



Local Public Agency
Formal Contract Proposal



COVER SHEET

Proposal Submitted By:

Contractor's Name

Contractor's Address

City

State

Zip Code

STATE OF ILLINOIS

Local Public Agency

County

Section Number

Route(s) (Street/Road Name)

Type of Funds

☐ 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

Date

For a Municipal Project

Submitted/Approved/Passed

Signature

Date

Official Title

Department of Transportation

Released for bid based on limited review

Regional Engineer Signature

Date

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

2023 ROADWAY RESURFACING PROGRAM
VILLAGE OF CARY, ILLINOIS
SECTION NUMBER: 23-00000-01-GM

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Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Cary	McHenry	23-00000-01-GM	Various

NOTICE TO BIDDERS

Sealed proposals for the project described below will be received at the office of the Village of Cary, 755 Georgetown Drive,
Cary, Illinois 60013 until 11:00 AM on 01/26/23.
Name of Office
Address Time Date

Sealed proposals will be opened and read publicly at the office of the Village of Cary, 755 Georgetown Drive, Cary, Illinois
60013 at 11:00 AM on 01/26/23.
Name of Office
Address Time Date

DESCRIPTION OF WORK

Location	Project Length
Various roads and streets within the Village of Cary	1.49 miles

Proposed Improvement

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

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

HR Green, Inc., 1391 Corporate Drive, Suite 203, McHenry, Illinois 60050. Upon presentation of prequalification certification. Contact Tina Napolitano at (815) 759-8358 or tnapolitano@hrgreen.com.

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 Cary	McHenry	23-00000-01-GM	Various

PROPOSAL

1. Proposal of _____ Contractor's Name _____
 _____ Contractor's Address _____
2. The plans for the proposed work are those prepared by HR Green, Inc., 1391 Corporate Drive, McHenry, IL 60050
 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 07/14/23 unless additional time is granted in accordance with the specifications.
6. The successful bidder at the time of execution of the contract will be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond of check shall be forfeited to the Awarding Authority.
7. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the products of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price. A bid may be declared unacceptable if neither a unit price nor a total price is shown.
8. The undersigned submits herewith the schedule of prices on BLR 12201 covering the work to be performed under this contract.
9. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12201, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.
10. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this proposal is either a bid bond, if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to: Village Treasurer of Cary.
 The amount of the check is _____ (_____).

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 Cary	McHenry	23-00000-01-GM	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 of record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm.
4. **Interim Suspension or Suspension.** The bidder or contractor or subcontractor, respectively, certifies that it is not currently under a suspension as defined in Subpart I of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative code. Furthermore, if suspended prior to completion of this work, the contract or contracts executed for the completion of this work may be canceled.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Cary	McHenry	23-00000-01-GM	Various

SIGNATURES

(If an individual)

Signature of Bidder	Date	
Business Address		
City	State	Zip Code

(If a partnership)

Firm Name		
Signature	Date	
Title		
Business Address		
City	State	Zip Code

Insert the Names and Addresses of all Partners

--

(If a corporation)

Corporate Name		
Signature	Date	
Title		
Business Address		
City	State	Zip Code

Insert Names of Officers

President

Attest:

Secretary

Secretary

Treasurer



Schedule of Prices



Contractor's Name

Contractor's Address

City

State

Zip Code

Local Public Agency

County

Section Number

Route(s) (Street/Road Name)

Various

Schedule for Multiple Bids

Combination Letter	Sections Included in Combinations	Total

Schedule for Single Bid

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

Item Number	Items	Unit	Quantity	Unit Price	Total
1	BITUMINOUS MATERIALS (TACK COAT)	POUND	6,500		
2	BITUMINOUS MATERIALS (PRIME COAT)	POUND	64,785		
3	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	4,295		
4	HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', IL-9.5, N50	TON	3,045		
5	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT	SQ YD	434		
6	HOT-MIX ASPHALT SURFACE REMOVAL, FULL-DEPTH	SQ YD	29,680		
7	PREPARATION OF BASE	SQ YD	29,680		
8	AGGREGATE BASE COURSE REMOVAL & REPLACEMENT, 12 INCH	SQ YD	1,035		
9	PARTIAL DEPTH PATCHING, 2 INCH	SQ YD	3,070		
10	PARTIAL DEPTH PATCHING, 4 INCH	SQ YD	50		
11	DRIVEWAY PAVEMENT REMOVAL	SQ YD	468		
12	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT	SQ YD	25		
13	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3 INCH	SQ YD	443		
14	PARKWAY RESTORATION	SQ YD	1,417		
15	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	42		
16	FRAMES & LIDS TO BE ADJUSTED, SPECIAL	EACH	21		
17	DRAINAGE STRUCTURE REPAIR	EACH	4		
18	THERMOPLASTIC PAVEMENT MARKING, LINE 12 INCH	FOOT	66		
19	THERMOPLASTIC PAVEMENT MARKING, LINE 24 INCH	FOOT	16		
20	LONGITUDINAL JOINT SEALANT	FOOT	7,885		
21	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1		
22	WASHOUT BASIN	L SUM	1		
23	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,495		
24	COMBINATION CONCRETE CURB & GUTTER	FOOT	2,495		
25	DETECTABLE WARNINGS	SQ FT	308		
26	SIDEWALK REMOVAL	SQ FT	21,903		
27	PORTLAND CEMENT CONCRETE SIDEWALK 5"	SQ FT	21,393		
28	PORTLAND CEMENT CONCRETE SIDEWALK 5", SPECIAL	SQ FT	285		
29	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	33		
30	TREE ROOT PRUNING	EACH	17		
31	SANITARY MANHOLES TO BE ADJUSTED	EACH	1		
32	REMOVING INLETS	EACH	4		
33	REMOVING MANHOLES	EACH	1		
34	NEW FRAME AND GRATE	EACH	1		
35	MANHOLES TYPE A, 5' DIA. WITH SALVAGED FRAME AND LID	EACH	1		
36	INLETS TYPE A WITH SALVAGED FRAME AND GRATE	EACH	4		
				Bidder's Total Proposal	

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.



Local Public Agency

County

Section Number

Village of Cary

McHenry

23-00000-01-GM

WE, _____ as PRINCIPAL, and

_____ 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 _____ of _____ Day _____ Month and Year

Principal

Company Name

Signature

Date

By:

Title

Company Name

Signature

Date

By:

Title

(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

Date

By:

STATE OF IL

COUNTY OF

I _____, a Notary Public in and for said county do hereby certify that

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

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

Given under my hand and notarial seal this _____ day of _____ Month and Year .

(SEAL)

Notary Public Signature

Date commission expires _____

Local Public Agency

County

Section Number

Village of Cary

McHenry

23-00000-01-GM

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

--



Local Public Agency	County	Street Name/Road Name	Section Number
Village of Cary	McHenry	Various	23-00000-01-GM

All contractors are required to complete the following certification

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

--

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

1. Except as provided in paragraph 4 below, the undersigned bidder certifies that it is a participant, either as an individual or as part of a group program, in an approved apprenticeship or training program applicable to each type of work or craft that the bidder will perform with its own employees.
2. The undersigned bidder further certifies, for work to be performed by subcontract, that each of its subcontractors either (A) is, at the time of such bid, participating in an approved, applicable apprenticeship or training program; or (B) will, prior to commencement of performance of work pursuant to this contract, establish participation in an approved apprenticeship or training program applicable to the work of the subcontract.
3. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

--

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

--

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

Bidder	Signature	Date					
<table border="1"><tr><td></td></tr></table>		<table border="1"><tr><td></td></tr></table>		<table border="1"><tr><td></td></tr></table>			
Title							
<table border="1"><tr><td></td></tr></table>							
Address	City	State	Zip Code				
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Affidavit of Illinois Business Office



Local Public Agency	County	Street Name/Road Name	Section Number
Village of Cary	McHenry	Various	23-00000-01-GM

I, _____ of _____, _____,
Name of Affiant City of Affiant State of Affiant
being first duly sworn upon oath, state as follows:

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

Signature	Date
<div></div>	<div></div>
Print Name of Affiant	
<div></div>	

Notary Public

State of IL

County _____

Signed (or subscribed or attested) before me on _____ by
(date)

_____, authorized agent(s) of
(name/s of person/s)

Bidder

(SEAL)

Signature of Notary Public
<div></div>
My commission expires _____



Affidavit of Availability

For the Letting of



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

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

Part I. Work Under Contract

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

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

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

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

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

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

Part III. Work Subcontracted to Others.

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

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

Total Uncompleted					
-------------------	--	--	--	--	--

Notary

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

Officer or Director

Title

Signature

Date

Company

Address

City

State

Zip Code

Subscribed and sworn to before me

this _____ day of _____, _____

(Signature of Notary Public)

My commission expires _____

(Notary Seal)

☐ Add pages for additional contracts



Affidavit of Availability

For the Letting of

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

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

Part I. Work Under Contract

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

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

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

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

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

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

Part III. Work Subcontracted to Others.

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

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

Total Uncompleted					
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Officer or Director

Title

Signature

Date

Company

Address

City

State

Zip Code

Subscribed and sworn to before me

this _____ day of _____, _____

(Signature of Notary Public)

My commission expires _____

(Notary Seal)

☐ Add pages for additional contracts



Affidavit of Availability

For the Letting of

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

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

Part I. Work Under Contract

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

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

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

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

Part III. Work Subcontracted to Others.

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

	1	2	3	4	Awards Pending
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
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Check Sheet for Recurring Special Provisions

Local Public Agency

County

Section Number

Village of Cary

McHenry

23-00000-01-GM

☐ Check this box for lettings prior to 01/01/2023.

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

Recurring Special Provisions

Check Sheet #		Page No.
1	<input type="checkbox"/> Additional State Requirements for Federal-Aid Construction Contracts	53
2	<input type="checkbox"/> Subletting of Contracts (Federal-Aid Contracts)	56
3	<input type="checkbox"/> EEO	57
4	<input type="checkbox"/> Specific EEO Responsibilities Non Federal-Aid Contracts	67
5	<input type="checkbox"/> Required Provisions - State Contracts	72
6	<input type="checkbox"/> Asbestos Bearing Pad Removal	78
7	<input type="checkbox"/> Asbestos Waterproofing Membrane and Asbestos HMA Surface Removal	79
8	<input type="checkbox"/> Temporary Stream Crossings and In-Stream Work Pads	80
9	<input type="checkbox"/> Construction Layout Stakes	81
10	<input type="checkbox"/> Use of Geotextile Fabric for Railroad Crossing	84
11	<input type="checkbox"/> Subsealing of Concrete Pavements	86
12	<input type="checkbox"/> Hot-Mix Asphalt Surface Correction	90
13	<input type="checkbox"/> Pavement and Shoulder Resurfacing	92
14	<input type="checkbox"/> Patching with Hot-Mix Asphalt Overlay Removal	93
15	<input type="checkbox"/> Polymer Concrete	95
16	<input type="checkbox"/> Reserved	97
17	<input type="checkbox"/> Bicycle Racks	98
18	<input type="checkbox"/> Temporary Portable Bridge Traffic Signals	100
19	<input type="checkbox"/> Nighttime Inspection of Roadway Lighting	102
20	<input type="checkbox"/> English Substitution of Metric Bolts	103
21	<input type="checkbox"/> Calcium Chloride Accelerator for Portland Cement Concrete	104
22	<input type="checkbox"/> Quality Control of Concrete Mixtures at the Plant	105
23	<input checked="" type="checkbox"/> Quality Control/Quality Assurance of Concrete Mixtures	113
24	<input type="checkbox"/> Reserved	129
25	<input type="checkbox"/> Reserved	130
26	<input type="checkbox"/> Temporary Raised Pavement Markers	131
27	<input type="checkbox"/> Restoring Bridge Approach Pavements Using High-Density Foam	132
28	<input type="checkbox"/> Portland Cement Concrete Inlay or Overlay	135
29	<input type="checkbox"/> Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	139
30	<input type="checkbox"/> Longitudinal Joint and Crack Patching	142
31	<input type="checkbox"/> Concrete Mix Design - Department Provided	144
32	<input type="checkbox"/> Station Numbers in Pavements or Overlays	145

Village of Cary

McHenry

23-00000-01-GM

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

Local Roads And Streets Recurring Special Provisions

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LRS 2	<input type="checkbox"/> Furnished Excavation	148
LRS 3	<input checked="" type="checkbox"/> Work Zone Traffic Control Surveillance	149
LRS 4	<input checked="" type="checkbox"/> Flaggers in Work Zones	150
LRS 5	<input checked="" type="checkbox"/> Contract Claims	151
LRS 6	<input checked="" type="checkbox"/> Bidding Requirements and Conditions for Contract Proposals	152
LRS 7	<input type="checkbox"/> Bidding Requirements and Conditions for Material Proposals	158
LRS 8	Reserved	164
LRS 9	<input type="checkbox"/> Bituminous Surface Treatments	165
LRS 10	Reserved	169
LRS 11	<input checked="" type="checkbox"/> Employment Practices	170
LRS 12	<input checked="" type="checkbox"/> Wages of Employees on Public Works	172
LRS 13	<input checked="" type="checkbox"/> Selection of Labor	174
LRS 14	<input type="checkbox"/> Paving Brick and Concrete Paver Pavements and Sidewalks	175
LRS 15	<input checked="" type="checkbox"/> Partial Payments	178
LRS 16	<input checked="" type="checkbox"/> Protests on Local Lettings	179
LRS 17	<input checked="" type="checkbox"/> Substance Abuse Prevention Program	180
LRS 18	<input type="checkbox"/> Multigrade Cold Mix Asphalt	181
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SPECIAL PROVISIONS

The following Special Provisions supplement the Illinois Department of Transportation's (IDOT) "Standard Specifications for Road and Bridge Construction," adopted April 1, 2016 (hereinafter referred to as the "Standard Specifications"); the "Manual on Uniform Traffic Control Devices for Streets and Highways" the "Manual of Test Procedures of Materials", in effect on the date of invitation for bids; the Standard Specifications for Sewer and Main Construction in Illinois, latest edition; and the "Supplemental Specifications and Recurring Special Provisions," latest edition as indicated on the Check Sheet included herein, which apply to and govern the construction of the Village of Cary 2023 Roadway Resurfacing Program, Section 23-00000-01-GM, McHenry County, Illinois. In case of conflict with any part or parts of the Standard Specifications, these Special Provisions shall take precedence and shall govern.

LOCATION OF WORK

This project consists of the resurfacing of various roads and streets in the Village of Cary as shown on the location maps and in the project summary. The total length of the improvement is 7,885 feet or 1.49 miles. The following is a list of streets included in the 2023 Road Resurfacing Program:

Streets included consist of Ridgewood Drive, English Oak Drive, Applewood Court, Chancery Lane, Norman Drive, Arthur Drive, Mary Lane, Cherry Street, Hill Street, and 2nd Avenue

DESCRIPTION OF WORK

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

MAINTENANCE OF ROADWAYS

Effective: September 30, 1985

Revised: November 1, 1996

Beginning on the date that work begins on this project, the Contractor shall assume responsibility for normal maintenance of all existing roadways within the limits of the improvement. This normal maintenance shall include all repair work deemed necessary by the Engineer, but shall not include snow removal operations. Traffic control and protection for maintenance of roadways will be provided by the Contractor as required by the Engineer.

If items of work have not been provided in the contract, or otherwise specified for payment, such items, including the accompanying traffic control and protection required by the Engineer, will be paid for in accordance with Article 109.04 of the Standard Specifications.

COMPLETION DATE

The substantial completion date for the contract shall be June 30, 2023. This contract shall be completed, including all punchlist items, by **July 14, 2023**. Substantial completion represents construction of all contract work items.

After a walkthrough conducted with the Village, on June 30, 2023 the Engineer will provide the contractor with a complete project punchlist. The contractor will be allotted 2 weeks to complete any punchlist items to ensure 100% project completion on, or prior to July 14, 2023..

Should the Contractor fail to complete the work on or before the completion dates as specified, or within such extended time as may have been allowed by the Village, the Contractor shall be liable to the Village in the amount of \$2,500, not as a penalty but as liquidated damages, for each calendar day or a portion thereof of overrun in the contract time or such extended time as may have been allowed.

The Contractor will not be provided additional compensation for material or labor increases over the duration of the contract.

The Village shall not be required to provide any actual loss in order to recover these liquidated damages provided herein. Furthermore, no provision of this clause shall be construed as a penalty, as such is not the intention of the parties.

A calendar day is every day shown on the calendar and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty-four hours later.

MOBILIZATION

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

TRAFFIC CONTROL AND PROTECTION

All roads shall be kept open to traffic. The Contractor should take particular note of the applicable portions of Article 107.14 of the Standard Specifications. All signs, except those referring to daily lane closures, shall be post mounted in accordance with Standard 701901 for all projects that exceed four-day duration. Construction signs referring to daytime lane closures during working hours shall be removed, covered or turned away from the view of the motorists during non-working hours.

The Contractor shall furnish, erect, maintain and remove all signs, barricades, flaggers and other traffic control devices as may be necessary for the purpose of regulating, warning or guiding traffic. Placement and maintenance of all traffic control devices shall be in accordance with the applicable parts of Section 701 of the Standard Specifications, the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways and the Highway Standard contained herein.

Special attention is called to Article 107.09 and Section 701 of the Standard Specifications and the following Highways Standards, Supplemental Specifications, Details, Quality Standard for Work Zone Traffic Control Devices, Recurring Special Provisions, and Special Provisions contained herein relating to traffic control. It should be noted that Type I or Type II barricades will be required adjacent to the pavement in areas where a drop off of 3" or more occurs in accordance with Article 701.07.

Standards

701301, 701311, 701501, and 701901

Details

TC-10 (Traffic Control and Protection for Side Roads, Intersections, and Driveways)
TC-13 (District One Typical Pavement Markings)

Special Provisions

Maintenance of Roadways (D-1)
Public Convenience and Safety (D-1)
Vehicle and Equipment Warning Lights (BDE 80439)
Work Zone Traffic Control Devices (BDE 80427)
Supplemental Signage (General Notes)
Work Zone Traffic Control (LRS#3)
Flaggers in Work Zones (LRS#4)

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

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

At the preconstruction meeting, the Contractor shall furnish the name and telephone number where he may be reached during non-working hours of the individual in his direct employ that is to be responsible for the installation and maintenance of the traffic control of this project. If the actual installation and maintenance are to be accomplished by a subcontractor, consent shall be requested of the Engineer at the time of the preconstruction meeting in accordance with Article 108.01 of the Standard Specifications. This shall not relieve the Contractor of the requirements to have a responsible individual in his direct employ supervise this work.

This work will be paid for separately at the LUMP SUM cost for TRAFFIC CONTROL AND PROTECTION, STANDARD 701501.

DETECTABLE WARNINGS

Description.

This work shall consist of the installation of pre-fabricated replaceable panel of truncated domes on concrete pads at locations as directed by the Engineer.

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

Materials.

The Detectable Warning Panel shall be one of the following products.

Duratek tile available from
Detectile Corporation
P.O. Box 3513
Oak Brook, IL 60523
Phone: (630) 734-0277

OR

High-Impact Polymer Wet-Set tile available from
TufTile, Inc.
1200 Flex Court

Lake Zurich, IL 60047
Phone: (888) 960-8897

OR

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

The product and method used for installing detectable warnings shall come with the following documents which shall be given to the Engineer prior to installation:

- (a) Manufacturer's certification stating the product is fully compliant with ADAAG.
- (b) Manufacturer's specifications stating the required materials, equipment, installation procedures and conformance to ASTM C1028

Measurement and Basis of Payment.

This work will be paid for at the contract unit price per SQUARE FOOT for DETECTABLE WARNINGS which price shall include all equipment, labor and materials required to complete the work as shown on the plans and as described herein. Concrete pad will be measured and paid for separately.

HOT-MIX ASPHALT SURFACE REMOVAL, FULL DEPTH

Description.

This work shall be performed in accordance with the applicable portions of Article 406.18 and Section 440 of the Standard Specifications shall consist of milling adjacent to concrete gutters, for the removal of the existing asphalt pavement and portion of the aggregate base full-width to the thickness of grinding, 4" or as directed by the Engineer to accommodate hot-mix asphalt resurfacing. It is anticipated that the base course will be exposed to accommodate the proposed resurfacing.

Construction.

Materials resulting from the milling operation shall be removed and disposed of as specified in Article 440.06.

All areas in the roadway that are generally loose aggregate shall be, shaped, water added if necessary, and compacted as shown on the plans and to the satisfaction of the Engineer. It may be necessary to grade and shape the existing aggregate base course in order to establish the proposed base course elevation.

Hot-Mix Asphalt Surface Removal, Full Depth shall consist of removing the asphalt surface in order to provide a relatively smooth surface in advance of resurfacing operations. It is the intent to profile the street and thereby provide a proper surface for resurfacing without raising the present crown of the road. The average depth to be removed is 4" as shown on the plans, however, no additional compensation will be granted for removal of asphalt surface for variance in thickness (some of the streets may have 2 inches to 4 inches of asphalt surface over the aggregate base) or the excavation and disposal of excess material. The method of performing this work shall be reviewed with and acceptable to the Engineer, and the profiling shall be acceptable to the Engineer before the proposed asphalt binder course can be placed. Excess aggregate material resulting from grading of the base course to accommodate the proposed hot-mix asphalt thickness shall be hauled away at Contractor's expense.

The Contractor will be required to commence hot-mix asphalt binder course paving operations within 5 calendar days after the start of HOT-MIX ASPHALT SURFACE REMOVAL, FULL DEPTH operations on

said street; failure to do so shall result in a charge of \$1,000 per each calendar day over the above specified time.

The Contractor shall exercise caution to avoid damaging curb and gutter during the milling and clean-up operations. Damage to gutter edges, due to Contractor operations, shall be corrected by the Contractor via removal and replacement of the entire damaged section and will not be measured for payment.

The materials generated shall become property of the Contractor and shall be removed from the site of work at the end of the day. Failure to do so shall result in a charge of \$500 per each calendar day over the day of the removal operations.

Measurement.

Hot-mix asphalt surface removal will be measured in place and the area computed in square yards.

Basis of Payment.

This work will be paid for at the contract unit price per SQUARE YARD for HOT-MIX ASPHALT SURFACE REMOVAL, FULL DEPTH, which price shall include all labor, material and equipment necessary to complete the work as specified above.

COMBINATION CONCRETE CURB AND GUTTER REMOVAL

Description.

This work shall consist of the removal of existing concrete curb and gutter at locations as determined by the Engineer. This work shall be done in accordance with Section 440 of the Standard Specifications.

Construction.

Add the following to Article 440.03:

“The Contractor shall perform his work in a manner causing minimal inconvenience to the residents and motoring public. The trenches created by the removal operations in front of the driveways shall be filled with aggregate to provide access to the residents to their driveways, except for curb and gutter replacement when the driveways will be closed to the residents for 72 hours.

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

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

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

Measurement and Basis of Payment.

This work shall be measured and paid for at the contract unit price per FOOT for COMBINATION CONCRETE CURB AND GUTTER REMOVAL.

COMBINATION CONCRETE CURB AND GUTTER

Description.

This work shall consist of the replacement of existing concrete curb and gutter at locations as determined by the Engineer. The purpose of this work is to replace curb and gutter that is damaged and/or requires replacement to improve the street drainage. The replacement curb and gutter section shall be as directed by the Engineer and match that of the existing which typically consist of types M3.12, M4.12 and B6.12. This work shall be done in accordance with Section 606 of the Standard Specifications.

Construction.

Add the following to Article 606.05:

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

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

Add the following to Article 606.06:

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

Add the following to Article 606.07:

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

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

Revise Article 606.13 to read:

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

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

Measurement and Basis of Payment.

This work shall be paid for at the contract unit price per FOOT for COMBINATION CONCRETE CURB AND GUTTER, regardless of type. The Contractor shall note that the Engineer will measure the curb and gutter as marked for replacement prior to removal of the existing curb. This measurement, as marked, will be the final payment quantity and shall be verified by the Contractor prior to removal.

The Contractor will be paid at the rate of 90% for COMBINATION CONCRETE CURB AND GUTTER, regardless of type, upon the Engineer's receipt of testing reports. The remaining 10% of payment shall be approved for payment upon substantial grass growth consisting of a two-inch grass strand covering 90% of the area.

PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH

Description.

This work shall be done in accordance with Section 424 of the Standard Specifications and the concrete shall meet the requirements of Class SI concrete.

Add the following to Article 424.04:

"Sidewalk shall include the installation of Portland Cement Concrete sidewalk to a minimum thickness of five inches (5"), and six inches (6") across the driveway aprons. The Contractor shall fill the voids created by the removal of sidewalk at the location of the driveways with crushed aggregate so that the residents can use their driveways until the start of sidewalk replacement operations. If filling is required in the sidewalk subgrade, it shall consist of placing and compacting an approved granular material to the satisfaction of the Engineer as included in the cost of the sidewalk installation."

Add the following to Article 424.06:

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

Add the following to Article 424.08:

"Any parkway area disturbed shall be restored in kind."

Add the following to Article 424.10

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

Construction.

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

Measurement and Basis of Payment.

This work will be paid for at the contract unit price per SQUARE FOOT for PORTLAND CEMENT CONCRETE SIDEWALK, of the depth specified, which price shall include additional concrete thickness across driveway entrances, all equipment, labor and materials required to complete the work as shown on the plans and as described herein.

The Contractor will be paid at the rate of 90% for PORTLAND CEMENT CONCRETE SIDEWALK, upon the Engineer's receipt of testing reports. The remaining 10% of payment shall be approved for payment upon substantial grass growth consisting of a two-inch grass strand covering 90% of the disturbed area.

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL

Description.

This work shall consist of excavation of the existing turf parkway area and installation of a new Portland Cement Concrete sidewalk constructed on a prepared sub-base and in accordance with requirements of Section 424 in so far as they apply and the concrete shall meet the requirements of Article 1020.04 for Class SI concrete.

Construction Requirements.

Excavation and grading work shall be performed to accommodate the new sidewalk and aggregate base course, and generally to a depth nine inches (9") below the surrounding ground.

Add the following to Article 424.06:

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

Add the following to Article 424.08:

"Any parkway area disturbed shall be restored in kind."

Add the following to Article 424.10

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

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

Measurement and Basis of Payment.

This work will be paid for at the contract unit price per SQUARE FOOT for PORTLAND CEMENT CONCRETE SIDEWALK, of the depth specified, SPECIAL which price shall include earth excavation, all equipment, labor and materials required to complete the work as shown on the plans and as described herein.

Aggregate base course will be measured and paid for separately as AGGREGATE BASE COURSE, TYPE B, of the depth specified.

The Contractor will be paid at the rate of 90% for PORTLAND CEMENT CONCRETE SIDEWALK, upon the Engineer's receipt of testing reports. The remaining 10% of payment shall be approved for payment upon substantial grass growth consisting of a two-inch grass strand covering 90% of the disturbed area.

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

Description.

This work shall be performed in accordance with Sections 602 and 603 of the Standard Specifications and the Standard IDOT District One Detail for 'Details for Frames and Lids Adjustment with Milling' (BD-8).

Revise Article 603.08 to read:

"The use of steel rings for adjustment will not be allowed."

Measurement and Basis of Payment.

This work will be paid for at the contract unit price per EACH for FRAMES AND LIDS TO BE ADJUSTED (SPECIAL).

This work will not be paid for until after construction of the hot-mix asphalt surface course; at which time the Contractor and Engineer shall open each lid and visually determine whether construction debris or asphalt has entered the structure during construction activities. In the event construction debris is found within the structure, the Contractor shall clean out the structure at no additional cost to the contract.

DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

Description.

This work shall be performed in accordance with Sections 602 and 603 of the Standard Specifications and consist of the adjustment of frames and grates or frames and lids within the project, generally within the curb, or as directed by the Engineer, with new concrete adjusting rings. Mortar joints may require

small pieces of brick to properly establish a solid joint with appropriate casting slope. Mortar shall be finished smooth to the satisfaction of the Engineer.

Cleaning of Existing Structures.

In addition to the requirements as described in Section 602 of the Standard Specifications, it shall be the responsibility of the contractor to clean ALL existing structures that are to be adjusted or reconstructed. The cleaning shall consist of the removal of all debris from inside the structure to the satisfaction of the Engineer.

Measurement and Basis of Payment.

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

This work will not be paid for until after construction of the hot-mix asphalt surface course; at which time the Contractor and Engineer shall open each casting and visually determine whether construction debris or asphalt has entered the structure during construction activities. In the event construction debris is found within the structure, the Contractor shall clean out the structure at no additional cost to the contract.

DRAINAGE STRUCTURE REPAIR

Description.

This work shall be performed in accordance with Sections 602 and 603 of the Standard Specifications and the Standard Details, and as directed by the Engineer except that manholes, catch basins, and inlets shall all be considered as DRAINAGE STRUCTURES. This work includes the replacement of mortar between the casting and precast barrel section of the drainage structure.

Riser rings and castings shall remain in place. Mortar joints may require small pieces of brick to properly re-establish a solid joint. Mortar shall be finished smooth to the satisfaction of the Engineer.

This work will also include invert tuckpointing at location 7 as identified in the structure repair schedule included herein.

Measurement and Basis of Payment.

This work will be paid for at the contract unit price per EACH for DRAINAGE STRUCTURE REPAIR, which shall include all labor, material, and equipment to complete the work as specified above.

SANITARY MANHOLES TO BE ADJUSTED

Description.

This work shall be performed in accordance with Sections 602 and 603 of the Standard Specifications and consist of the adjustment of frames and lids within the project as shown on the plans or as directed by the Engineer, with new concrete rings per the construction details. The existing iron castings shall be re-used.

Revise Article 603.08 to read:

“A maximum of two (2) precast adjusting rings are to be used on all structure adjustments. A maximum of eight inches (8”) of adjusting rings will be permitted. The use of steel rings for adjustment will not be allowed. The frame, chimney, and top ‘lip’ of the cone section shall be required to be sealed with a chimney seal (Adaptor-Seal, Infi-Shield, and Canusa Wrapid Seal are all approved options)”

Cleaning of Existing Structures.

In addition to the requirements as described in Section 602 of the Standard Specifications, it shall be the responsibility of the contractor to clean ALL existing structures that are to be adjusted or reconstructed. The cleaning shall consist of the removal of all debris from inside the structure to the satisfaction of the Engineer.

Measurement and Basis of Payment.

This work will be paid for at the contract unit price per EACH for SANITARY MANHOLES TO BE ADJUSTED.

This work will not be paid for until after construction of the hot-mix asphalt surface course; at which time the Contractor and Engineer shall open each casting and visually determine whether construction debris or asphalt has entered the structure during construction activities. In the event construction debris is found within the structure, the Contractor shall clean out the structure at no additional cost to the contract.

PARTIAL DEPTH PATCHING

Description.

Revise Article 442.01 to read:

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

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

Measurement and Basis of Payment.

This work will be paid for at the contract unit price per SQUARE YARD for PARTIAL DEPTH PATCHING, of the depth specified, which price shall include full depth saw cutting, pavement removal, necessary excavation, furnishing, placing and compacting the Hot-Mix Asphalt patching mixture to the depth indicated, and the removal and disposal of any surplus material. Because of the limited area of patching, the requirement for cores and density testing is deleted.

DRIVEWAY PAVEMENT REMOVAL

Description.

This work shall be done in accordance with Section 440 of the Standard Specifications. This work shall be done at locations shown on the plans and where directed by the Engineer.

Revise the third paragraph of Article 440.03 to read:

“Driveway material types may include Portland Cement Concrete, Hot-Mix Asphalt and Aggregate. Additional compensation will NOT be allowed for varying materials types or thicknesses comprising of the existing driveway approach.”

Add the following to Article 440.03:

“The Contractor shall be responsible for maintaining traffic control and protection to prevent traffic from using the driveways during construction. The Contractor shall not be allowed to close a driveway entrance for more than 72 hours under any circumstance.

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

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

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

Measurement and Basis of Payment.

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

HOT-MIX ASPHALT DRIVEWAY PAVEMENT

Revise Article 406.01 to read:

"Description.

This work shall consist of the construction of Hot-Mix Asphalt Driveway Pavement on a prepared sub-base behind the back of curb in accordance with applicable articles of Section 406 and 482 of the Standard Specifications, Special Provisions for Hot-Mix Asphalt, and as detailed on the plans."

Revise Article 406.05, 406.06, 406.07, 406.08, 406.09, 406.10 and 406.11 to read:

"Materials.

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

Three (3) inches of Hot-Mix Asphalt Surface Course, Mix D, N50 as specified herein for hot-mix asphalt.

Construction.

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

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

Measurement and Basis of Payment.

This work shall be paid for at the contract unit price per SQUARE YARD for HOT-MIX ASPHALT DRIVEWAY PAVEMENT of the depth specified, measured in place, which price shall include aggregate base course where unsuitable materials are found and all incidental work.

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT

Description.

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

Add the following to Article 423.02:

"The Contractor shall use High Early Strength Concrete in order to limit driveway closure to 72 hours."

Add the following to Article 423.04:

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

Add the following to Article 423.06:

"Materials.

Four (4) inches of aggregate base course under the new driveway (CA-6 crushed) and Portland Cement Concrete Driveway Pavement shall be six inches (6") in thickness. Materials for aggregate base course shall be as specified herein for Aggregate Base Course, Type B, CA-6, crushed stone or crushed gravel. At the Contractor's option CA-16 crushed aggregate may be substituted for CA-6.

Construction.

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

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

Prior to replacement with the Portland cement concrete, the exposed base course shall be shaped and compacted to the satisfaction of the Engineer. Additional crushed aggregate (CA-6 gradation) base course may be required in the preparation of the base course as indicated above. Any additional aggregate base course required for the preparation of the base and filling of depressions created by the removal of driveway / installation of pipe culverts or storm sewers shall be considered included to this pay item."

Measurement and Basis of Payment.

This work will be paid for at the contract unit price per SQUARE YARD for PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, of the depth specified, measured in place, which price shall include Aggregate Base Course Type B, CA-6, additional cost for the use of High Early Strength Concrete, and all incidental work.

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

WASHOUT BASIN

Description.

This work consists of installation, maintenance and subsequent removal and disposal of a concrete washout basin and shall be done in accordance with Sections 280 of the Standard Specifications and as shown on the plans. The washout basin shall be removed after concrete items have been installed.

A concrete washout basin shall be supplied as necessary to accommodate concrete delivery operations. The washout basin location(s) must be approved by the Engineer prior to installation.

Measurement and Basis of Payment.

This work will be paid for at the contract LUMP SUM price for WASHOUT BASIN, which price shall be payment in full for all of the work as specified above.

AGGREGATE BASE COURSE REMOVAL & REPLACEMENT, 12 INCH

Description.

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

Construction.

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

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

Measurement and Basis of Payment.

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

PARKWAY RESTORATION

Description.

This work shall be done in accordance with the applicable articles of Section 211 and Section 252 of the Standard Specifications. This work shall be performed within the existing parkway where concrete sidewalk is removed and there is no replacement sidewalk for restoration, and as directed by the Engineer.

This work shall consist of furnishing, placing and shaping an average depth of five inches (5") of pulverized topsoil, sodding (salt tolerant), and supplemental watering in the existing parkway at locations shown in the project summary.

In some areas; the thickness of topsoil may exceed five inches (5") to bring the proposed grade flush with the edge of pavement or back of curb. The cost for the additional topsoil shall be included in the PARKWAY RESTORATION pay item. In other areas the thickness of topsoil may be less than five inches (5") to accommodate sod thickness and match into the existing parkway.

The topsoil shall arrive on-site 100% pulverized with no stones. Stones that become apparent prior to sod placement will be required to be removed prior to payment for the restoration pay item.

Measurement.

Topsoil and sodding will be measured in place and the area computed in square yards.

Basis of Payment.

This work will be paid for at the contract unit price per SQUARE YARD for PARKWAY RESTORATION, which price shall include supplemental watering, and all labor, material and equipment necessary to complete the work as specified above.

The Contractor will be paid at the rate of 50% for PARKWAY RESTORATION at the time of installation. The remaining 50% of payment shall be approved for payment upon the sod becoming firmly knitted to the ground.

ADJUSTMENTS AND RECONSTRUCTIONS

Effective: March 15, 2011

Revise the first paragraph of Article 602.04 to read:

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

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

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

Revise Article 603.05 to read:

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

Revise Article 603.06 to read:

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

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

Revise the first sentence of Article 603.07 to read:

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

PUBLIC CONVENIENCE AND SAFETY (DIST 1)

Effective: May 1, 2012

Revised: July 15, 2012

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

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

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

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

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

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

HOT-MIX ASPHALT BINDER, LEVELING BINDER AND SURFACE COURSE

Effective: May 2013

Description and Materials. Hot Mix Asphalt pavements shall be designed, produced, stored, controlled (sample inspection, sampling, and testing), shipped, and constructed in accordance with Section 406 and other applicable sections of the Standard Specifications for Road and Bridge Construction, applicable Special Provisions, and Chapter 44 of the Bureau of Local Roads and Streets Manual and the following:

1. All asphalt mix designs shall target 3.5% Air Voids and all production shall trend about 3.5% Air Voids.
2. N50, IL-19.0 mm Binder course shall have a minimum of 40% passing the #4 sieve.
3. N50, IL-9.5 mm Surface and Level courses shall have a minimum of 40% passing the #8 sieve. The maximum RAP allowed in all surface course mixtures shall not exceed 15%.
4. Re-proportioning (within SSRBC adjustments allowed) of IDOT verified mix designs may be allowed and the contractor must submit these values for a review by the Engineer at least one week prior to the first day of production.
5. One field TSR test by the Contractor will be required to validate changes.
6. The AJMF during production shall meet the remaining IDOT volumetric requirements.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AC TYPE	VOIDS
Hot Mix Asphalt Surface Course, Mix "D," IL-9.5, N50	PG 58-28	3.5% @ 50 GYR
Hot Mix Asphalt Binder Course, IL-19.0, N50	PG 58-28	3.5% @ 50 GYR

Note: The unit weight used to calculate all HMA surface mixture quantities is 112 lbs/sq yd/in

7. No more than 2% Reclaimed Asphalt Shingles shall be allowed in the asphalt.

Construction.

8. In lieu of a pneumatic tired roller, the Contractor may use a vibratory roller set with low amplitude or multiple passes with the tandem roller as approved by the Engineer.
9. Auger extensions are required on all lifts, all mixes.
10. Reverse augers must be installed properly.
11. Paving of the full roadway width shall be completed at the end of each day. Longitudinal joints shall be closed daily and within one truck load of HMA to prevent cold joints. Any violation shall require saw cutting edge back 3" to expose straight edge, shall be tack coated twice, and will be straight and uniform.
12. Asphalt along the curb line shall be compacted such that the asphalt is ¼" above the curb line.

Basis of Payment. Revise the seventh paragraph of Article 406.14 of the Standard Specifications to read:

"For all mixes designed and verified under the specified criteria, the cost of furnishing and introducing anti-stripping additives in the HMA will not be paid for separately, but shall be considered as included in the contract unit price of the HMA item involved.

No additional compensation will be awarded to the Contractor because of reduced production rates associated with the addition of the anti-stripping additive."

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	<u>Allowed Alone or in Combination</u> ^{5/} : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA Low ESAL	Stabilized Subbase or Shoulders	<u>Allowed Alone or in Combination</u> ^{5/} : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{1/} Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L SMA Binder	<u>Allowed Alone or in Combination</u> ^{5/ 6/} : Crushed Gravel Carbonate Crushed Stone ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete ^{3/}
HMA High ESAL Low ESAL	C Surface and Binder IL-9.5 IL-9.5FG or IL-9.5L	<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/}

Village of Cary
2023 Roadway Resurfacing Program
Section: 23-00000-01-GM

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

Village of Cary
2023 Roadway Resurfacing Program
Section: 23-00000-01-GM

Use	Mixture	Aggregates Allowed	
HMA High ESAL	F Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> ^{5/ 6/} :	
		Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Crushed Gravel ^{2/} or Dolomite ^{2/}	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

- 1/ Crushed steel slag allowed in shoulder surface only.
- 2/ Carbonate crushed stone (limestone) and/or crushed gravel shall not be used in SMA Ndesign 80.
- 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."

HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D1)

Effective: November 1, 2019

Revised: December 1, 2021

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 Supplemental 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, 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.

Mix Design	Voids in the Mineral Aggregate (VMA), % Minimum for Ndesign				
	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 steel slag sand, shall have minimum surge bin storage plus haul time of 1.5 hours."

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 third 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.”

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

Effective: January 1, 2019

Revised: December 1, 2021

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, and 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.

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

“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.”

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.”

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

SPECIAL PROVISION
FOR
INSURANCE

Effective: February 1, 2007
Revised: August 1, 2007

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

The Contractor shall name the following entities as additional insured under the Contractor's general liability insurance policy in accordance with Article 107.27:

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

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets
SPECIAL PROVISION
FOR
CONSTRUCTION AND MAINTENANCE SIGNS

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

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

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

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

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

SPECIAL PROVISION
FOR
EMULSIFIED ASPHALTS

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

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

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

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

* Temperature of the air in the shade at the time of application.

** PEA is only allowed on roads with low traffic volumes

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

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

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

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

Replace the table in Article 1032.04 with the following:

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

Add subparagraph (g) to Article 1032.06:

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

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

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

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

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

BDE SPECIAL PROVISIONS
For the January 20, 2023 and March 10, 2023 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	<input type="checkbox"/> Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
	80274	2	<input type="checkbox"/> Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
	80192	3	<input type="checkbox"/> Automated Flagger Assistance Device	Jan. 1, 2008	
	80173	4	<input type="checkbox"/> Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80426	5	<input type="checkbox"/> Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
	80436	6	<input type="checkbox"/> Blended Finely Divided Minerals	April 1, 2021	
*	80241	7	<input type="checkbox"/> Bridge Demolition Debris	July 1, 2009	
*	50531	8	<input type="checkbox"/> Building Removal	Sept. 1, 1990	Aug. 1, 2022
*	50261	9	<input type="checkbox"/> Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
	80384	10	<input checked="" type="checkbox"/> Compensable Delay Costs	June 2, 2017	April 1, 2019
*	80198	11	<input type="checkbox"/> Completion Date (via calendar days)	April 1, 2008	
*	80199	12	<input type="checkbox"/> Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80261	13	<input checked="" type="checkbox"/> Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
	80434	14	<input type="checkbox"/> Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
*	80029	15	<input type="checkbox"/> Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Mar. 2, 2019
	80229	16	<input type="checkbox"/> Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80447	17	<input type="checkbox"/> Grading and Shaping Ditches	Jan. 1, 2023	
	80433	18	<input type="checkbox"/> Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
	80443	19	<input type="checkbox"/> High Tension Cable Median Barrier Removal	April 1, 2022	
	80446	20	<input checked="" type="checkbox"/> Hot-Mix Asphalt - Longitudinal Joint Sealant	Nov. 1, 2022	
	80438	21	<input type="checkbox"/> Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	Sept. 2, 2021
	80045	22	<input type="checkbox"/> Material Transfer Device	June 15, 1999	Jan. 1, 2022
	80441	23	<input checked="" type="checkbox"/> Performance Graded Asphalt Binder	Jan. 1, 2023	
*	34261	24	<input type="checkbox"/> Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
	80445	25	<input type="checkbox"/> Seeding	Nov. 1, 2022	
	80448	26	Source of Supply and Quality Requirements	Jan. 2, 2023	
	80340	27	<input type="checkbox"/> Speed Display Trailer	April 2, 2014	Jan. 1, 2022
	80127	28	<input type="checkbox"/> Steel Cost Adjustment	April 2, 2004	Jan. 1, 2022
	80397	29	<input type="checkbox"/> Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	30	<input type="checkbox"/> Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
	80437	31	<input checked="" type="checkbox"/> Submission of Payroll Records	April 1, 2021	Nov. 1, 2022
	80435	32	<input type="checkbox"/> Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
	80410	33	<input type="checkbox"/> Traffic Spotters	Jan. 1, 2019	
*	20338	34	<input type="checkbox"/> Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80429	35	<input type="checkbox"/> Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	36	<input checked="" type="checkbox"/> Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
	80440	37	<input type="checkbox"/> Waterproofing Membrane System	Nov. 1, 2021	
	80302	38	<input checked="" type="checkbox"/> Weekly DBE Trucking Reports	June 2, 2012	Nov. 1, 2021
	80427	39	<input checked="" type="checkbox"/> Work Zone Traffic Control Devices	Mar. 2, 2020	
*	80071	40	<input type="checkbox"/> 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 have been deleted from use.

<u>File Name</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
5048I	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5049I	Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010

The following special provisions are in the 2023 Supplemental Specifications and Recurring Special Provisions.

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location(s)</u>	<u>Effective</u>	<u>Revised</u>
80293	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	Articles 540.04 & 540.06	April 1, 2012	July 1, 2016
80311	Concrete End Sections for Pipe Culverts	Articles 540.07, 542.01, 542.02, 542.07, 542.11 & 542.12	Jan. 1, 2013	April 1, 2016
80422	High Tension Cable Median Barrier	Articles 644.02, 644.05, 782.01, 782.04, 782.07 & 1097.02	Jan. 1, 2020	Jan. 1, 2022
80442	Hot-Mix Asphalt	Articles 1030.09 & 1030.10	Jan. 1, 2022	Aug. 1, 2022
80444	Hot-Mix Asphalt – Patching	Errata – Article 442.08(b)	April 1, 2022	
80411	Luminaires, LED	Articles 801.05(a), 821.02(d), 821.03, 821.08 & 1067.01-1067.06	April 1, 2019	Jan. 1, 2022
80418	Mechanically Stabilized Earth Retaining Walls	Articles 1003.07 & 1004.06	Nov. 1, 2019	Nov. 1, 2020
80430	Portland Cement Concrete – Haul Time	Article 1020.11(a)(7)	July 1, 2020	
80395	Sloped Metal End Section for Pipe Culverts	Articles 540.07, 542.01, 542.02, 542.07, 542.11 & 542.12	Jan. 1, 2018	
80318	Traversable Pipe Grate for Concrete End Sections	Articles 540.04, 540.07, 540.08 & 542.01, 542.02, 542.07, 542.11 & 542.12	Jan. 1, 2013	Jan. 1, 2018

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."

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010

Revised: November 1, 2014

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Diesel Retrofit Deficiency Deduction

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

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

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

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

80261

HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE)

Effective: November 1, 2022

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):

“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)
3/4 (19)	0.44 (0.66)		
1 (25)	0.58 (0.86)		
1 1/4 (32)	0.66 (0.98)	0.44 (0.66)	
1 1/2 (38)	0.74 (1.10)	0.48 (0.71)	0.63 (0.94)
1 3/4 (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 1/4 (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.”

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.”

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, ΔT_c , 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 μ m)	95 \pm 5
No. 50 (300 μ m)	> 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, ΔT_c , 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, $\Delta G^* _{peak}$, 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	$\geq 54 \%$

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."

SUBMISSION OF PAYROLL RECORDS (BDE)

Effective: April 1, 2021

Revised: November 1, 2022

FEDERAL AID CONTRACTS. Revise the following section of Check Sheet #1 of the Recurring Special Provisions to read:

“STATEMENTS AND PAYROLLS

The payroll records shall include the worker's name, the worker's address, the worker's telephone number when available, the worker's social security number, the worker's classification or classifications, the worker's gross and net wages paid in each pay period, the worker's number of hours worked each day, and the worker's starting and ending times of work each day. However, any Contractor or subcontractor who remits contributions to a fringe benefit fund that is not jointly maintained and jointly governed by one or more employers and one or more labor organization must additionally submit the worker's hourly wage rate, the worker's hourly overtime wage rate, the worker's hourly fringe benefit rates, the name and address of each fringe benefit fund, the plan sponsor of each fringe benefit, if applicable, and the plan administrator of each fringe benefit, if applicable.

The Contractor and each subcontractor shall certify and submit payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers shall not be included on weekly submittals. Instead, the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's social security number). In addition, starting and ending times of work each day may be omitted from the payroll records submitted. The submittals shall be made using LCPtracker Pro software. The software is web-based and can be accessed at <https://lcptracker.com/>. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option (“No Work”, “Suspended”, or “Complete”) selected.”

STATE CONTRACTS. Revise Item 3 of Section IV of Check Sheet #5 of the Recurring Special Provisions to read:

- “3. Submission of Payroll Records. The Contractor and each subcontractor shall, no later than the 15th day of each calendar month, file a certified payroll for the immediately preceding month to the Illinois Department of Labor (IDOL) through the Illinois Prevailing Wage Portal in compliance with the State Prevailing Wage Act (820 ILCS 130). The portal can be found on the IDOL website at <https://www2.illinois.gov/idol/Laws-Rules/CONMED/Pages/Prevailing-Wage-Portal.aspx>. Payrolls shall be submitted in the format prescribed by the IDOL.

In addition to filing certified payroll(s) with the IDOL, the Contractor and each subcontractor shall certify and submit payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers shall not be included on weekly submittals. Instead, the payrolls shall include an

identification number for each employee (e.g., the last four digits of the employee's social security number). In addition, starting and ending times of work each day may be omitted from the payroll records submitted. The submittals shall be made using LCPTracker Pro software. The software is web-based and can be accessed at <https://lcptracker.com/>. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option ("No Work", "Suspended", or "Complete") selected."

80437

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

WEEKLY DBE TRUCKING REPORTS (BDE)

Effective: June 2, 2012

Revised: November 1, 2021

The Contractor shall submit a weekly report of Disadvantaged Business Enterprise (DBE) trucks hired by the Contractor or subcontractors (i.e. not owned by the Contractor or subcontractors) that are used for DBE goal credit.

The report shall be submitted to the Engineer on Department form "SBE 723" within ten business days following the reporting period. The reporting period shall be Sunday through Saturday for each week reportable trucking activities occur.

Any costs associated with providing weekly DBE trucking reports 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.

80302

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Add the following to Article 701.03 of the Standard Specifications:

“(q) Temporary Sign Supports 1106.02”

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 manufactured after December 31, 2019 shall be MASH-16 compliant. Category 1 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

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 manufactured after December 31, 2019 shall be MASH-16 compliant. Category 2 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

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-16 compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, 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 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-16 compliant is available, an NCHRP 350 or MASH-2009 compliant device may be used, even if manufactured after December 31, 2019.”

Revise Articles 1106.02(g), 1106.02(k), and 1106.02(l) 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.”

McHenry County Prevailing Wage Rates posted on 10/3/2022

Trade Title	Rg	Type	C	Base	Foreman	Overtime				H/W	Pension	Vac	Trng	Other Ins
						M-F	Sa	Su	Hol					
ASBESTOS ABT-GEN	All	ALL		47.40	48.40	1.5	1.5	2.0	2.0	15.11	17.15	0.00	0.90	
ASBESTOS ABT-MEC	All	BLD		39.60	42.77	1.5	1.5	2.0	2.0	14.77	13.59	0.00	0.86	
BOILERMAKER	All	BLD		53.66	58.48	2.0	2.0	2.0	2.0	6.97	23.69	0.00	2.67	
BRICK MASON	All	BLD		49.81	54.79	1.5	1.5	2.0	2.0	12.10	21.56	0.00	1.10	
CARPENTER	All	ALL		52.01	54.01	1.5	1.5	2.0	2.0	11.79	25.27	1.00	0.80	
CEMENT MASON	All	ALL		49.70	51.70	2.0	1.5	2.0	2.0	11.65	26.65	0.00	0.55	
CERAMIC TILE FINISHER	All	BLD		44.18	44.18	1.5	1.5	2.0	2.0	12.25	14.77	0.00	1.00	
COMMUNICATION TECHNICIAN	All	BLD		43.48	45.88	1.5	1.5	2.0	2.0	14.01	16.11	0.00	0.87	
ELECTRIC PWR EQMT OP	All	ALL		47.56	64.89	1.5	1.5	2.0	2.0	7.00	13.32	0.00	1.19	1.43
ELECTRIC PWR GRNDMAN	All	ALL		36.53	64.89	1.5	1.5	2.0	2.0	7.00	10.23	0.00	0.92	1.10
ELECTRIC PWR LINEMAN	All	ALL		57.17	64.89	1.5	1.5	2.0	2.0	7.00	16.01	0.00	1.43	1.72
ELECTRIC PWR TRK DRV	All	ALL		37.86	64.89	1.5	1.5	2.0	2.0	7.00	10.61	0.00	0.95	1.14
ELECTRICIAN	All	ALL		53.43	57.83	1.5	2.0	2.0	2.0	15.95	20.51	0.00	1.60	
ELEVATOR CONSTRUCTOR	All	BLD		62.47	70.28	2.0	2.0	2.0	2.0	16.03	20.21	5.00	0.65	
FENCE ERECTOR	E	ALL		46.89	48.89	1.5	1.5	2.0	2.0	13.68	17.42	0.00	0.75	
FENCE ERECTOR	S	ALL		48.83	52.74	2.0	2.0	2.0	2.0	13.31	25.25	0.00	1.28	
GLAZIER	All	BLD		48.75	50.25	1.5	2.0	2.0	2.0	15.19	24.43	0.00	1.70	
HEAT/FROST INSULATOR	All	BLD		52.80	55.97	1.5	1.5	2.0	2.0	14.77	16.76	0.00	0.86	
IRON WORKER	E	ALL		55.81	57.81	2.0	2.0	2.0	2.0	16.05	25.31	0.00	0.49	
IRON WORKER	S	ALL		48.83	52.74	2.0	2.0	2.0	2.0	13.31	25.25	0.00	1.28	
IRON WORKER	W	ALL		42.15	47.21	2.0	2.0	2.0	2.0	12.66	31.67	0.00	1.80	
LABORER	All	ALL		47.40	48.15	1.5	1.5	2.0	2.0	15.11	17.15	0.00	0.90	
LATHER	All	ALL		52.01	54.01	1.5	1.5	2.0	2.0	11.79	25.27	1.00	0.80	
MACHINIST	All	BLD		53.18	57.18	1.5	1.5	2.0	2.0	9.93	8.95	1.85	1.47	
MARBLE FINISHER	All	ALL		38.00	51.41	1.5	1.5	2.0	2.0	12.10	19.60	0.00	0.60	
MARBLE MASON	All	BLD		48.96	53.86	1.5	1.5	2.0	2.0	12.10	21.03	0.00	0.78	
MATERIAL TESTER I	All	ALL		37.40		1.5	1.5	2.0	2.0	15.11	17.15	0.00	0.90	
MATERIALS TESTER II	All	ALL		42.40		1.5	1.5	2.0	2.0	15.11	17.15	0.00	0.90	
MILLWRIGHT	All	ALL		52.01	54.01	1.5	1.5	2.0	2.0	11.79	25.27	1.00	0.80	
OPERATING ENGINEER	All	BLD	1	55.10	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	BLD	2	53.80	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	

OPERATING ENGINEER	All	BLD	3	51.25	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	BLD	4	49.50	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	BLD	5	58.85	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	BLD	6	56.10	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	BLD	7	58.10	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	FLT		41.00	41.00	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	1	53.30	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	HWY	2	52.75	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	HWY	3	50.70	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	HWY	4	49.30	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	HWY	5	48.10	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	HWY	6	56.30	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	HWY	7	54.30	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
ORNAMENTAL IRON WORKER	E	ALL		53.32	55.82	2.0	2.0	2.0	2.0	14.23	25.00	0.00	1.75	
ORNAMENTAL IRON WORKER	S	ALL		48.83	52.74	2.0	2.0	2.0	2.0	13.31	25.25	0.00	1.28	
PAINTER	All	ALL		50.30	52.30	1.5	1.5	1.5	2.0	19.73	4.15	0.00	1.55	
PAINTER - SIGNS	All	BLD		41.55	46.67	1.5	1.5	2.0	2.0	3.04	3.90	0.00	0.00	
PILEDRIIVER	All	ALL		52.01	54.01	1.5	1.5	2.0	2.0	11.79	25.27	1.00	0.80	
PIPEFITTER	All	BLD		53.00	56.00	1.5	1.5	2.0	2.0	11.85	22.85	0.00	2.92	
PLASTERER	All	BLD		47.75	50.62	1.5	1.5	2.0	2.0	17.08	19.18	0.00	1.00	
PLUMBER	All	BLD		54.80	58.10	1.5	1.5	2.0	2.0	16.70	17.04	0.00	1.58	
ROOFER	All	BLD		47.80	51.80	1.5	1.5	2.0	2.0	11.58	14.71	0.00	0.96	
SHEETMETAL WORKER	All	BLD		53.33	56.00	1.5	1.5	2.0	2.0	11.85	19.43	0.00	1.59	2.54
SPRINKLER FITTER	All	BLD		53.25	56.00	1.5	1.5	2.0	2.0	14.20	18.60	0.00	0.75	
STEEL ERECTOR	E	ALL		55.81	57.81	2.0	2.0	2.0	2.0	16.05	25.31	0.00	0.49	
STEEL ERECTOR	S	ALL		48.83	52.74	2.0	2.0	2.0	2.0	13.31	25.25	0.00	1.28	
STONE MASON	All	BLD		49.81	54.79	1.5	1.5	2.0	2.0	12.10	21.56	0.00	1.10	
TERRAZZO FINISHER	All	BLD		45.57	45.57	1.5	1.5	2.0	2.0	12.25	17.14	0.00	1.03	
TERRAZZO MASON	All	BLD		49.41	52.91	1.5	1.5	2.0	2.0	12.25	18.60	0.00	1.07	
TILE MASON	All	BLD		51.44	55.44	1.5	1.5	2.0	2.0	12.25	18.48	0.00	1.08	
TRAFFIC SAFETY WORKER I	All	HWY		39.30	40.90	1.5	1.5	2.0	2.0	9.65	9.10	0.00	0.10	
TRAFFIC SAFETY WORKER II	ALL	HWY		40.30	41.90	1.5	1.5	2.0	2.0	9.65	9.10	0.00	0.10	
TRUCK DRIVER	All	ALL	1	42.09	42.64	1.5	1.5	2.0	2.0	11.80	11.75	0.00	0.15	
TRUCK DRIVER	All	ALL	2	42.24	42.64	1.5	1.5	2.0	2.0	11.80	11.75	0.00	0.15	
TRUCK DRIVER	All	ALL	3	42.44	42.64	1.5	1.5	2.0	2.0	11.80	11.75	0.00	0.15	
TRUCK DRIVER	All	ALL	4	42.64	42.64	1.5	1.5	2.0	2.0	11.80	11.75	0.00	0.15	

TUCKPOINTER	All	BLD		49.53	50.53	1.5	1.5	2.0	2.0	9.04	21.06	0.00	1.07	
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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 MCHENRY COUNTY

FENCE ERECTOR (EAST) - That part of the county East and Northeast of a line following Route 31 North to Route 14, northwest to Route 47 north to the Wisconsin State Line.

IRONWORKERS (EAST) - That part of the county East of Rts. 47 and 14.

IRONWORKERS (SOUTH) - That part of the county South of Route 14 and East of Route 47.

IRONWORKERS (WEST) - That part of the county West of Route 47.

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

EXPLANATION OF CLASSES

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

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

CERAMIC TILE FINISHER

The grouting, cleaning, and polishing of all classes of tile, whether for interior or exterior purposes, all burned, glazed or unglazed products; all composition materials, granite tiles, warning detectable tiles, cement tiles, epoxy composite materials, pavers, glass, mosaics, fiberglass, and all substitute materials, for tile made in tile-like units; all mixtures in tile like form of cement, metals, and other materials that are for and intended for use as a finished floor surface, stair treads, promenade roofs, walks, walls, ceilings,

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

COMMUNICATIONS TECHNICIAN

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

MARBLE FINISHER

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

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

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

OPERATING ENGINEER - BUILDING

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Conveyor (Truck Mounted); Concrete Paver Over 27E cu. ft; Concrete Paver 27E cu. ft. and Under; Concrete Placer; Concrete Placing Boom; Concrete Pump (Truck Mounted); Concrete Tower; Cranes, All; Cranes, Hammerhead; Cranes, (GCI and similar Type); Creter Crane; Spider Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Heavy Duty Self-Propelled Transporter or Prime Mover; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, One, Two and Three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Hydro Vac (and similar equipment); Locomotives, All; Motor Patrol; Lubrication Technician;

Manipulators; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes-Screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-Form Paver; Straddle Buggies; Operation of Tie Back Machine; Tournapull; Tractor with Boom and Side Boom; Trenching Machines.

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

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

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

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

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

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

Engine/Push and Pull; Scraper - Prime Mover in Tandem (Regardless of Size); Tractors pulling attachments, Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

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

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

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

Class 6. Field Mechanics and Field Welders

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

OPERATING ENGINEERS - FLOATING

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

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.

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 Turntrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turntrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation;

Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

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

TERRAZZO FINISHER

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

Other Classifications of Work:

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

LANDSCAPING

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

MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

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



 PAVEMENT CORE LOCATION



CHICAGO TESTING LABORATORY, INC.

30W114 BUTTERFIELD ROAD
WARRENVILLE, IL 60555
PHONE: (630) 393-2851
FAX : (630) 393-2857

SCALE:
NTS

DRAWN BY:
JAR
CHECKED BY:
RW
DATE:
7/5/22

PAVEMENT CORE LOCATION PLAN (1 OF 3)
22F204 - 2023 ROAD PROGRAM
CARY, IL



 PAVEMENT CORE LOCATION



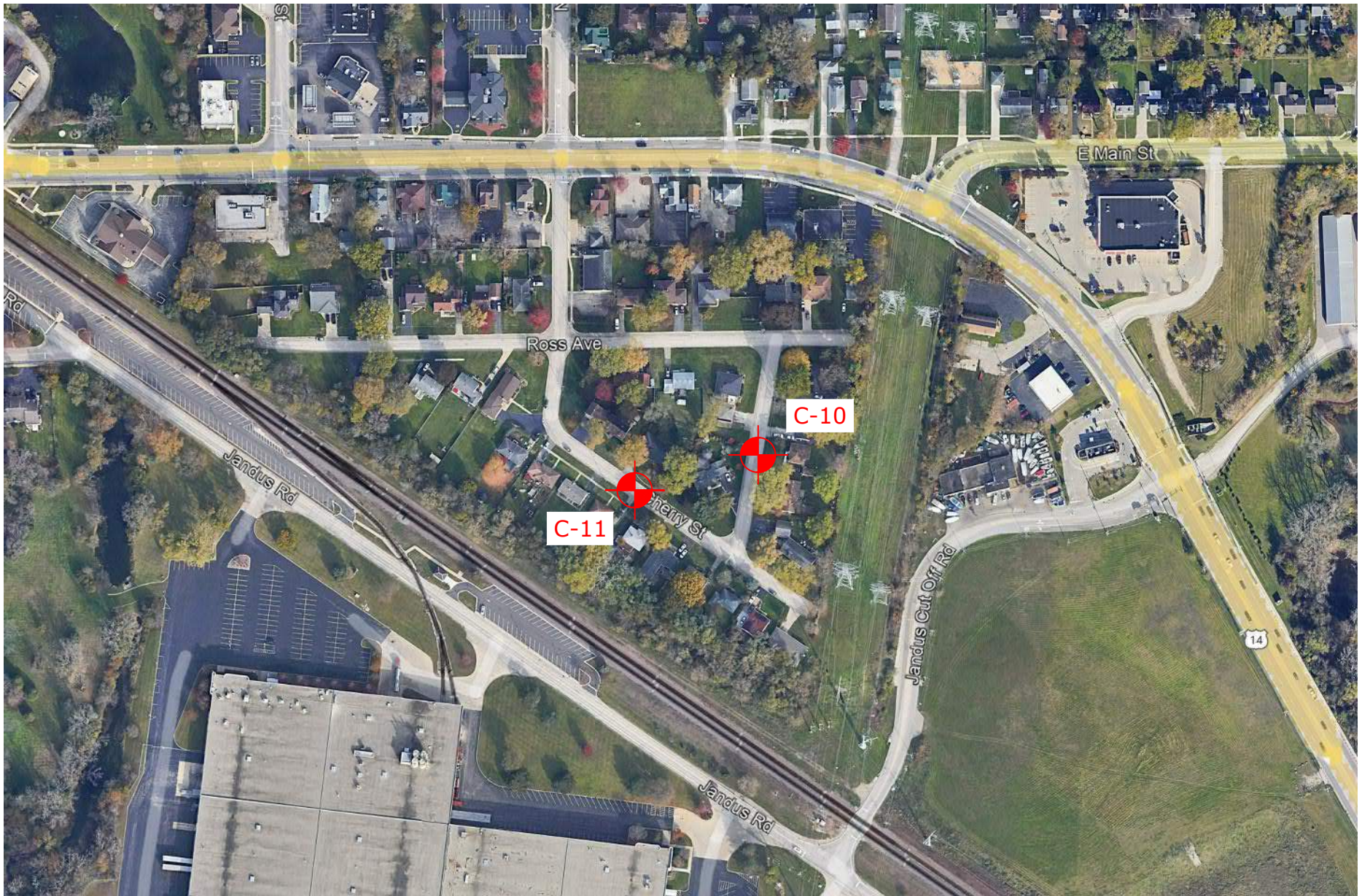
CHICAGO TESTING LABORATORY, INC.

30W114 BUTTERFIELD ROAD
WARRENVILLE, IL 60555
PHONE: (630) 393-2851
FAX : (630) 393-2857

SCALE:
NTS

DRAWN BY:
JAR
CHECKED BY:
RW
DATE:
7/5/22

PAVEMENT CORE LOCATION PLAN (2 OF 3)
22F204 - 2023 ROAD PROGRAM
CARY, IL



 PAVEMENT CORE LOCATION



CHICAGO TESTING LABORATORY, INC.

30W114 BUTTERFIELD ROAD
WARRENVILLE, IL 60555
PHONE: (630) 393-2851
FAX : (630) 393-2857

SCALE:
NTS

DRAWN BY:
JAR
CHECKED BY:
RW
DATE:
7/5/22

PAVEMENT CORE LOCATION PLAN (3 OF 3)
22F204 - 2023 ROAD PROGRAM
CARY, IL



**Chicago Testing
Laboratory, Inc.**

www.chicagotestinglab.com

30 W 114 Butterfield Road, Warrenville, IL 60055

Pavement Core Measurement Log

Project: Cary 2023 Road Program

Location: Cary, IL

Client: HR Green

Lab No.: 2207002

Date: 6/27/2022

Project No.: 22F204

Core No. C-1

Location 939 Ridgewood Dr

Material	Depth (in.)	Thickness (in.)	Remarks/Condition
Asphalt Surface	0 to 1	1	Poor, deteriorated
Asphalt Binder	1 to 3	2	Poor, deteriorated
Aggregate Base	3 to 5+	2+	Sand and gravel DCP and auger refusal at 4" on cobble

Core No. C-2

Location 519 Ridgewood Dr

Material	Depth (in.)	Thickness (in.)	Remarks/Condition
Asphalt Surface	0 to 1	1	Poor, deteriorated
Asphalt binder	1 to 3-1/4	2-1/4	Poor, deteriorated
Aggregate Base	3-1/4 to 19	15-3/4	Sand and gravel
Br Clayey Sand w/ cobbles	19 to 22+	3+	Native, Moisture: 6% DCP and auger refusal at 22" on cobble

Core No. C-3

Location 612 Ridgewood Dr

Material	Depth (in.)	Thickness (in.)	Remarks/Condition
Asphalt Surface	0 to 7/8	7/8	Fair, minor to moderate voids
Asphalt Binder	7/8 to 2-1/8	1-1/4	Fair, minor to moderate voids
Aggregate Base	2-1/8 to 12	9-7/8	Sand and gravel
Br Sandy Cay tr gravel	12 to 30	18	Native, Moisture: 14%, Qp = 4.2 tsf

Core No. C-4

Location 3 Applewood Ct

Material	Depth (in.)	Thickness (in.)	Remarks/Condition
Asphalt Surface	0 to 2-3/4	2-3/4	Fair, minor voids
Asphalt Binder	2-3/4 to 5	2-1/4	Fair, minor voids
Aggregate Base	5 to 13	8	Sand and gravel
Br Sandy Cay tr gravel	13 to 31	18	Native, Moisture: 7%, Qp= 1.8 tsf

Core No. C-5

Location 972 Chancery Ln

Material	Depth (in.)	Thickness (in.)	Remarks/Condition
Asphalt Surface	0 to 1-3/4	1-3/4	Fair, minor voids
Asphalt Binder	1-3/4 to 3	1-1/4	Fair, minor to moderate voids
Aggregate Base	3 to 17+	14+	Sand and gravel Auger refusal at 17" on cobble



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Pavement Core Measurement Log

Project: Cary 2023 Road Program

Location: Cary, IL

Client: HR Green

Lab No.: 2207002

Date: 6/27/2022

Project No.: 22F204

Core No. C-6

Location 945 Chancery Ln

<u>Material</u>	<u>Depth (in.)</u>	<u>Thickness (in.)</u>	<u>Remarks/Condition</u>
Asphalt Surface	0 to 1-1/4	1-1/4	Fair, minor voids
Asphalt Binder	1-1/4 to 2-3/4	1-1/2	Poor, deteriorated
Aggregate Base	2-3/4 to 17	14-1/4	Sand and gravel Auger refusal at 17" on cobble

Core No. C-7

Location 550 Norman Dr

<u>Material</u>	<u>Depth (in.)</u>	<u>Thickness (in.)</u>	<u>Remarks/Condition</u>
Asphalt Surface	0 to 1-3/4	1-3/4	Fair, minor voids, fabric at 1-3/4"
Asphalt Binder	1-3/4 to 4	2-1/4	Fair, minor voids
Aggregate Base	4 to 11	7	Sand and gravel
Br Sandy Clay tr gravel	11 to 20+	9+	Native, Moisture: 7%, Qp = 5.4 tsf DCP and auger refusal at 20" on cobble

Core No. C-8

Location 238 Mary Ln

<u>Material</u>	<u>Depth (in.)</u>	<u>Thickness (in.)</u>	<u>Remarks/Condition</u>
Asphalt Surface	0 to 1-3/8	1-3/8	Fair, minor to moderate voids
Asphalt Binder	1-3/8 to 3-3/4	2-3/8	Fair, moderate voids, fabric @ 1-3/8"
Aggregate Base	3-3/4 to 18	14-1/4	Sand and gravel
Br Sandy Clay tr gravel	18 to 36	18	Native, Moisture: 18%, Qp = 1.8 tsf

Core No. C-9

Location 607 Arthur Dr

<u>Material</u>	<u>Depth (in.)</u>	<u>Thickness (in.)</u>	<u>Remarks/Condition</u>
Asphalt Surface	0 to 1	1	Poor, deteriorated
Asphalt Binder	1 to 3-1/2	2-1/2	Poor, deteriorated
Aggregate Base	3-1/2 to 12	8-1/2	Sand and gravel
Gr/Br Sandy Clay	12 to 30	18	Native, Moisture: 9%, Qp = 1.8 tsf

Core No. C-10

Location 117 Hill St

<u>Material</u>	<u>Depth (in.)</u>	<u>Thickness (in.)</u>	<u>Remarks/Condition</u>
Asphalt Surface	0 to 2-3/4	2-3/4	Fair, minor to moderate voids
Asphalt Binder	2-3/4 to 6-1/4	3-1/2	Fair, minor voids
Aggregate Base	6-1/4 to 15-1/2	9-1/4	Sand and gravel DCP and auger refusal at 15-1/2" on cobble

Core No. C-11

Location 120 Cherry St.

<u>Material</u>	<u>Depth (in.)</u>	<u>Thickness (in.)</u>	<u>Remarks/Condition</u>
Asphalt Surface	0 to 1-3/4	1-3/4	Fair, minor to moderate voids
Asphalt Binder	1-3/4 to 3-3/4	2	Fair, minor to moderate voids
Aggregate Base	3-3/4 to 19	15-1/4	Sand and gravel
Br Sandy Clay tr gravel	19 to 37	18	Native, Moisture: 25%, Qp = <0.3 tsf



Illinois Department of Transportation

Dynamic Cone Penetration Test

Date: 06/27/22

Weather: 78° Sunny

Inspector: HM

Company (Consultants): Chicago Testing Laboratory

Design No.: _____

Sheet No.: _____

Contractor: HR Green

County: McHenry

Section: _____

Route: _____

District: _____

Contract No.: _____

Job No.: 22F204

Project: Cary Pavement Cores

Test Location ^a and Remarks ^b	Initial Depth	<input checked="" type="checkbox"/> Subgrade		<input type="checkbox"/> Foundation				
		Depth ^c						
C-01 939 Ridewood Dr.	4	Depth ^c	10					
		Blows	25+					
		Rate ^d	Refusal					
		IBV	on					
		Q _u	Cobble					
C-02 519 Ridgewood Dr.	19	Depth	25					
		Blows	25+					
		Rate	Refusal					
		IBV	on					
		Q _u	Cobble					
C-03 612 Ridgewood Dr.	12	Depth	18	24	30			
		Blows	12	10	9			
		Rate	0.5	0.6	0.6			
		IBV	17	13	13			
		Q _u	5.4	4.2	4.2			
C-04 3 Applewood Ct	13	Depth	19	25	31			
		Blows	13	5	6			
		Rate	0.5	1.2	1.0			
		IBV	17	5.5	7			
		Q _u	5.4	1.8	2.2			
C-05 0972 Chancery Ln	17	Depth	23					
		Blows	25+					
		Rate	Refusal					
		IBV	on					
		Q _u	Cobble					

^a Indicate station and offset.

^b Include soil type, moisture, rutting, or cut/fill information as applicable.

^c Depth is cumulative in inches.

^d Rate is inches of penetration per blow.

Comments:

Rate	IBV	Q _u [*]	Rate	IBV	Q _u [*]
0.5	17	5.4	1.3	5	1.6
0.6	13	4.2	1.5	4	1.3
0.7	11	3.5	2.0	3	1.0
0.8	9	2.9	2.6	2	0.6
0.9	8	2.6	3.0	1.7	0.5
1.0	7	2.2	3.3	1.5	0.5
1.1	6	1.9	4.6	1	0.3
1.2	5.5	1.8	>4.6	<1	<0.3

^{*}Q_u value calculated from IBV whole number.

$$IBV = 10^{0.84 - 1.26 \times \text{LOG}(\text{Rate})}$$

$$Q_u (\text{tsf}) = 0.32 \times IBV$$



Illinois Department of Transportation

Dynamic Cone Penetration Test

Date: 6/27/2022

Weather: 78° Mostly Clear Skies

Inspector: HM

Company (Consultants): Chicago Testing Lab

Design No.: _____

Sheet No.: _____

Contractor: HR Green

County: McHenry

Section: _____

Route: _____

District: _____

Contract No.: _____

Job No.: 22F204

Project: Cary Pavement Cores

Test Location ^a and Remarks ^b	Initial Depth	<input checked="" type="checkbox"/> Subgrade		<input type="checkbox"/> Foundation				
		Depth ^c						
C-06 945 Chancery Ln	17	Depth ^c	23					
		Blows	25+					
		Rate ^d	Refusal					
		IBV	on					
		Q _u	Cobble					
C-07 550 Norman Dr.	11	Depth	17	20				
		Blows	18	25+				
		Rate	.5	Refusal				
		IBV	17	on				
		Q _u	5.4	Cobble				
C-08 238 Mary Ln.	18	Depth	24	30	36			
		Blows	9	7	5			
		Rate	.6	.8	1.2			
		IBV	13	9	5.5			
		Q _u	4.2	2.9	1.8			
C-09 607 Arthur Dr.	12	Depth	18	24	30			
		Blows	12	5	6			
		Rate	.5	1.2	1			
		IBV	17	5.5	7			
		Q _u	5.4	1.8	2.2			
		Depth						
		Blows						
		Rate						
		IBV						
		Q _u						

^a Indicate station and offset.

^b Include soil type, moisture, rutting, or cut/fill information as applicable.

^c Depth is cumulative in inches.

^d Rate is inches of penetration per blow.

Comments:

Rate	IBV	Q _u *	Rate	IBV	Q _u *
0.5	17	5.4	1.3	5	1.6
0.6	13	4.2	1.5	4	1.3
0.7	11	3.5	2.0	3	1.0
0.8	9	2.9	2.6	2	0.6
0.9	8	2.6	3.0	1.7	0.5
1.0	7	2.2	3.3	1.5	0.5
1.1	6	1.9	4.6	1	0.3
1.2	5.5	1.8	>4.6	<1	<0.3

*Q_u value calculated from IBV whole number.

$$IBV = 10^{0.84 - 1.26 \times \text{LOG}(\text{Rate})}$$

$$Q_u (\text{tsf}) = 0.32 \times IBV$$



Illinois Department of Transportation

Dynamic Cone Penetration Test

Date: 06/27/2022

Weather: 78° Mostly Clear Skies

Inspector: HM

Company (Consultants): Chicago Testing Lab

Design No.:

Sheet No.:

Contractor: HR Green

County: McHenry

Section:

Route:

District:

Contract No.:

Job No.: 22F204

Project: Cary Pavement Cores

Test Location ^a and Remarks ^b	Initial Depth	<input checked="" type="checkbox"/> Subgrade		<input type="checkbox"/> Foundation			
		Depth ^c					
C-10 117 Hill St.	15	Depth ^c	21				
		Blows	25+				
		Rate ^d	Refusal				
		IBV	on				
		Q _u	Cobble				
C-11 120 Cherry St.	19	Depth	25	31	37		
		Blows	1	1	1		
		Rate	>4.6	>4.6	>4.6		
		IBV	<1	<1	<1		
		Q _u	<0.3	<0.3	<0.3		
		Depth					
		Blows					
		Rate					
		IBV					
		Q _u					
		Depth					
		Blows					
		Rate					
		IBV					
		Q _u					
		Depth					
		Blows					
		Rate					
		IBV					
		Q _u					

^a Indicate station and offset.

^b Include soil type, moisture, rutting, or cut/fill information as applicable.

^c Depth is cumulative in inches.

^d Rate is inches of penetration per blow.

Comments:

Rate	IBV	Q _u *	Rate	IBV	Q _u *
0.5	17	5.4	1.3	5	1.6
0.6	13	4.2	1.5	4	1.3
0.7	11	3.5	2.0	3	1.0
0.8	9	2.9	2.6	2	0.6
0.9	8	2.6	3.0	1.7	0.5
1.0	7	2.2	3.3	1.5	0.5
1.1	6	1.9	4.6	1	0.3
1.2	5.5	1.8	>4.6	<1	<0.3

*Q_u value calculated from IBV whole number.

$$IBV = 10^{0.84 - 1.26 \times \text{LOG}(\text{Rate})}$$

$$Q_u (\text{tsf}) = 0.32 \times IBV$$

HRG PROJECT NO: 220525
HRG PROJ CONTACT:
FILE NAME: 220525-shr-location plan-0.dgn
PLOT DATE: 10/24/2022
PEN TABLE: 00010001.tbl

XX XXX XX.XX





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Illinois Professional Design Firm
184-001322

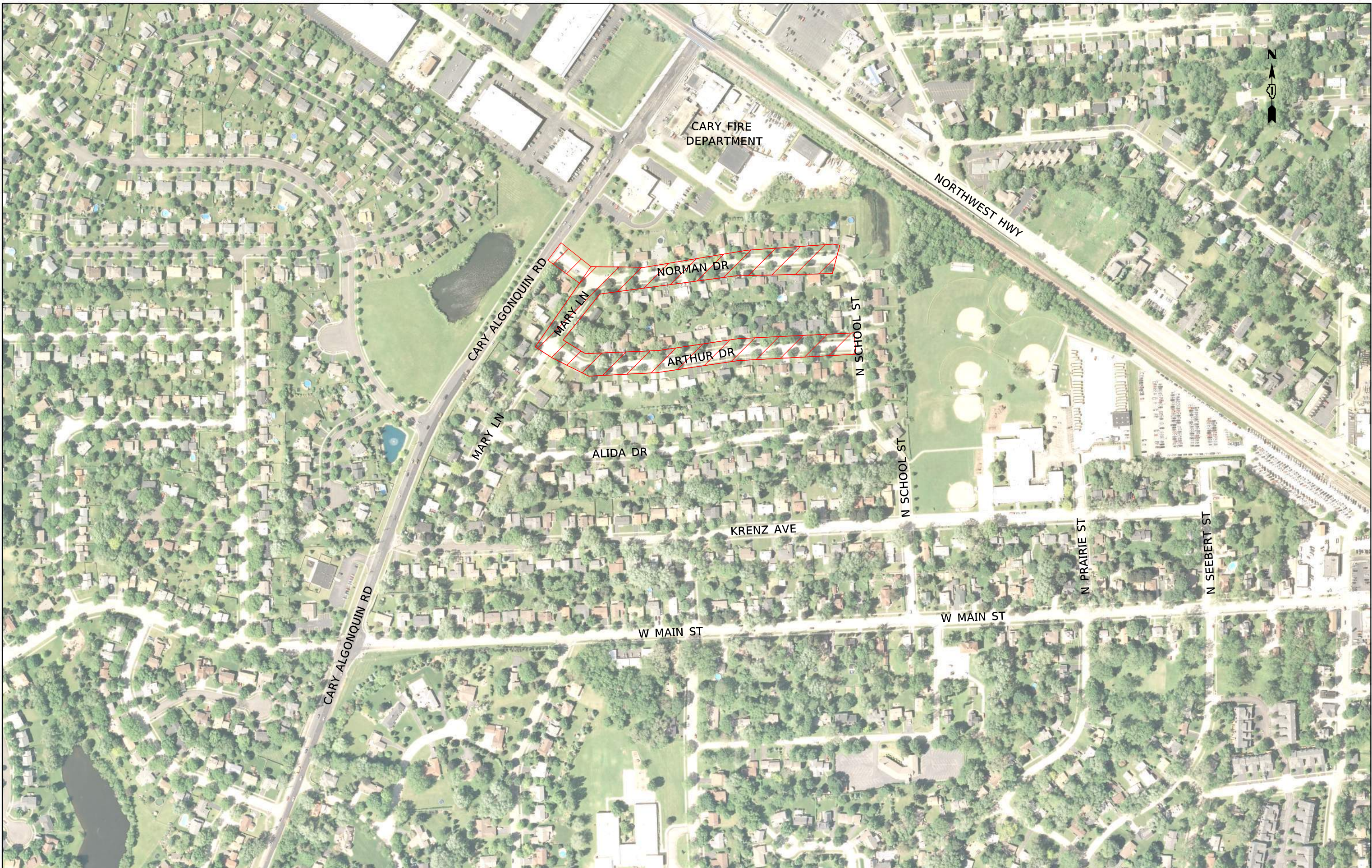
USER NAME = jstrzal	DESIGNED - TX	REVISED -
	DRAWN - TX	REVISED -
PLOT SCALE = 320,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/24/2022	DATE -	REVISED -

VILLAGE OF CARY
2023 ROAD PROGRAM

OVERALL LOCATION PLAN
RIDGEWOOD DR, CHANCERY LN & APPLEWOOD CT

SCALE: N.T.S. SHEET 1 OF 3 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NA	23-00000-01-GM	MCHENRY	XXX	XXX
				CONTRACT NO. XXXXX
		ILLINOIS	FED. AID PROJECT	



HRGreen.com
Illinois Professional Design Firm
184-001322

USER NAME = jstrzal	DESIGNED - TX	REVISED -
	DRAWN - TX	REVISED -
PLOT SCALE = 320,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/24/2022	DATE -	REVISED -

**VILLAGE OF CARY
2023 ROAD PROGRAM**

OVERALL LOCATION PLAN
NORMAN DR, MARY LN & ARTHUR DR

SCALE: N.T.S	SHEET 2 OF 3 SHEETS	STA. TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NA	23-00000-01-GM	MCHENRY	XXX	XXX
		CONTRACT NO. XXXXX		
		ILLINOIS	FED. AID PROJECT	

HRG PROJECT NO: 220525
HRG PROJ CONTACT:
FILE NAME: 220525-sht-location plan-03.dgn
PLOT DATE: 10/24/2022
PEN TABLE: 000000.tbl

XX XXX XX.XX





HRGreen.com

Illinois Professional Design Firm
184-001322

USER NAME	= jstrzal	DESIGNED	- TX	REVISED	-
		DRAWN	- TX	REVISED	-
PLOT SCALE	= 320,0000 ' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 10/24/2022	DATE	-	REVISED	-

VILLAGE OF CARY
2023 ROAD PROGRAM

OVERALL LOCATION PLAN
S 2ND AVE, HILL ST & CHERRY ST

SCALE: N.T.S SHEET 3 OF 3 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NA	23-00000-01-GM	MCHENRY	XXX	XXX
			CONTRACT NO. XXXXX	
		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

WATER SUPPLY

The indiscriminate use of fire hydrants, existing streams, creeks, wetlands, or ponds is strictly prohibited. The Contractor shall provide a water truck and driver as required to obtain and transport this water. The Contractor shall be responsible for obtaining water from an approved source. If this water is from a source other than his yard, written approval from the agency having jurisdiction for the source of the water must be received by the Contractor prior to use of the water.

STREET SWEEPING & PREPARATION

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

PRECONSTRUCTION CONFERENCE

A preconstruction conference shall be held at the Cary Village Hall offices at 755 Georgetown Drive. The progress schedule shall be reviewed at that time. In addition, the Contractor shall provide a list of the intended source of materials and the intended list of subcontractors to be used with respect to the subject project.

WORK HOURS

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

The Contractor shall provide the Village a proposed construction staging plan prior to site mobilization of equipment and materials. The Village will review and provide written approval of the work days and work hours prior to commencement of construction activities.

SUPPLEMENTAL SIGNAGE

NO PARKING SIGNS

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

FRESH OIL SIGNS

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

ROAD CONSTRUCTION AHEAD SIGNS

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

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

REDUCTION IN THE SCOPE OF WORK

The Project Summary is a listing of work to be completed. However, due to budgetary constraints the awarding authority reserves the right to reduce the scope of work to be completed under the contract in accordance with Article 104.02 of the Standard Specifications. No allowance will be made for delay or anticipated profits as the result of a decrease in the quantities of work to be performed or the reduction in asphalt thickness up to a half inch (1/2").

In the event the scope of work is reduced, Longitudinal Joint Sealant will be most likely considered for removal from the contract. Mary Lane, Norman Drive, and Arthur Drive will also be considered for removal from the contract due to budgetary constraints. The concrete repair work on Hilltop (see schedule) will also be considered for removal from the contract due to budgetary constraints.

APPLICATION FOR PAYMENT

Application for payment to the Contractor shall be in accordance with the Standard Specifications and these Special Provisions. The Contractor will prepare invoices not more than once monthly.

The Engineer will prepare and submit a separate Engineer's Payment Estimate for partial payment for each local agency participating in the project. The Contractor will prepare separate invoices for each local agency not more than once monthly.

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

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

CONSTRUCTION SEQUENCE/STAGING

Construction operations shall be conducted in a manner such that streets will be open to traffic at all times, and access to abutting property shall be maintained.

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

At the preconstruction meeting, the Contractor shall furnish the name and telephone number where he may be reached during non-working hours of the individual in his direct employ that is to be responsible for the installation and maintenance of the traffic control of this project. If the actual installation and maintenance are to be accomplished by a subcontractor, consent shall be requested of the Engineer at the time of the preconstruction meeting in accordance with Article 108.01 of the Standard Specifications. This shall not relieve the Contractor of the requirements to have a responsible individual in his direct employ supervise this work.

DEBRIS REMOVAL

Materials resulting from the removal of asphalt surfaces, utility structure adjustments, grading work, etc. shall be removed at the end of each day to an approved site. In the judgment of the Local Agency, should it be necessary to remove such materials, the Local Agency will have the material removed and the Contractor shall have the dollar amount reduced from the next pay estimate.

PROTECTION AND RESTORATION OF PROPERTY

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

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

CLEAN CONSTRUCTION AND DEMOLITION DEBRIS

In addition to the requirements of Section 107.01 of the Standard Specifications, the Contractor shall be responsible for the proper removal and disposal of excavated materials from the project site. The Contractor will meet all requirements set forth by the IEPA and Public Act 96-1416 in regards to Clean Construction and Demolition Debris which may include, but not limited to, field and laboratory analyses, certification from a licensed Professional Engineer, dumping fees and documentation. This work shall not be paid for separately, but will be included in the cost of the contract. No additional compensation will be provided.

DUST CONTROL WATERING

This work shall consist of the exclusive control of dust resulting from construction operations and is not intended for use in the compaction of earth embankments, as specified under Article 107.36 of the Standard Specifications. Dust shall be controlled by the uniform application of sprinkled water and shall be applied only when directed by the Engineer, in a manner meeting his approval. All equipment used for this work shall meet the Engineer's approval and shall be equipped with adequate measuring devices for metering the exact amount of water discharged. This work shall include furnishing all labor, water and equipment for controlling dust as herein specified. If dust control watering is not completed as requested by the Engineer or the Local Agency, liquidated damages in the amount of \$500.00 per day will be assessed.

HOT-MIX ASPHALT SURFACE REMOVAL

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

The Contractor will be required to resurface each roadway within five (5) calendar days upon completion of hot-mix asphalt surface removal on each street; failure to do so shall result in a charge of \$1,000 per each calendar day of overrun not as a penalty but as liquidated damages.

WORK ADJACENT TO SCHOOLS

The Contractor shall personally notify schools that they will be working on streets adjacent to school property, and schedule work to avoid construction activity when children are present. The Contractor shall also make adjustments to work schedules to accommodate events that would involve large numbers of vehicles and people on a particular street. No compensation will be paid for any inconvenience, delay, or loss experienced by the Contractor because of adjustments to their normal schedule.

CONSTRUCTION LAYOUT

Construction layout will be provided by the Engineer in coordination with the Village. Resurfacing limits, structure adjustments, structure repairs, concrete curb and gutter removal and replacement, and sidewalk removal and replacement will be marked by the Engineer with white paint.

The Engineer and the Village must review and approve the combination concrete curb and gutter and sidewalk form work a minimum of twelve (12) hours prior to the arrival of concrete.

[illegible]



VILLAGE OF CARY
2023 ROAD RESURFACING PROGRAM
PROJECT SUMMARY

VARIOUS (NON-MFT)												TOTAL
MAIN STREET	HIGH ROAD	WULFF STREET	BERRIEDALE DRIVE	ROSEWOOD COURT	HAMPTON STREET	IVANHOE LANE	CHICAGO STREET	DETROIT STREET	DEERPATH COURT	KNOLLWOOD DRIVE	VARIOUS	
CROSSWALK REPAIRS	STRUCTURE REPAIRS	STRUCTURE REPAIRS	STRUCTURE REPAIRS	STRUCTURE REPAIRS	STRUCTURE REPAIRS	STRUCTURE REPAIRS	STRUCTURE REPAIRS	STRUCTURE REPAIRS	STRUCTURE REPAIRS	STRUCTURE REPAIRS	SEE SCHEDULE	
												7,885
												VARIES
												5,410
												28,785
												6,500
												64,785
												4,295
												3,045
												434
												29,680
												29,680
												1,035
	13	14		10	7	12	9	5	7	9	2,984	3,070
												50
			23								350	468
												25
			23								350	443
	24	34			17		9	5	17	9	1,222	1,417
				2		1	2	1		2		42
												21
				2								4
												66
												16
												7,885
0.10	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	1
0.10	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	1
30	15	20		20	10		20	10	10	20	223	2,495
30	15	20		20	10		20	10	10	20	223	2,495
20											56	308
1,108											14,125	21,903
1,108											14,125	21,393
												285
												33
											17	17
			1									1
		2			1				1			4
1												1
							1					1
1												1
		2			1				1			4



**STRUCTURE REPAIR SCHEDULE
VILLAGE OF CARY 2023 ROAD PROGRAM**

- 1) 983 Chancery Ln.
Two inlets in the curb line. One needs tuckpointing and the other needs rings and adjustment

STRUCTURE 1 TO RECEIVE DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
STRUCTURE 2 TO RECEIVE DRAINAGE STRUCTURE REPAIR
COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 1
ROADWAY TO BE RESURFACED AS PART OF ROAD PROGRAM

- 2) 540 Ridgewood Dr.
Curb inlet that needs 4" ring replacement

STRUCTURE 1 TO RECEIVE DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED
COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 1
ROADWAY TO BE RESURFACED AS PART OF ROAD PROGRAM

- 3) 401 High Rd.
10-15' deep block structure that has bricks deteriorating near the bottom, needs replacement.
Connect new structure with existing pipes and patch inverts smooth with brick and mortar.

STRUCTURE 1 TO RECEIVE REMOVING MANHOLES
STRUCTURE 1 TO RECEIVE MH TYPE A W/ SALVAGED FRAME & LID
13 SY OF PARTIAL DEPTH PATCHING, 2 INCH
COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 1
12 SY OF PARKWAY RESTORATION

- 4) 30 S Wulff St.
5' deep curb inlet needs replacement. Connect new structure with existing pipes and patch inverts smooth with brick and mortar.

STRUCTURE 1 TO RECEIVE REMOVING INLETS
STRUCTURE 1 TO RECEIVE INLETS TYPE A W/ SALVAGED FRAME & GRATE
7 SY OF PARTIAL DEPTH PATCHING, 2 INCH
COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 1
17 SY OF PARWAY RESTORATION



5) W Main St @ Wulff St

5' deep curb inlet that needs replacement. Connect new structure with existing pipes and patch inverts smooth with brick and mortar.

STRUCTURE 1 TO RECEIVE REMOVING INLETS

STRUCTURE 1 TO RECEIVE INLETS TYPE A W/ SALVAGED FRAME & GRATE

7 SY OF PARTIAL DEPTH PATCHING, 2 INCH

COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 1

17 SY OF PARWAY RESTORATION

6) 515 Berriedale Dr.

Sanitary manhole in driveway apron needs 2-3" ring replacement

STRUCTURE 1 TO RECEIVE SANITARY MANHOLES TO BE ADJUSTED

23 SY OF DRIVEWAY PAVEMENT REMOVAL

23 SY OF HMA DRIVEWAY PAVEMENT 3-INCH

7) Royal Glen Dr @ Rosewood Ct.

5 curb inlets. Two need 2-3" ring replacement, one needs tuckpointing and one is failing next to pipe.

STRUCTURE 1 TO RECEIVE DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

STRUCTURE 2 TO RECEIVE DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 1

COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 2

10 SY OF PARTIAL DEPTH PATCHING, 2 INCH

STRUCTURE 3 TO RECEIVE DRAINAGE STRUCTURE REPAIR

STRUCTURE 4 TO RECEIVE DRAINAGE STRUCTURE REPAIR

8) Mary Ln @ Norman Dr.

Curb inlet needs tuckpointing and curb and asphalt repairs

STRUCTURE 1 TO RECEIVE DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 1

ADDED NOMINAL QUANTITY OF 1 DRAINAGE STRUCTURE REPAIR

ROADWAY TO BE RESURFACED AS PART OF ROAD PROGRAM



9) 95 Hampton St.

5' deep curb inlet needs replacement. Connect new structure with existing pipes and patch inverts smooth with brick and mortar.

STRUCTURE 1 TO RECEIVE REMOVING INLETS

STRUCTURE 1 TO RECEIVE INLETS TYPE A W/ SALVAGED FRAME & GRATE

7 SY OF PARTIAL DEPTH PATCHING, 2 INCH

COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 1

17 SY OF PARWAY RESTORATION

10) 64 Ivanhoe Ln.

Manhole in road needs 6" ring

STRUCTURE 1 TO RECEIVE DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

12 SY OF PARTIAL DEPTH PATCHING, 2 INCH

11) 165 Chicago St.

2 curb inlets, need rings, tuckpointing and one frame (mountable curb type)

STRUCTURE 1 TO RECEIVE DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

STRUCTURE 2 TO RECEIVE DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 1

COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 2

9 SY OF PARTIAL DEPTH PATCHING, 2 INCH

9 SY OF PARWAY RESTORATION

NEW FRAME & GRATE

12) Detroit St @ Cary Point Dr.

Curb inlet is offset of basin. Need two 2" rings replaced and reset, tuckpointing and curb and asphalt repair.

STRUCTURE 1 TO RECEIVE DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

5 SY OF PARTIAL DEPTH PATCHING, 2 INCH

COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 1

5 SY OF PARWAY RESTORATION



13) Deerpath Ct @ Surrey Ridge Dr.

5' curb inlet needs replacement. Connect new structure with existing pipes and patch inverts smooth with brick and mortar.

STRUCTURE 1 TO RECEIVE REMOVING INLETS

STRUCTURE 1 TO RECEIVE INLETS TYPE A W/ SALVAGED FRAME & GRATE

7 SY OF PARTIAL DEPTH PATCHING, 2 INCH

COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 1

17 SY OF PARWAY RESTORATION

14) 648 Knollwood Dr.

2 curb inlets need tuckpointing and concrete work with curb and asphalt work.

STRUCTURE 1 TO RECEIVE DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

STRUCTURE 2 TO RECEIVE DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED

COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 1

COMB CONC & GUTTER REM & REPL 5-FT TO EACH SIDE OF STRUCTURE 2

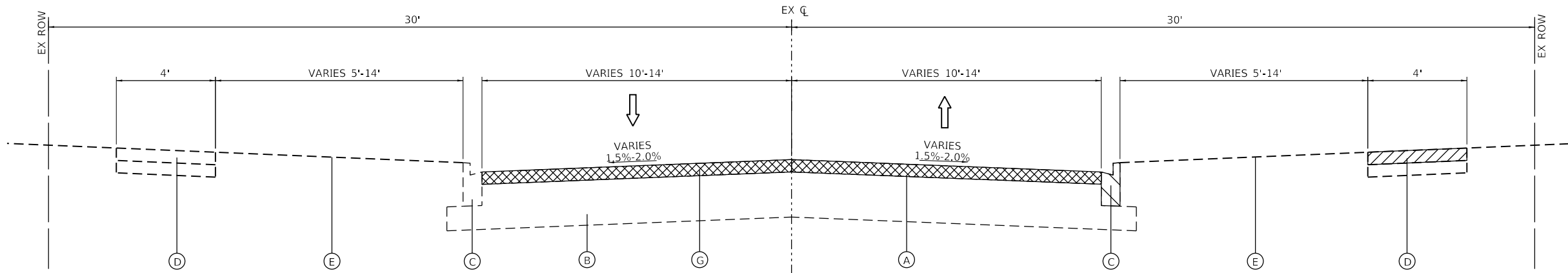
9 SY OF PARTIAL DEPTH PATCHING, 2 INCH

9 SY OF PARWAY RESTORATION



**VARIOUS PCC REPAIR SCHEDULE
VILLAGE OF CARY 2023 ROAD PROGRAM**

LOCATION		PCC SIDEWALK REMOVAL (SQ FT)	DETECTABLE WARNINGS (SQ FT)	CURB & GUTTER REMOVAL (FOOT)	DRIVEWAY PAVEMENT REMOVAL (SQ YD)	PARTIAL DEPTH PATCHING, 2" (SQ YD)	TREE ROOT PRUNING (EACH)	PARKWAY RESTORATION (TOPSOIL & SOD) (SQ YD)
ADDRESS	STREET	PCC SIDEWALK, 5" (SQ FT)		CONCRETE CURB & GUTTER (FOOT)	HMA DRIVEWAY PAVEMENT, 3" (SQ YD)			
806	Oak Valley			38		9		9
367	Merion Dr			10		3		3
937	Pin Oak Cir	80		20		5		5
616	Surrey Ridge Dr	120			250			
653	Alida Dr							
720	Merrimac St	100					1	
107	Hampton St	80					1	
30	Montclair Dr	200					1	
27	Boxwood Ln	200					1	
36	Jefferson Ln	80						
816	Harper Ave	80					1	
720	Cimarron Dr	80			9			
325	W Oriole Tr	40						
56	Asbury Ln	180			20		1	
66	Duxbury Ln	260			29			
13	Duxbury Ln	160					1	
18	Duxbury Ln	300					1	
25	Duxbury Ln	40			5			
24	Duxbury Ln	40						
36	Duxbury Ln	80						
37	Duxbury Ln	100					1	
43	Duxbury Ln	200			23		1	
48	Duxbury Ln	40			5			
49	Duxbury Ln	80					1	
54	Duxbury Ln	60						
55	Duxbury Ln	40						
907	W Main St	80					1	
75	Chelsea Ln	20						
76	Chelsea Ln	120					1	
71	Chelsea Ln	40						
66	Chelsea Ln	80					1	
67	Chelsea Ln	80			9			
62	Chelsea Ln	160					1	
63	Chelsea Ln	40						
56	Chelsea Ln	60						
50	Chelsea Ln	80						
45	Chelsea Ln	100					1	
27	Chelsea Ln	100					1	
1514	Three Oaks Rd			20		149		5
1606	Three Oaks Rd	125		75		500		31
	Hilltop	10,400	56	60		2,318		1,169
TOTALS		14,125	56	223	350	2,984	17	1,222

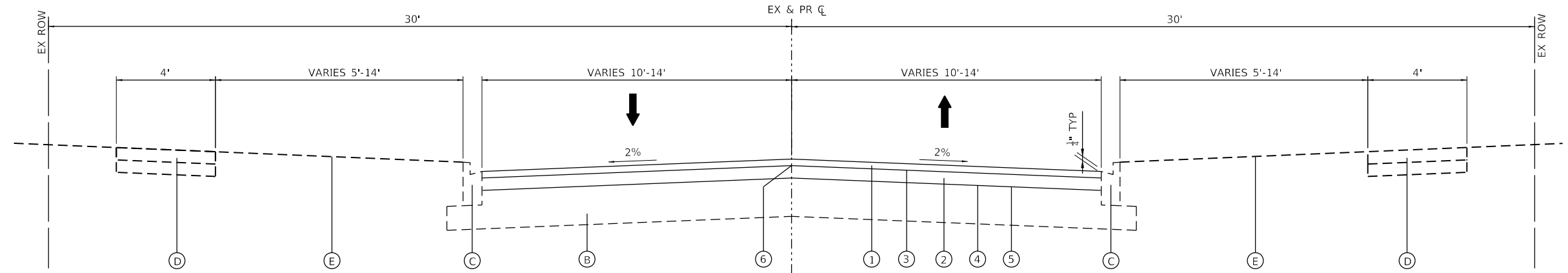


EXISTING TYPICAL SECTION

FOX TRAILS SUBDIVISION
RIDGEWOOD DR (FOX TRAILS DR TO FOX TRAILS DR)
ENGLISH OAK DR (FOX TRAIL DR TO CHANCERY LN)
APPLEWOOD CT (SURREY RIDGE TO CUL-DE-SAC)
CHANCERY LN (FOX TRAILS DR TO FOX TRAILS DR)

FRANKES WEST SIDE SUBDIVISION
NORMAN DR (CARY-ALGONQUIN RD TO N SCHOOL ST)
ARTHUR DR (MARY LN TO N SCHOOL ST)
MARY LN (NORMAN DR TO S OF ARTHUR)

TOPHILL SUBDIVISION
CHERRY ST (HILL ST TO S2ND AVE)
S 2ND AVE (CHERRY ST TO ROSS AVE)



PROPOSED TYPICAL SECTION

FOX TRAILS SUBDIVISION
RIDGEWOOD DR (FOX TRAILS DR TO FOX TRAILS DR)
ENGLISH OAK DR (FOX TRAIL DR TO CHANCERY LN)
APPLEWOOD CT (SURREY RIDGE TO CUL-DE-SAC)
CHANCERY LN (FOX TRAILS DR TO FOX TRAILS DR)

FRANKES WEST SIDE SUBDIVISION
NORMAN DR (CARY-ALGONQUIN RD TO N SCHOOL ST)
ARTHUR DR (MARY LN TO N SCHOOL ST)
MARY LN (NORMAN DR TO S OF ARTHUR)

TOPHILL SUBDIVISION
CHERRY ST (HILL ST TO S2ND AVE)
S 2ND AVE (CHERRY ST TO ROSS AVE)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
DRIVEWAYS	
HMA SURFACE COURSE, MIX "D", N50; (IL-9.5mm); 3"	3.5% @ 50 GYR.
RESURFACING	
HMA SURFACE COURSE, MIX "D", IL-9.5, N50; 1 3/4"	3.5% @ 50 GYR.
HMA BINDER COURSE, IL-19.0, N50; 2 1/2"	3.5% @ 50 GYR.
PATCHING	
PARTIAL DEPTH PATCHING, 2" (HMA SURFACE IL-9.5mm)	3.5% @ 50 GYR.
PARTIAL DEPTH PATCHING, 4" (HMA BINDER IL-19.0mm)	4% @ 70 GYR.

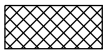
THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN

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

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

EXISTING TYPICAL SECTION

- (A) HOT-MIX ASPHALT PAVEMENT; SEE TABLE
- (B) AGGREGATE BASE COURSE; SEE TABLE
- (C) COMBINATION CONCRETE CURB & GUTTER, TYPE VARIES
- (D) PCC SIDEWALK
- (E) EXISTING GROUND
- (F) EXISTING AGGREGATE/EARTH SHOULDER
- (G) HOT-MIX ASPHALT SURFACE REMOVAL, FULL DEPTH



HOT-MIX ASPHALT SURFACE REMOVAL, FULL DEPTH



PCC SIDEWALK REMOVAL & REPLACEMENT (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)



COMBINATION CONCRETE CURB & GUTTER REMOVAL & REPLACEMENT (SPOT REMOVAL & REPLACEMENT AS DIRECTED BY THE ENGINEER)

NOTES:
IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE CURB AND GUTTER TYPE.

AGGREGATE BASE COURSE REMOVAL AND REPLACEMENT LOCATIONS TO BE MARKED BY THE ENGINEER DURING PROOF ROLL AFTER MILLING OPERATIONS.

PROPOSED TYPICAL SECTION

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N50; 1 3/4"
- ② HOT-MIX ASPHALT BINDER COURSE, MIX 'D', N50; 2 1/2"
- ③ BITUMINOUS MATERIALS (TACK COAT)
- ④ BITUMINOUS MATERIALS (PRIME COAT)
- ⑤ PREPARATION OF BASE
- ⑥ LONGITUDINAL JOINT SEALANT

EXISTING PAVEMENT THICKNESS TABLE

LOCATION	THICKNESS
RIDGEWOOD DR (SURREY RIDGE DR TO ROYAL GLEN DR):	
HMA	±3"
GRANULAR BASE	±2"
RIDGEWOOD DR (ROYAL GLEN DR TO RAINTREE CT):	
HMA	±3 1/4"
GRANULAR BASE	±15 3/4"
RIDGEWOOD DR (FOX TRAILS DR TO ROYAL GLEN DR):	
HMA	±2 1/8"
GRANULAR BASE	±9 7/8"
APPLE WOOD CT:	
HMA	±5"
GRANULAR BASE	±9 7/8"
CHANCERY LN:	
HMA	±3"
GRANULAR BASE	±14"
NORMAN DR:	
HMA	±4"
GRANULAR BASE	±7"
ARTHUR DR:	
HMA	±3 1/2"
GRANULAR BASE	±8 1/2"
MARY LN:	
HMA	±3 3/4"
GRANULAR BASE	±14 1/4"

EXISTING PAVEMENT THICKNESS TABLE

LOCATION	THICKNESS
CHERRY ST:	
HMA	±2 3/4"
GRANULAR BASE	±15 1/4"
HILL ST:	
HMA	±6 1/4"
GRANULAR BASE	±9 1/4"

HRG PROJECT NO: 220525
HRG PROJ CONTACT:
FILE NAME: 220525-SPR-1-TP-01.dgn
PLOT DATE: 12/22/2022
PEN TABLE: 10106061.tbl



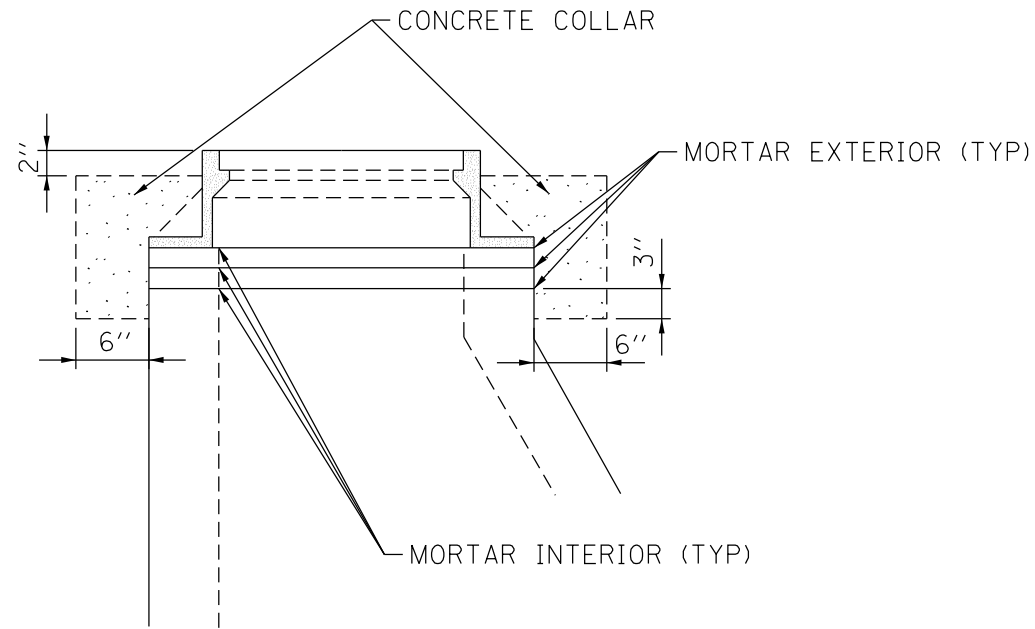
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	DRAWN - TX	REVISED -
PLOT SCALE = 5,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 12/22/2022	DATE -	REVISED -

VILLAGE OF CARY 2023 ROAD PROGRAM

VILLAGE OF CARY EXISTING & PROPOSED TYPICAL SECTIONS

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

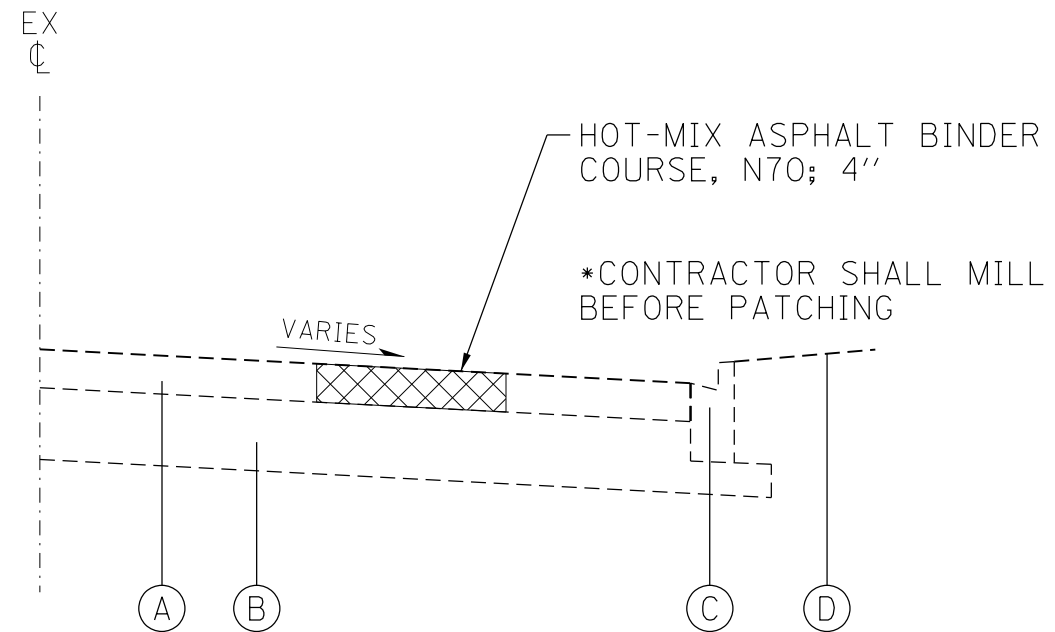
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NA	23-00000-01-GM	MCHENRY	1	1
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



DRAINAGE & UTILITY STRUCTURES
TO BE ADJUSTED

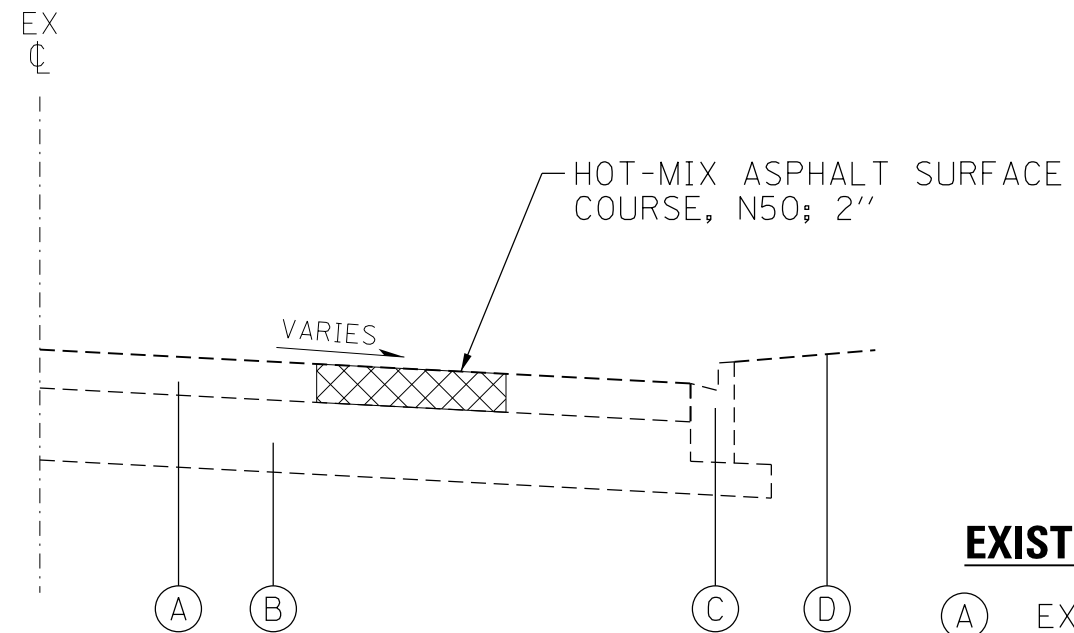
NOTES:

1. ADJUSTING RINGS AND FRAMES SHALL BE ALIGNED.
2. NEW PCC ADJUSTING RINGS SHALL BE FREE OF ANY CRACKS, CHIPS AND DAMAGE.
3. MAXIMUM ADJUSTING HEIGHT SHALL BE 12" FOR STORM AND WATER STRUCTURES AND 8" FOR SANITARY STRUCTURES.
4. MINIMUM NUMBER OF ADJUSTING RINGS SHALL BE USED.
5. ADJUSTING RINGS AND FRAMES SHALL BE SET IN PLACE ON FULL MORTAR BED.
6. A 6" WIDE CONCRETE COLLAR SHALL BE INSTALLED FROM 3" BELOW LOWEST RING TO 2" BELOW FINISH GRADE OF TOP OF FRAME IN ALL STRUCTURES.
7. EXISTING FRAMES AND GRATES / LIDS TO BE REUSED.
8. AFTER THE CONCRETE COLLAR HAS CURED THE PARTAIL DEPTH PATCHING, 2 INCH SHALL BE CONSTRUCTED TO FINISH ELEVATION



PAVEMENT PATCHING
(PARTIAL DEPTH) 4-INCH

NOTE: PROPOSED RESURFACING NOT SHOWN



PAVEMENT PATCHING
(PARTIAL DEPTH) 2-INCH

NOTE: ROADWAY WILL NOT BE RESURFACED.

EXISTING LEGEND

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT, $\pm 3'' - \pm 7''$
- (B) EXISTING AGGREGATE BASE COURSE, 12" \pm
- (C) EXISTING COMB CONC CURB & GUTTER
- (D) EXISTING GROUND

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PLOT SCALE = 5.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 12/22/2022	DATE -	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NA	23-00000-01-GM	MCHENRY	1	1
		CONTRACT NO. XXXXX		
		ILLINOIS FED. AID PROJECT		



EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED, AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL
REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

- | | |
|--|-------------------------------|
| ① SUB-BASE GRANULAR MATERIAL | ⑥ FRAME AND LID (SEE NOTES) |
| ② EXISTING PAVEMENT | ⑦ CLASS PP-1* CONCRETE |
| ③ 36 (900) DIAMETER METAL PLATE | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE |
| ⑤ EXISTING STRUCTURE | |

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT:

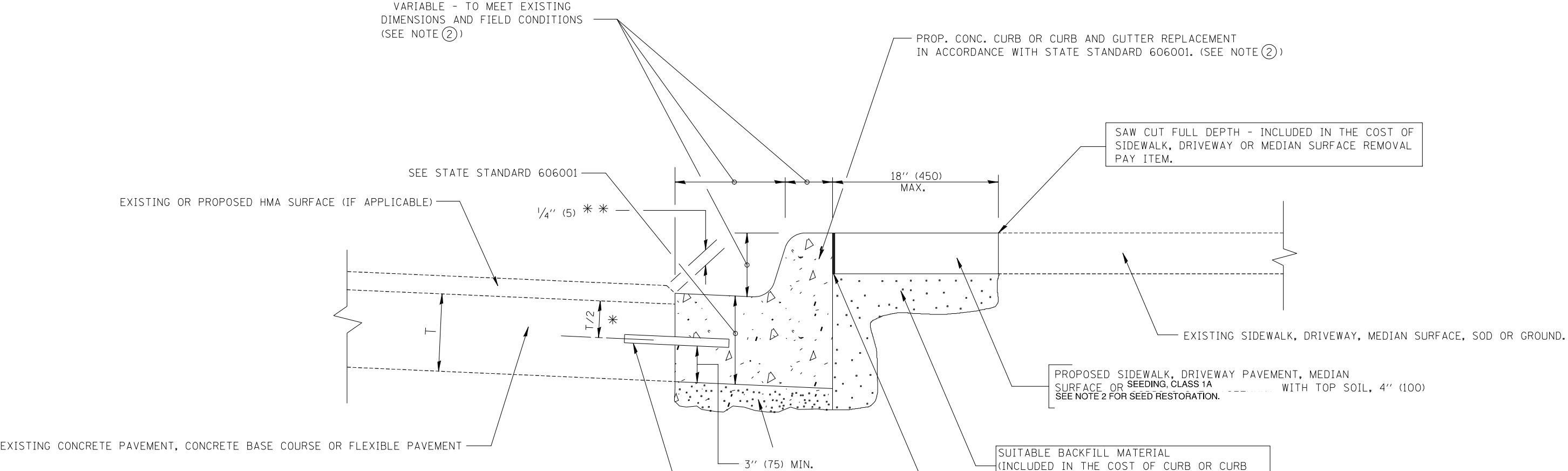
REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY
STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE
RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL
BE PAID FOR SEPARATELY.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04	<div>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</div>	<div>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</div>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs\pw\work\pwadot\bauerdl\d0108315\bd08.dgn		DRAWN -	REVISED - R. BORO 01-01-07									
	PLOT SCALE = 1968.5000' / m	CHECKED -	REVISED - R. BORO 03-09-11		BD600-03 (BD-8)			CONTRACT NO.				
	PLOT DATE = 12/6/2011	DATE = 10-25-94	REVISED - R. BORO 12-06-11									
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
 - * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

- ② RESTORATION BEHIND THE BACK OF CURB WILL NOT BE PAID FOR SEPERATELY BUT INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER.
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

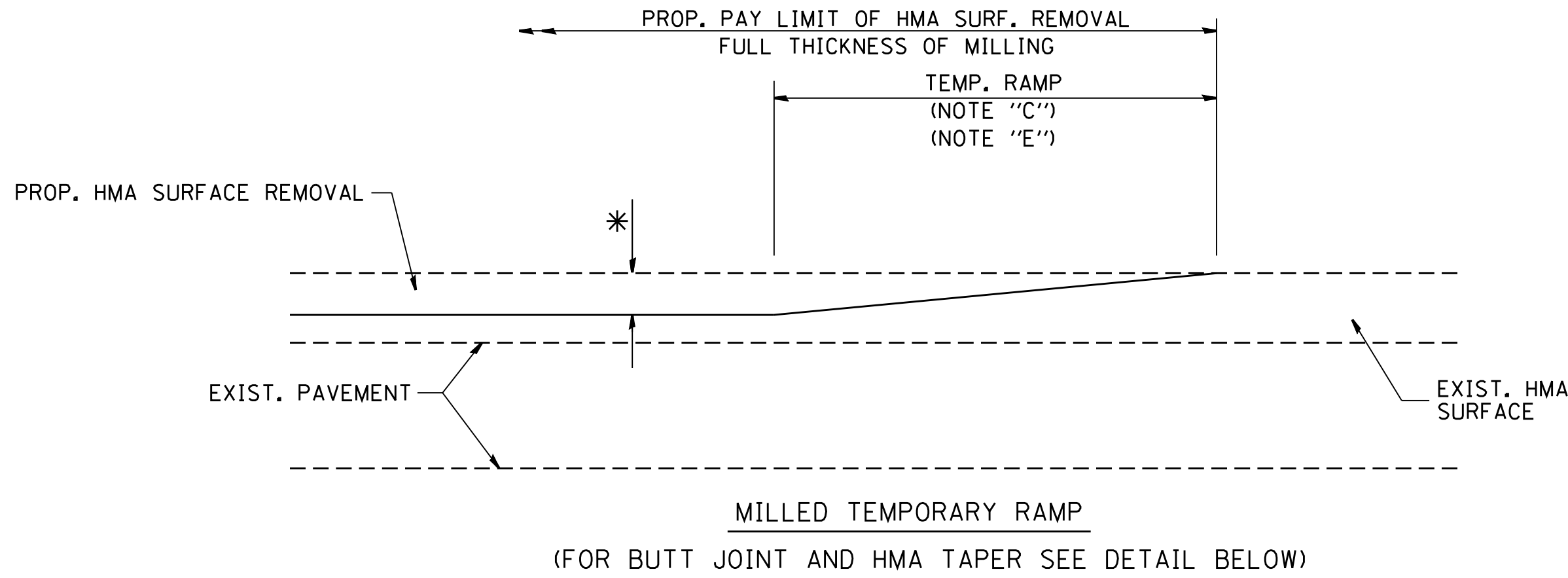
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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

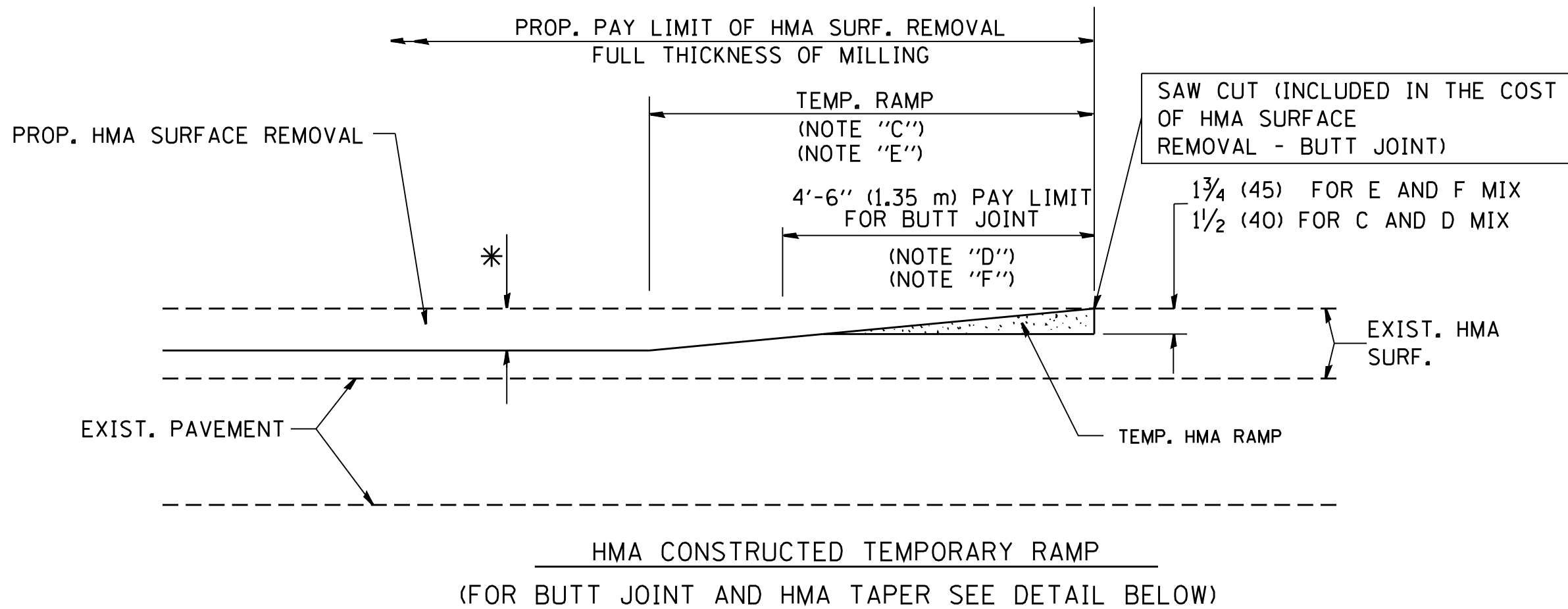
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME = c:\pw\work\p\dot\drivakosgn\d0108315\bd24.dgn	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT						
		DRAWN -	REVISED - A. ABBAS 03-21-97		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-22-01		BD600-06 (BD-24)		CONTRACT NO.				
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1	ILLINOIS

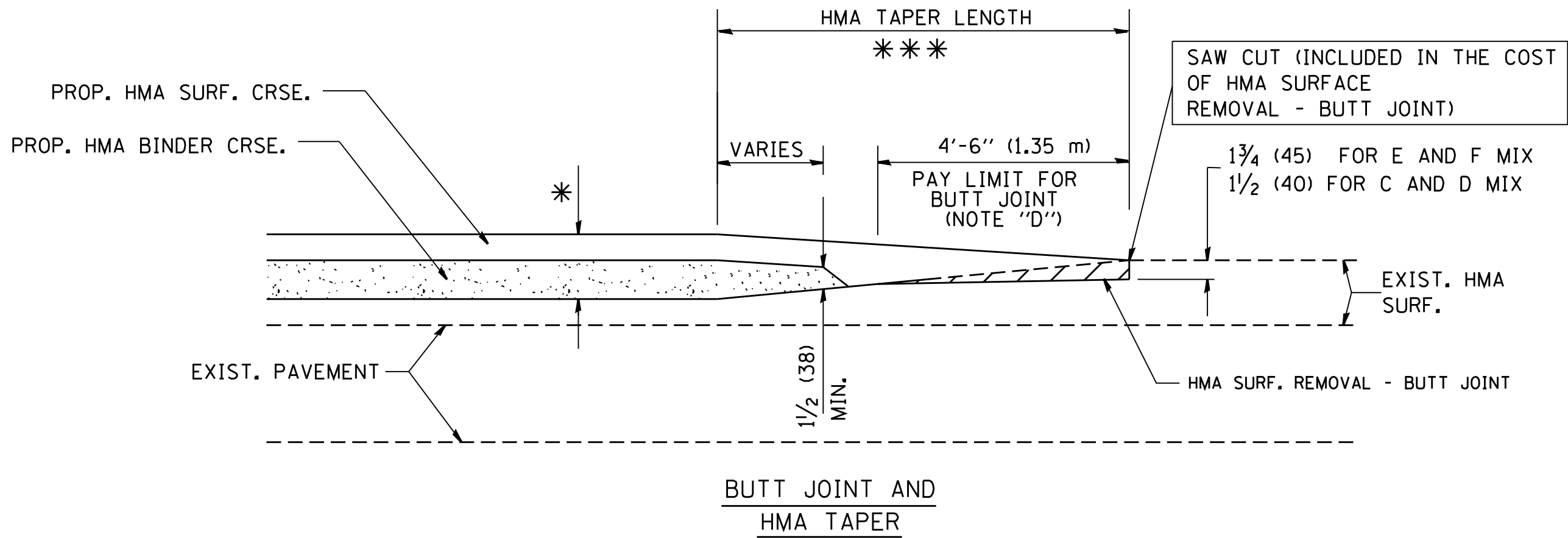


OPTION 1

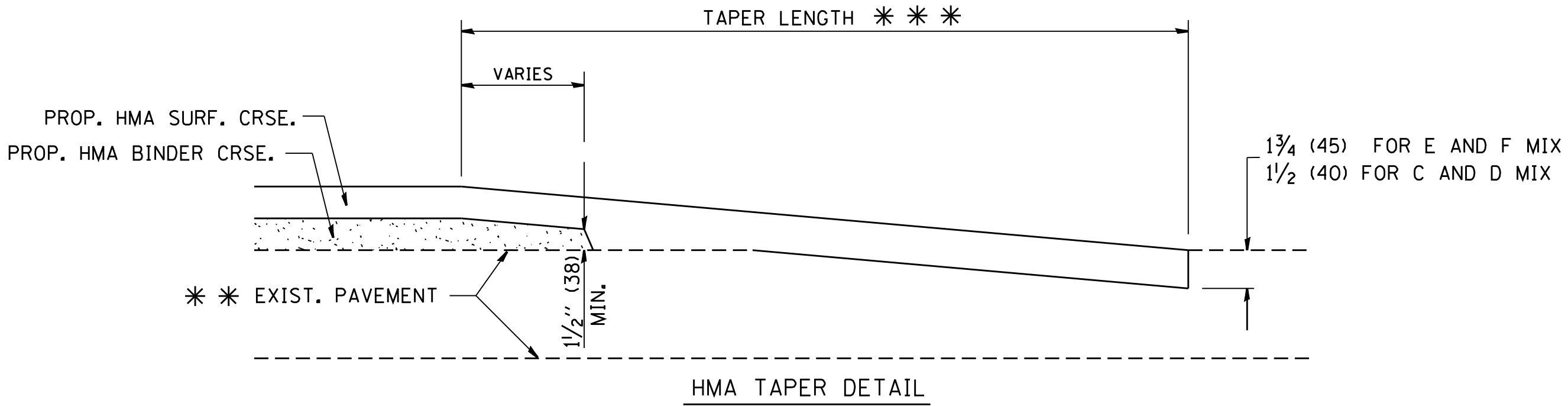
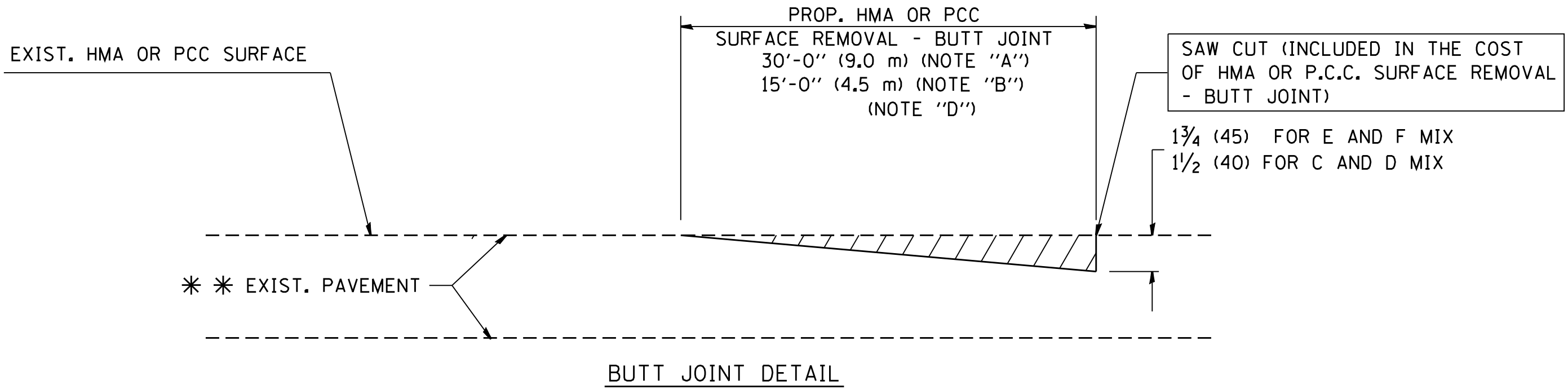


OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

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

*** SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

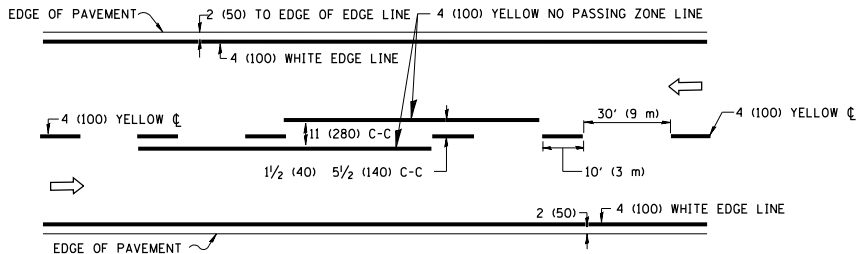
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

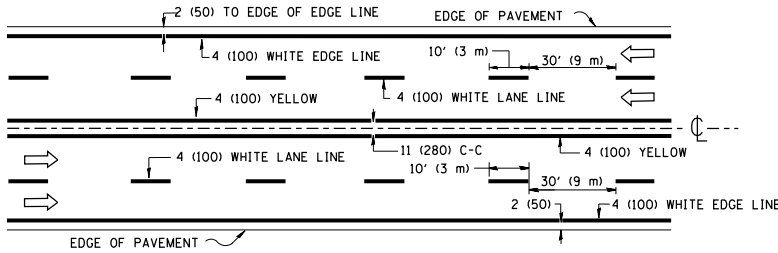
THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

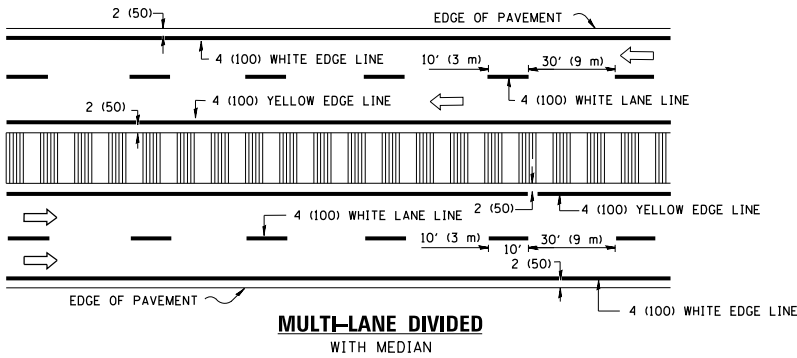
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		DRAWN -	REVISED - A. ABBAS 03-21-97									
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01					BD400-05 BD32		CONTRACT NO.		
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07					FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.		TO STA.						



2-LANE ROADWAY

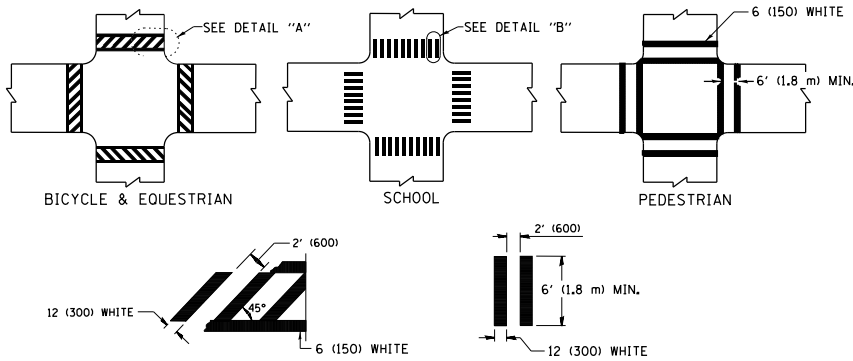


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

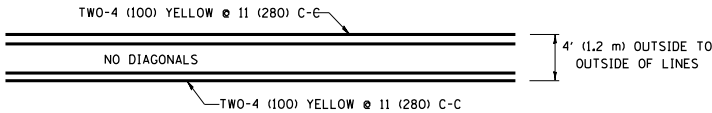


DETAIL "A"

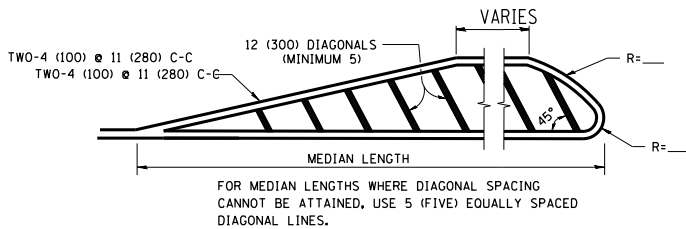
DETAIL "B"

TYPICAL CROSSWALK MARKING

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

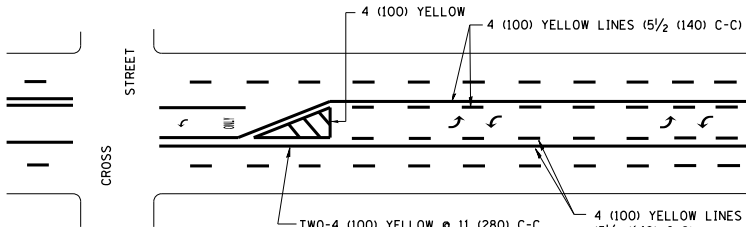


4' (1.2 m) WIDE MEDIANS ONLY

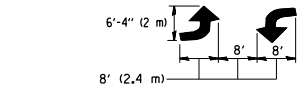


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

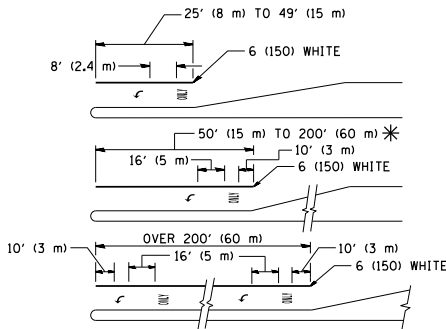


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

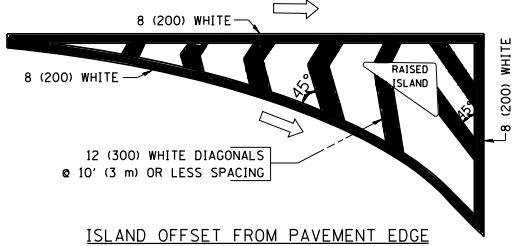


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

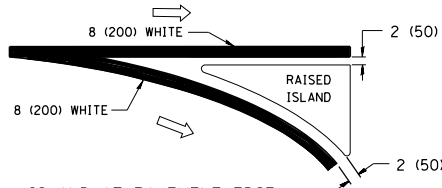
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

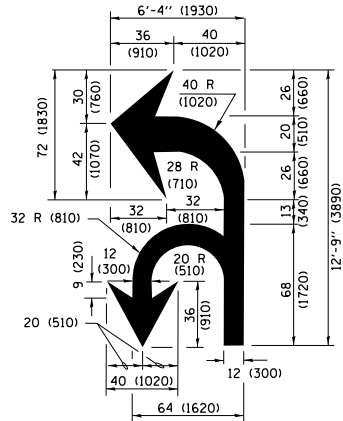


ISLAND OFFSET FROM PAVEMENT EDGE

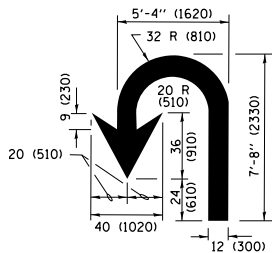


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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	5 1/2 (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 5 1/2 (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 SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

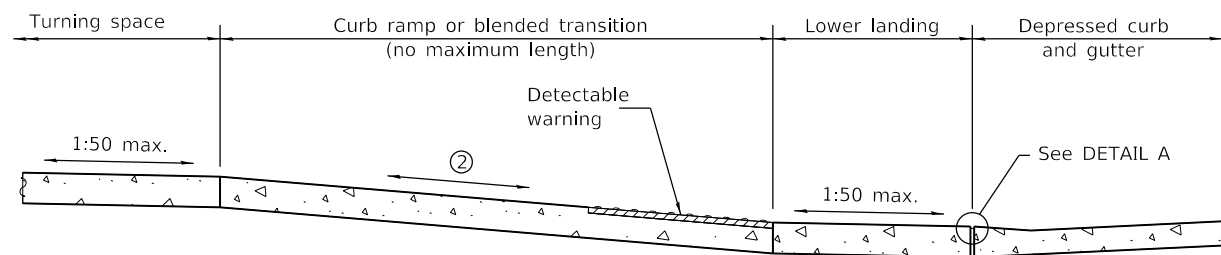
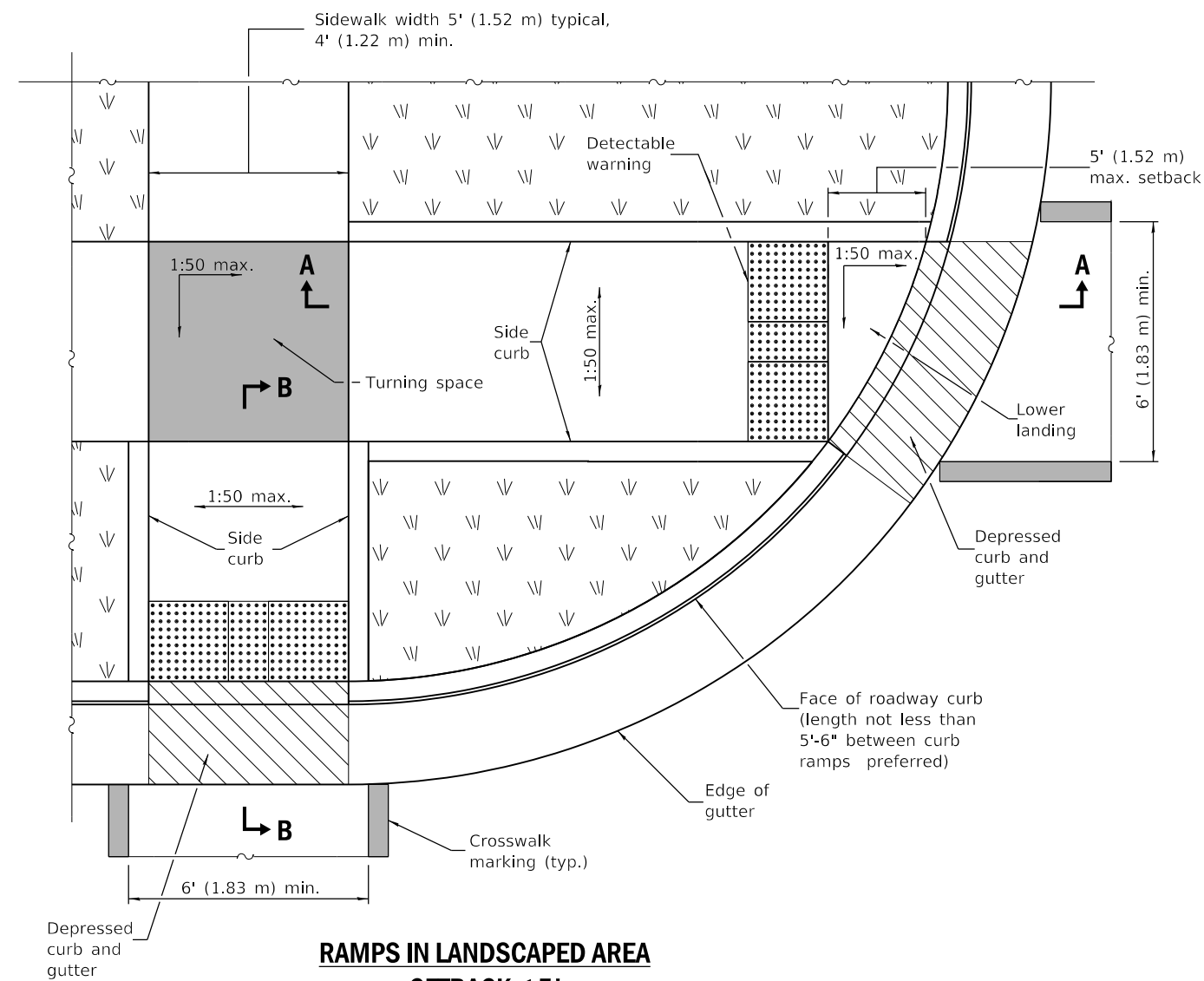
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	PLOT SCALE = 50.000' / in.	DATE - 03-19-90	REVISED - C. JUCIUS 07-01-13
Default	PLOT DATE = 12/21/2015		REVISED - C. JUCIUS 12-21-15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

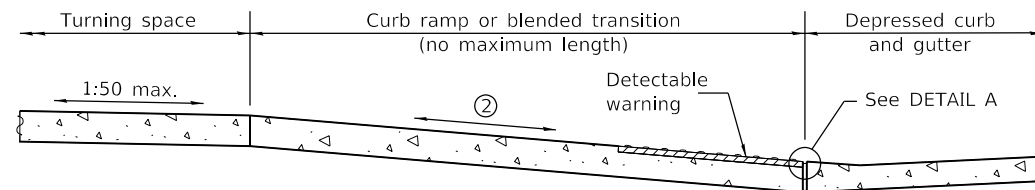
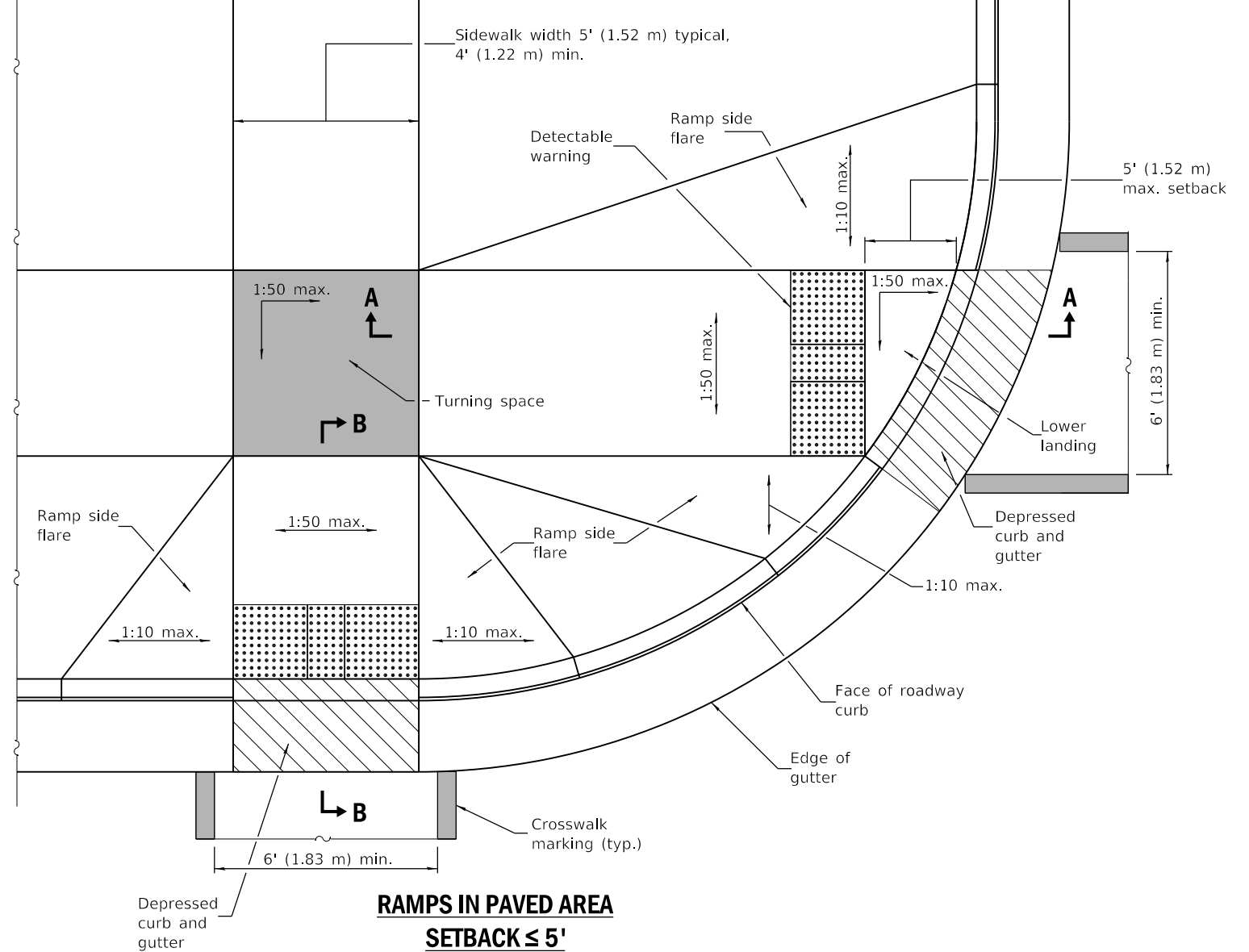
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

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



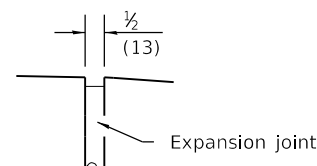
SECTION A-A

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

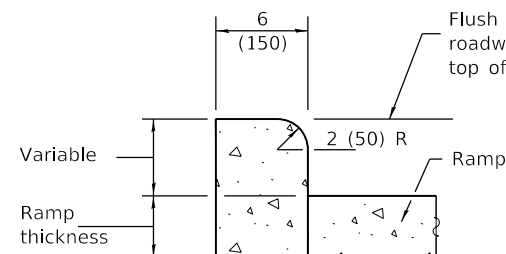


SECTION B-B

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



DETAIL A



SIDE CURB DETAIL

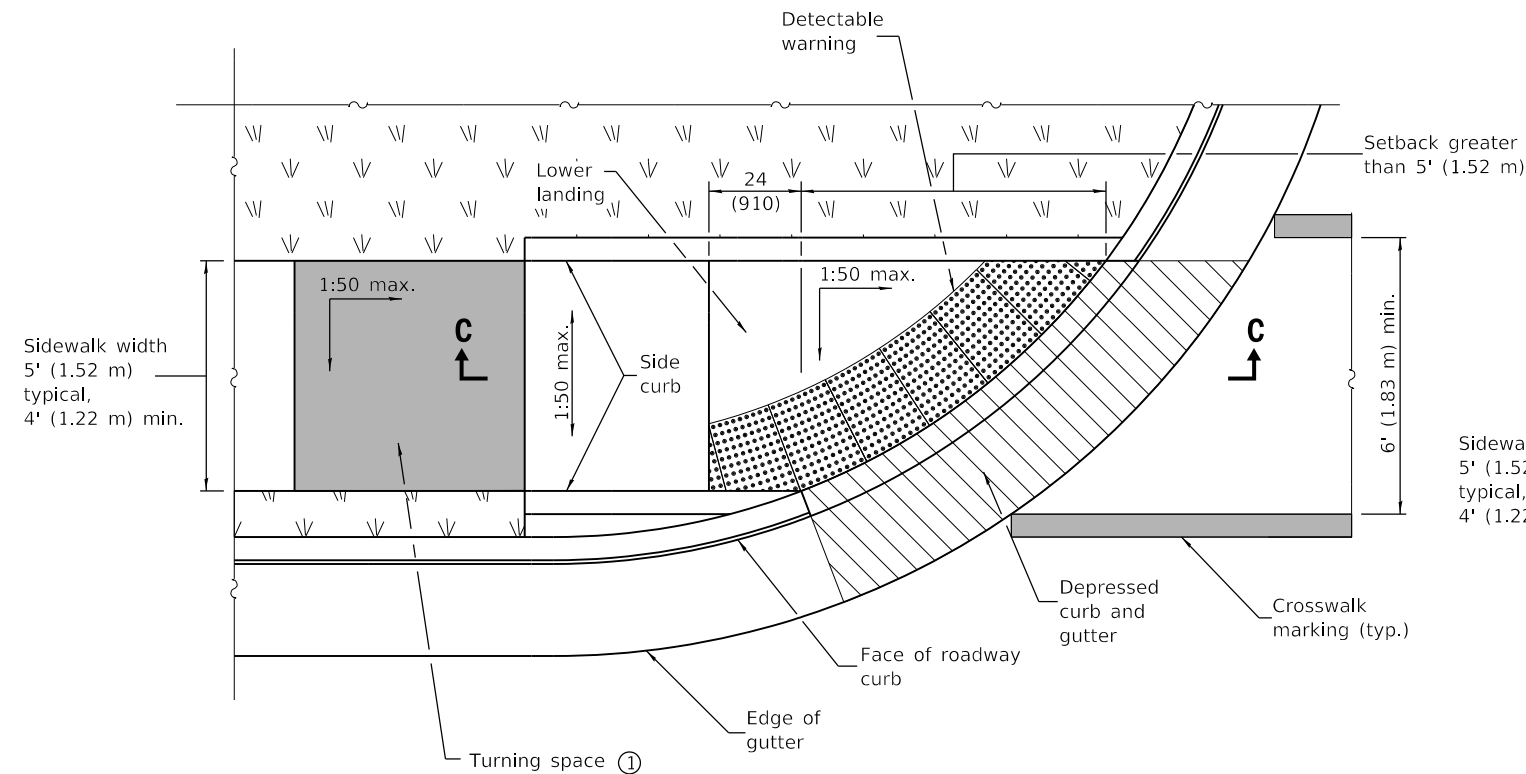
See Sheet 2 for GENERAL NOTES.

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

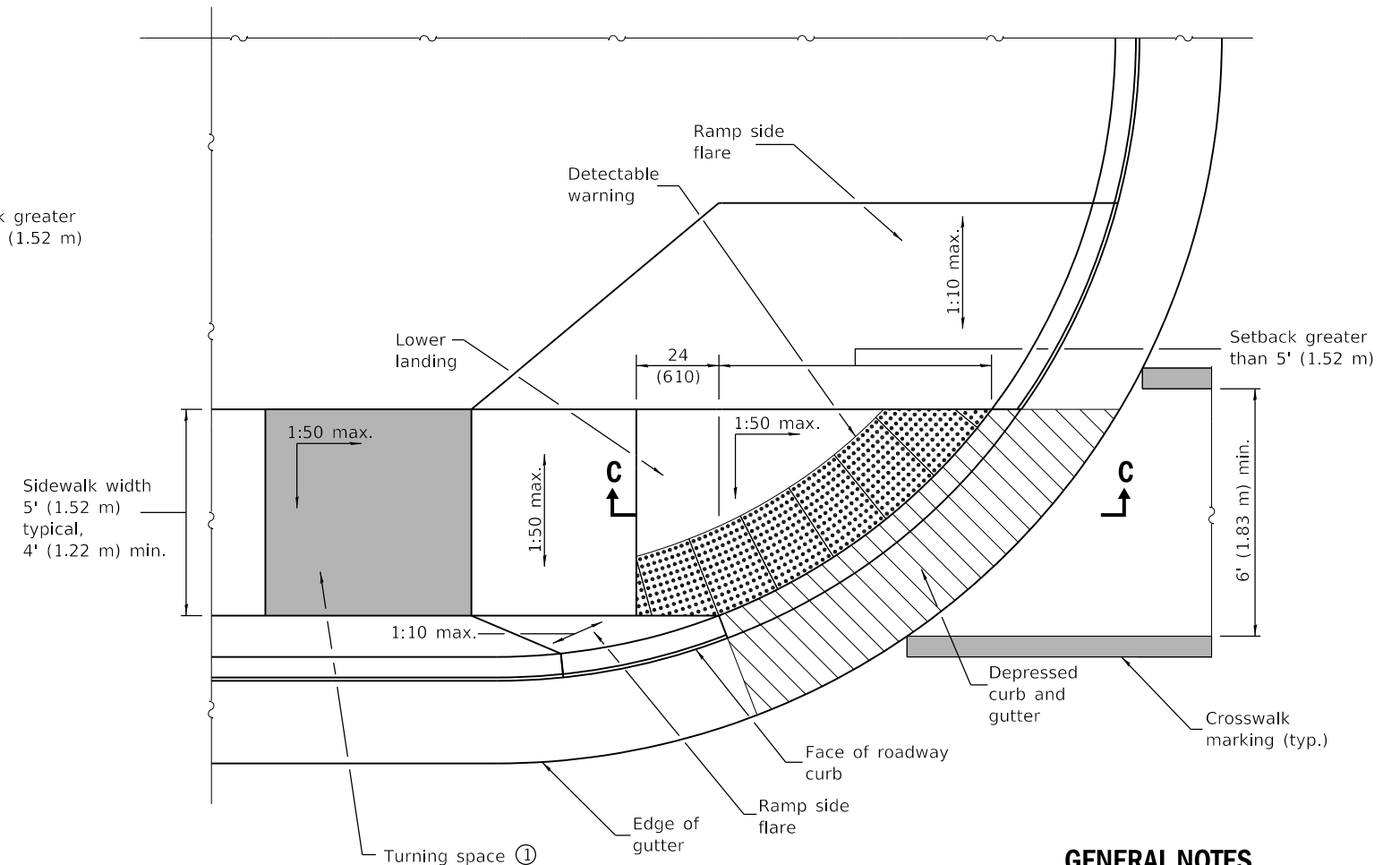
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

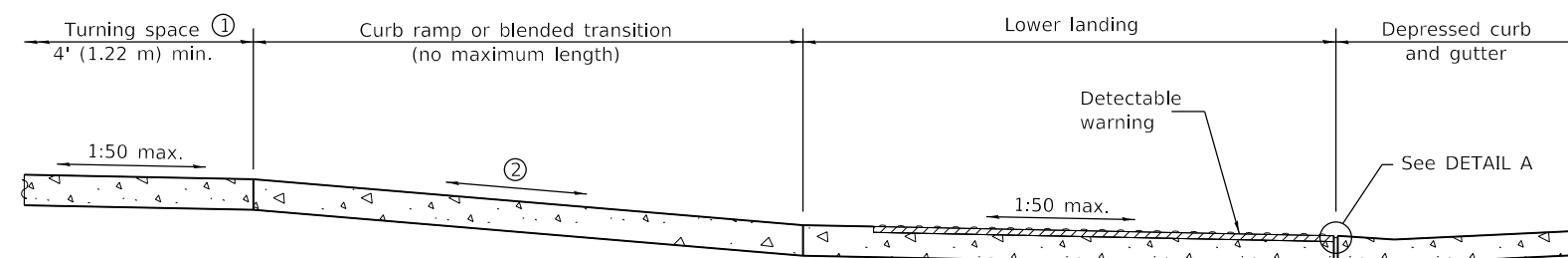
STANDARD 424001-11



RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA
SETBACK > 5'



SECTION C-C

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

GENERAL NOTES

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

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

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

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

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

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

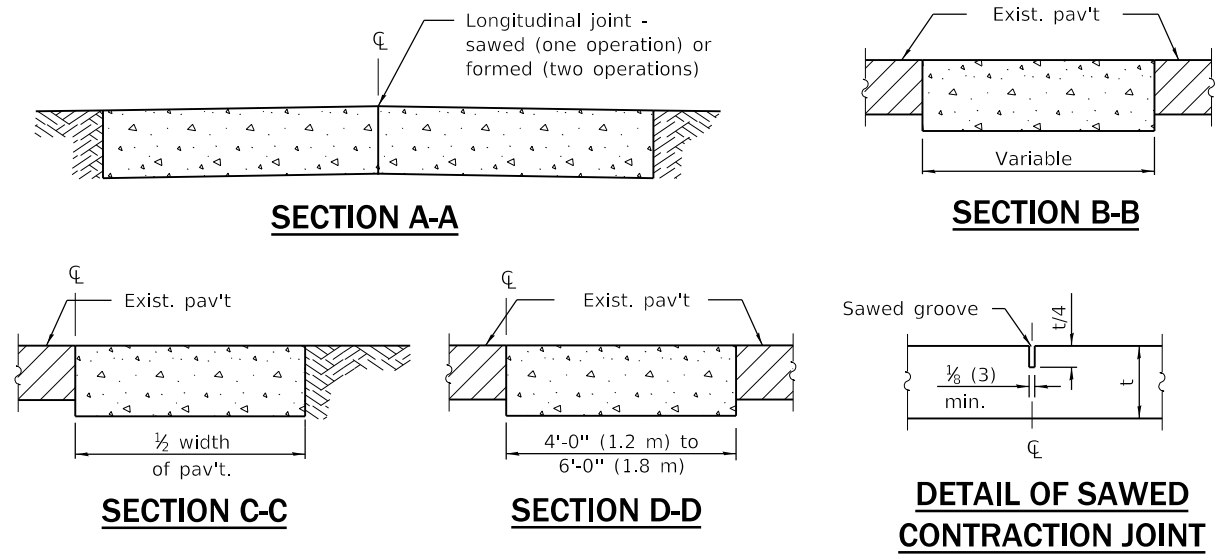
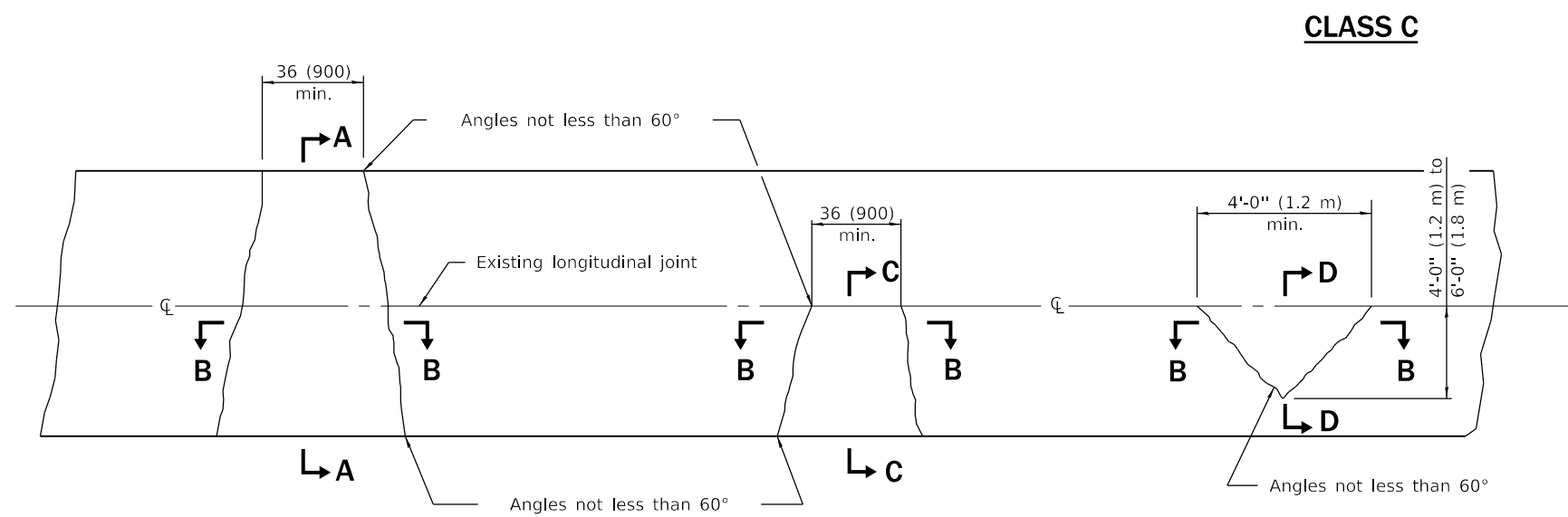
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

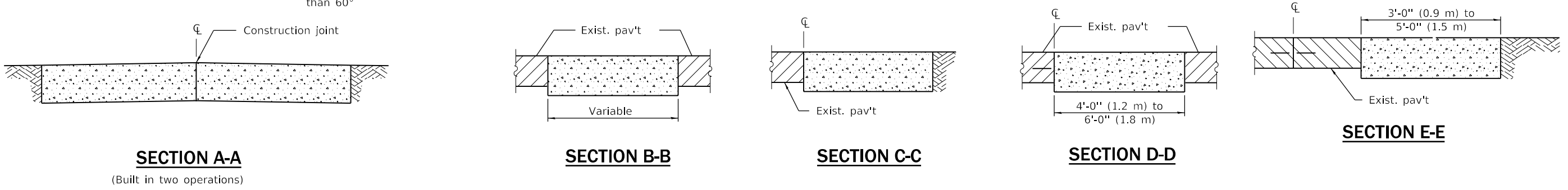
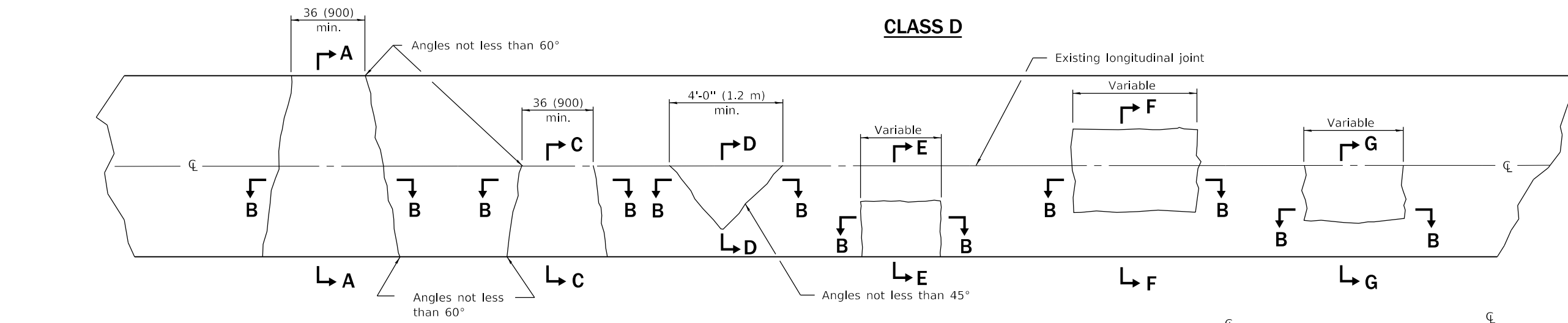
**PERPENDICULAR CURB RAMPS
FOR SIDEWALKS**

(Sheet 2 of 2)

STANDARD 424001-11



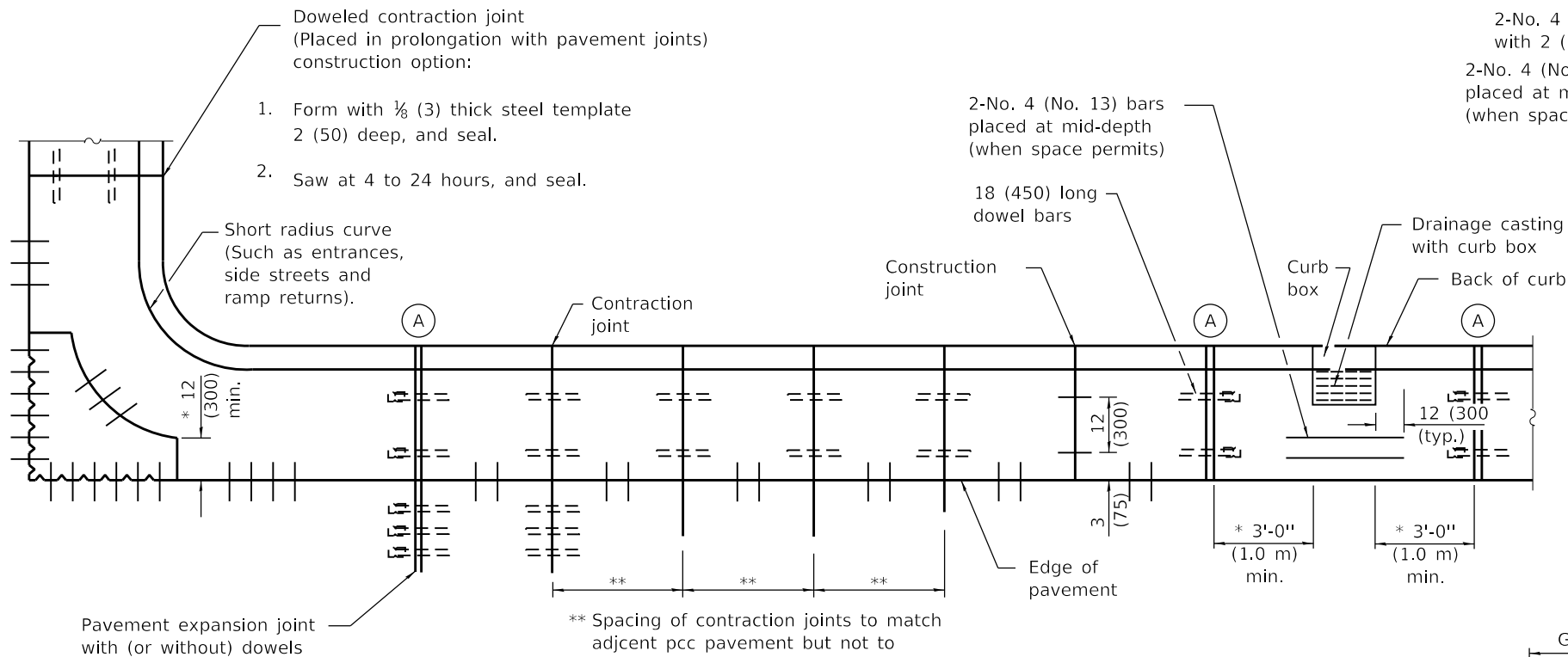
Note:
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.



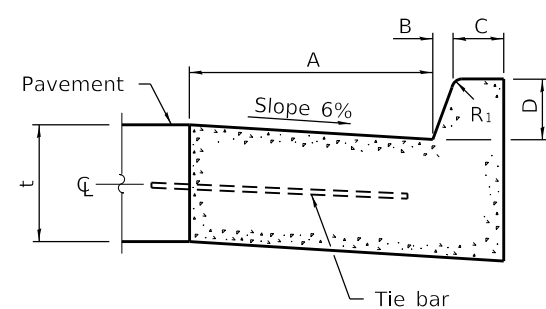
GENERAL NOTES
Existing tie bars shall be either cut or removed.
Marginal bars shall be cut.

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

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



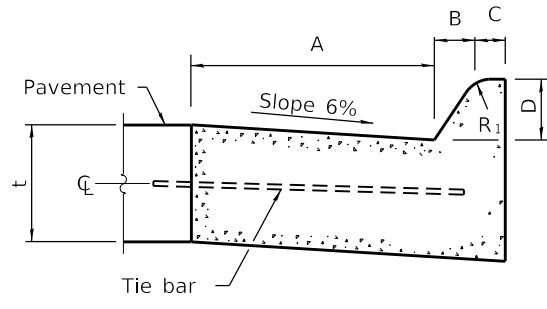
PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



BARRIER CURB

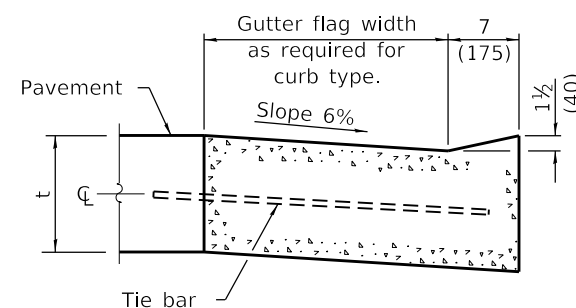
TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R ₁
B-6.06 *	6	1	6	6	1
(B-15.15)	(150)	(25)	(150)	(150)	(25)
B-6.12	12	1	6	6	1
(B-15.3)	(300)	(25)	(150)	(150)	(25)
B-6.18	18	1	6	6	1
(B-15.45)	(450)	(25)	(150)	(150)	(25)
B-6.24	24	1	6	6	1
(B-15.60)	(600)	(25)	(150)	(150)	(25)
B-9.12	12	2	5	9	1
(B-22.30)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

* For corner islands only.

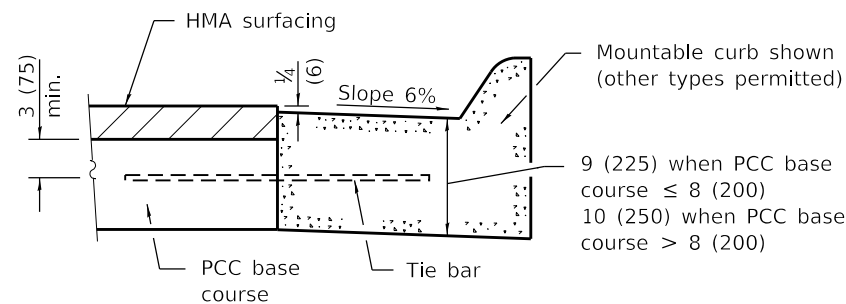


MOUNTABLE CURB

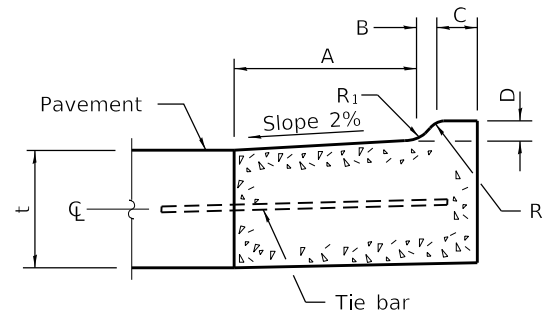
TABLE OF DIMENSIONS MOUNTABLE CURB						
TYPE	A	B	C	D	R ₁	R ₂
M-2.06	6	2	4	2	3	2
(M-5.15)	(150)	(50)	(100)	(50)	(75)	(50)
M-2.12	12	2	4	2	3	2
(M-5.30)	(300)	(50)	(100)	(50)	(75)	(50)
M-4.06	6	4	3	4	3	NA
(M-10.15)	(150)	(100)	(75)	(100)	(75)	
M-4.12	12	4	3	4	3	NA
(M-10.30)	(300)	(100)	(75)	(100)	(75)	
M-4.18	18	4	3	4	3	NA
(M-10.45)	(450)	(100)	(75)	(100)	(75)	
M-4.24	24	4	3	4	3	NA
(M-10.60)	(600)	(100)	(75)	(100)	(75)	
M-6.06	6	6	2	6	2	NA
(M-15.15)	(150)	(150)	(50)	(150)	(50)	
M-6.12	12	6	2	6	2	NA
(M-15.30)	(300)	(150)	(50)	(150)	(50)	
M-6.18	18	6	2	6	2	NA
(M-15.45)	(450)	(150)	(50)	(150)	(50)	
M-6.24	24	6	2	6	2	NA
(M-15.60)	(600)	(150)	(50)	(150)	(50)	



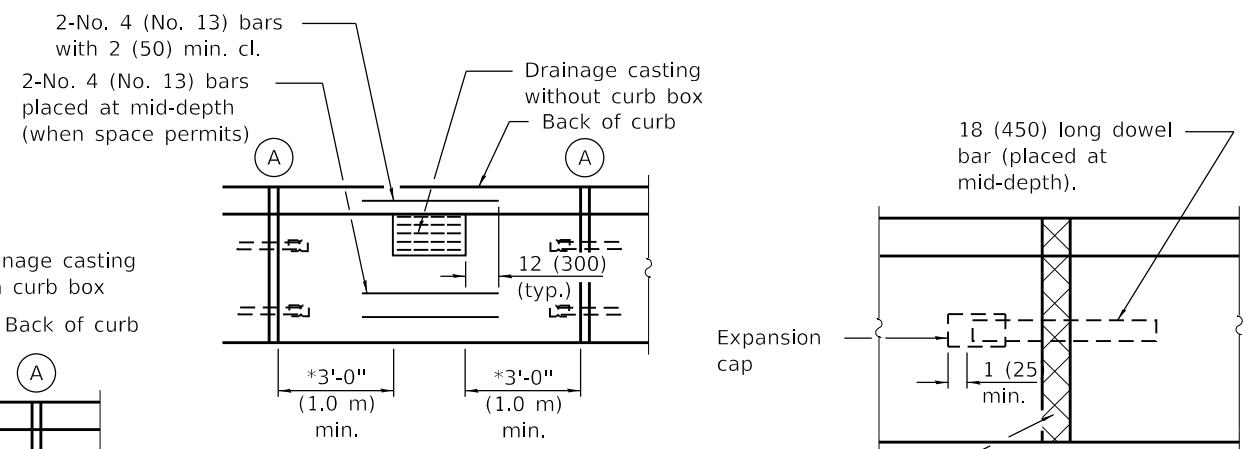
DEPRESSED CURB (TYPICAL)



**ADJACENT TO PCC BASE COURSE
WITH HMA SURFACING**

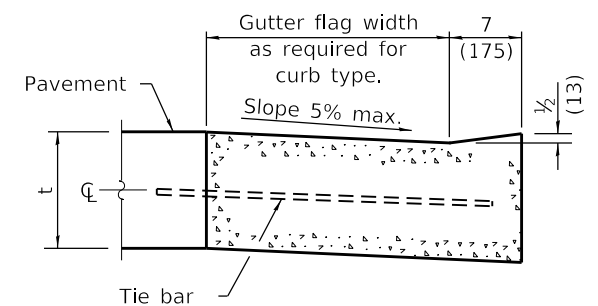


M-2.06 (M-5.15) and M-2.12 (M-5.30)



DETAIL A
EXPANSION JOINT

Full depth & width
1 (25) - thick (min.)
preformed expansion
joint filler.



**DEPRESSED CURB ADJACENT
TO CURB RAMP ACCESSIBLE
TO THE DISABLED**

GENERAL NOTES

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

t = Thickness of pavement.

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

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

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

See Standard 606301 for details of corner islands.

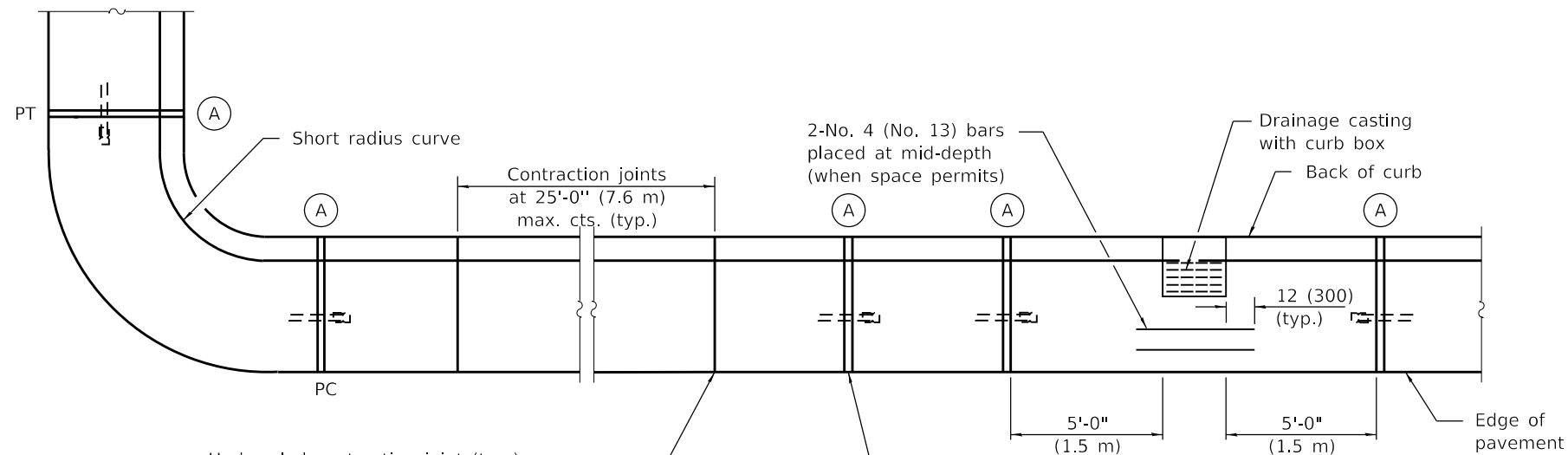
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-22	Revised contraction joint spacing adjacent to pcc pavement.
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

STANDARD 606001-08

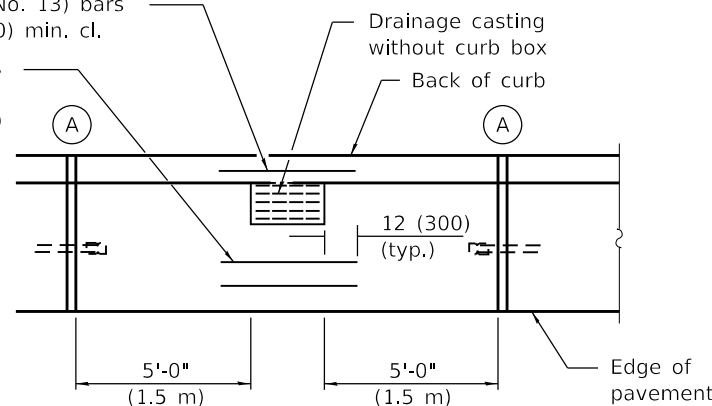


Undoweled contraction joint (typ.) construction options:

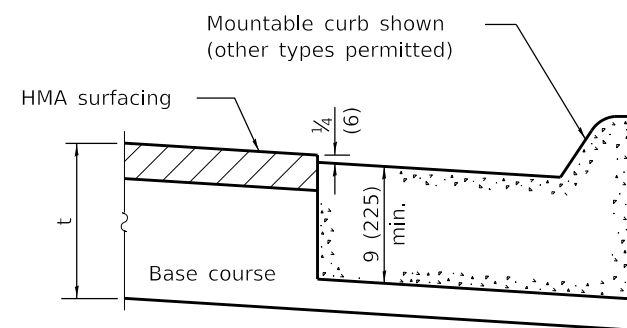
1. Form with $\frac{1}{8}$ (3) thick steel template 2 (50) deep, and seal.
2. Saw 2 (50) deep at 4 to 24 hours, and seal.
3. Insert $\frac{3}{4}$ (20) thick preformed joint filler full depth and width.

Construction joint
2-No. 4 (No. 13) bars
with 2 (50) min. cl.

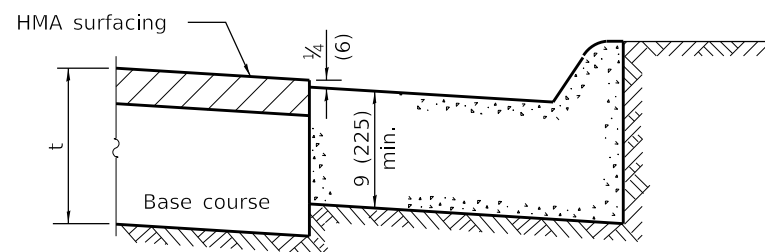
2-No. 4 (No. 13) bars
placed at mid-depth
(when space permits)



PLAN

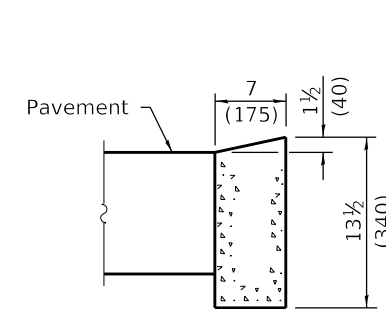


ON DISTURBED SUBGRADE

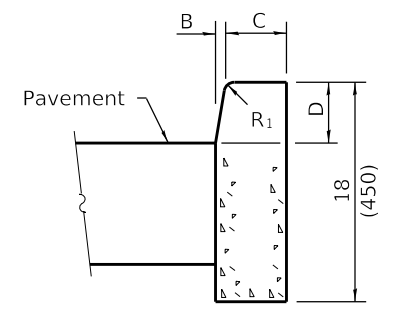


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

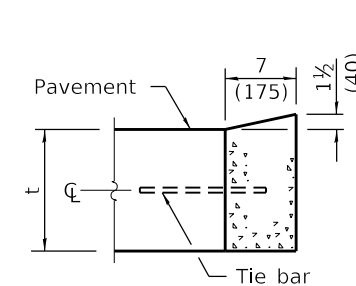


DEPRESSED CURB

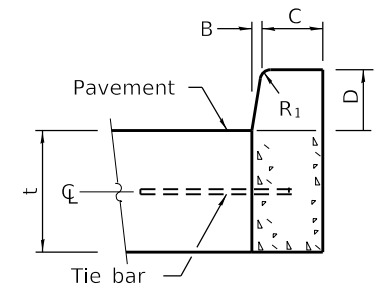


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

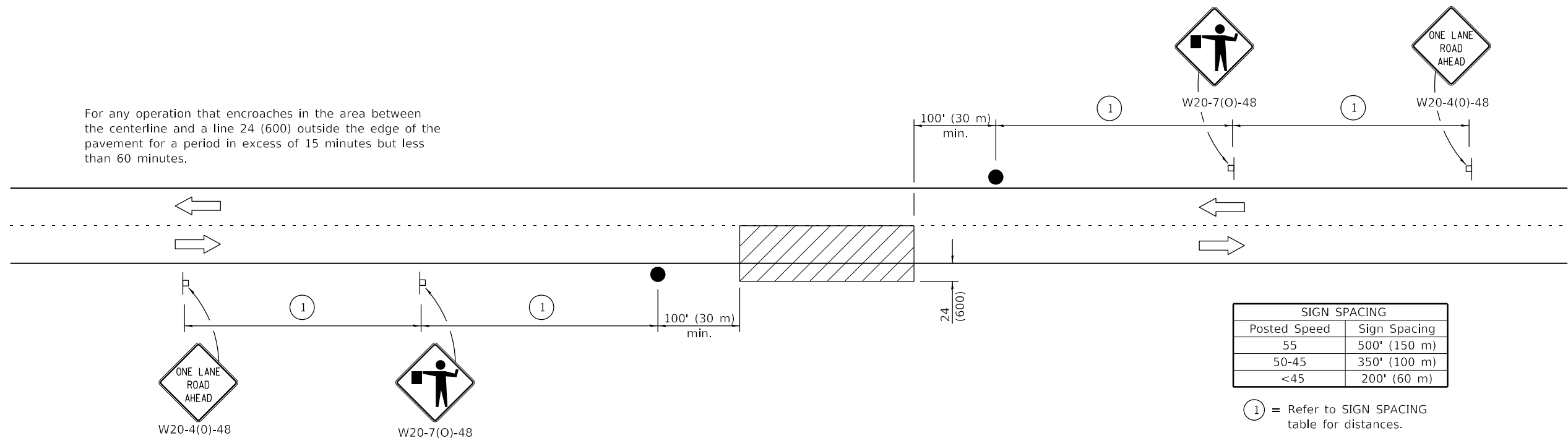
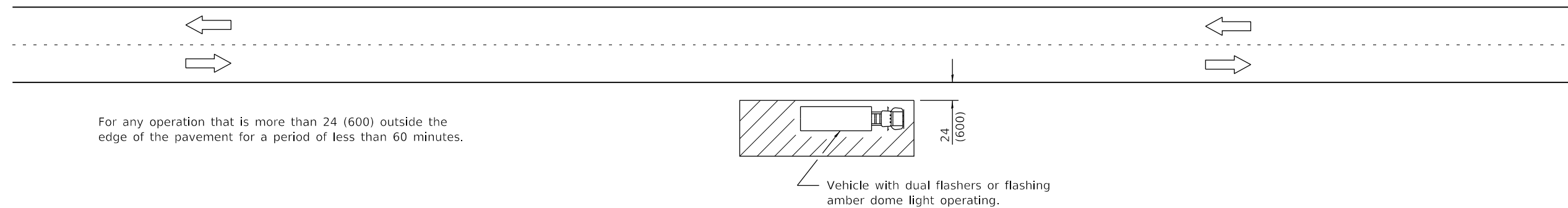
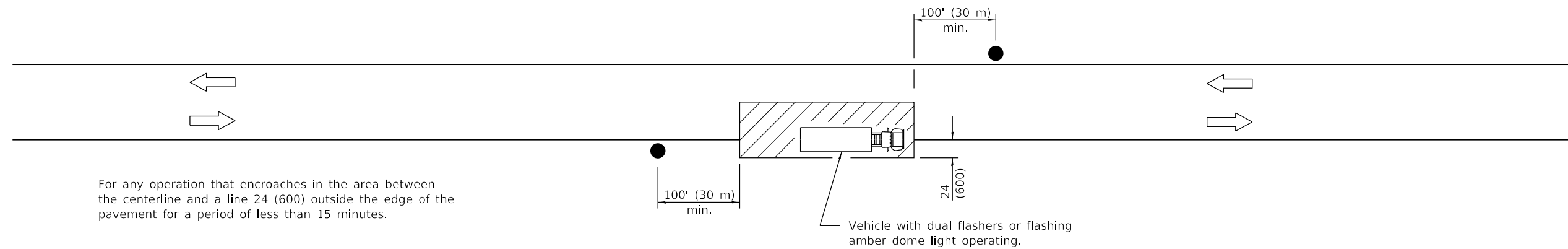
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

STANDARD 606001-08



TYPICAL APPLICATIONS

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

SYMBOLS

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

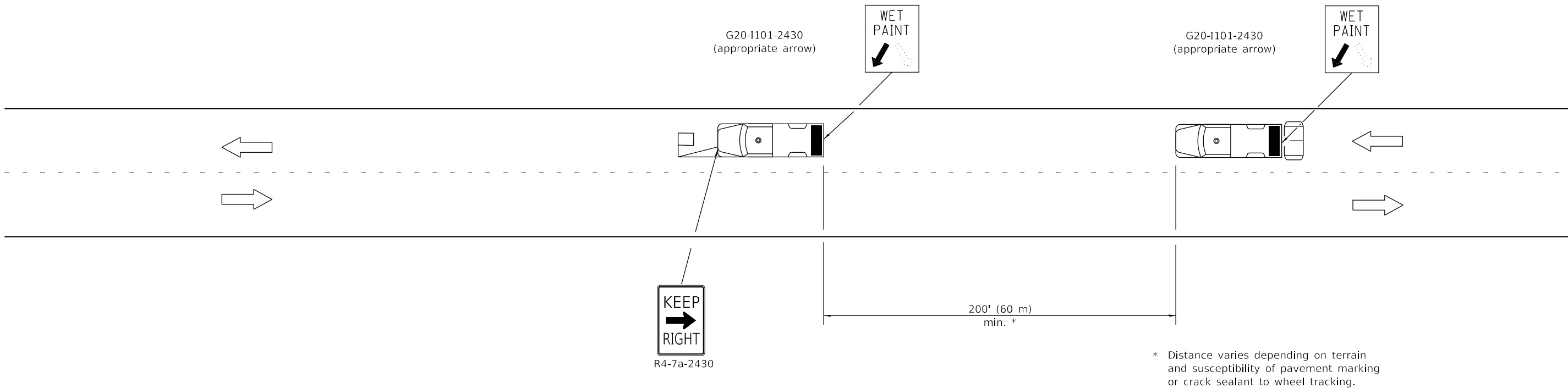
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to
	English (metric).

LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS

STANDARD 701301-04

Illinois Department of Transportation	
PASSED January 1, 2011	ISSUED 1-1-97
ENGINEER OF SAFETY ENGINEERING	
APPROVED January 1, 2011	
ENGINEER OF DESIGN AND ENVIRONMENT	



TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring

SYMBOLS

- Arrow board (Hazard Mode only)
- Truck with headlights, emergency flashers and flashing amber light. (visible from all directions)
- 18x18 (450x450) min. orange flag (use when guide wheel is used)
- Truck mounted attenuator

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require a continuous moving operation where the average speed is greater than 3 mph (5 km/h).

For shoulder operations not encroaching on the pavement, use DETAIL A, Standard 701426.

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

DATE		REVISIONS
1-1-09		Switched units to
		English (metric). Omitted
		Pass With Care sign.
1-1-00		Elim. speed restrictions
		in Standard title.

LANE CLOSURE 2L, 2W
MOVING OPERATIONS-
DAY ONLY

STANDARD 701311-03

Illinois Department of Transportation

PASSED

January 1, 2009

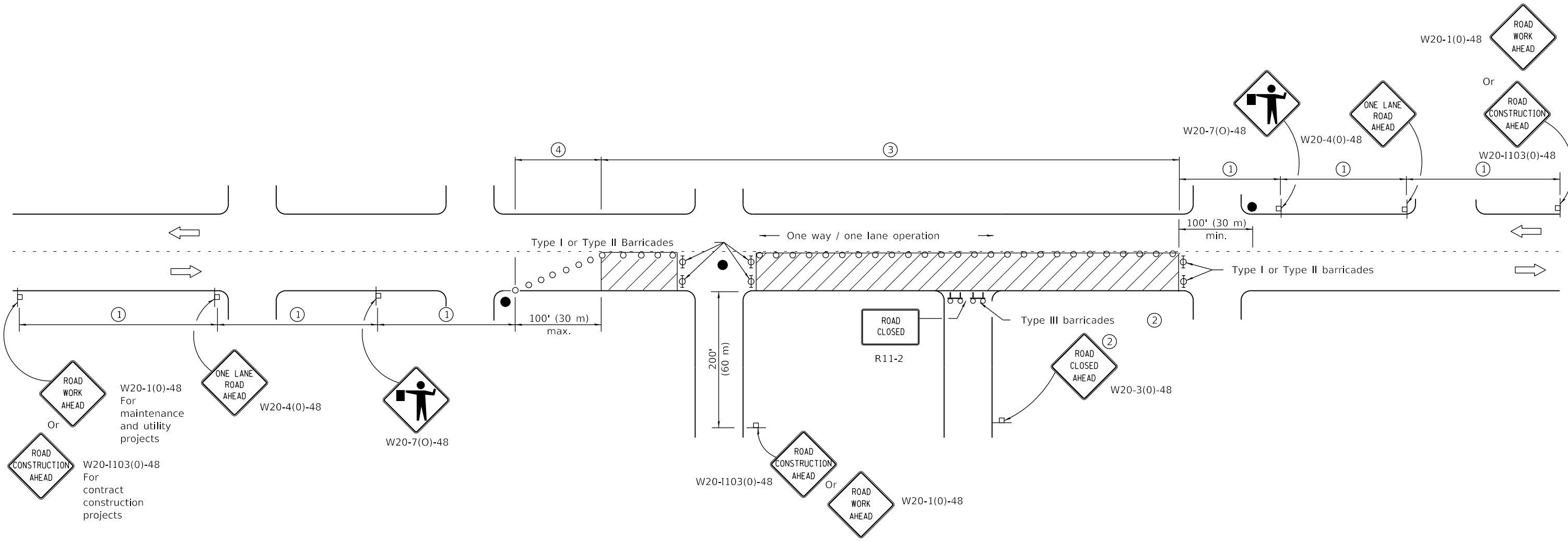
ENGINEER OF OPERATIONS

APPROVED

January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



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

SYMBOLS

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

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

GENERAL NOTES

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

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

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

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

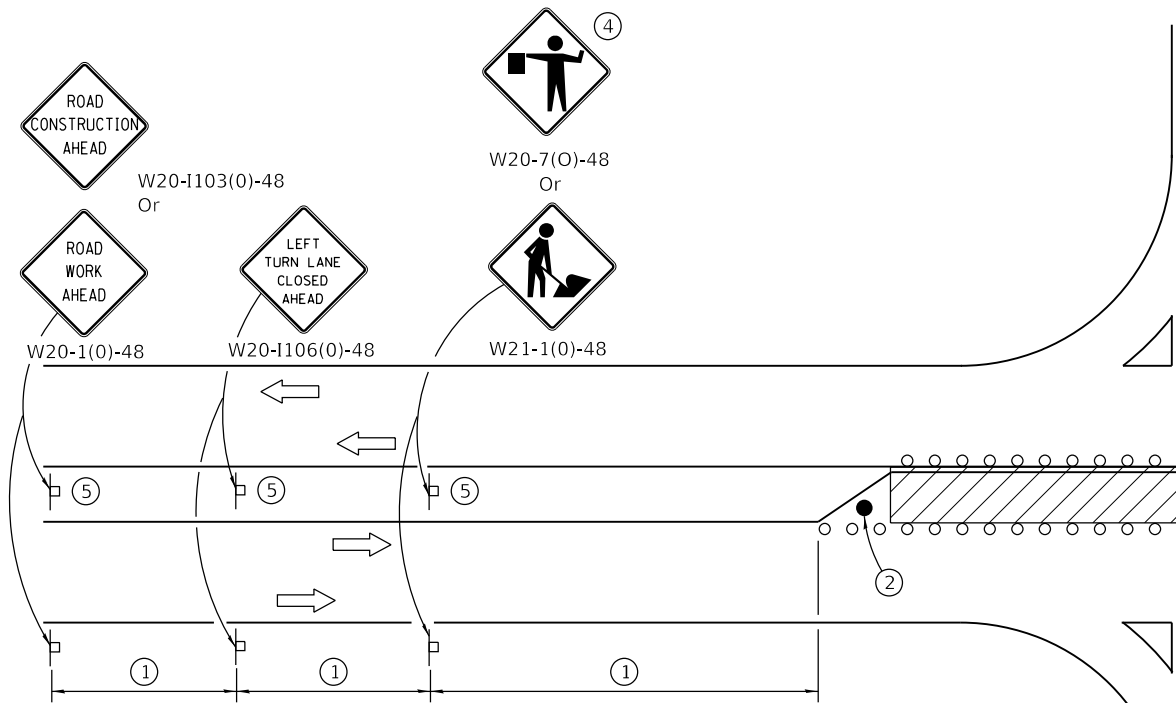
STANDARD 701501-06

Illinois Department of Transportation

PASSED
January 1, 2011

APPROVED
January 1, 2011

ISSUED 1-1-97
ENGINEER OF DESIGN AND ENVIRONMENT



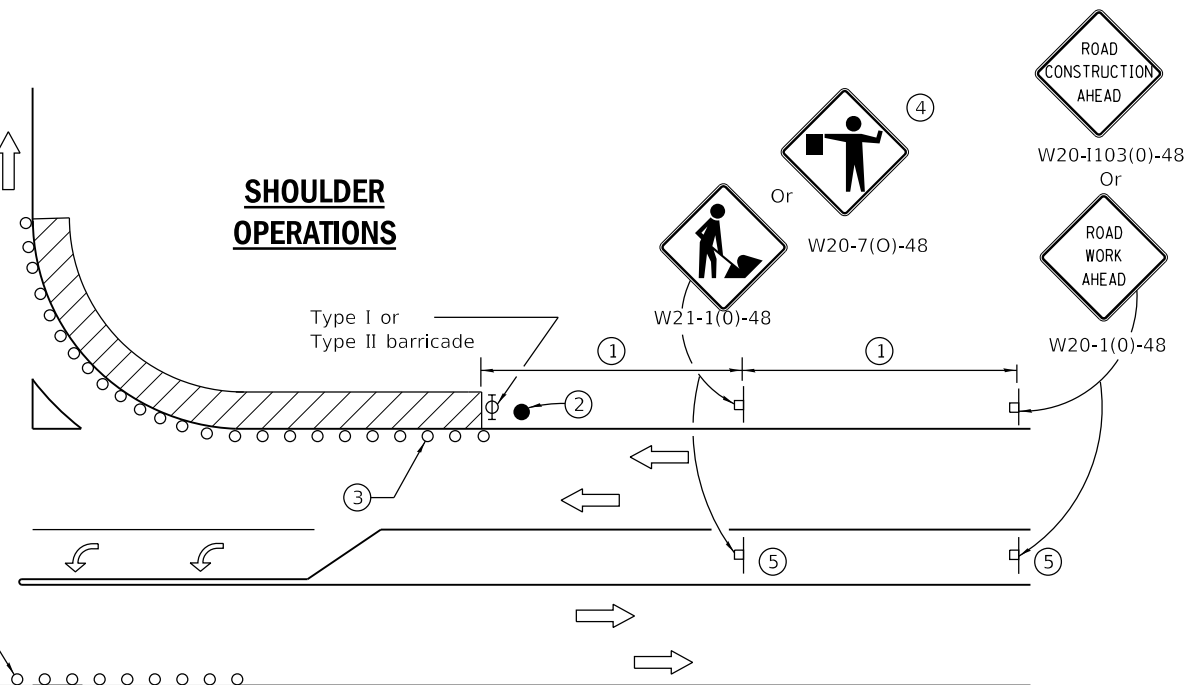
LEFT TURN LANE OR CENTER MEDIAN OPERATIONS

- ① Refer to SIGN SPACING TABLE for distance.
- ② Required for speed > 40 mph.
- 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 Use flagger sign only when flagger is present.
- ⑤ Omit this sign when median is less than 10' (3 m) or for bi-directional turn lanes.
- ⑥ Cones, drums or barricades at 20' (6 m) centers in taper.
- ⑦ Advanced arrow board required for speeds > 45 mph.
- ⑧ Three Type II barricades, drums or vertical barricades at 50' (15 m) centers.

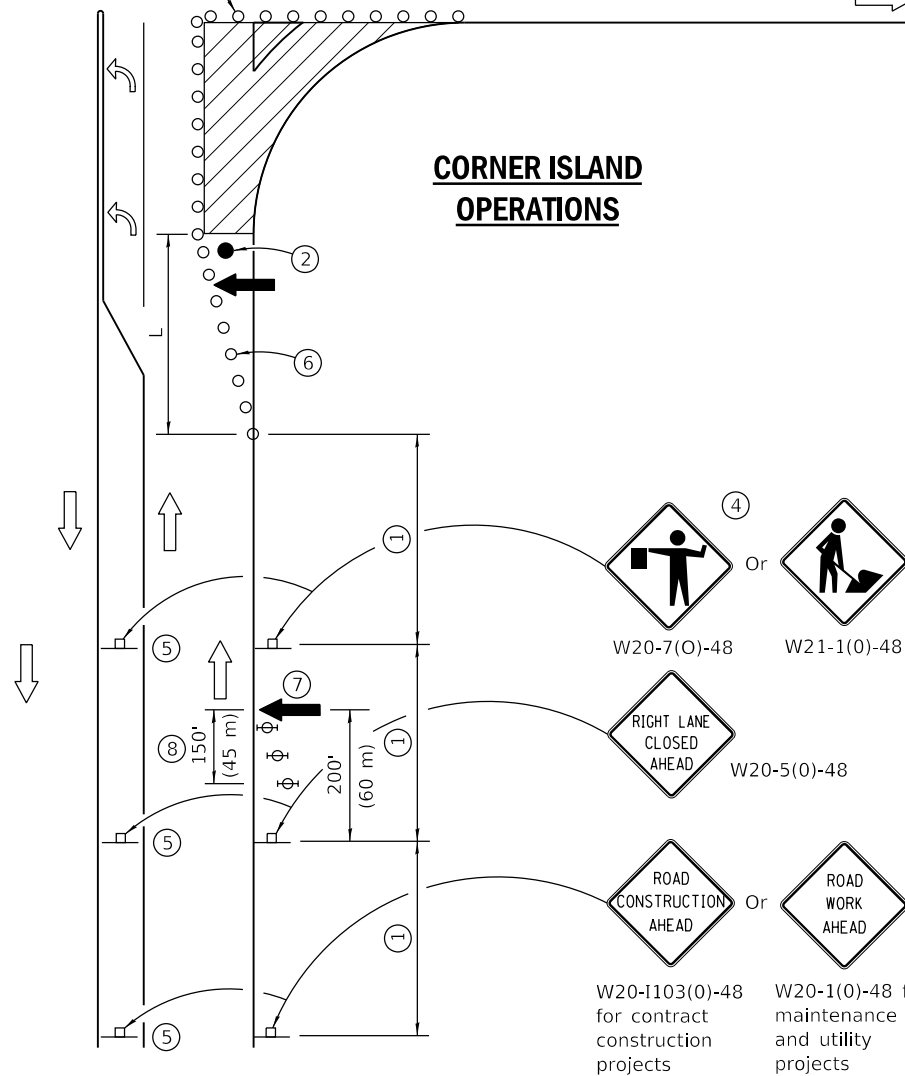
SYMBOLS

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

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



CORNER ISLAND OPERATIONS



GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in an urban area.

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.

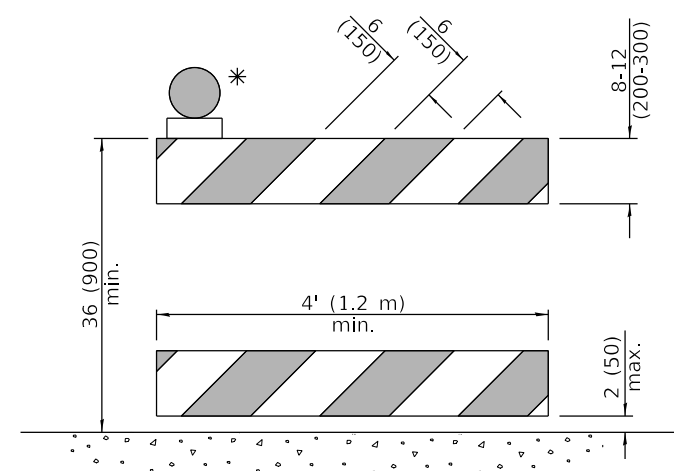
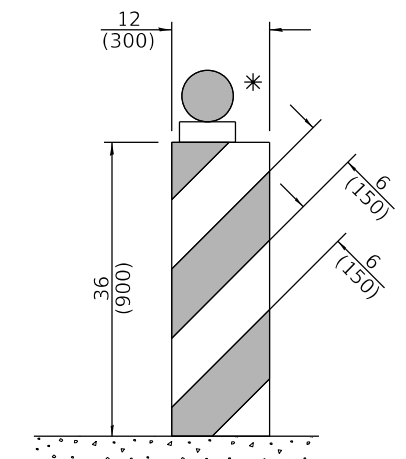
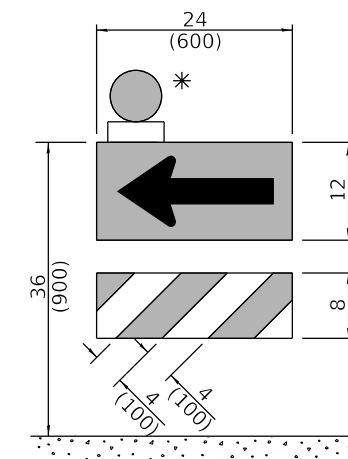
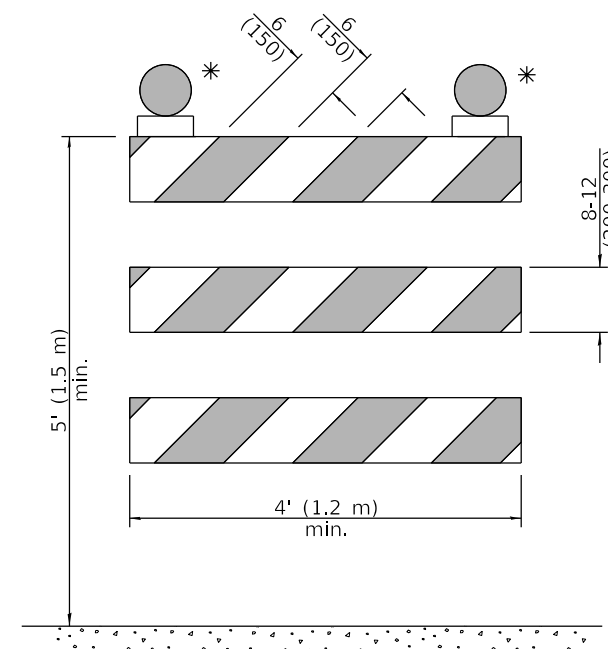
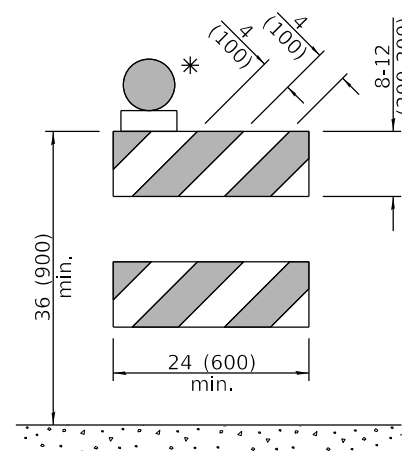
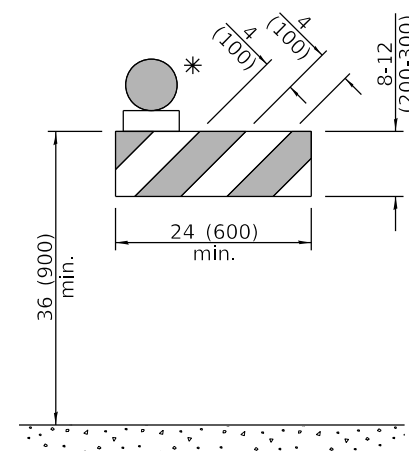
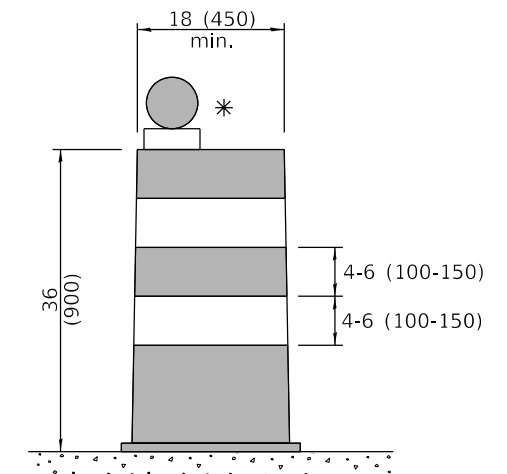
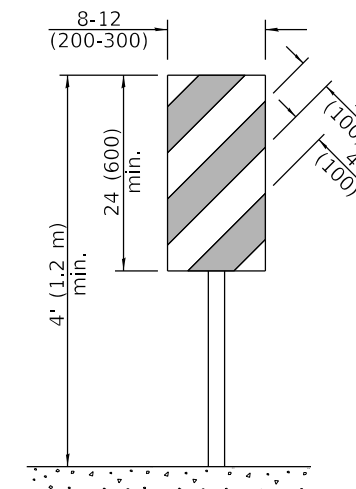
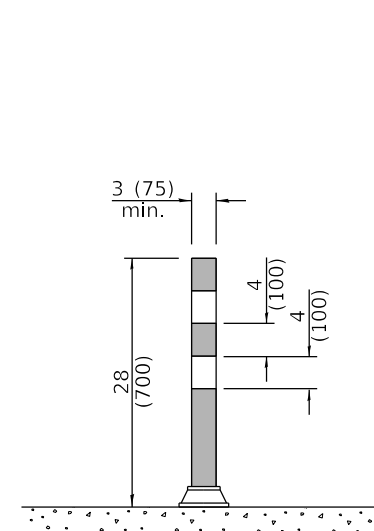
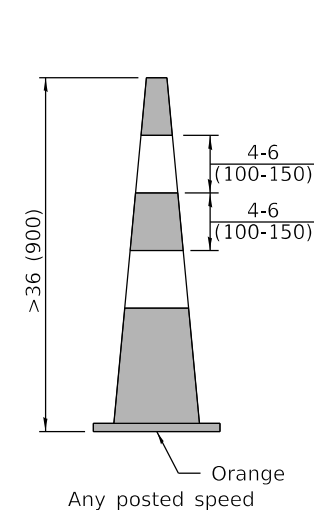
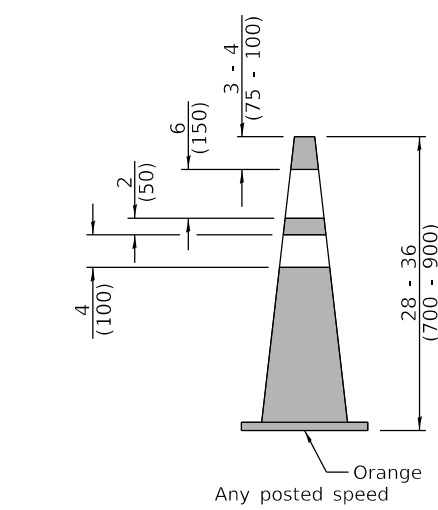
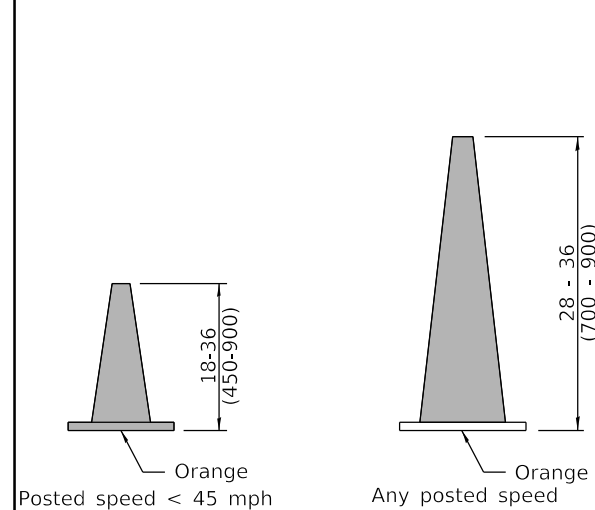
Illinois Department of Transportation	
PASSED	April 1, 2016
ENGINEER OF SAFETY ENGINEERING	
APPROVED	April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT	

ISSUED 1-1-97

DATE	REVISIONS
4-1-16	Corrected sign number for LEFT TURN LANE CLOSED AHEAD.
1-1-14	Added devices at arrow board upstream from taper.
	Rev. workers sign number.

URBAN LANE CLOSURE, MULTILANE INTERSECTION

STANDARD 701701-10



* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

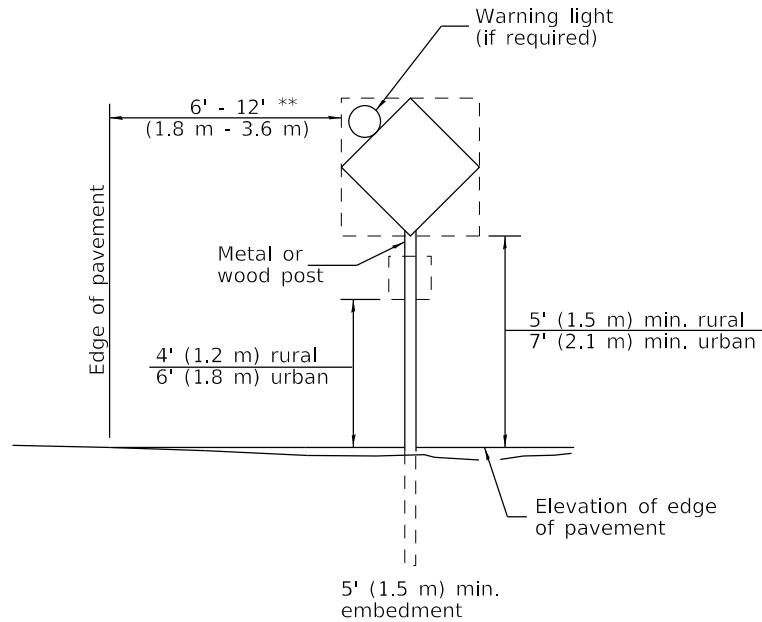
All dimensions are in inches (millimeters) unless otherwise shown.

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

TRAFFIC CONTROL DEVICES

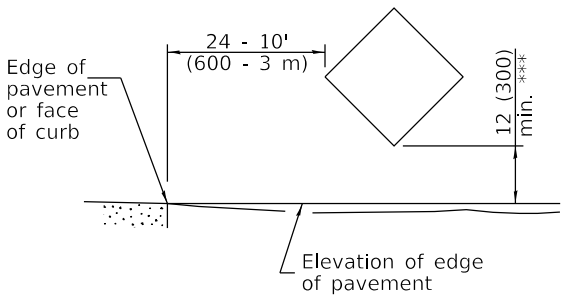
(Sheet 1 of 3)

STANDARD 701901-08



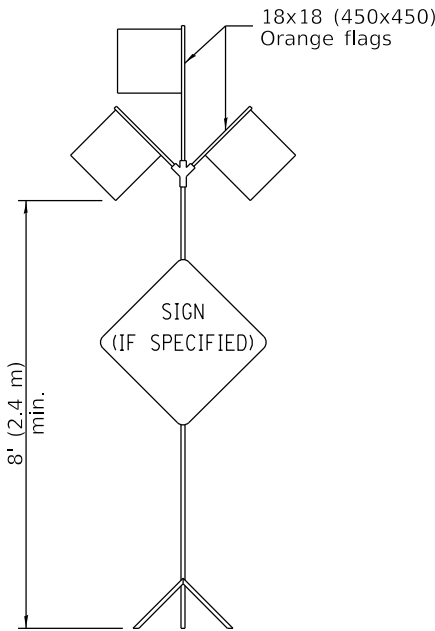
POST MOUNTED SIGNS

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



SIGNS ON TEMPORARY SUPPORTS

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



HIGH LEVEL WARNING DEVICE

ROAD CONSTRUCTION NEXT X MILES	END CONSTRUCTION
G20-I104(0)-6036	G20-I105(0)-6024

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

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

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

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

WORK LIMIT SIGNING

WORK ZONE	W21-III5(0)-3618
SPEED LIMIT XX	R2-1-3648
PHOTO ENFORCED	R10-I108p-3618 ****
\$XXX FINE MINIMUM	R2-I106p-3618

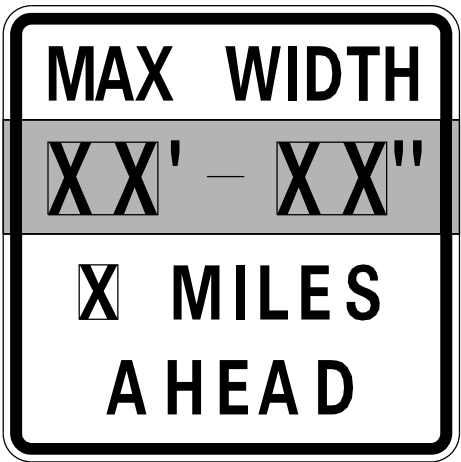
Sign assembly as shown on Standards or as allowed by District Operations.

END WORK ZONE SPEED LIMIT	G20-I103-6036
---------------------------------	---------------

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

**HIGHWAY CONSTRUCTION
SPEED ZONE SIGNS**

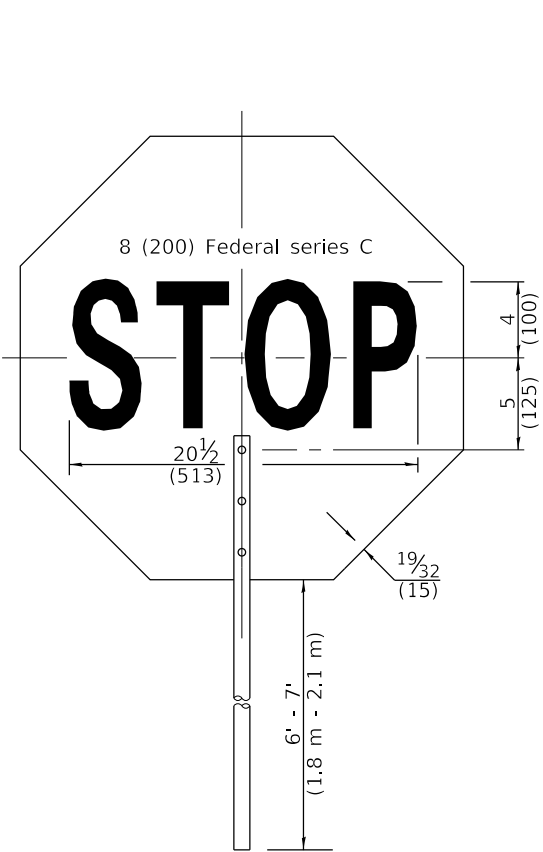
**** R10-I108p shall only be used along roadways under the jurisdiction of the State.



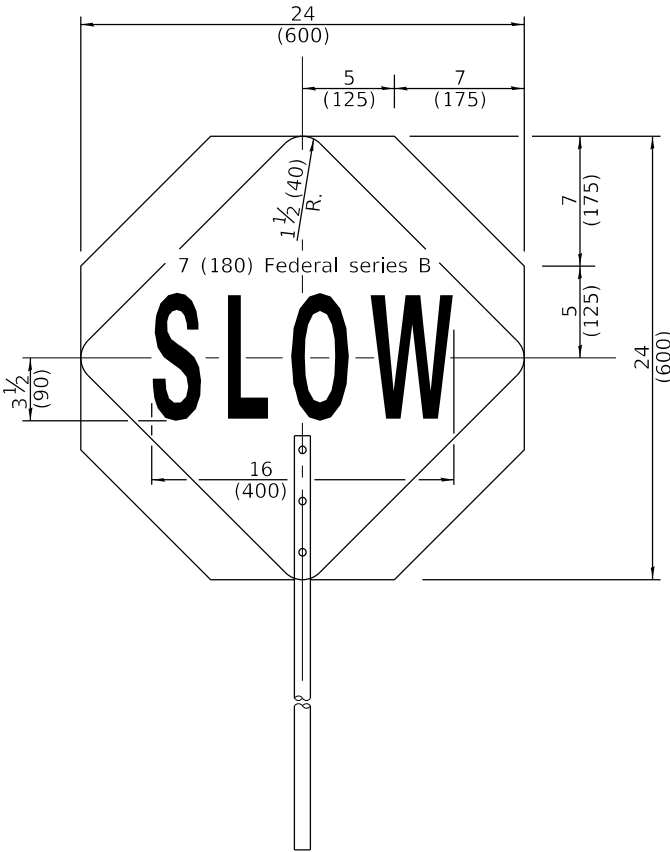
W12-I103-4848

WIDTH RESTRICTION SIGN

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



FRONT SIDE



REVERSE SIDE

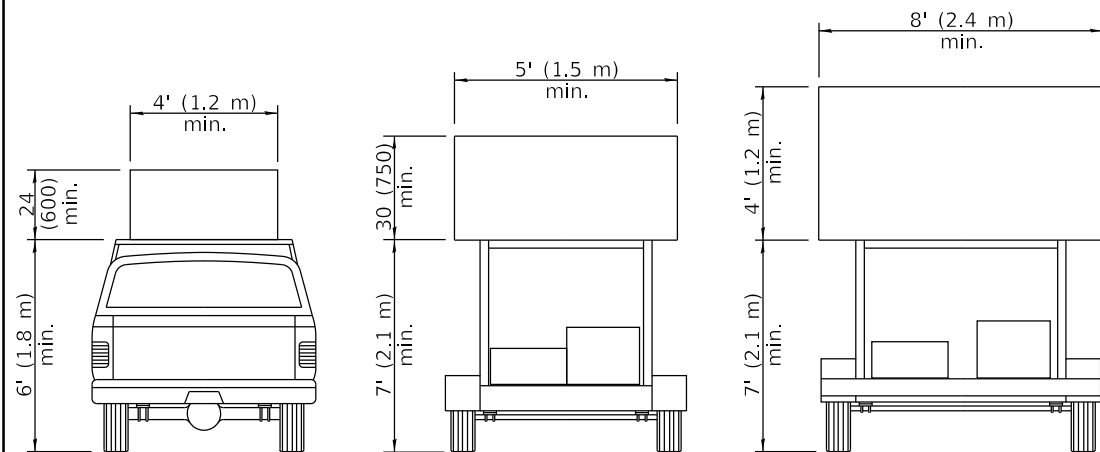
FLAGGER TRAFFIC CONTROL SIGN

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

**TRAFFIC CONTROL
DEVICES**

(Sheet 2 of 3)

STANDARD 701901-08

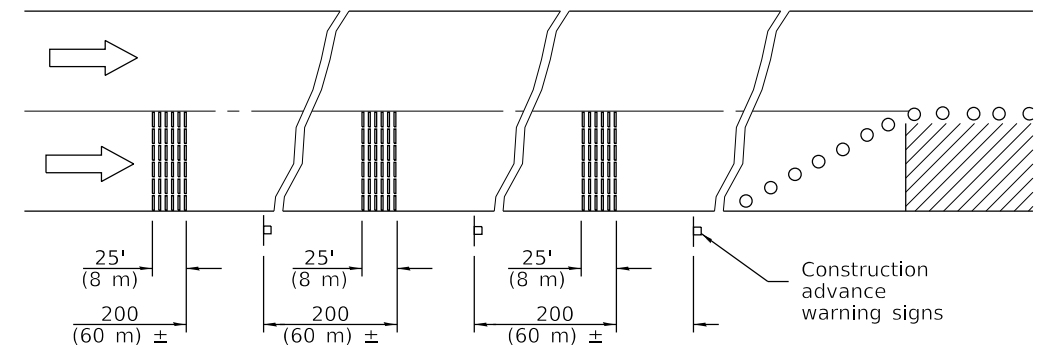
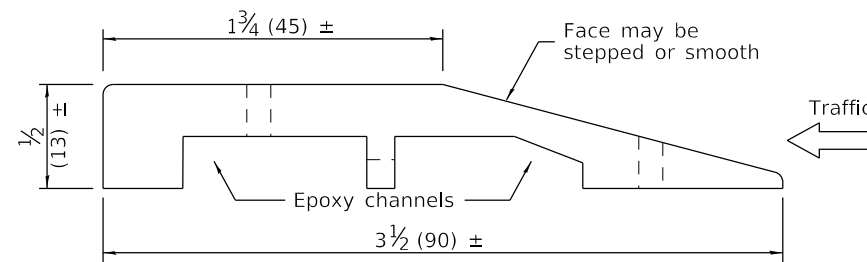
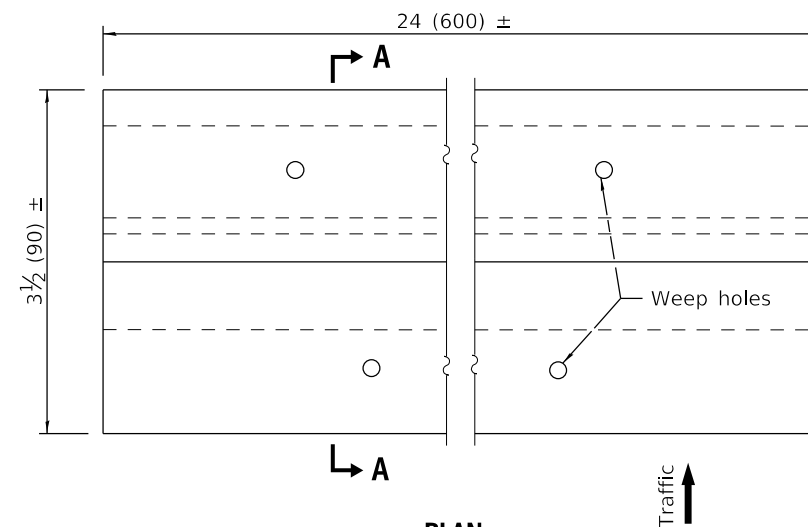


**TYPE A
ROOF
MOUNTED**

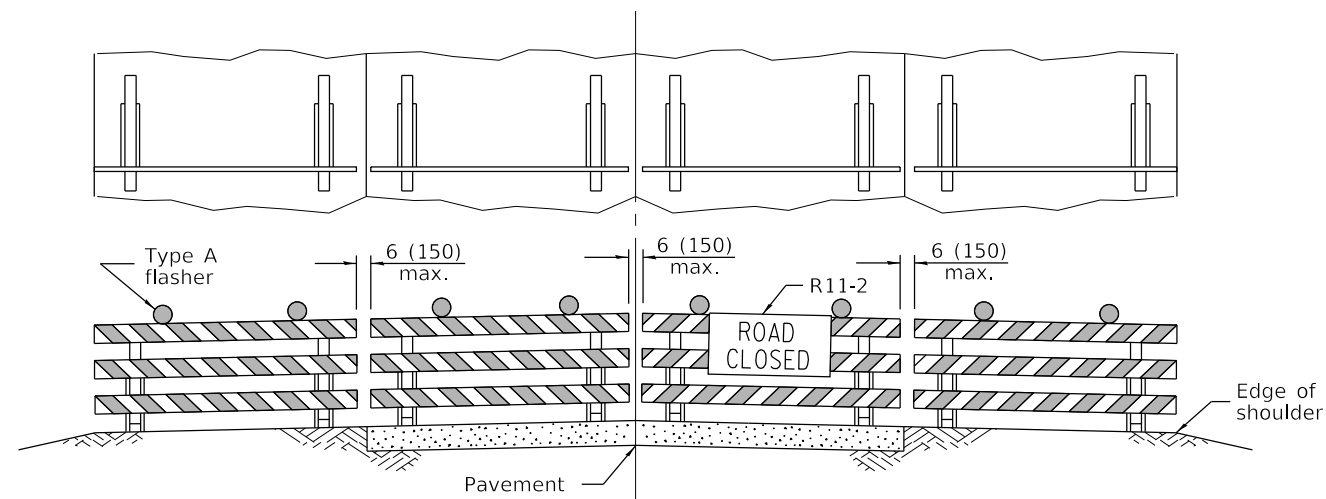
**TYPE B
ROOF OR TRAILER
MOUNTED**

**TYPE C
TRAILER
MOUNTED**

ARROW BOARDS

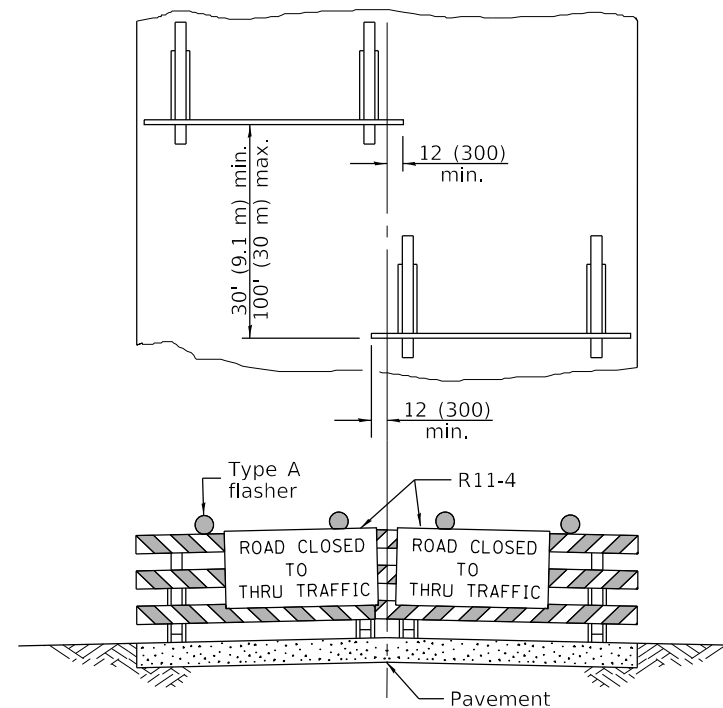


TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

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



ROAD CLOSED TO THRU TRAFFIC

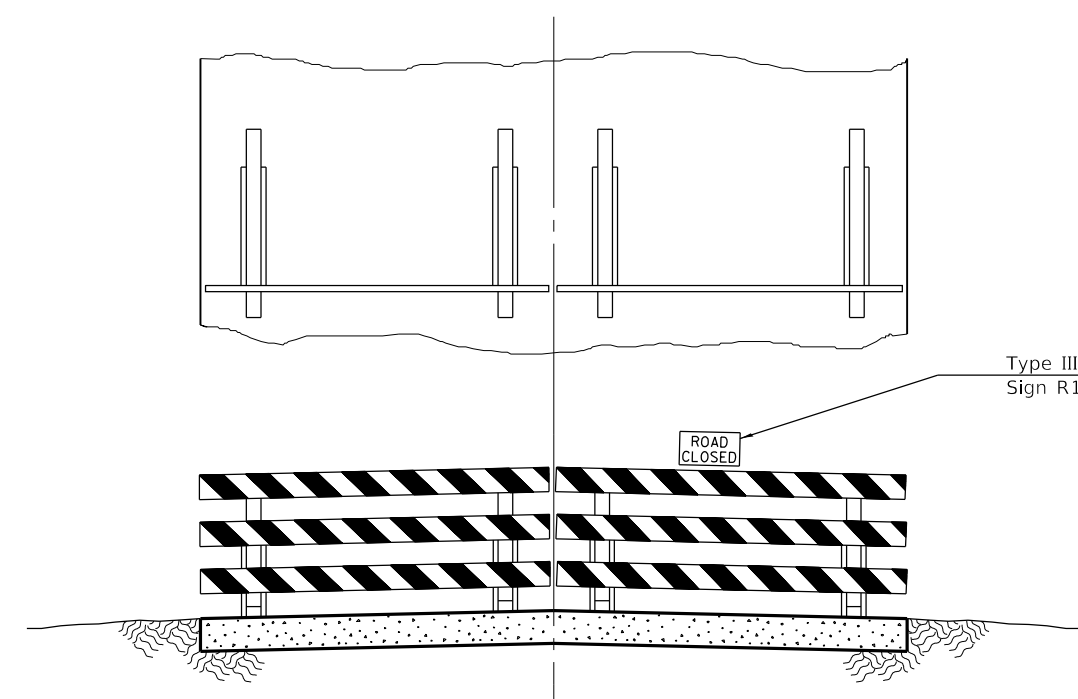
Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

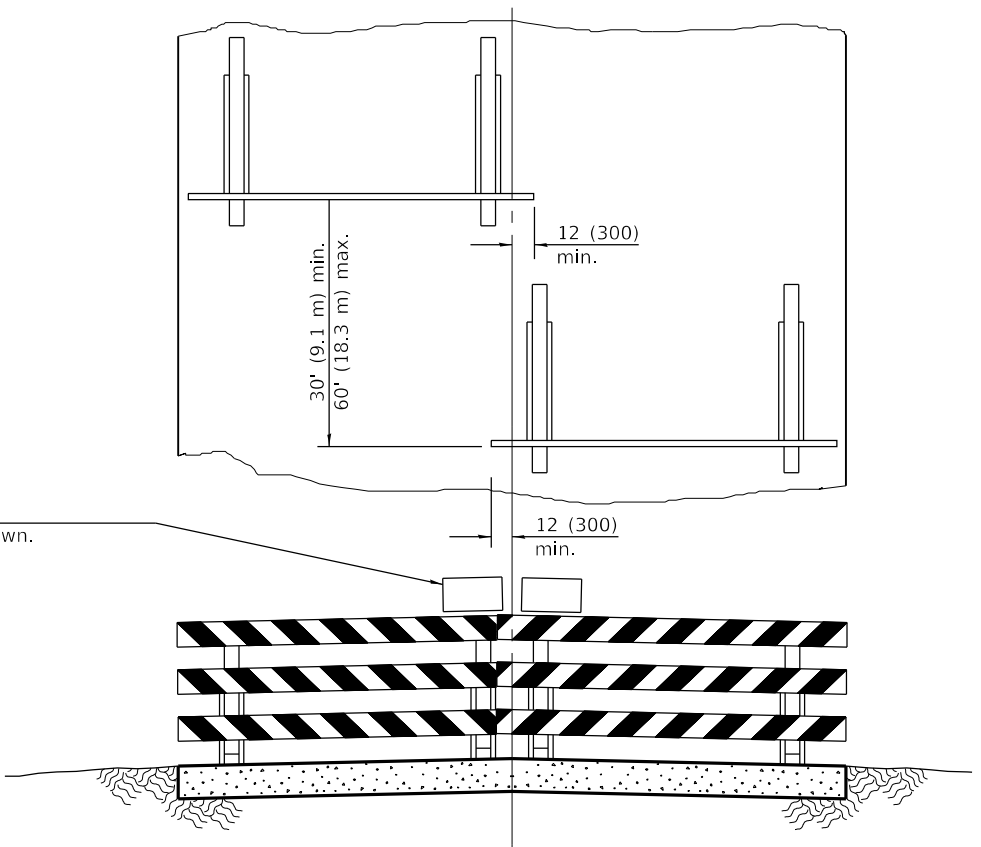
TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

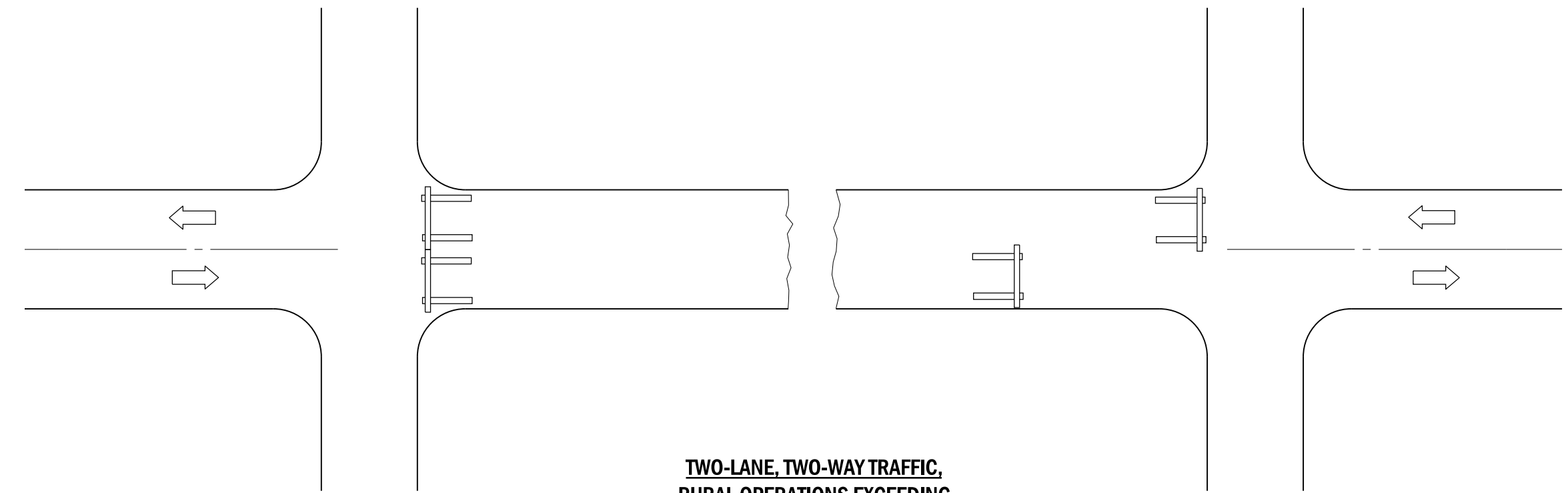
STANDARD 701901-08



Resident traffic and day labor force's equipment to use road shoulder for passing barricade.



Use when shoulders are too narrow for passage of traffic.



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

GENERAL NOTES


Type III barricades to be width of pavement only.

Reflectorized striping shall appear on both sides of barricades. Barricades shall be positioned so that stripes slope downward toward the side on which traffic is to pass.

Although not shown, advance warning signs with minimum dimensions of 36x36 (900x900) and black legends on orange reflectorized backgrounds shall be utilized where needed.

This case is for use on rural local roads where the local authority considers this protection to be appropriate for the specific job conditions.

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



Illinois Department of Transportation

PASSED January 1, 2009

Charles D. Longwell

ENGINEER OF LOCAL ROADS AND STREETS

APPROVED January 1, 2009

Ken E. Han

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-98	Rev. "R11-1" to "R11-4".
	Rev. 4th General Note.

**TRAFFIC CONTROL DEVICES -
DAY LABOR CONSTRUCTION**

STANDARD B.L.R. 17-4