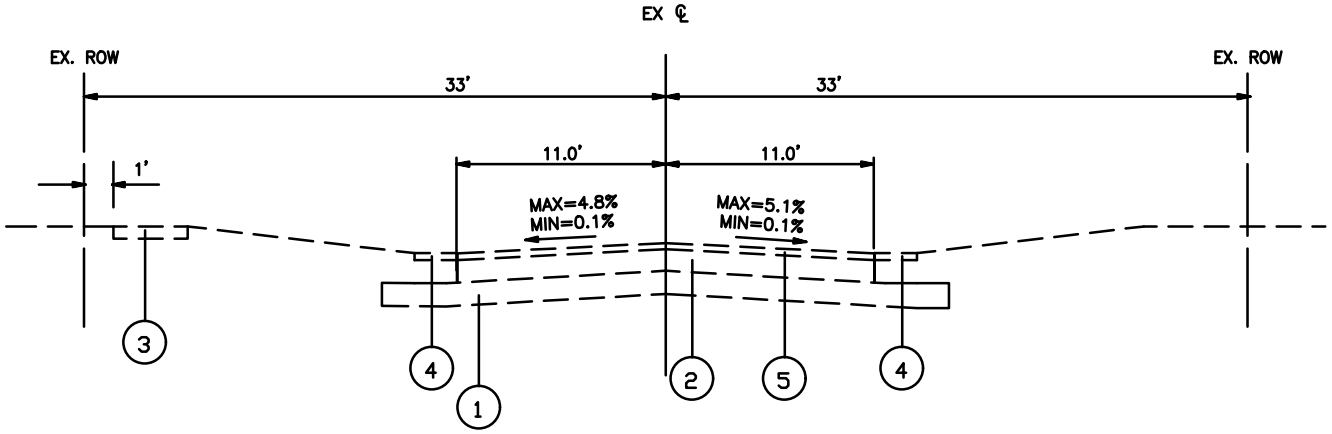
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 32



EXISTING TYPICAL SECTION

GRANT ST, WOODWARD AVE, CHICAGO AVE (EAST OF BELMONT), 35TH ST (WEST OF POMEROY CT), WILSON AVE (SOUTH OF GRANT)

LEGEND

① EXISTING SUBGRADE
② EXISTING BITUMINOUS PAVEMENT, 4.5" – 10", VARIES
③ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
④ EXISTING AGGREGATE SHOULDER, TYPE B REMOVAL
⑤ PROPOSED HMA SURFACE REMOVAL, 3"

Village of DOWNERS GROVE FOUNDED IN 1832

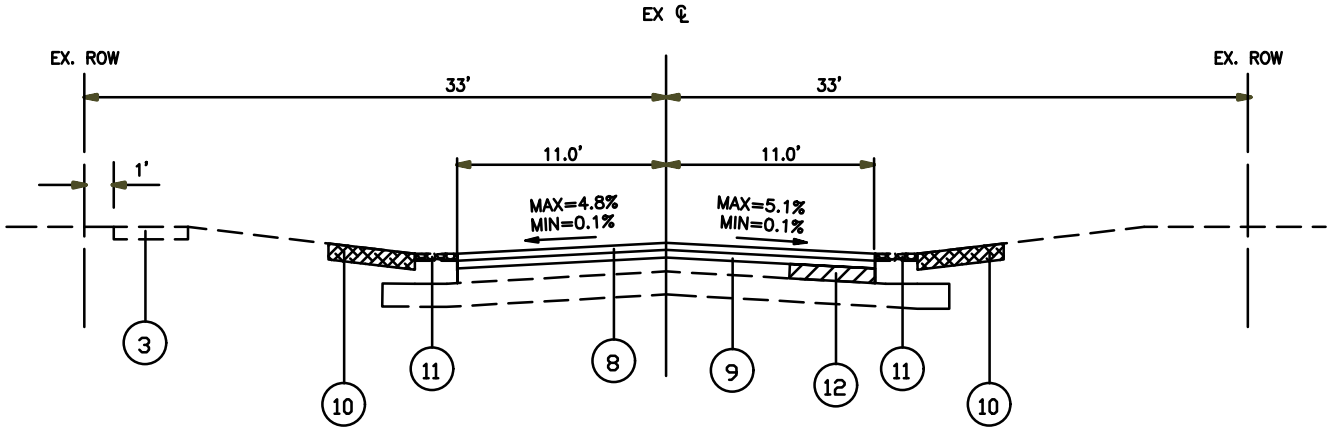
2026 ROAD RESURFACING

22.0' NON-CURBED ROADWAY- EXISTING

SCALE NTS

NORTH

DATE: 11/20/2025
DRWN BY: SWG
CHKD BY: AAA
DRAWING NO. EXHIBIT 33



PROPOSED TYPICAL SECTION

GRANT ST, WOODWARD AVE, CHICAGO AVE (EAST OF BELMONT), 35TH ST (WEST OF POMEROY CT), WILSON AVE (SOUTH OF GRANT)

LEGEND

⑧ PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

⑩ PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

⑪ PROPOSED AGGREGATE SHOULDER, TYPE B REPLACEMENT

⑫ CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 4"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

22.0' NON-CURBED ROADWAY- PROPOSED

SCALE NTS

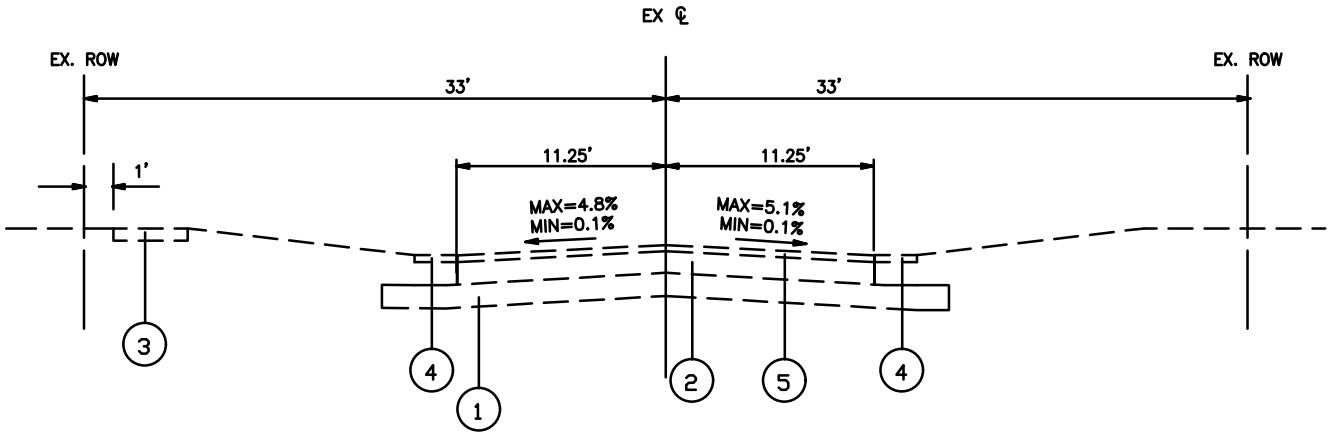
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 34



EXISTING TYPICAL SECTION

PERSHING AVE (SOUTH OF PRAIRIE), WILSON AVE (NORTH OF GRANT)

LEGEND

① EXISTING SUBGRADE
② EXISTING BITUMINOUS PAVEMENT, 4.5" – 8", VARIES
③ EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
④ EXISTING AGGREGATE SHOULDER, TYPE B REMOVAL
⑤ PROPOSED HMA SURFACE REMOVAL, 3"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

22.5' NON-CURBED ROADWAY- EXISTING

SCALE NTS

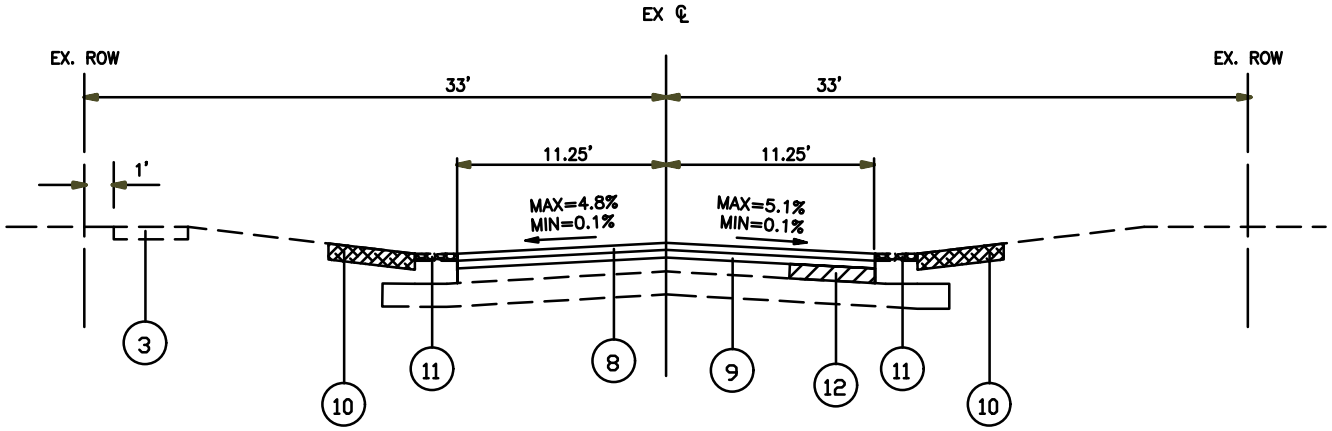
NORTH

DATE: 11/20/2025

DRWN BY: SWG

CHKD BY: AAA

DRAWING NO. EXHIBIT 35



PROPOSED TYPICAL SECTION

PERSHING AVE (SOUTH OF PRAIRIE), WILSON AVE (NORTH OF GRANT)

LEGEND

⑧ PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"

⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 1 1/2"

⑩ PROPOSED SODDING, SALT TOLERANT & TOP SOIL FURNISH AND PLACE, 4" (LOCATIONS DETERMINED BY ENGINEER)

⑪ PROPOSED AGGREGATE SHOULDER, TYPE B REPLACEMENT

⑫ CLASS D PATCH (LOCATION AND DIMENSIONS DETERMINED BY ENGINEER), 4"

Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

22.5' NON-CURBED ROADWAY- PROPOSED

SCALE NTS

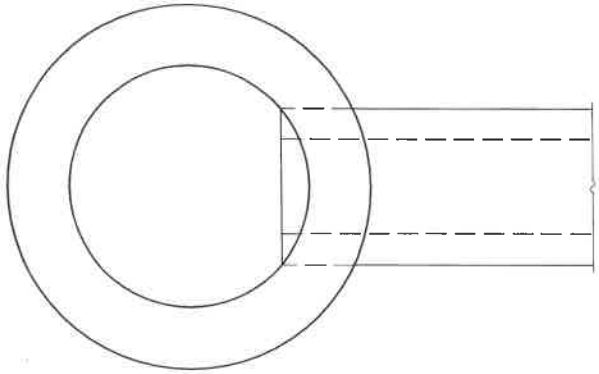
NORTH

DATE: 11/20/2025

DRWN BY: SWG

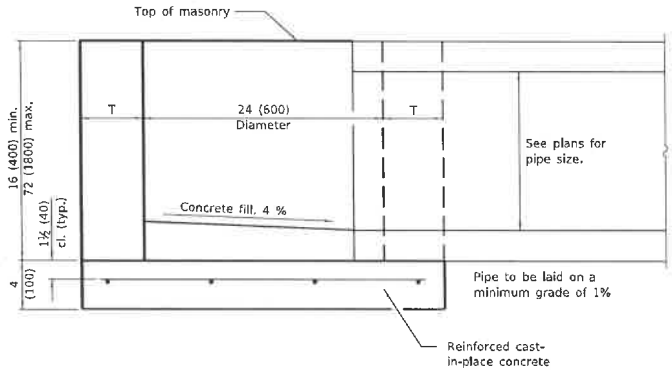
CHKD BY: AAA

DRAWING NO. EXHIBIT 36

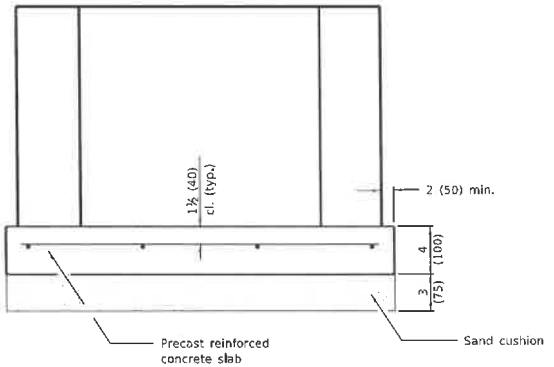


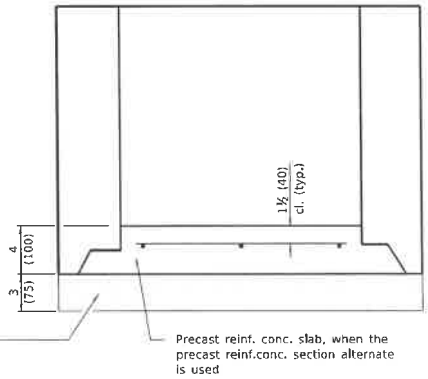
PLAN

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



ELEVATION





ALTERNATE METHODS

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).

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

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

Illinois Department of Transportation

PASSED January 1, 2014
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1 2014
ENGINEER OF DESIGN AND ENVIRONMENT

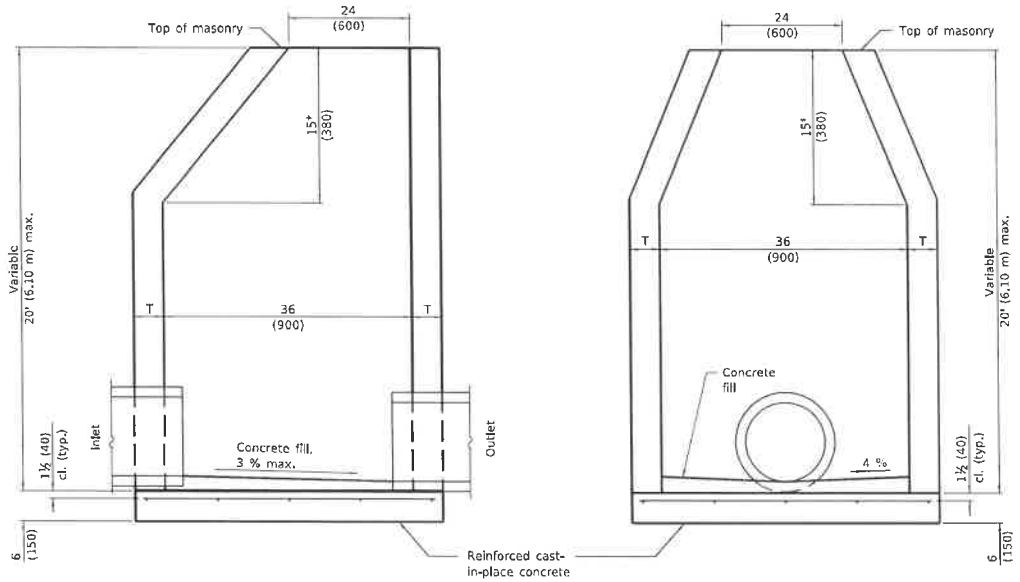
ISSUED 1-1-14

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

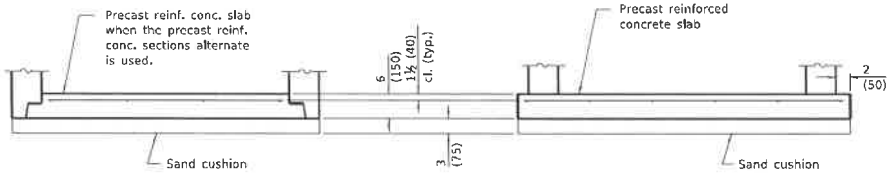
* For precast reinforced concrete sections, this dimension may vary from the dimension given to plus 6 (150).



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.

Illinois Department of Transportation

PASSED January 1, 2011
ENGINEER OF POLICY AND PROCEDURES

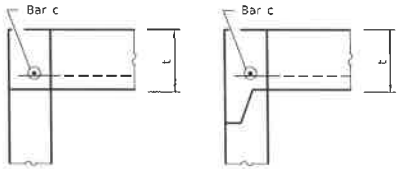
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-09

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

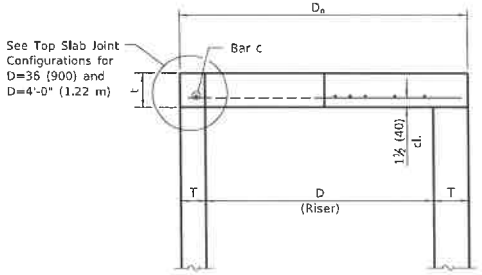
INLET - TYPE B

STANDARD 602306-03

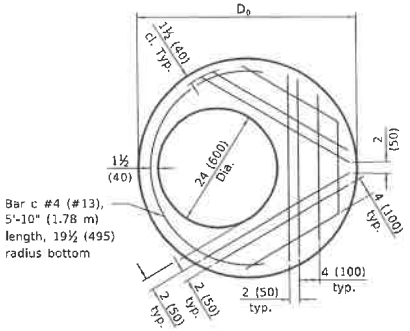


FLAT SLAB TOP JOINT CONFIGURATIONS FOR D = 36 (900) AND D = 4'-0" (1.22 m)

(Shown at access hole)

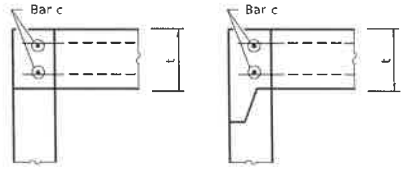


SECTION THRU FLAT SLAB TOP FOR D = 36 (900) AND D = 4'-0" (1.22 m)



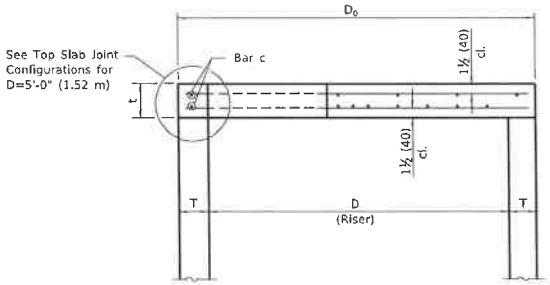
PLAN - FLAT SLAB TOP FOR D = 36 (900)

(Showing layout of reinforcement bars and c bars)

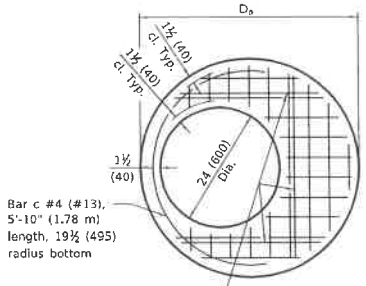


FLAT SLAB TOP JOINT CONFIGURATIONS D = 5'-0" (1.52 m)

(Shown at access hole)



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



PLAN - FLAT SLAB TOP FOR D = 36 (900)

(Showing layout of welded wire reinforcement and c bars)

TABLE

D	T	D_o (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)

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.

Illinois Department of Transportation

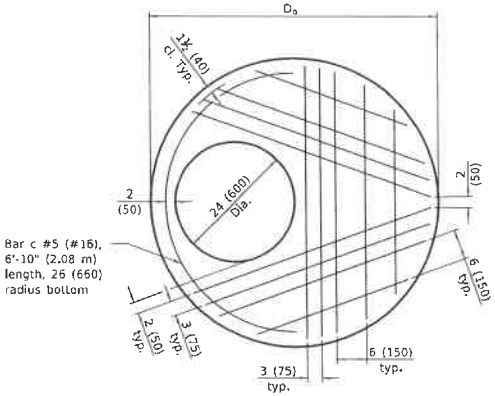
PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19

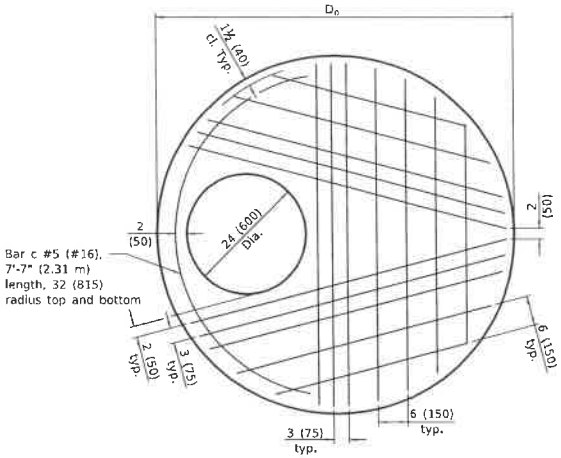
DATE	REVISIONS
1-1-19	Expanded / refined reinforcement
	options.
1-1-18	Revised for compliance with
	LRFD.

PRECAST REINFORCED CONCRETE FLAT SLAB TOP

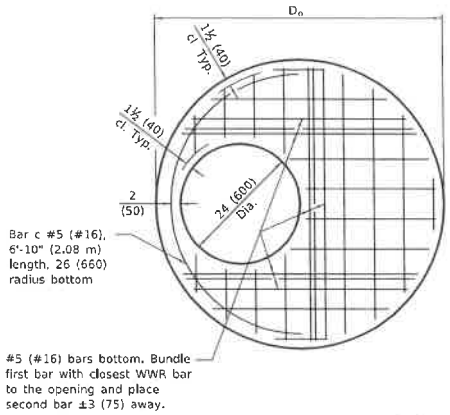
STANDARD 602601-06



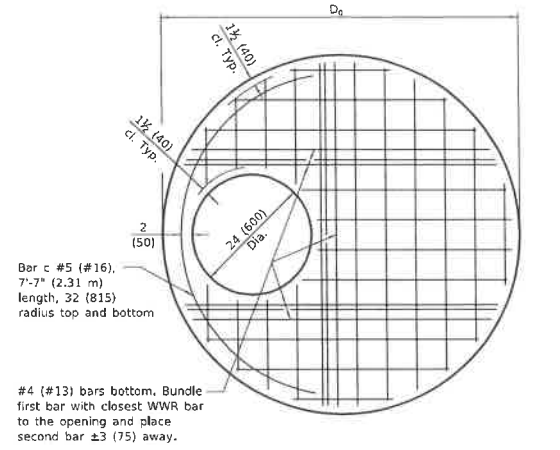
PLAN - FLAT SLAB TOP FOR D = 4'-0" (1.22 m)
(Showing layout of reinforcement bars and c bars)



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.

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

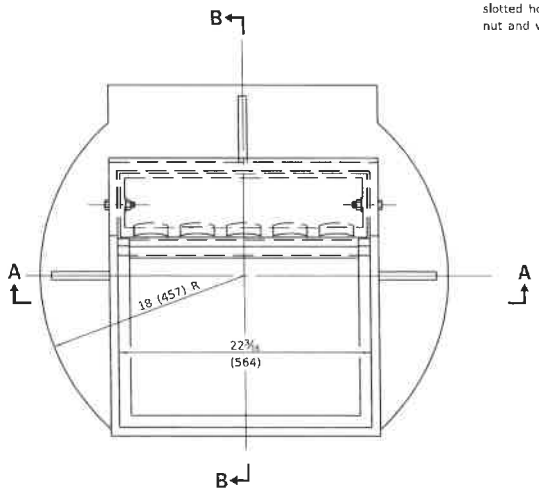
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19

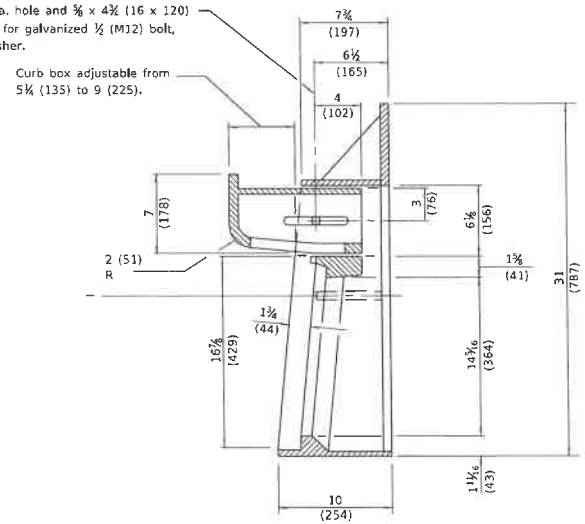
PRECAST REINFORCED CONCRETE FLAT SLAB TOP

(Sheet 2 of 2)

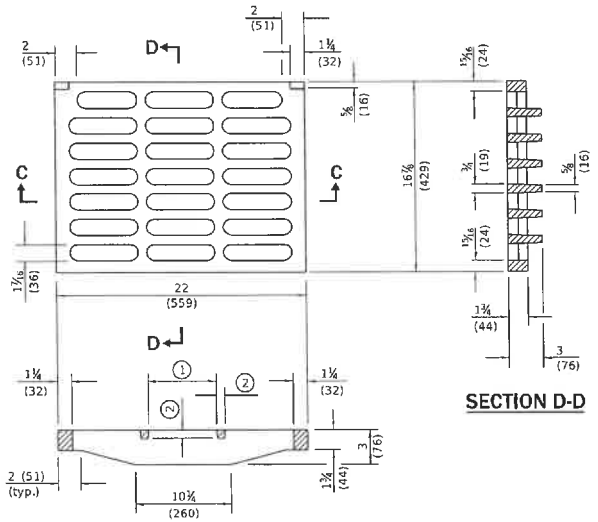
STANDARD 602601-06



CAST FRAME



SECTION B-B

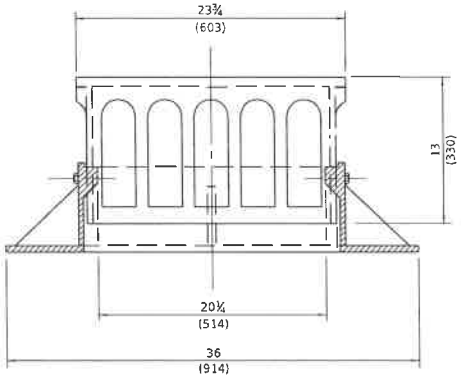


SECTION C-C

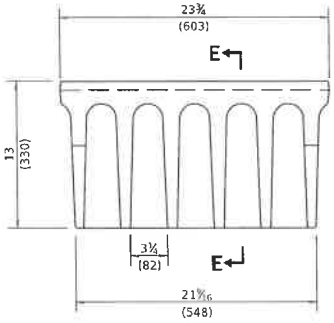
SECTION D-D

① = 6 (152) typ.
② = ¾ (19) typ.

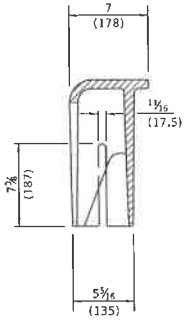
CAST GRATE



SECTION A-A



ALTERNATE CURB BOX



SECTION E-E

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

Illinois Department of Transportation

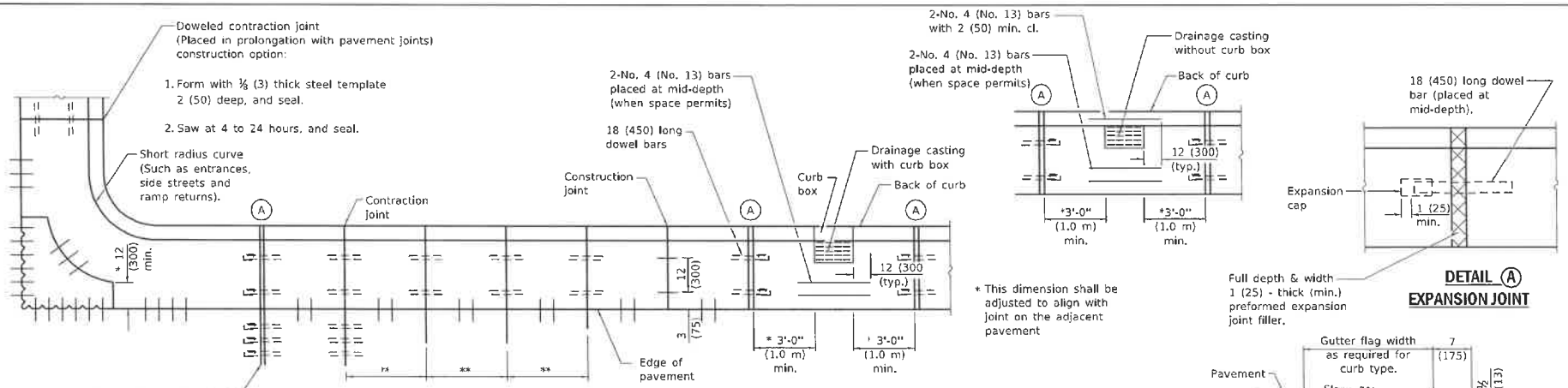
PASSED January 1, 2015
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-15

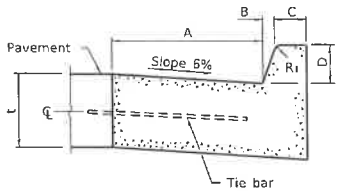
DATE	REVISIONS
1-1-15	Revised dimenstions of
	frame and alternate curb
	box.
1-1-09	Switched units to
	English (metric).

FRAME AND GRATE TYPE 3

STANDARD 604006-05



PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

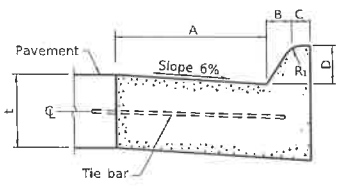


BARRIER CURB

TABLE OF DIMENSIONS
BARRIER CURB

TYPE	A	B	C	D	R_1
B-6.06 * (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.12 (B-22.30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.18 (B-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.24 (B-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)

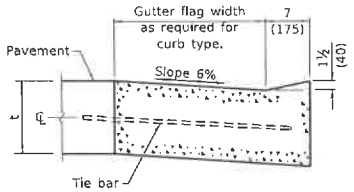
* For corner islands only.



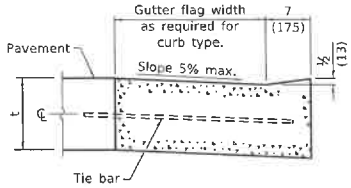
MOUNTABLE CURB

TABLE OF DIMENSIONS
MOUNTABLE CURB

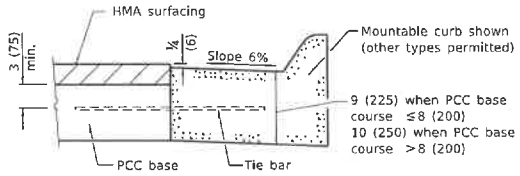
TYPE	A	B	C	D	R_1	R_2
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.12 (M-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.18 (M-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.24 (M-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA



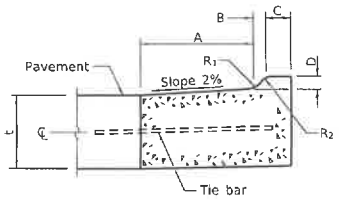
DEPRESSED CURB (TYPICAL)



DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



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) and greater	1½ (38)
8.01 (201) to 9.99 (249)	1¼ (32)
8 (200) and less	1 (25)

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.

Illinois Department of Transportation

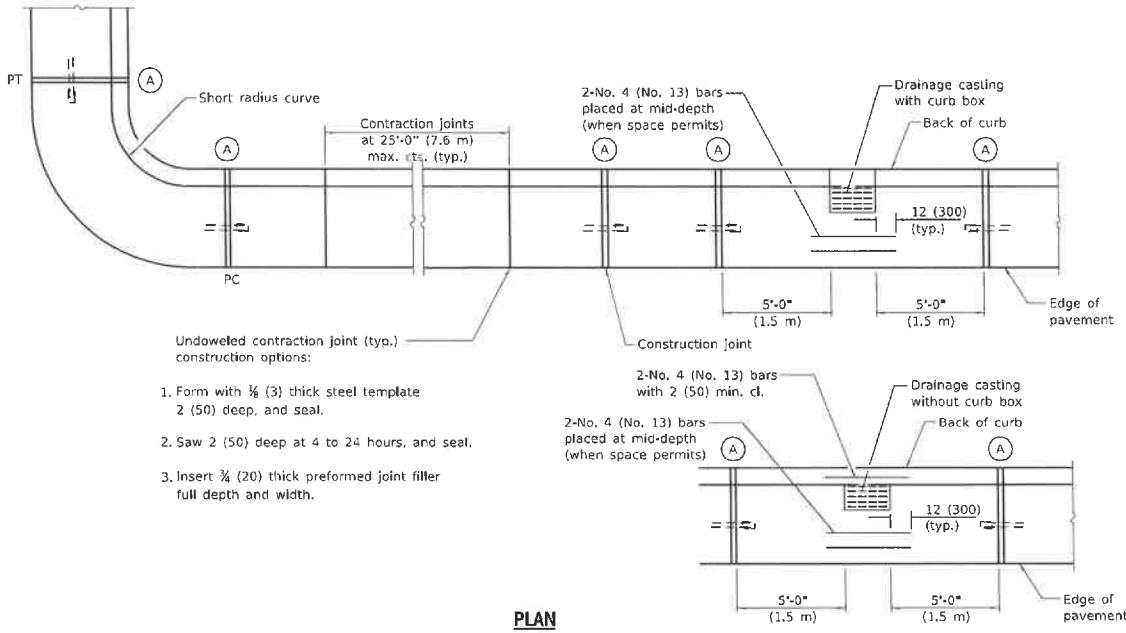
PASSED January 1, 2022
ENGINEER OF LOCAL ROADS AND STREETS
APPROVED January 1, 2022
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-18

DATE	REVISIONS
1-1-22	Revised contraction joint spacing
	adjacent to pcc pavt. and
	DOWEL BAR TABLE.
1-1-18	New standard.

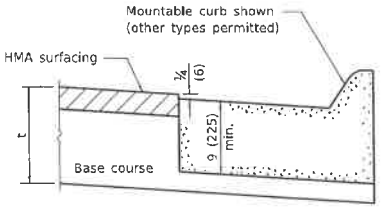
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

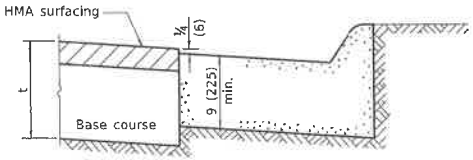
B.L.R. 28-1



PLAN

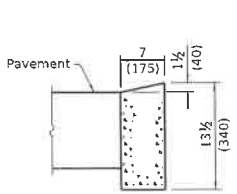


ON DISTURBED SUBGRADE

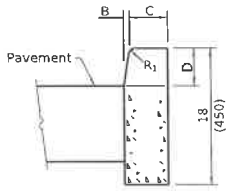


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

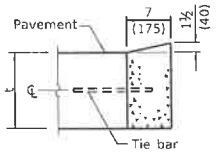


DEPRESSED CURB

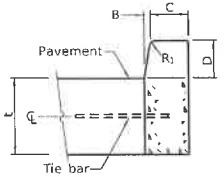


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

Illinois Department of Transportation

PASSED January 1, 2022

ENGINEER OF LOCAL ROADS AND STREETS

APPROVED January 1, 2022

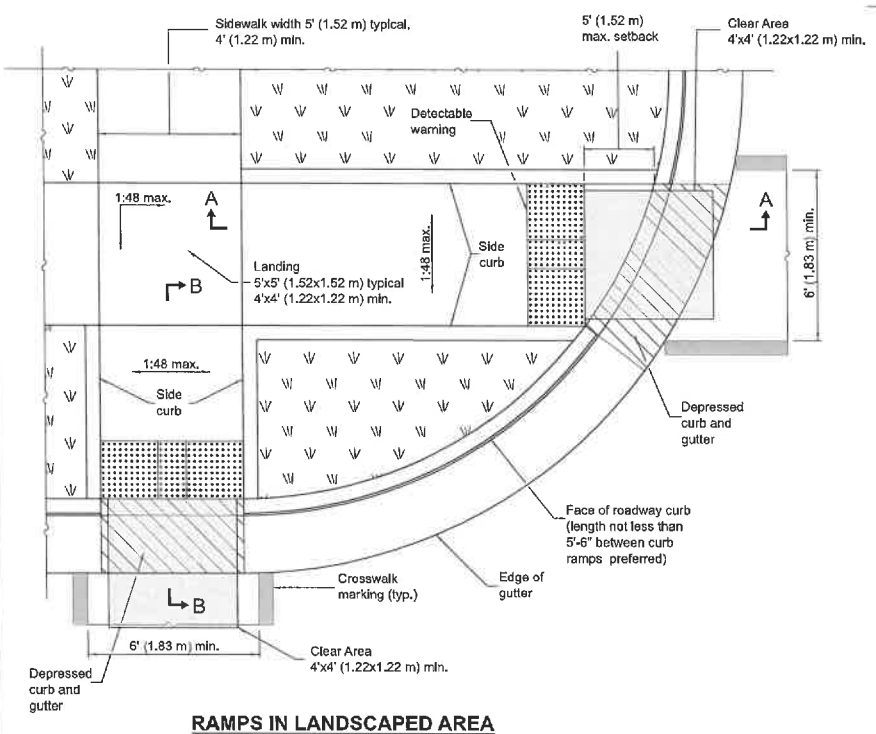
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-18

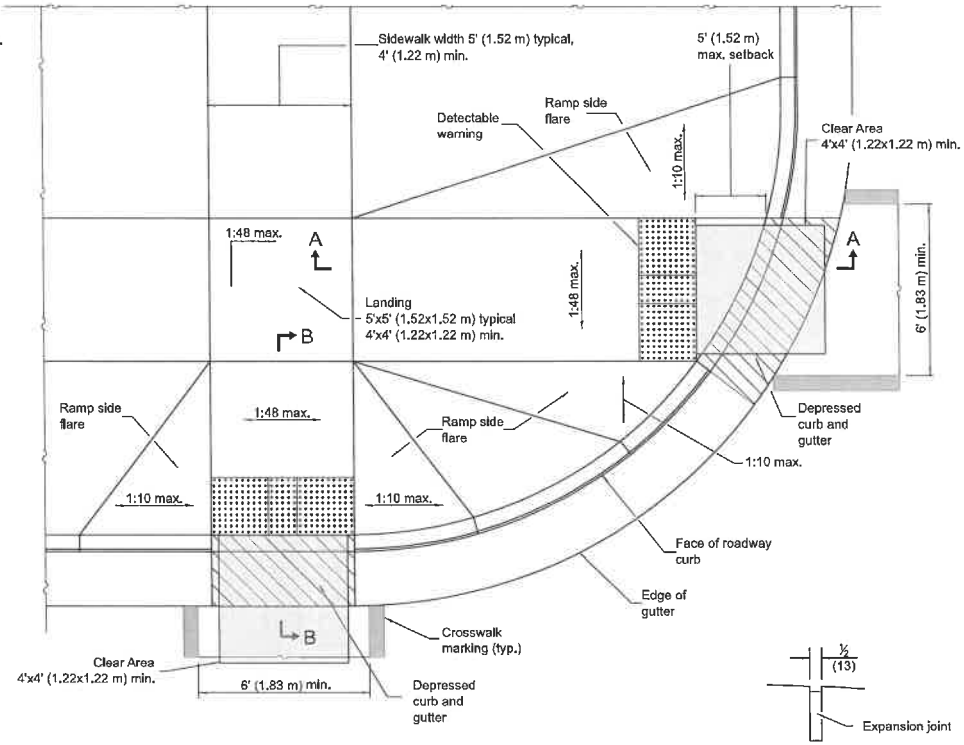
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

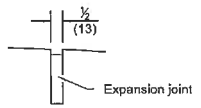
B.L.R. 28-1



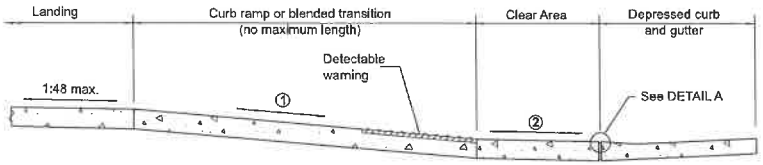
RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'



RAMPS IN PAVED AREA
SETBACK ≤ 5'



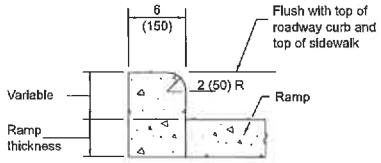
DETAIL A



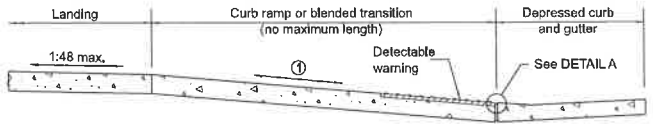
SECTION A-A

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

② Clear Area shall be located outside the travel lane inclusive of any bicycle lanes. The running slope shall be 1:20 max and the cross slope shall be:
- Signalized/Uncontrolled Intersection - 1:20
- Yield/Stop Controlled Intersection - 1:48
- Midblock - grade of the road



SIDE CURB DETAIL



SECTION B-B

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

See Sheet 2 for GENERAL NOTES.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

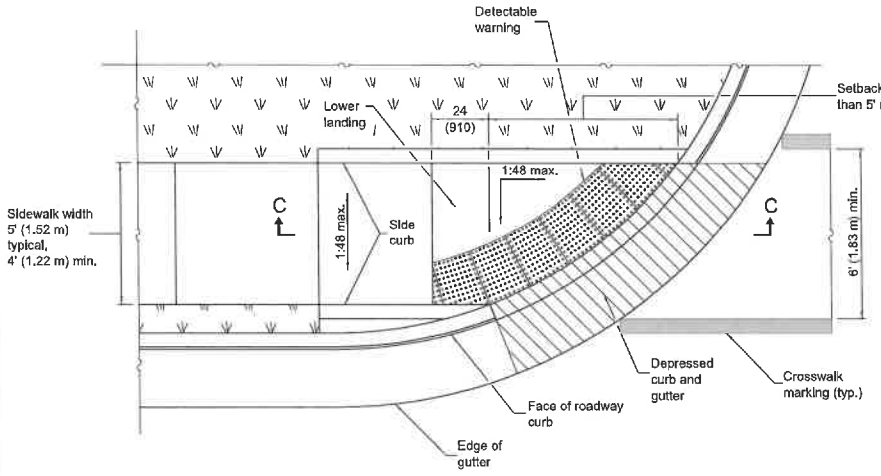
ISSUED 1-1-07

DATE	REVISIONS
1-1-25	Indicated "Clear Area" Location and
	updated cross-slopes.
1-1-19	Removed "15-foot rule", added
	"Blended transitions" and placement
	tolerances for detectable warnings.

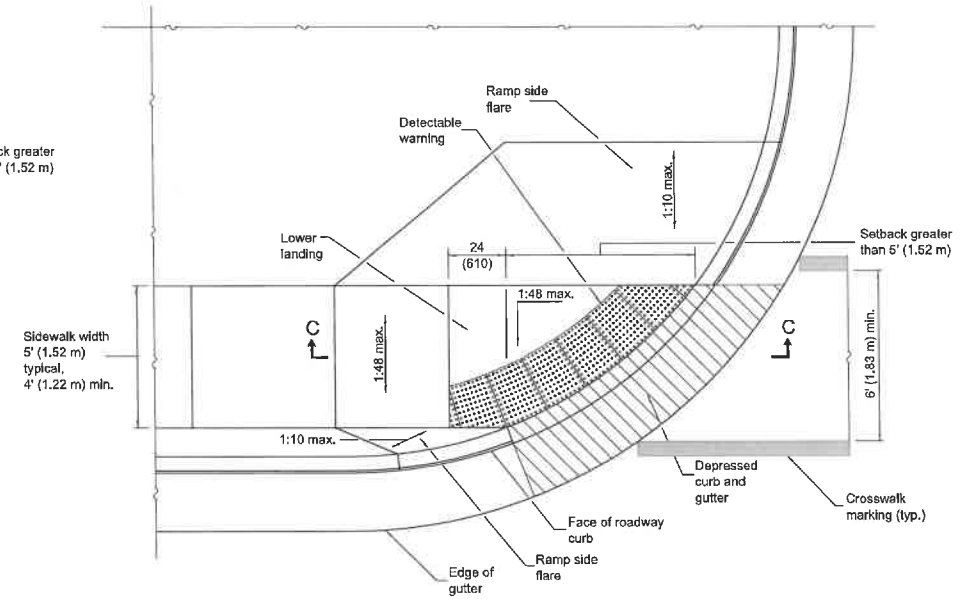
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

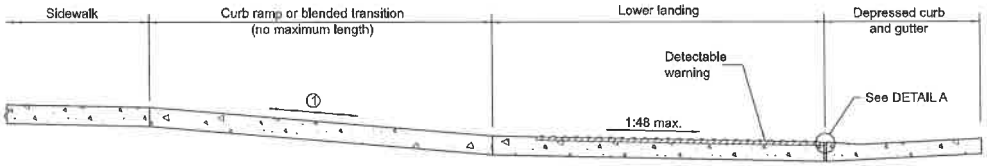
STANDARD 424001-12



RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA
SETBACK > 5'



SECTION C-C

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

GENERAL NOTES

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

Where 1:48 maximum slope is shown, 1:64 is preferred.

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

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

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

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

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

Illinois Department of Transportation

APPROVED January 1 2025
ENGINEER OF POLICY AND PROCEDURES

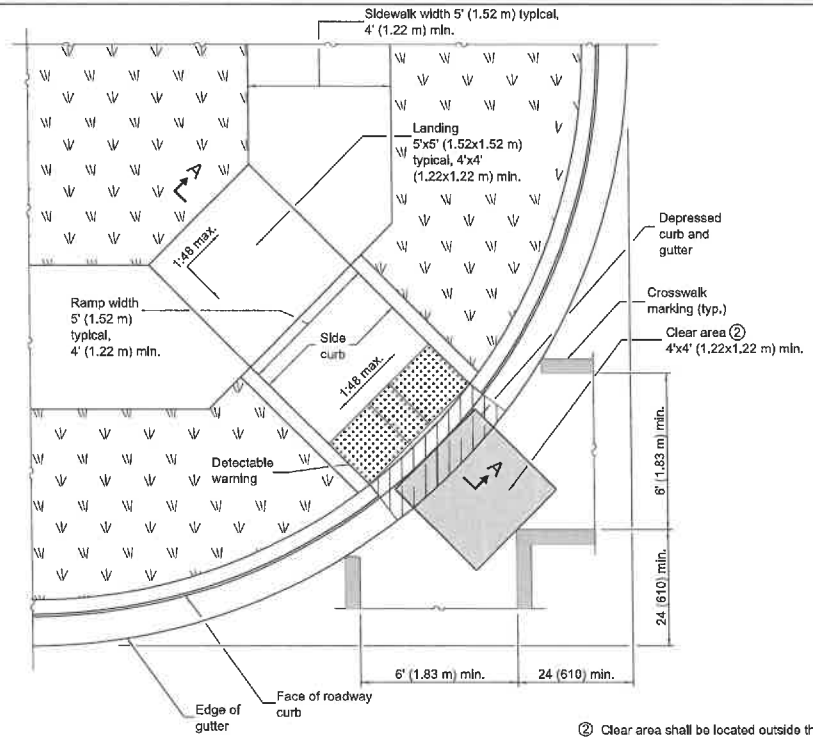
APPROVED January 1 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

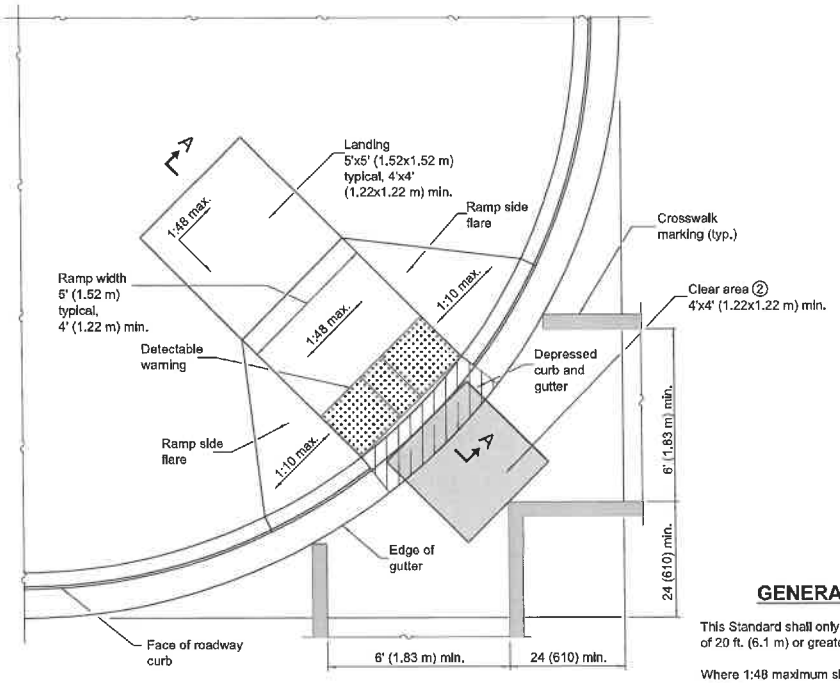
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

STANDARD 424001-12

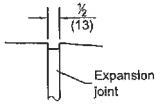


RAMP IN LANDSCAPED AREA

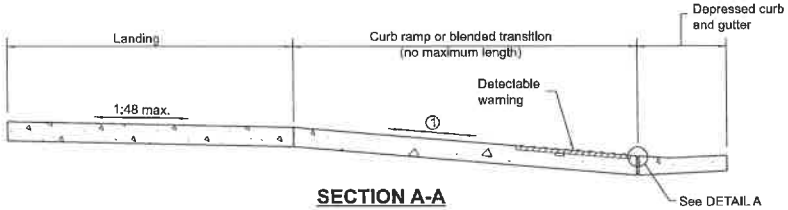


RAMP IN PAVED AREA

② Clear area shall be located outside the travel lane inclusive of any bicycle lanes. The running slope shall be 1:20 max and the cross slope shall be:
- Signalized/Uncontrolled Intersection - 1:20
- Yield/Stop Controlled Intersection - 1:48
- Midblock - grade of road

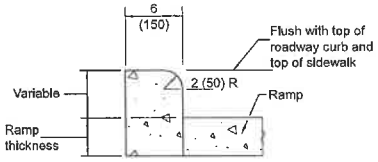


DETAIL A



SECTION A-A

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



SIDE CURB DETAIL

GENERAL NOTES

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

Where 1:48 maximum slope is shown, 1:64 is preferred.

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

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

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

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

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

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

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

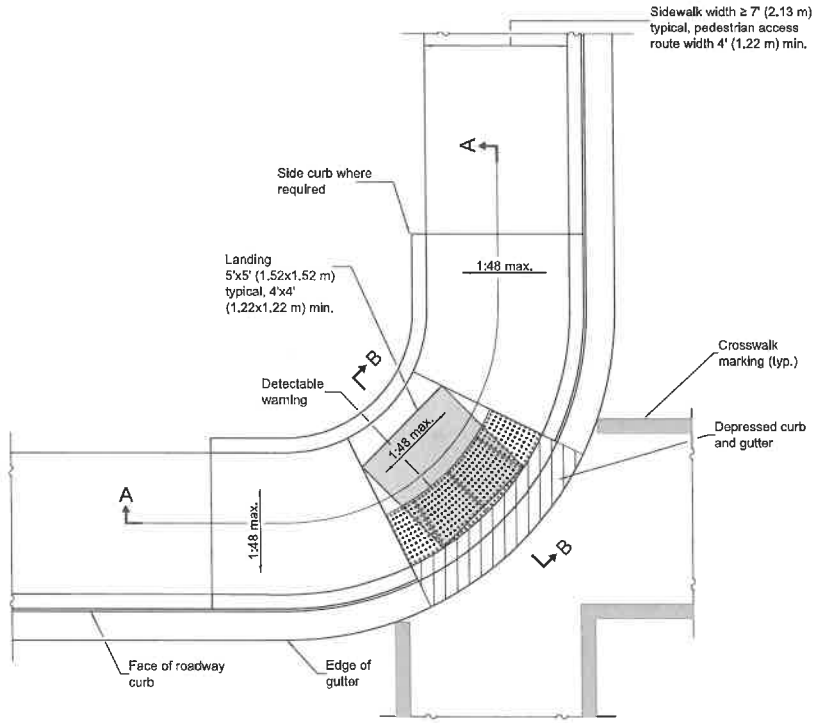
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

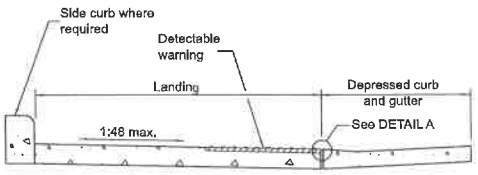
DATE	REVISIONS
1-1-25	Indicated "Clear Area" location and
	updated cross-slopes.
1-1-21	Clarified minimum crosswalk width
	and locations.

DIAGONAL CURB RAMPS FOR SIDEWALKS

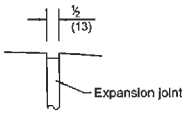
STANDARD 424006-06



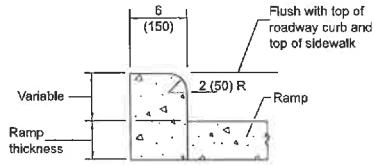
CORNER PARALLEL CURB RAMP



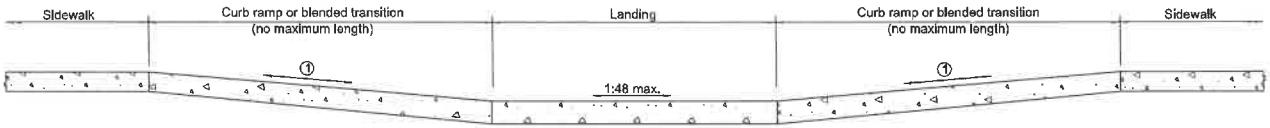
SECTION B-B



DETAIL A



SIDE CURB DETAIL



SECTION A-A

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

GENERAL NOTES

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

Where 1:48 maximum slope is shown, 1:84 is preferred.

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

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

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

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

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

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

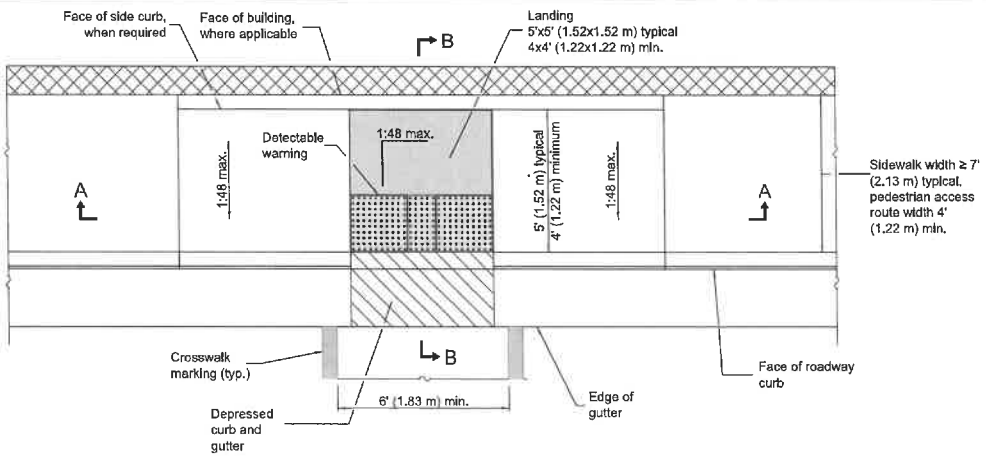
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

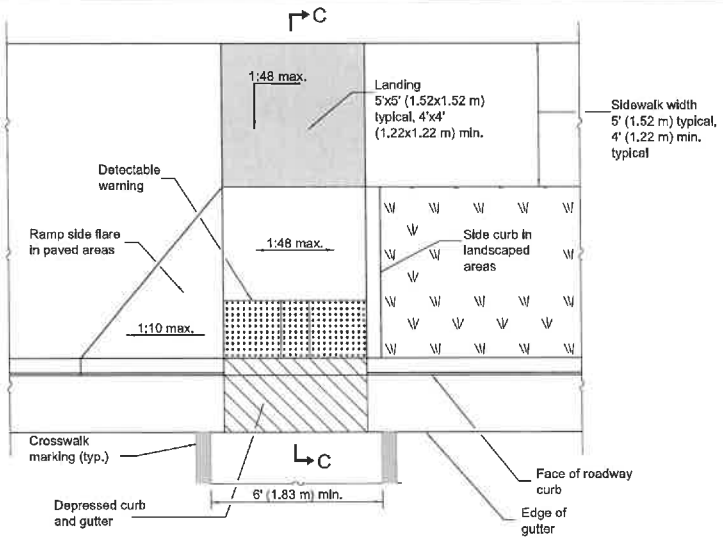
DATE	REVISIONS
1-1-25	Revised turning space with landing
	and updated cross-slope.
1-1-19	Removed upper landing, added
	blended transition and detectable
	warning tolerances.

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

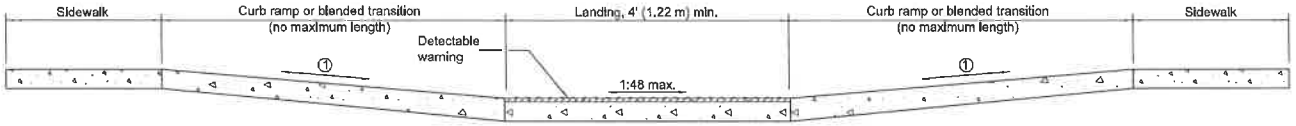
STANDARD 424011-05



PARALLEL MID-BLOCK CURB RAMP

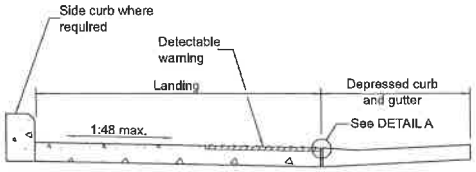


PERPENDICULAR MID-BLOCK CURB RAMP

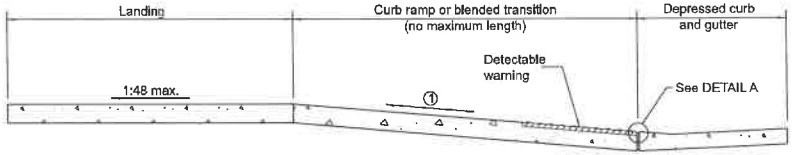


SECTION A-A

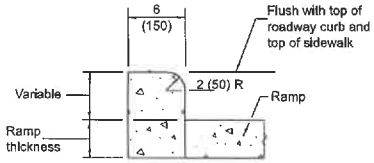
① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



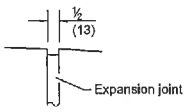
SECTION B-B



SECTION C-C



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

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

Where 1:48 maximum slope is shown, 1:64 is preferred.

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

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

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

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

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

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

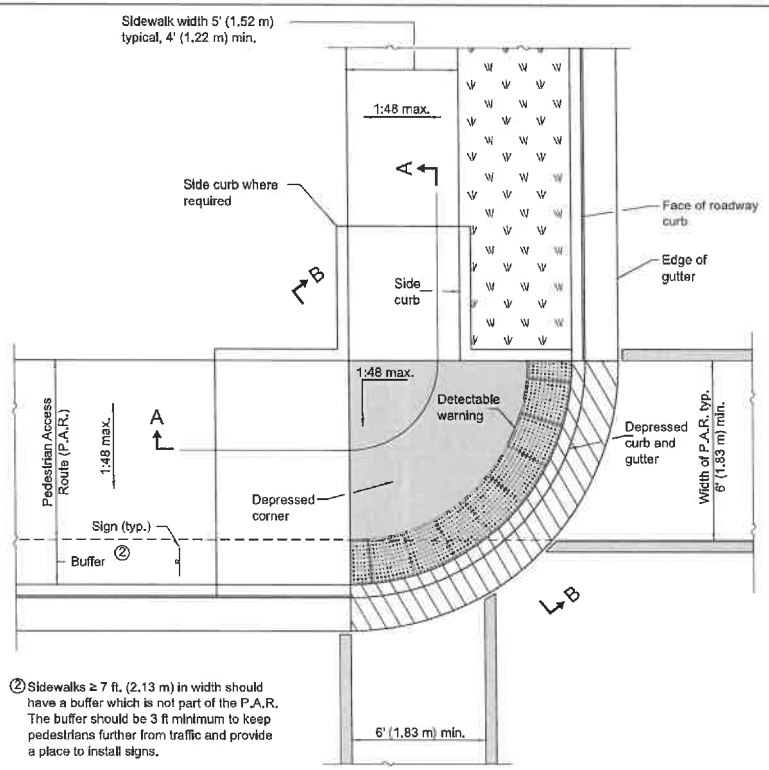
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

DATE	REVISIONS
1-1-25	Revised turning space with landing
	and updated cross-slope.
1-1-19	Removed upper landing, added
	blended transitions and detectable
	warning tolerances.

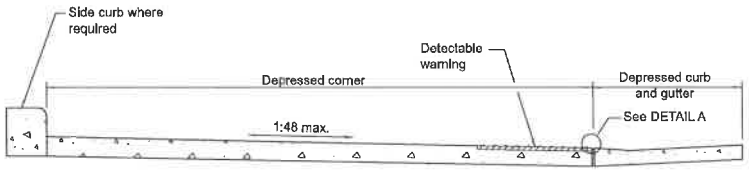
MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-06

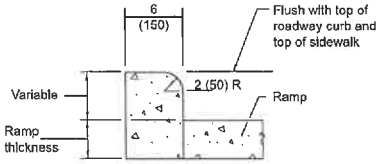


② Sidewalks ≥ 7 ft. (2.13 m) in width should have a buffer which is not part of the P.A.R. The buffer should be 3 ft minimum to keep pedestrians further from traffic and provide a place to install signs.

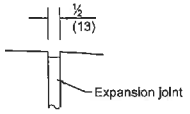
DEPRESSED CORNER



SECTION B-B



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

This standard shall only be used for curb radii of 5 ft. (1.83 m) or greater.

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

Where 1:48 maximum slope is shown, 1:64 is preferred.

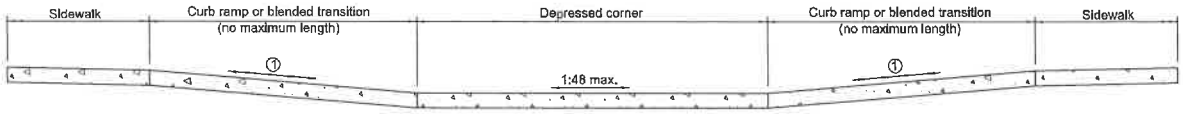
Detectable warnings are shown in their ideal tolerances but the following placement tolerances are allowed.

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.



SECTION A-A

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

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

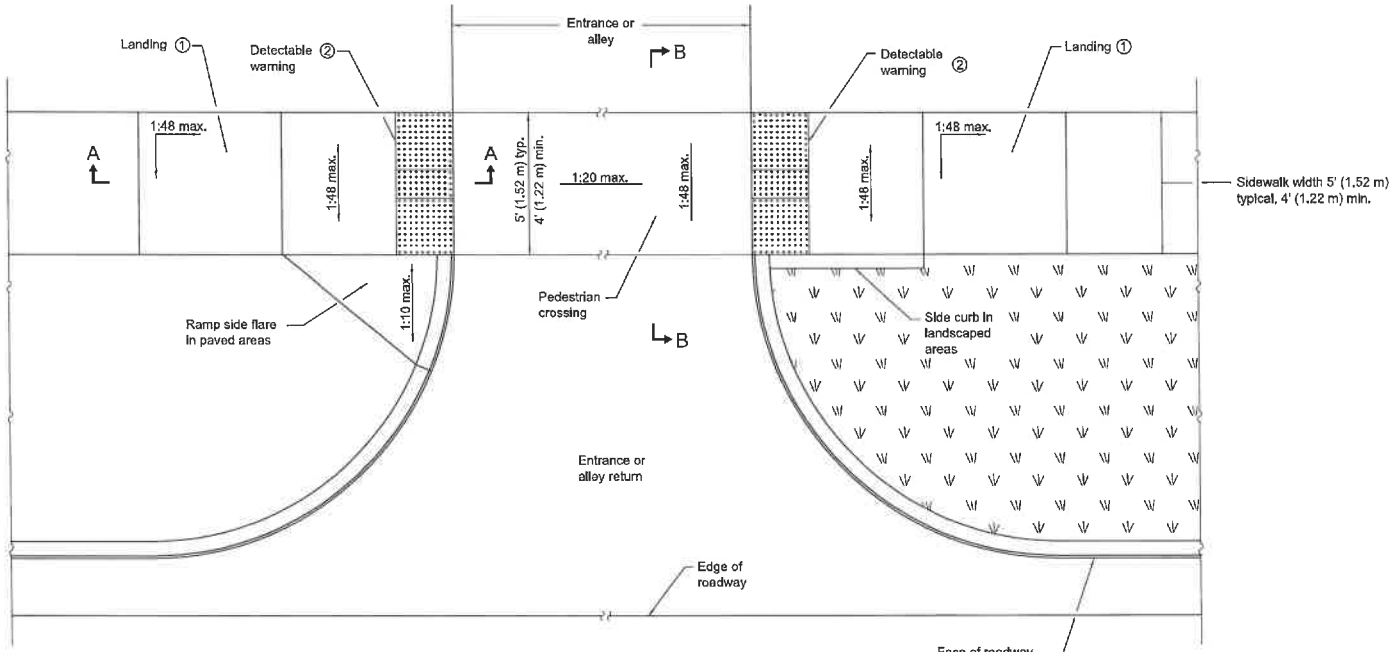
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

DATE	REVISIONS
1-1-25	Remove min running slope from
	note 1 and updated cross-slope.
1-1-21	Added crosswalk striping and a
	"buffer" for wide sidewalks.

DEPRESSED CORNER FOR SIDEWALKS

STANDARD 424021-07



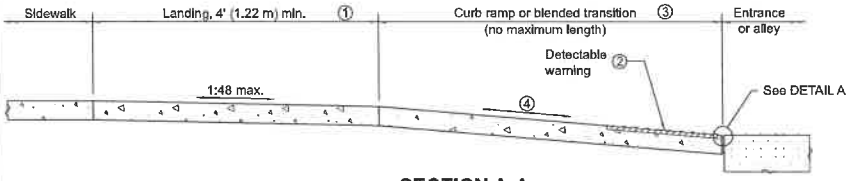
ENTRANCE / ALLEY PEDESTRIAN CROSSING

① Landing not required for blended transitions, or where there is no change in direction.

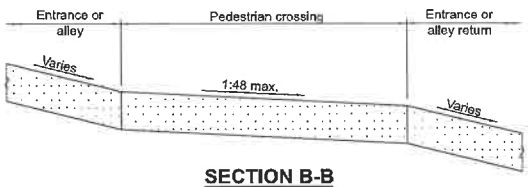
② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).

③ Where possible, maintain the grade of the sidewalk across the entrance/ally to avoid the need for ramps and turning spaces.

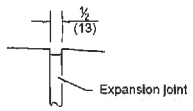
④ The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



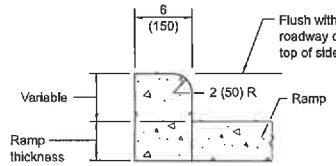
SECTION A-A



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 1:48 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.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF POLICY AND PROCEDURES

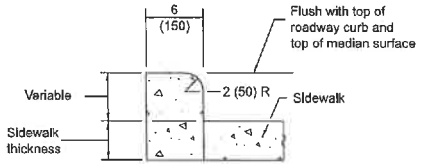
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

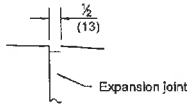
DATE	REVISIONS
1-1-25	Modified Section A-A notes and
	updated cross slopes.
1-1-19	Added blended transitions and
	placement tolerances for
	detectable warnings.

ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

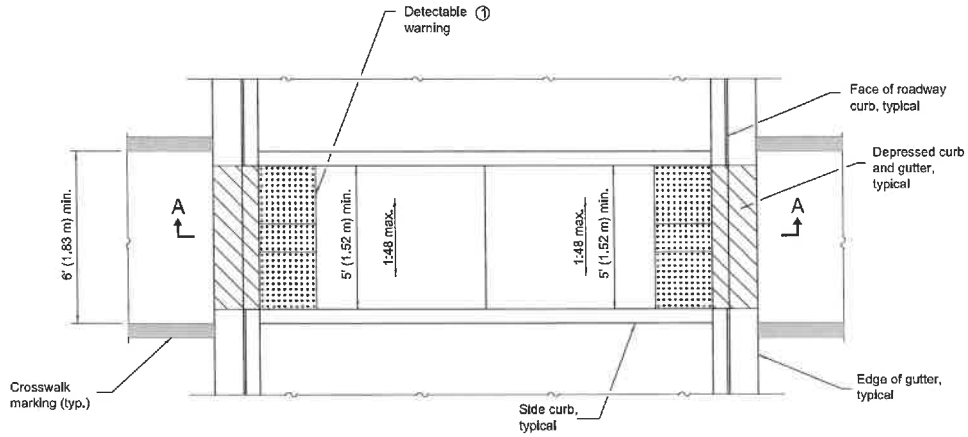
STANDARD 424026-04



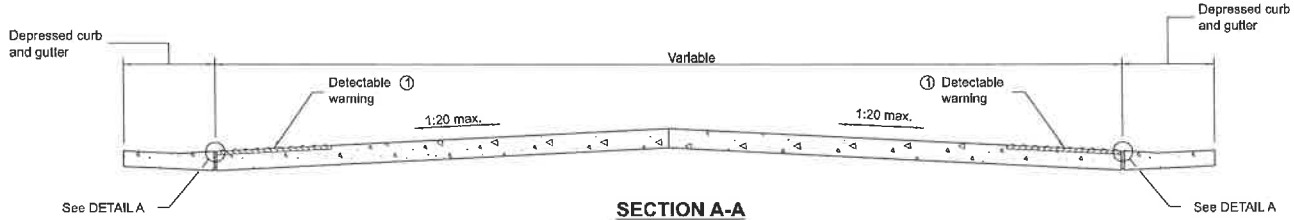
SIDE CURB DETAIL



DETAIL A



MEDIAN PEDESTRIAN CROSSING



SECTION A-A

① Omit detectable warnings when distance between back of curbs is less than 6' (1.83 m).

GENERAL NOTES

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

Where 1:48 maximum slope is shown, 1:64 is preferred.

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

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

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

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

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

Illinois Department of Transportation

APPROVED January 1, 2026
ENGINEER OF POLICY AND PROCEDURES

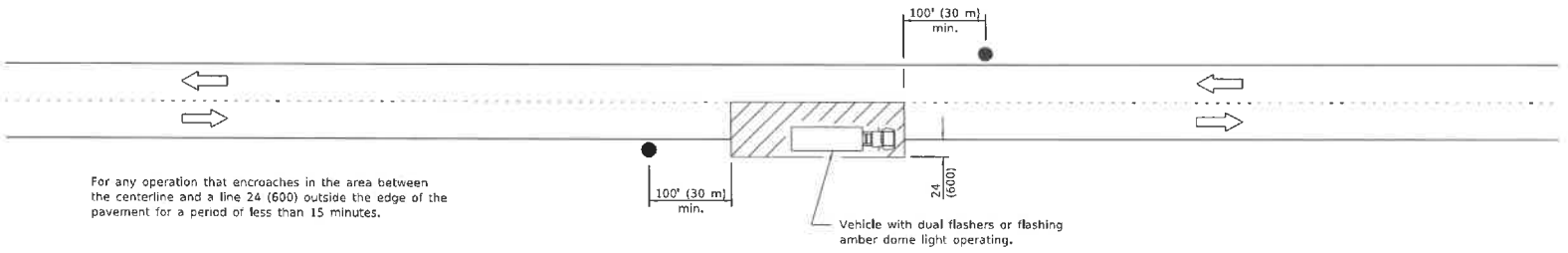
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

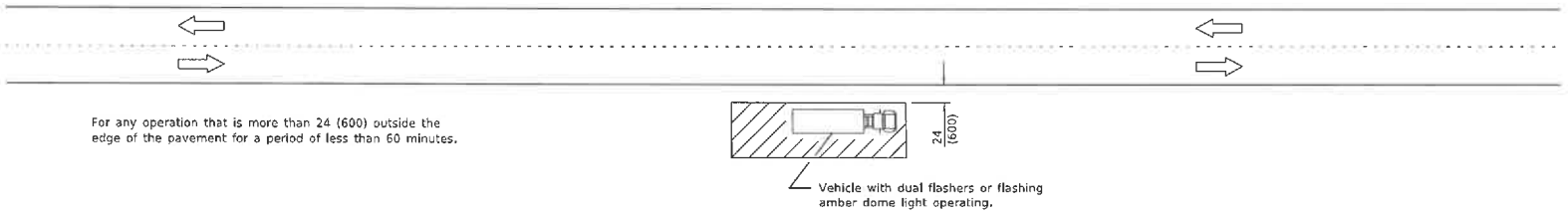
DATE	REVISIONS
1-1-25	Updated cross-slope.
1-1-19	Added placement tolerances for
	detectable warnings.

MEDIAN PEDESTRIAN CROSSINGS

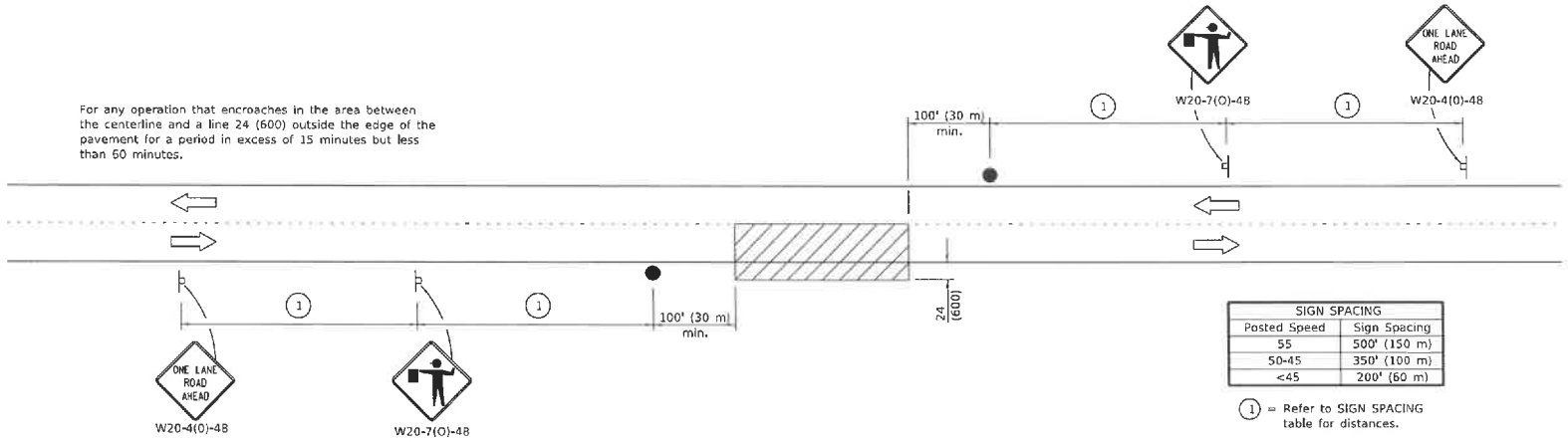
STANDARD 424031-03



For any operation that encroaches in the area between the centerline and a line 24 (600) outside the edge of the pavement for a period of less than 15 minutes.



For any operation that is more than 24 (600) outside the edge of the pavement for a period of less than 60 minutes.



For any operation that encroaches in the area between the centerline and a line 24 (600) outside the edge of the pavement for a period in excess of 15 minutes but less than 60 minutes.

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

(1) = Refer to SIGN SPACING table for distances.

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

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

Illinois Department of Transportation

PASSED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

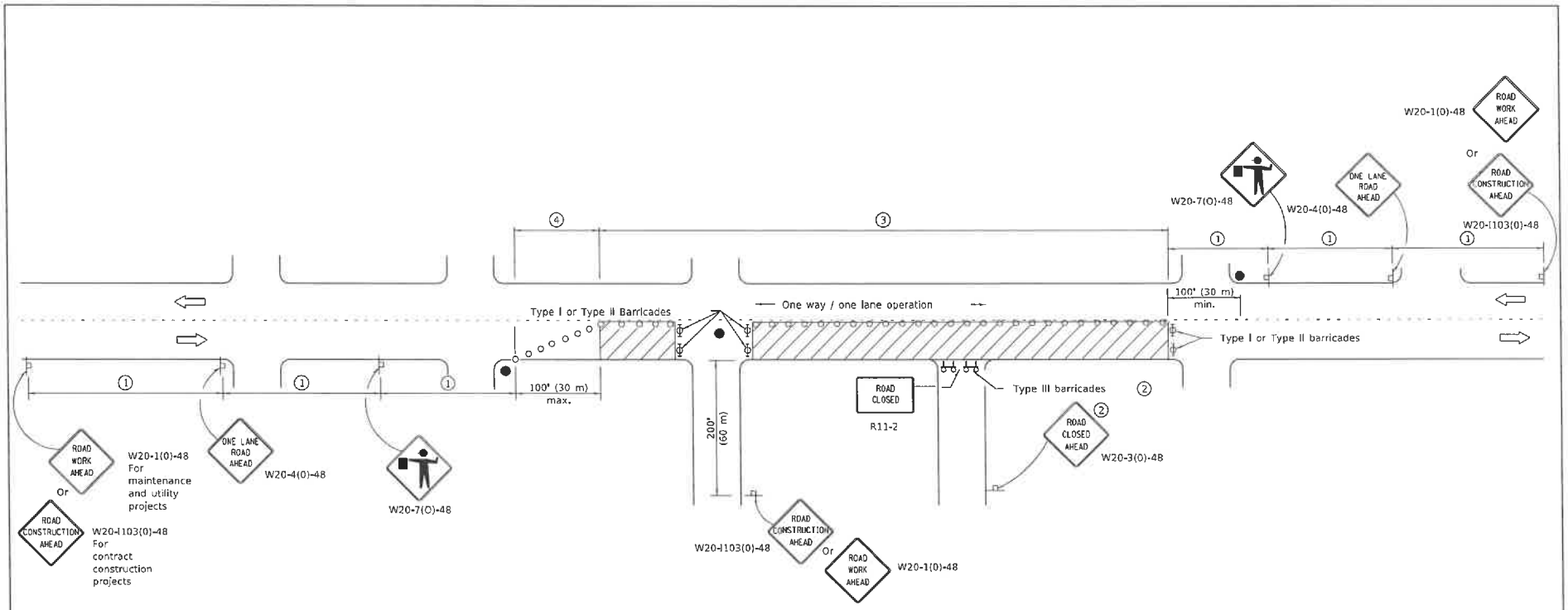
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-11

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to
	English (metric).

LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS

STANDARD 701301-04



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

SYMBOLS

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

(1) Refer to SIGN SPACING TABLE for distances.

(2) For approved sideroad closures.

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

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

GENERAL NOTES

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

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

Illinois Department of Transportation

PASSED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

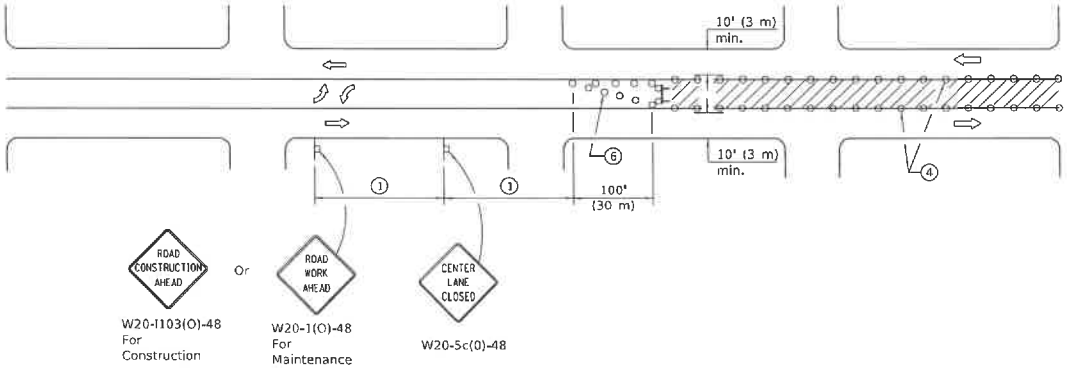
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06



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.

Illinois Department of Transportation

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

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

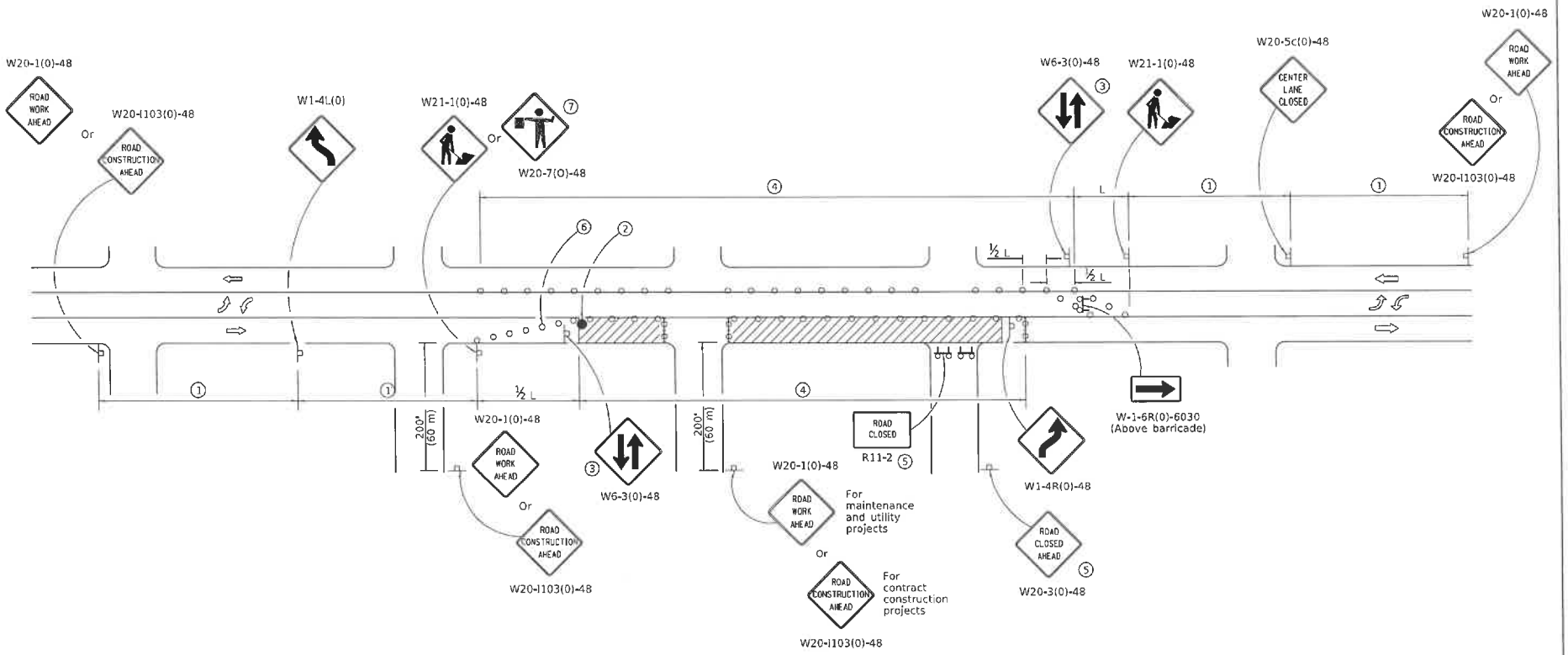
ISSUED 1-1-19

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



CASE II

Illinois Department of Transportation

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

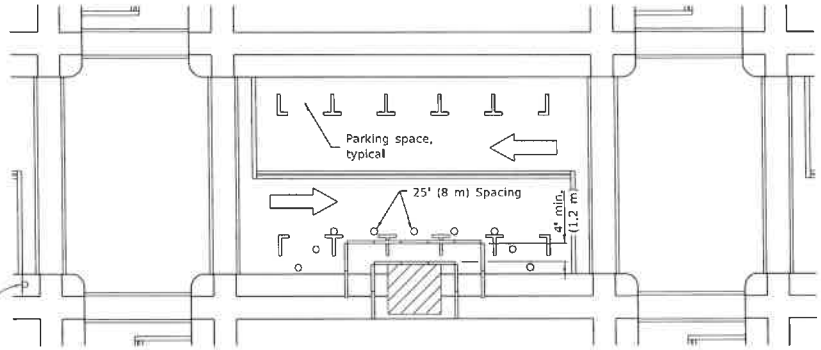
APPROVED January 1 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 7-1-01

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

(Sheet 2 of 2)

STANDARD 701502-09



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

Or

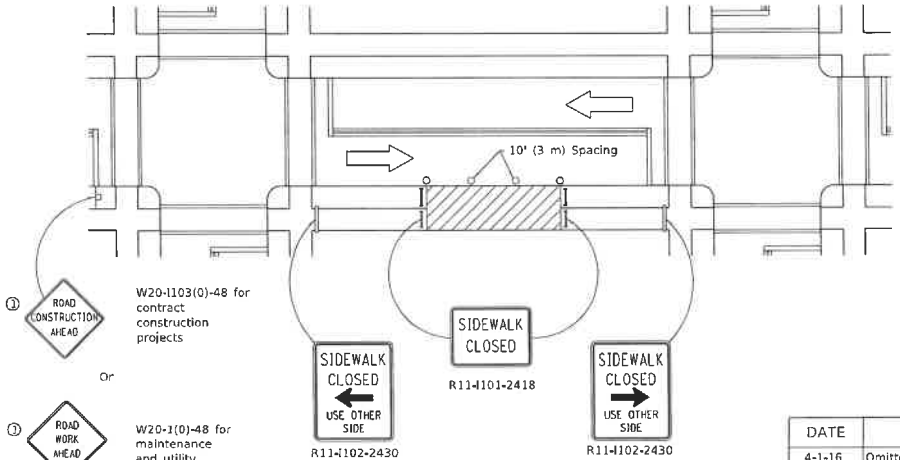
① ROAD WORK AHEAD — W20-1(0)-48 for maintenance and utility projects

SIDEWALK DIVERSION

① Omit whenever duplicated by road work traffic control.

SYMBOLS

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



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

Or

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

SIDEWALK CLOSURE

GENERAL NOTES

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

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

Temporary facilities shall be detectable and accessible.

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

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

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

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

Illinois Department of Transportation

PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

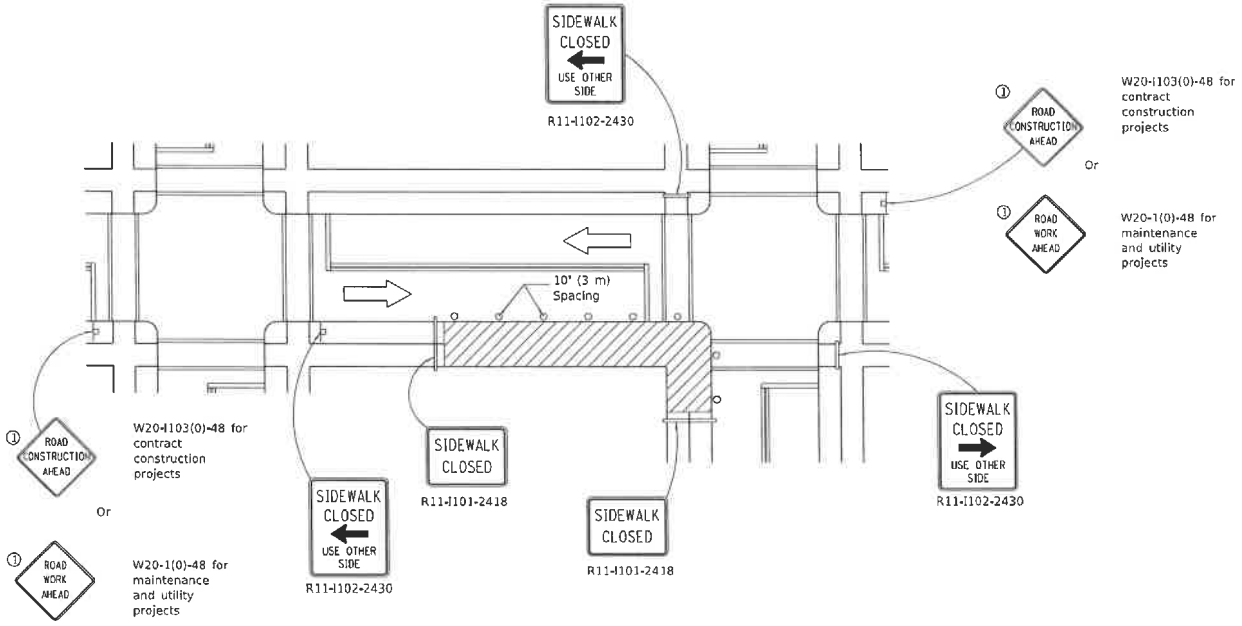
ISSUED 1-1-97

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

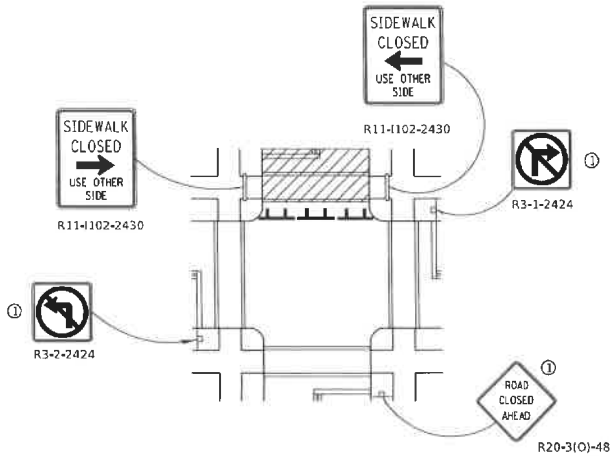
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



CORNER CLOSURE



CROSSWALK CLOSURE

Illinois Department of Transportation

PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

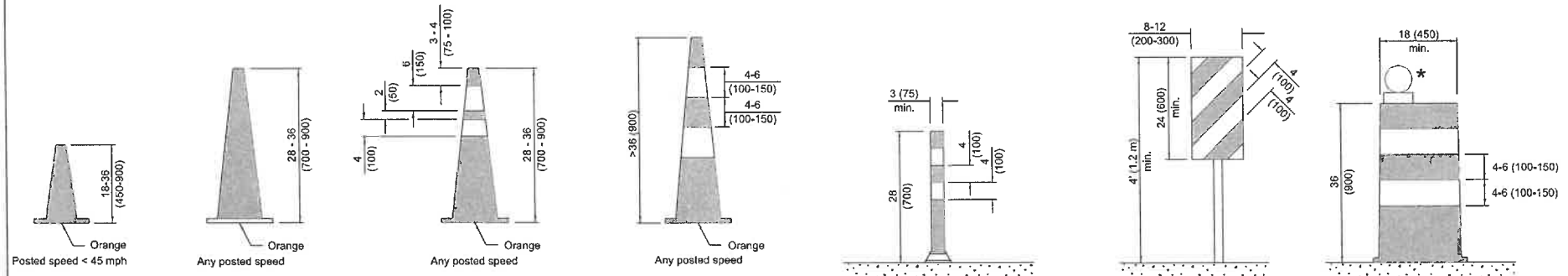
APPROVED April 1 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

STANDARD 701801-06



DAYTIME USE

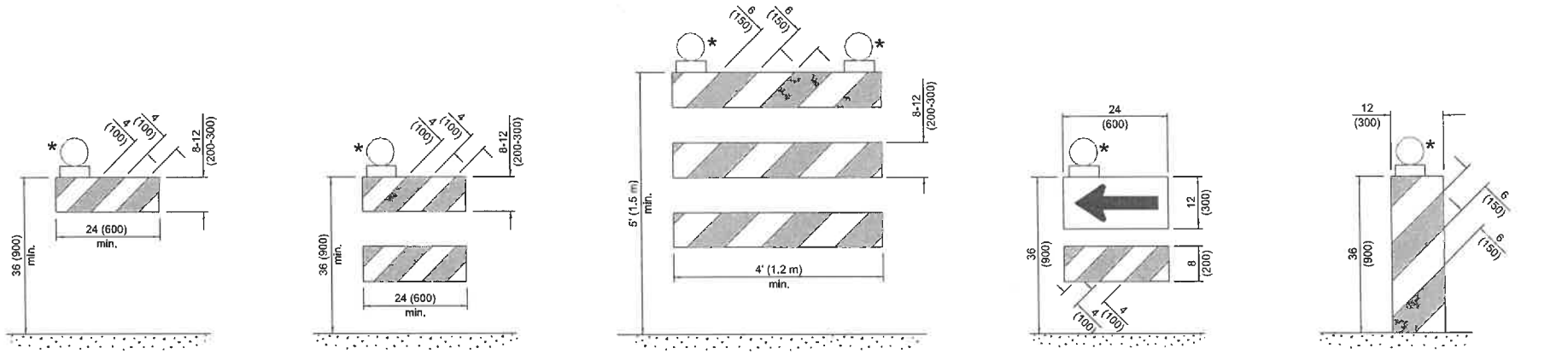
CONES

DAY OR NIGHTTIME USE

TUBULAR MARKER

VERTICAL PANEL
POST MOUNTED

DRUM



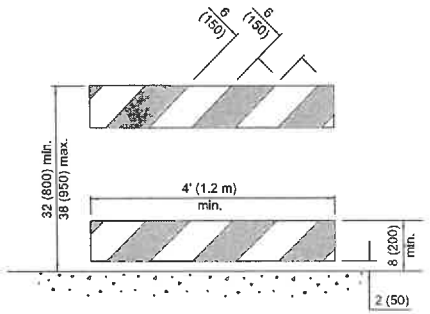
TYPE I BARRICADE

TYPE II BARRICADE

TYPE III BARRICADE

DIRECTION INDICATOR BARRICADE

VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

Illinois Department of Transportation

APPROVED January 1, 2026
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2026
ENGINEER OF DESIGN AND ENVIRONMENT

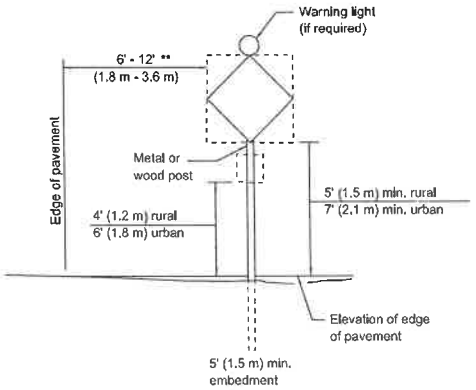
ISSUED 1-1-11

DATE	REVISIONS
1-1-26	Updated Detectable Pedstrian
	Channellizing Barricade (sht. 1) &
	Temporary Rumble Strips
	details (sht. 3)
1-1-25	Updated Temporary Rumble
	Strip Detail (sht. 3).

TRAFFIC CONTROL DEVICES

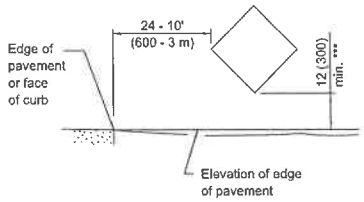
(Sheet 1 of 3)

STANDARD 701901-11



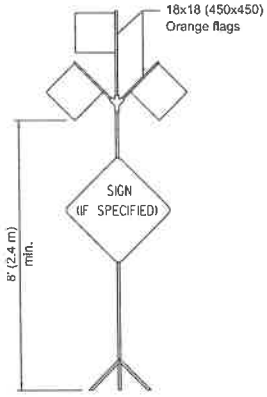
POST MOUNTED SIGNS

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



SIGNS ON TEMPORARY SUPPORTS

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

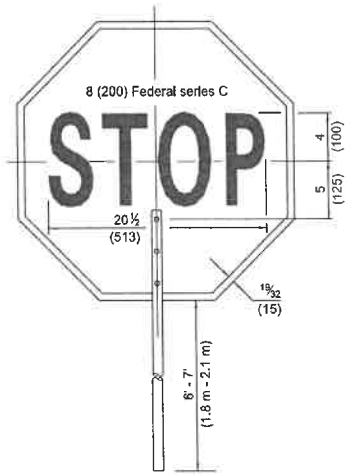


HIGH LEVEL WARNING DEVICE

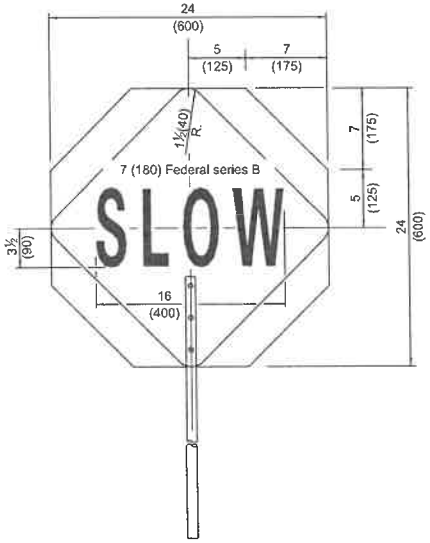
W12-I103-4848

WIDTH RESTRICTION SIGN

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



FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

ROAD CONSTRUCTION NEXT X MILES

G20-I104(0)-6036

END CONSTRUCTION

G20-I105(0)-6024

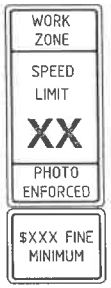
This signing is required for all projects 2 miles (3200 m) or more in length.

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



W21-III5(0)-3618

R2-1-3648

R10-I108p-3618 ****

R2-I106p-3618

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

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.

Illinois Department of Transportation

APPROVED January 1, 2026
ENGINEER OF SAFETY PROG. AND ENGINEERING

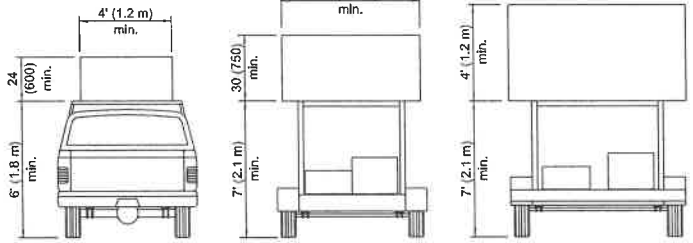
APPROVED January 1, 2026
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901-11

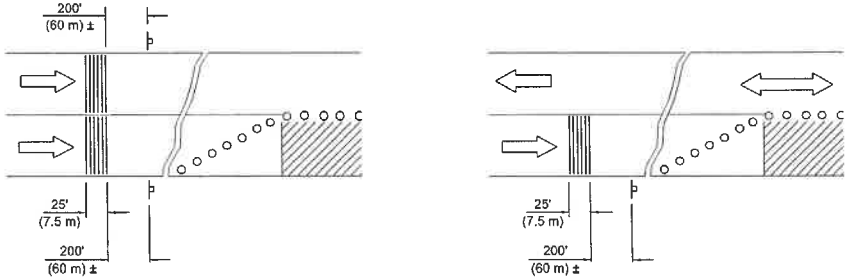


TYPE A ROOF MOUNTED

TYPE B ROOF OR TRAILER MOUNTED

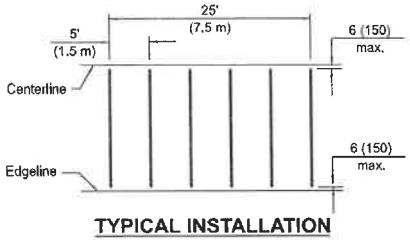
TYPE C TRAILER MOUNTED

ARROW BOARDS



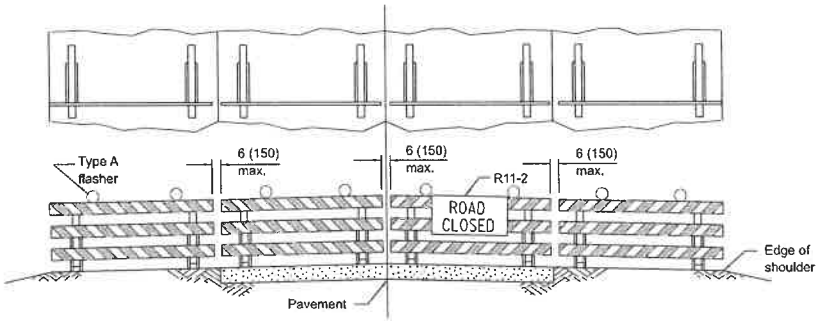
MULTI-LANE HIGHWAYS

TWO-LANE HIGHWAYS



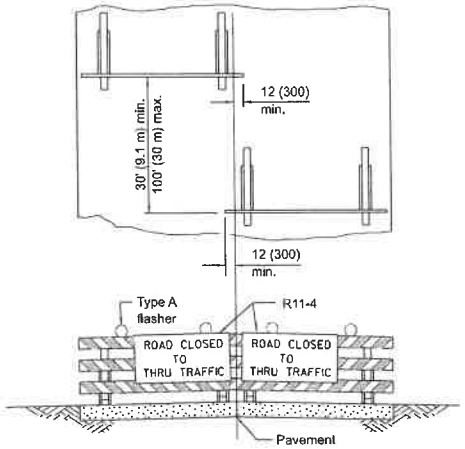
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades.



ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades.

Illinois Department of Transportation

APPROVED January 1, 2026
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2026
ENGINEER OF DESIGN AND ENVIRONMENT

BDE/SCD 1-1-13

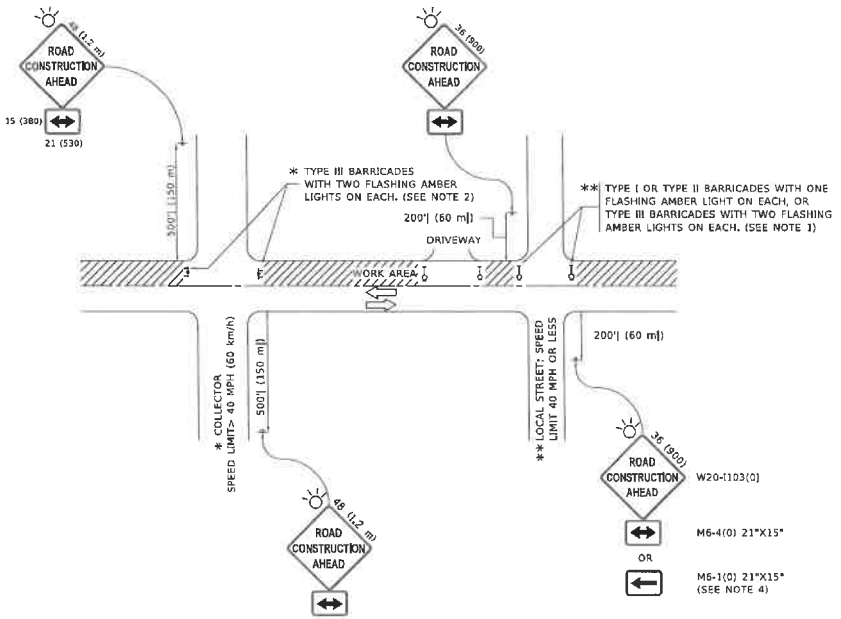
TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

If a Type III barricade with an attached sign panel which meets NCHRP 350 or MASH is not available, the sign may be mounted on an NCHRP 350 or MASH temporary sign support directly in front of the barricade.

TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

STANDARD 701901-11



NOTES:

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

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

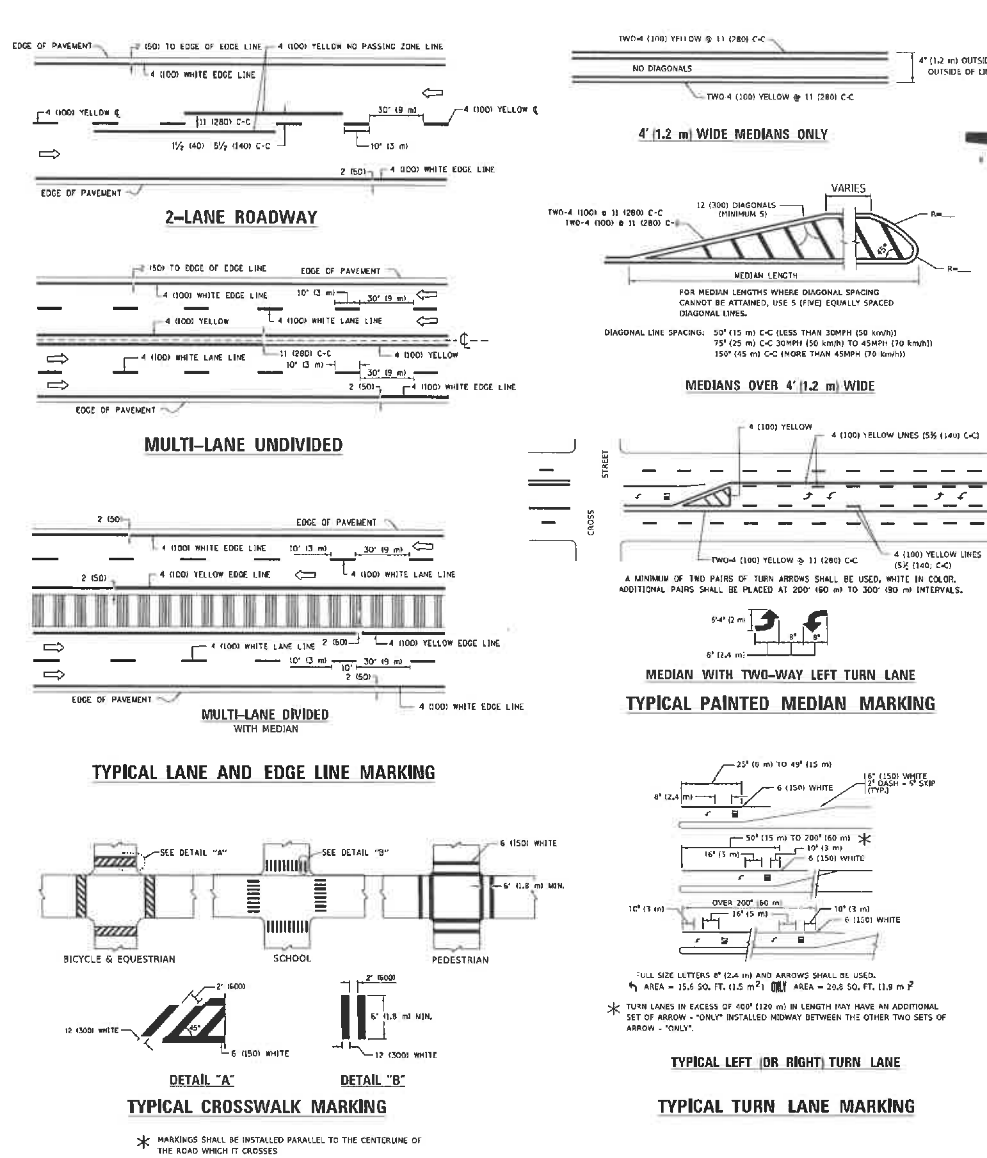
USER NAME = [illegible]	DESIGNED - L.H.A.	REVISED - A. HOUSEN 10-15-96	
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13	
PLOT DATE = 3/4/2010	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16	

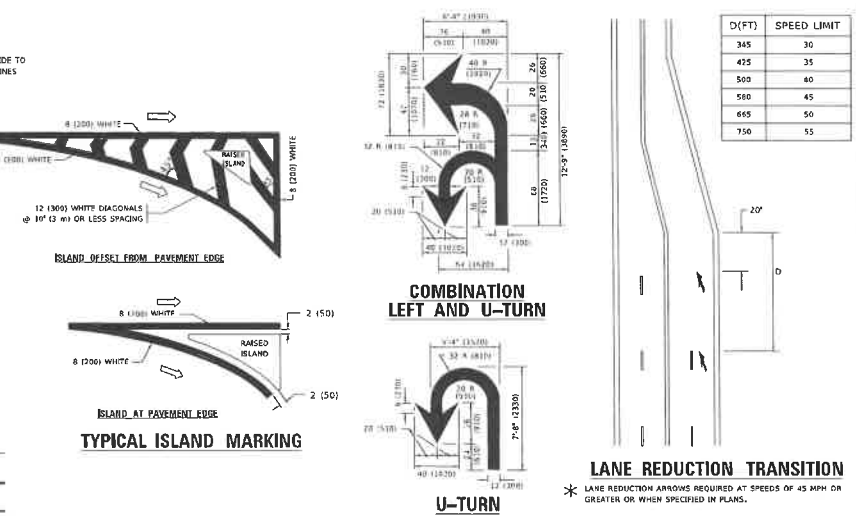
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-10	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			





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

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

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

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

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

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS
SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

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

STREET	FROM	TO	HMA SURF CSE MIX D (TON)	LEVEL BIND (TON)	TACK COAT (LB)	LONG. JT SEAL (FT)	HMA REM. & REPL, 4" (SY)	HMA REM. & REPL, 6" (SY)	HMA BASE COURSE 6" (SY)
OPUS PL	FINLEY RD	E CUL DE SAC	414	414	3233	1133	254	102	0
VENARD RD	SARATOGA AV	35TH ST	915	915	7136	3471	561	225	0
DREW ST	VENARD RD	VENARD RD	202	202	1575	773	125	50	0
HOLLAND PL	VENARD RD	W CUL DE SAC	145	145	1132	363	90	36	0
OAK HILL CT	VENARD RD	W CUL DE SAC	116	116	907	345	72	29	0
ACORN AV	POMEROY RD	VENARD RD	118	118	924	453	73	30	0
HICKORY CT	VENARD RD	N CUL DE SAC	173	173	1353	433	107	43	0
POMEROY CT	35TH ST	S CUL DE SAC	150	150	1169	453	93	37	0
35TH ST	HIGHLAND AV	W. END	1032	1032	8053	3528	633	253	0
SARATOGA AV	OAK HILL RD	35TH ST	369	369	2876	1162	227	91	0
HERBERT ST	FOREST AV	MAIN ST	116	116	872	417	0	0	366
COMMERCE DR	WARRENVILLE RD	N CUL DE SAC	164	164	1281	628	101	41	0
PERSING AV	N END	WARREN AV	856	856	6680	3997	525	210	0
WILSON AV	OGDEN AV	CHICAGO AV	471	471	3676	2178	289	116	0
GRANT ST	BELMONT RD	WOODWARD AV	273	273	2128	1329	168	67	0
PUFFER RD	N END	S END	162	162	1262	1156	100	40	0
CHICAGO AV	PUFFER RD	WOODWARD AV	337	337	2631	1597	207	83	0
WOODWARD AV	PRAIRIE AV	WARREN AV	291	291	2269	1416	179	72	0
STONEWALL AV	PRAIRIE AV	WARREN AV	267	267	2085	1432	92	66	0
CORNELL AV	PRAIRIE AV	WARREN AV	289	289	2257	1442	178	71	0
WASHINGTON ST	GRANT ST	FRANKLIN ST	664	664	5179	2699	408	164	0
SHERIDAN PL	WASHINGTON ST	E END	67	67	523	327	41	16	0
FRANKLIN ST	LINSCOTT AV	MAIN ST	394	394	3077	1349	242	97	0
LINSCOTT AV	FRANKLIN ST	WARREN AV	169	169	1322	814	104	42	0
E PARKWAY	LINSCOTT AV	FRANKLIN ST	154	154	1199	649	93	38	0
JACQUELINE DR	GILBERT AV	S CUL DE SAC	88	88	684	603	55	22	0
DE WITT LN	GILBERT AV	S CUL DE SAC	71	71	552	474	44	18	0
			8469	8469	66037	34618	5061	2060	366

STREET	PGE SPECIAL (CY)	REM. & DISP. OF UNSUIT. MATL (CY)	GEOTECH FAB. GROUND STAB. (SY)	EARTH EXC. (CY)	AGG. BASE COURSE, 4" (CY)	AGG. FOR TEMP ACCESS (TON)	AGG. SHOULDER (TON)	CURB REM. (LF)	C & G TY B-6.12 (LF)
OPUS PL	0	0	0	0	0	0	0	301	301
VENARD RD	0	0	0	31	11	0	0	4601	4601
DREW ST	15	16	309	0	0	6	0	1291	1291
HOLLAND PL	6	6	185	0	0	3	0	555	555
OAK HILL CT	4	4	155	0	0	0	0	0	0
ACORN AV	0	0	0	0	0	0	0	438	438
HICKORY CT	0	0	0	0	0	0	0	464	464
POMEROY CT	0	0	0	0	0	3	0	182	182
35TH ST	0	0	0	27	4	3	0	1365	1399
SARATOGA AV	4	4	155	0	0	0	0	721	721
HERBERT ST	62	24	0	238	27	10	2	386	301
COMMERCE DR	0	0	0	0	0	0	0	30	30
PERSING AV	0	0	0	0	1	0	259	44	44
WILSON AV	0	0	0	0	0	3	141	0	0
GRANT ST	0	0	0	0	0	3	86	0	0
PUFFER RD	4	4	155	0	0	0	75	0	0
CHICAGO AV	4	4	155	0	0	0	103	0	0
WOODWARD AV	0	0	0	0	0	0	92	0	0
STONEWALL AV	0	0	0	0	0	0	93	0	0
CORNELL AV	0	0	0	0	0	0	93	0	0
WASHINGTON ST	0	0	0	9	5	3	0	2725	2725
SHERIDAN PL	0	0	0	0	0	6	0	0	0
FRANKLIN ST	0	0	0	17	8	0	0	503	503
LINSCOTT AV	0	0	0	10	4	0	0	245	245
E PARKWAY	0	0	0	0	0	0	0	263	263
JACQUELINE DR	4	4	155	0	0	0	39	0	0
DE WITT LN	0	0	0	0	0	0	31	0	0
	104	66	1267	332	59	41	1013	14113	14061

STREET	GUTTER TY 1 (FT)	TY B CURB, SPEC. (FT)	M.H. ADJ. (EA)	M.H. ADJ. SPECIAL (EA)	FR & LID TYPE 1 OL (EA)	FR & LID TYPE 1 CL (EA)	FR & GRATE TYPE 3 (EA)	M.H. RECON (EA)	IN. ADJ. (EA)	IN. RECON (EA)	VALVE BOX ADJ.
OPUS PL	0	0	0	2	0	0	0	0	4	0	0
VENARD RD	0	36	2	0	1	0	1	0	13	1	3
DREW ST	0	0	1	0	0	0	0	0	3	0	2
HOLLAND PL	0	0	0	0	0	0	0	0	1	0	0
OAK HILL CT	0	0	0	1	0	0	0	0	0	0	0
ACORN AV	0	0	0	0	0	0	0	0	0	0	0
HICKORY CT	0	0	0	1	0	0	0	0	0	0	0
POMEROY CT	0	0	0	0	0	0	0	0	1	0	0
35TH ST	0	27	2	8	0	1	0	0	5	0	1
SARATOGA AV	0	0	0	0	0	0	0	0	5	0	0
HERBERT ST	405	52	0	0	0	0	0	0	7	0	0
COMMERCE DR	0	0	0	0	0	0	0	0	1	0	0
PERSING AV	0	0	1	12	0	0	0	0	1	0	0
WILSON AV	0	0	0	0	0	0	0	0	1	0	0
GRANT ST	0	0	0	1	0	0	0	0	0	0	0
PUFFER RD	0	0	0	0	0	0	0	0	0	0	0
CHICAGO AV	0	0	0	0	0	0	0	0	0	0	0
WOODWARD AV	0	0	0	5	0	0	0	0	0	0	0
STONEWALL AV	0	0	0	3	0	0	0	0	0	0	0
CORNELL AV	0	0	0	4	0	0	0	0	0	0	0
WASHINGTON ST	0	21	0	25	0	1	0	1	9	0	0
SHERIDAN PL	0	0	0	1	0	0	0	0	0	0	0
FRANKLIN ST	0	73	1	8	0	0	0	0	3	0	0
LINSCOTT AV	0	51	0	4	0	0	0	0	2	0	0
E PARKWAY	0	0	0	1	0	0	0	0	3	0	0
JACQUELINE DR	0	0	0	2	0	0	0	0	0	0	0
DE WITT LN	0	0	0	0	0	0	0	0	0	0	0
	405	260	8	80	1	2	1	1	61	1	7

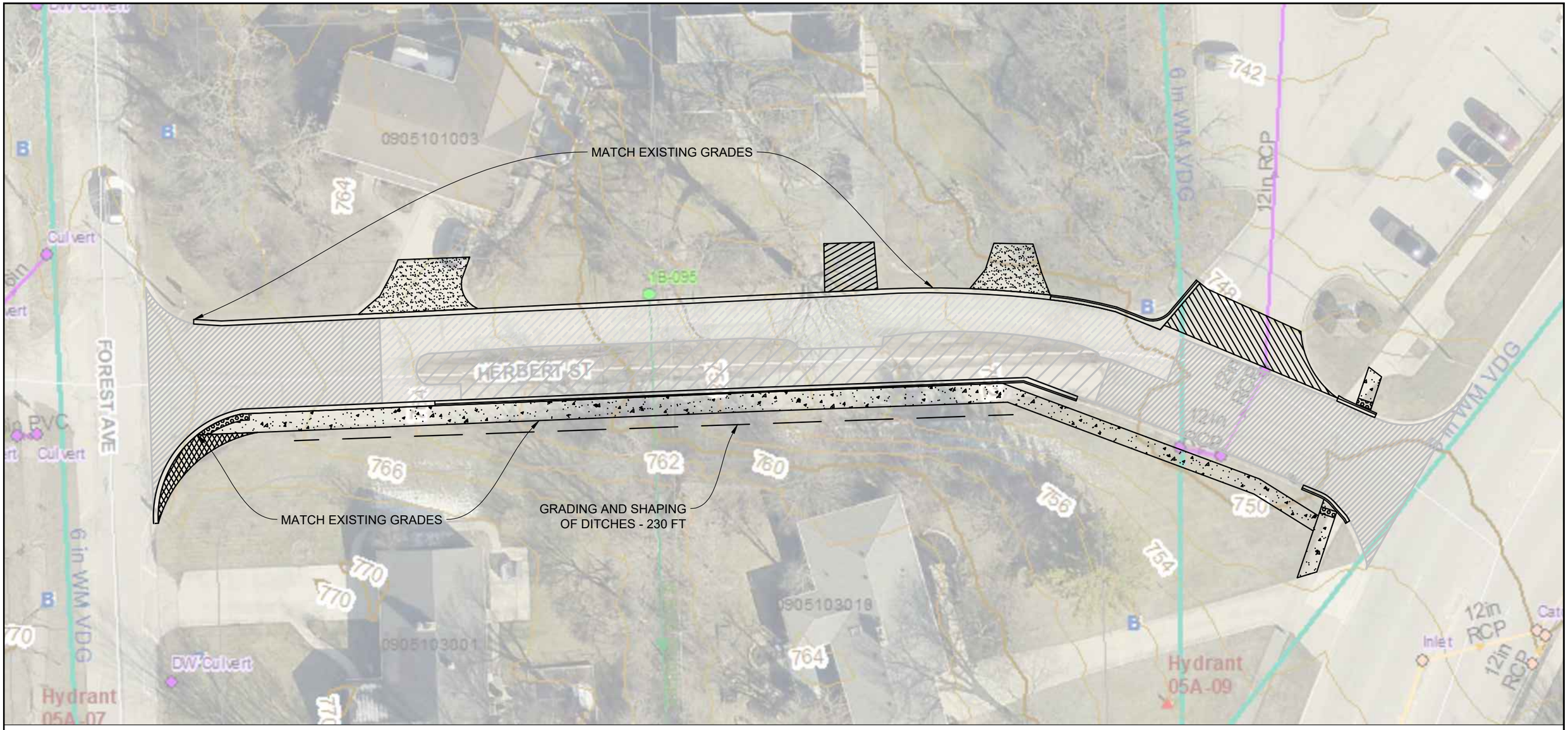
STREET	INLET FILTERS (EA)	INLET FILTERS CLEANING (EA)	HMA SURF.REM. 3" (SY)	HMA SURF. REM. BT JT (SY)	HMA SURF REM. VARIABLE (SY)	PAVEMENT REMOVAL (SY)	DETECTOR LOOPS (LF)	SIDEWALK REMOVE (SF)	SIDEWALK 5" (SF)
OPUS PL	9	9	5081	21	0	0	121	0	0
VENARD RD	19	19	11216	41	0	0	0	5559	4778
DREW ST	4	4	2475	0	0	0	0	459	138
HOLLAND PL	2	2	1779	0	0	0	0	0	0
OAK HILL CT	2	2	1425	0	0	0	0	0	0
ACORN AV	4	4	1452	21	0	0	0	0	0
HICKORY CT	2	2	2127	0	0	0	0	151	0
POMEROY CT	3	3	1837	21	0	0	0	0	0
35TH ST	10	10	12657	41	0	90	0	816	541
SARATOGA AV	7	7	4520	21	0	0	0	180	0
HERBERT ST	7	7	602	75	405	370	0	168	2212
COMMERCE DR	3	3	2014	21	0	0	0	0	0
PERSING AV	38	38	10500	62	0	0	0	835	835
WILSON AV	12	12	5778	21	0	0	0	1282	1282
GRANT ST	0	0	3345	41	0	0	0	0	0
PUFFER RD	3	3	1984	0	0	0	0	28	28
CHICAGO AV	4	4	4135	62	0	0	0	0	0
WOODWARD AV	7	7	3566	41	0	0	0	0	0
STONEWALL AV	8	8	3277	41	0	0	0	0	0
CORNELL AV	8	8	3548	41	0	0	0	0	0
WASHINGTON ST	35	35	8140	185	0	0	0	2257	1076
SHERIDAN PL	2	2	822	0	0	0	0	0	0
FRANKLIN ST	15	15	4836	62	0	0	74	2475	2236
LINSCOTT AV	3	3	2077	21	0	0	0	836	708
E PARKWAY	4	4	1885	0	0	0	0	0	0
JACQUELINE DR	0	0	1076	21	0	0	0	99	99
DE WITT LN	1	1	868	21	0	0	0	0	0
	215	215	103021	879	405	460	195	15145	13934

STREET	SIDEWALK 6" (SF)	SIDEWALK 8" (SF)	DETECTABLE WARNINGS (SF)	HMA SIDEWALK (SF)	DÉCOR PAVER DRIVE (SY)	GRADING & SHAPING OF DITCHES (LF)	PKWY REST (SY)	ER CONT BLKT AND SEEDING (SY)
OPUS PL	0	0	0	0	0	0	44	22
VENARD RD	823	0	258	0	19	0	2174	1087
DREW ST	321	0	0	0	0	0	316	158
HOLLAND PL	0	0	0	0	9	0	115	58
OAK HILL CT	0	0	0	0	0	0	0	0
ACORN AV	0	0	0	0	0	0	79	39
HICKORY CT	151	0	0	0	0	0	114	57
POMEROY CT	0	0	0	0	0	0	31	16
35TH ST	357	0	31	0	0	0	429	214
SARATOGA AV	180	0	0	0	0	0	152	76
HERBERT ST	0	0	57	0	5	232	438	219
COMMERCE DR	0	0	0	0	0	0	4	2
PERSING AV	0	0	103	14	0	0	215	108
WILSON AV	0	0	123	40	0	0	321	161
GRANT ST	0	0	0	0	0	0	0	0
PUFFER RD	0	0	10	0	0	0	7	4
CHICAGO AV	0	0	0	0	0	0	0	0
WOODWARD AV	0	0	0	0	0	0	0	0
STONEWALL AV	0	0	0	0	0	0	0	0
CORNELL AV	0	0	0	0	0	0	0	0
WASHINGTON ST	1176	0	133	0	26	0	1104	552
SHERIDAN PL	0	0	0	0	0	0	0	0
FRANKLIN ST	0	105	165	0	11	0	699	350
LINSCOTT AV	128	0	62	0	0	0	260	130
E PARKWAY	0	0	0	0	0	0	55	28
JACQUELINE DR	0	0	23	19	0	0	25	12
DE WITT LN	0	0	0	0	0	0	0	0
	3136	105	964	73	70	232	6583	3292

STREET	FURNISHED EXCAVATION (CY)	SUPPLEMENT WATER (UNIT)	ROOT PRUNE (EA)	HMA DRIVE REMOVE (SY)	HMA DRIVE 3", (SY)	HMA DRIVE 8", (SY)	PCC DRIVE REMOVE (SY)	PCC DRIVE 6", (SY)	PCC DRIVE 8", (SY)	SHORT TERM PAVT MK (LF)
OPUS PL	0	1	0	52	0	53	116	0	120	618
VENARD RD	0	2	3	908	908	0	257	257	0	0
DREW ST	0	1	0	406	406	0	11	11	0	0
HOLLAND PL	0	1	0	194	194	0	69	69	0	0
OAK HILL CT	0	0	0	0	0	0	0	0	0	0
ACORN AV	0	1	0	88	88	0	33	33	0	0
HICKORY CT	0	1	0	148	148	0	14	14	0	0
POMEROY CT	0	0	0	28	28	0	11	11	0	0
35TH ST	0	2	0	230	230	0	62	62	0	6180
SARATOGA AV	0	0	0	66	66	0	11	11	0	0
HERBERT ST	11	3	0	108	29	81	81	81	0	0
COMMERCE DR	0	0	0	0	0	0	0	0	0	0
PERSING AV	0	1	0	17	17	0	0	0	0	0
WILSON AV	0	1	0	24	24	0	0	0	0	0
GRANT ST	0	0	0	0	0	0	0	0	0	0
PUFFER RD	0	0	0	0	0	0	0	0	0	0
CHICAGO AV	0	0	0	0	0	0	0	0	0	0
WOODWARD AV	0	0	0	0	0	0	0	0	0	0
STONEWALL AV	0	0	0	0	0	0	0	0	0	0
CORNELL AV	0	0	0	0	0	0	0	0	0	0
WASHINGTON ST	0	3	1	133	133	0	372	372	0	0
SHERIDAN PL	0	0	0	0	0	0	0	0	0	0
FRANKLIN ST	0	1	2	0	0	0	29	29	0	0
LINSCOTT AV	0	1	1	25	25	0	39	39	0	0
E PARKWAY	0	1	0	0	0	0	45	45	0	0
JACQUELINE DR	0	0	0	0	0	0	0	0	0	0
DE WITT LN	0	0	0	0	0	0	0	0	0	0
	11	20	8	2424	2294	133	1149	1033	120	6798

STREET	SHORT TERM MARK REM (SF)	PAVT. MARK. LINE 4" (LF)	PAVT. MARK. LINE 6" (LF)	PAVT. MARK. LINE 12" (LF)	PAVT. MARK. LINE 24" (LF)	PAVT. MARK. LET & SYM (SF)	STREET SWEEP (HR)	EROSION CONT. (LS)	CONSTRUCTION LAYOUT (LS)
OPUS PL	206	1335	139	136	31	0			
VENARD RD	0	0	0	0	0	0			
DREW ST	0	0	0	0	0	0			
HOLLAND PL	0	0	0	0	0	0			
OAK HILL CT	0	0	0	0	0	0			
ACORN AV	0	0	0	0	0	0			
HICKORY CT	0	0	0	0	0	0			
POMEROY CT	0	0	0	0	0	0			
35TH ST	2060	9429	67	155	62	75			
SARATOGA AV	0	0	0	74	41	0			
HERBERT ST	0	0	0	0	0	0			
COMMERCE DR	0	0	0	0	0	0			
PERSING AV	0	0	0	49	0	313			
WILSON AV	0	0	0	49	0	0			
GRANT ST	0	0	0	0	0	99			
PUFFER RD	0	0	0	0	0	0			
CHICAGO AV	0	0	0	62	0	0			
WOODWARD AV	0	0	0	0	0	0			
STONEWALL AV	0	0	0	0	0	0			
CORNELL AV	0	0	0	0	0	0			
WASHINGTON ST	0	0	0	824	111	0			
SHERIDAN PL	0	0	0	0	0	0			
FRANKLIN ST	0	567	0	99	41	75			
LINSCOTT AV	0	0	0	0	0	0			
E PARKWAY	0	0	0	0	0	0			
JACQUELINE DR	0	0	0	0	0	0			
DE WITT LN	0	0	0	0	0	0			
	2266	11330	206	1448	286	562.0	20.00	1.00	1.00

	TRAFFIC CONTROL	TRAFFIC CONTROL	TRAFFIC CONTROL						
STREET	501 (LS)	502 (LS)	801 (LS)						
OPUS PL									
VENARD RD									
DREW ST									
HOLLAND PL									
OAK HILL CT									
ACORN AV									
HICKORY CT									
POMEROY CT									
35TH ST									
SARATOGA AV									
HERBERT ST									
COMMERCE DR									
PERSING AV									
WILSON AV									
GRANT ST									
PUFFER RD									
CHICAGO AV									
WOODWARD AV									
STONEWALL AV									
CORNELL AV									
WASHINGTON ST									
SHERIDAN PL									
FRANKLIN ST									
LINSCOTT AV									
E PARKWAY									
JACQUELINE DR									
DE WITT LN									
	1.00	1.00	1.00						



LEGEND

- NEW P.C.C. SIDEWALK
- DETECTABLE WARNING
- P.C.C. COMB CURB AND GUTTER
- GUTTER, TYPE 1
- 3" ASPHALT SURFACE OVERLAY (1.5" SURFACE, 1.5" LVL BINDER)
- VAR DEPTH MILL, 3" SURFACE OVERLAY (1.5" SURFACE, 1.5" LVL BINDER)
- RECON - 3" ASPHALT SURFACE, 6" HMA BASE, 6" PGE
- ASPHALT DRIVEWAY REPLACEMENT - 3"
- ASPHALT DRIVEWAY REPLACEMENT - 8"
- CONCRETE DRIVEWAY REPLACEMENT - 6"
- PAVEMENT REMOVAL

Village of DOWNERS GROVE FOUNDED IN 1832

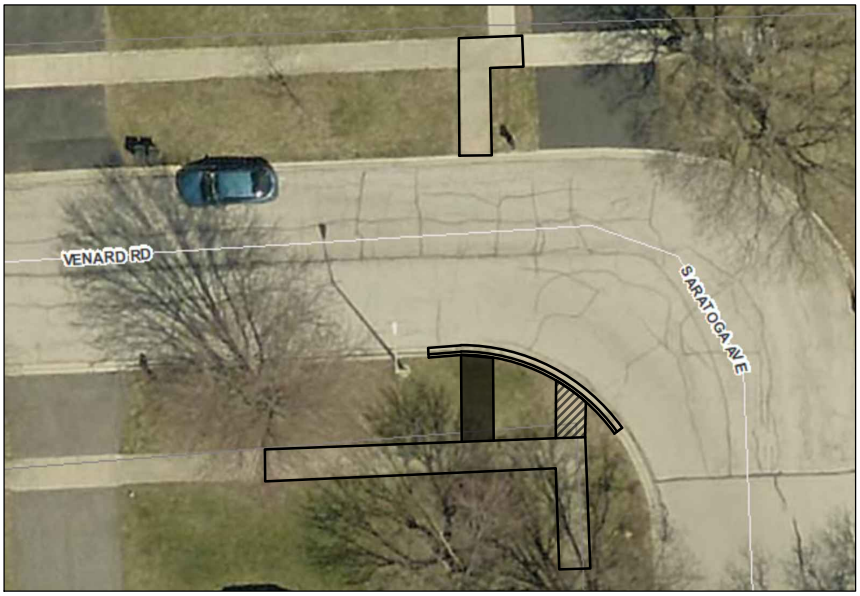
SCALE
NTS

NORTH

HERBERT STREET EXHIBIT

2026 ROADWAY RESURFACING PROGRAM

DATE: 1/15/26
DRWN BY: PTH
CHKD BY: SWG
DRAWING NO.
EXHIBIT 1



Southwest corner of Venard Rd & Saratoga Ave: Realign ramp. R&R other corner as shown.

Southeast corner of Venard Rd and Holland Pl: Realign Ramp. R&R other corners as shown.

Village of DOWNERS GROVE FOUNDED IN 1832

SPECIALTY SIDEWALK EXHIBITS

2026 ROAD RESURFACING PROGRAM

SCALE 1"=30'

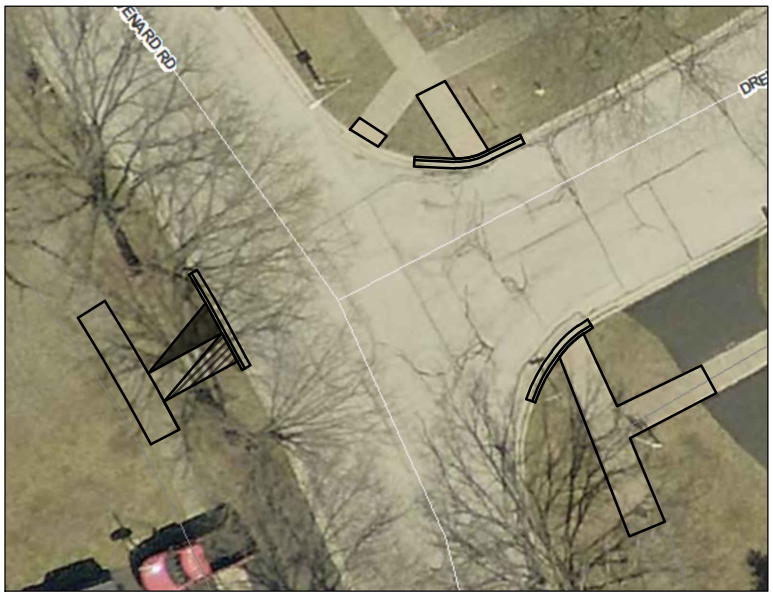
NORTH

DATE: 1/26/26

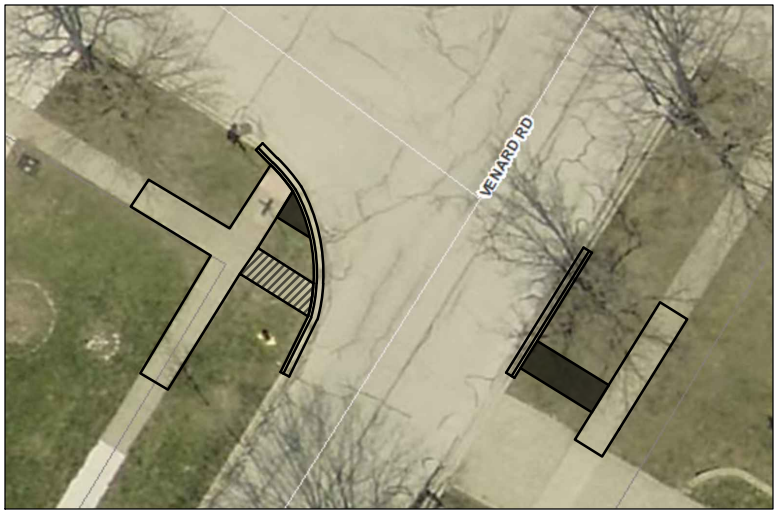
DRWN BY: PTH

CHKD BY: SWG

DRAWING NO. SIDEWALK 1



Southwest Venard Rd and Drew St (South End): Shift existing ramp to align with northeast opposing ramp. R&R other corners as shown.



Venard Rd and Acorn Ave: Add ramp at southeast corner and shift southwest corner to align. R&R as shown.

Village of DOWNERS GROVE FOUNDED IN 1832

SPECIALTY SIDEWALK EXHIBITS

2026 ROAD RESURFACING PROGRAM

SCALE 1"=30'

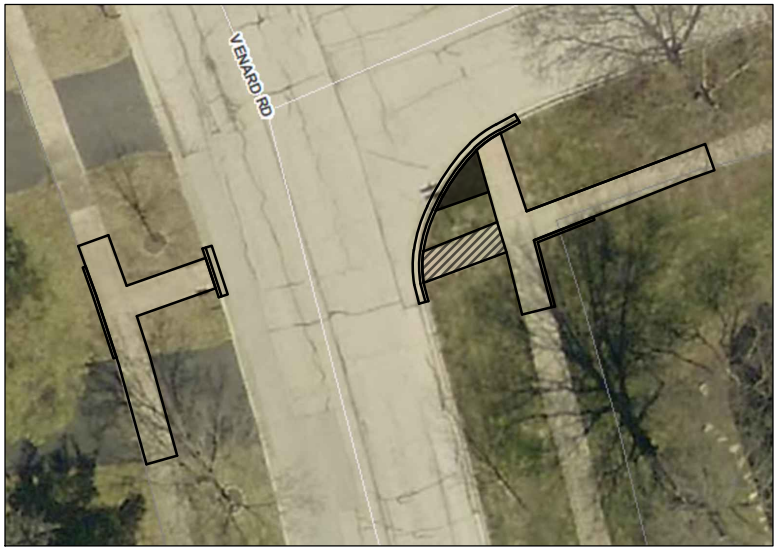
NORTH

DATE: 1/26/26

DRWN BY: PTH

CHKD BY: SWG

DRAWING NO. SIDEWALK 2



Venard Rd & Hickory Ct: At Southeast corner, realign ramp, lower keystone, and add B-Curb. At Southwest corner, lower keystone and add B-Curb.

Venard Rd and 35th St: At Northeast corner, realign ramp. At southwest corner, realign ramp. R&R northewest corner as shown.

Village of DOWNERS GROVE FOUNDED IN 1832

SPECIALTY SIDEWALK EXHIBITS

2026 ROAD RESURFACING PROGRAM

SCALE 1"=30'

NORTH

DATE: 1/26/26

DRWN BY: PTH

CHKD BY: SWG

DRAWING NO. SIDEWALK 3

35th St and Saratoga Ave: Bump out curbs on NW and SW corners to a 22' road width. Remove existing ramps on NW corner and extend new ramp as shown. Lower the keystone 9" and add B-Curb. At SW corner, re-align both ramps.

Village of DOWNERS GROVE FOUNDED IN 1832

SPECIALTY SIDEWALK EXHIBITS

2026 ROAD RESURFACING PROGRAM

SCALE 1"=20'

NORTH

DATE: 1/13/26

DRWN BY: PTH

CHKD BY: SWG

DRAWING NO. SIDEWALK 4

Northwest corner Washington St and Lincoln St: Lower keystone and add B-Curb. R&R other corner as shown.

Northwest corner Washington St and Sheridan Pl: Realign ramp.

Village of DOWNERS GROVE FOUNDED IN 1832

SPECIALTY SIDEWALK EXHIBITS

2026 ROAD RESURFACING PROGRAM

SCALE 1"=30'

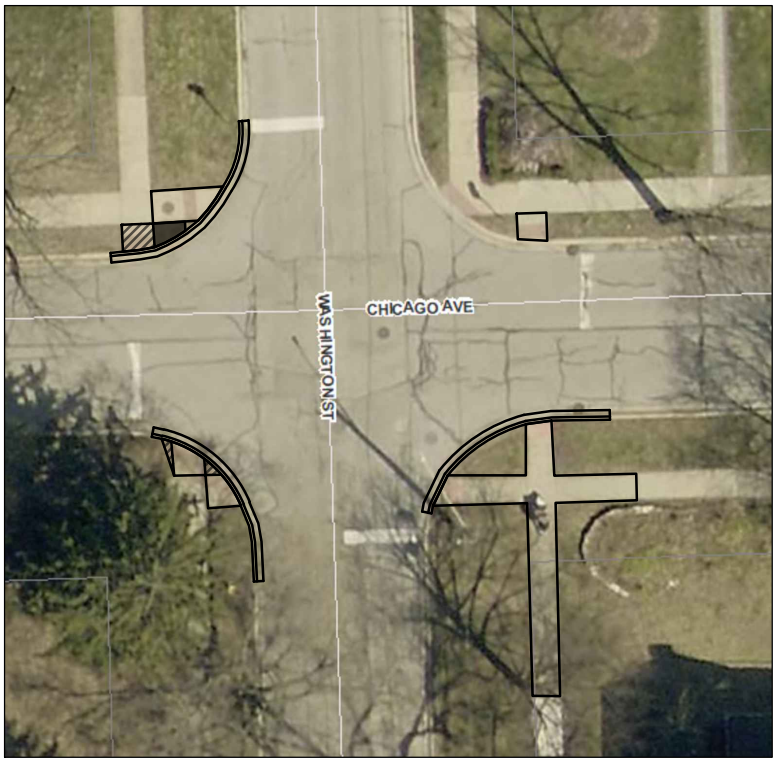
NORTH

DATE: 1/26/26

DRWN BY: PTH

CHKD BY: SWG

DRAWING NO. SIDEWALK 5



Washington St and Chicago Ave: Realign northwest corner and change geometry at southwest corner. R&R other corners as shown.

Village of DOWNERS GROVE FOUNDED IN 1832

SPECIALTY SIDEWALK EXHIBITS

2026 ROAD RESURFACING PROGRAM

SCALE 1"=30'

NORTH

DATE: 1/26/26

DRWN BY: PTH

CHKD BY: SWG

DRAWING NO. SIDEWALK 6

Franklin St and Prince St: Realign ramp and remove sidewalk behind curb as shown.

Franklin St and Saratoga Ave (South Leg): Lower keystone at southwest corner and add B-Curb. Remove North-South ramp at southeast corner.

Village of DOWNERS GROVE FOUNDED IN 1832

SPECIALTY SIDEWALK EXHIBITS

2026 ROAD RESURFACING PROGRAM

SCALE 1"=30'

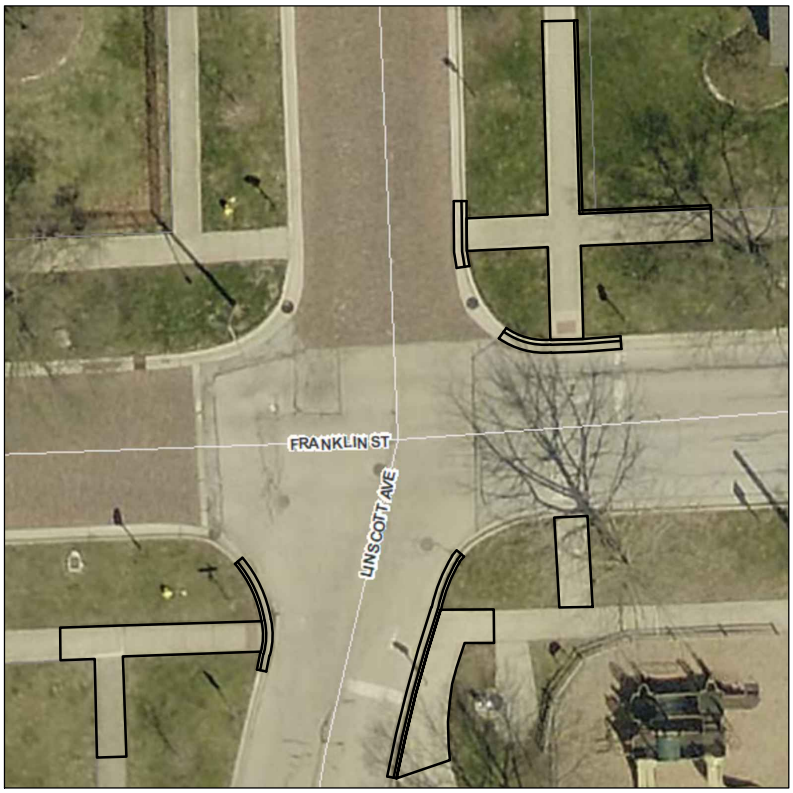
NORTH

DATE: 1/26/26

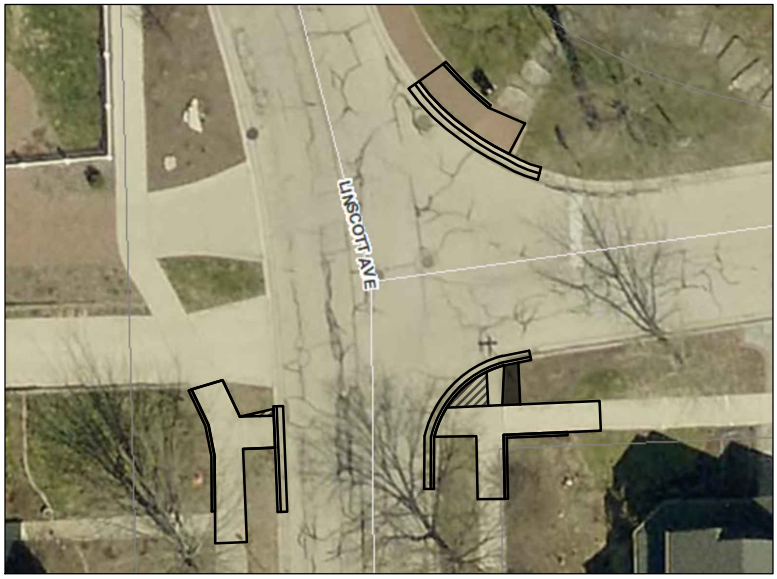
DRWN BY: PTH

CHKD BY: SWG

DRAWING NO. SIDEWALK 7



Franklin St and Linscott Ave: Lower keystone at northeast corner and add B-Curb. R&R other corners as shown.



Linscott Ave and E ParkwayDr: Remove brick sidewalk at northeast corner. Lower as necessary and install PCC sidewalk. Realign ramp at southeast corner, lower keystone, and add B-Curb. Lower keystone at southwest ramp and add B-Curb.

Village of DOWNERS GROVE FOUNDED IN 1832

SPECIALTY SIDEWALK EXHIBITS

2026 ROAD RESURFACING PROGRAM

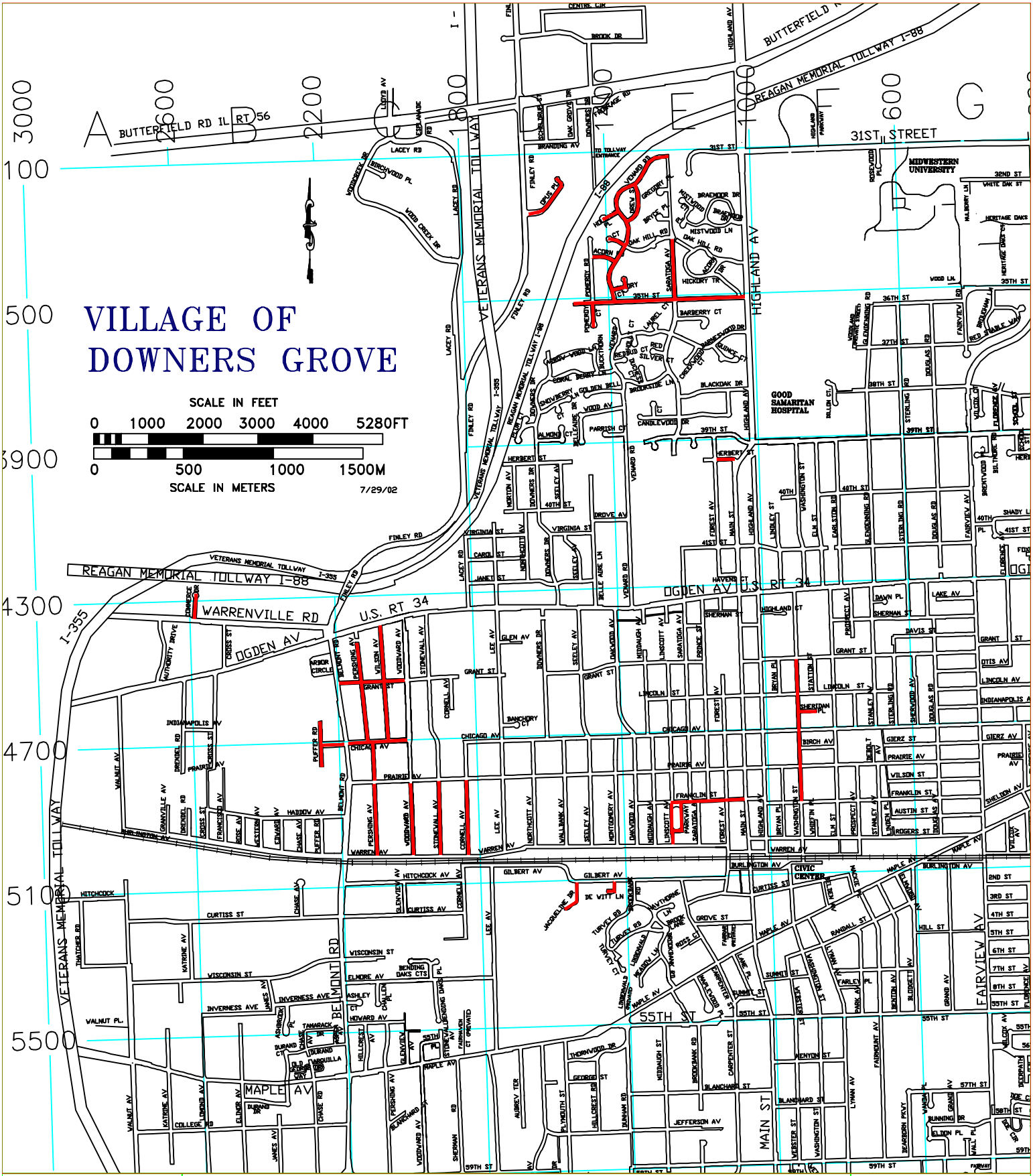
SCALE 1"=30' NORTH

DATE: 1/26/26

DRWN BY: PTH

CHKD BY: SWG

DRAWING NO. SIDEWALK 8



2026 ROAD RESURFACING

SCALE
NTS

NORTH

DATE: 11/5/25

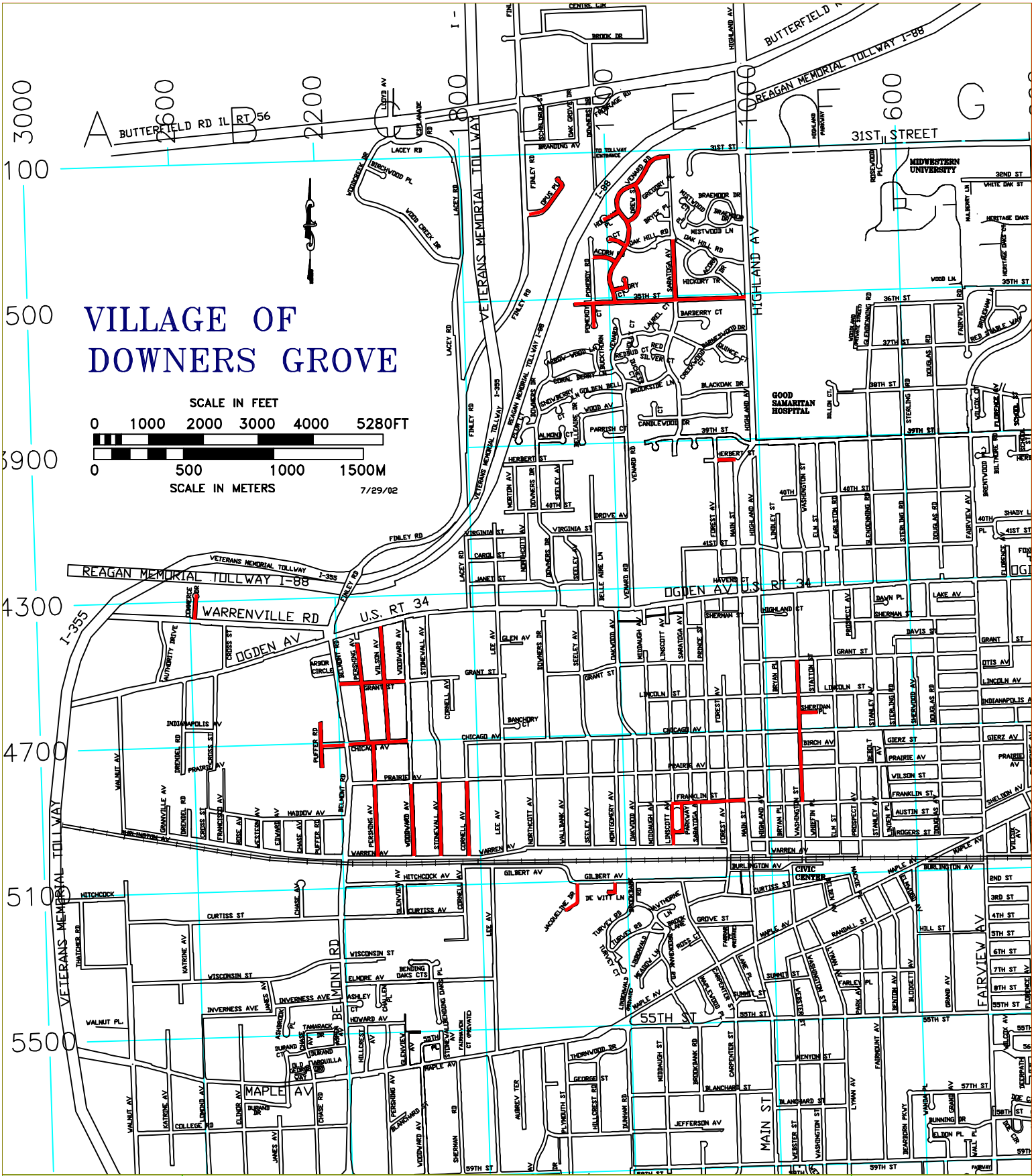
DRWN BY: PTH

CHKD BY: SWG

DRAWING NO.
EXHIBIT 1

2026 Village of Downers Grove Road Resurfacing Contract B (ST-004B)

STREET	FROM	TO
OPUS PL	FINLEY RD	E CUL DE SAC
VENARD RD	SARATOGA AV	35TH ST
DREW ST	VENARD RD	VENARD RD
HOLLAND PL	VENARD RD	W CUL DE SAC
OAK HILL CT	VENARD RD	W CUL DE SAC
ACORN AV	POMEROY RD	VENARD RD
HICKORY CT	VENARD RD	N CUL DE SAC
POMEROY CT	35TH ST	S CUL DE SAC
35TH ST	HIGHLAND AV	W. END
SARATOGA AV	OAK HILL RD	35TH ST
HERBERT ST	FOREST AV	MAIN ST
COMMERCE DR	WARRENVILLE RD	N CUL DE SAC
PERSING AV	N END	WARREN AV
WILSON AV	OGDEN AV	CHICAGO AV
GRANT ST	BELMONT RD	WOODWARD AV
PUFFER RD	N END	S END
CHICAGO AV	PUFFER RD	WOODWARD AV
WOODWARD AV	PRAIRIE AV	WARREN AV
STONEWALL AV	PRAIRIE AV	WARREN AV
CORNELL AV	PRAIRIE AV	WARREN AV
WASHINGTON ST	GRANT ST	FRANKLIN ST
SHERIDAN PL	WASHINGTON ST	E END
FRANKLIN ST	LINSCOTT AV	MAIN ST
LINSCOTT AV	FRANKLIN ST	WARREN AV
E PARKWAY	LINSCOTT AV	FRANKLIN ST
JACQUELINE DR	GILBERT AV	S CUL DE SAC
DE WITT LN	GILBERT AV	S CUL DE SAC



Village of DOWNERS GROVE FOUNDED IN 1832

2026 ROAD RESURFACING

SCALE NTS

NORTH

DATE: 11/5/25

DRWN BY: PTH

CHKD BY: SWG

DRAWING NO. EXHIBIT 1

Village of Downers Grove
Contractor Evaluation

Contractor: Builders Paving, LLC

Project: 2025 Road Resurfacing ST-004B

Primary Contact: Adam Nichols Phone: 847-505-8267

Time Period: April-October 2025

On Schedule (allowing for uncontrollable circumstances) ☒ Yes ☐ No

Provide details if early or late completion:

Change Orders (attach information if needed): CO to be processed for final quantity balancing. Project under original bid amount. (Carry over to 2026 for restoration acceptance)

Difficulties / Positives: Performed satisfactory work, stayed on schedule. Good communication with Village staff and responsive to concerns.

Interaction with public:

☐ Excellent ☒ Good ☐ Average ☐ Poor

(Attach information on any complaints or compliments)

General Level of Satisfaction with work:

☒ Well Satisfied ☐ Satisfied ☐ Not Satisfied

Reviewers: Philip Hyma

Date: 2/5/26