18-R0005.01
final contract
book

Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

LOCAL ROADS AND STREETS
Motor Fuel Tax – Construction Contract
Village of Tinley Park
Section No.:18-00000-00-GM
Cook/Will County

August 26, 2016

Mr. Patrick E. Rea
Village Clerk
Village of Tinley Park
16250 South Oak Park Avenue
Tinley Park, IL 60477

Dear Mr. Rea:

The Contract in the amount of $2,279,464.95 with P.T. Ferro Construction Co. for the above referenced section was approved as of April 18, 2018.

Enclosed are two copies for your records. Please forward a copy to the Contractor. If you have any questions or need additional information, please contact Kevin Stallworth, Field Engineer, at (847) 705-4169 or via email at Kevin.Stallworth@illinois.gov.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

By:
Christopher J. Holt, P.E.
Bureau Chief of Local Roads and Streets

Enclosures

cc: Jennifer S. Prinz, P.E., CFM, Robinson Engineering w/encl.

Illinois Department of Transportation

18-R0005.01

Local Public Agency
Formal Contract

PROPOSAL SUBMITTED BY		
P.T. Ferro Construction Co.		
Contractor's Name		
700 South Rowell Ave.		
Street		P.O. Box
Joliet	IL	60434
City	State	Zip Code

STATE OF ILLINOIS

COUNTY Cook and Will

Village of Tinley Park

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

FOR THE IMPROVEMENT OF

STREET NAME OR ROUTE Various

SECTION NO. 18-00000-00-GM

TYPES OF FUNDS MFT and OTHER

☒ SPECIFICATIONS (required) ☒ PLANS (required)

For Municipal Projects

Submitted/Approved/Passed

☐ Mayor ☒ President of Board of Trustees ☐ Municipal Official

Date March 20, 2018

Department of Transportation

☒ Concurrence in approval of award

Regional Engineer

9/18/18

Date

For County and Road District Projects

Submitted/Approved

Highway Commissioner

Date

Submitted/Approved

County Engineer/Superintendent of Highways

Date

County Cook and Will

Local Public Agency Tinley Park

Section Number 18-00000-00-GM

Route Various

1. THIS AGREEMENT, made and concluded the 29th day of March, 2018 (Month and Year), between the Village of Tinley Park acting by and through its Mayor and Board of Trustees known as the party of the first part, and P.T. Ferro Contruction Co. his/their executors, administrators, successors or assigns, known as the party of the second part.

2. Witnesseth: That for and in consideration of the payments and agreements mentioned in the Proposal hereto attached, to be made and performed by the party of the first part, and according to the terms expressed in the Bond referring to these presents, the party of the second part agrees with said party of the first part at his/their own proper cost and expense to do all the work, furnish all materials and all labor necessary to complete the work in accordance with the plans and specifications hereinafter described, and in full compliance with all of the terms of this agreement and the requirements of the Engineer under it.

3. And it is also understood and agreed that the LPA Formal Contract Proposal, Special Provisions, Affidavit of Illinois Business Office, Apprenticeship or Training Program Certification, and Contract Bond hereto attached, and the Plans for Section 18-00000-00-GM, in Village of Tinley Park, approved by the Illinois Department of Transportation on February 15, 2018 (Date), are essential documents of this contract and are a part hereof.

4. IN WITNESS WHEREOF, The said parties have executed these presents on the date above mentioned.

Attest: _____ Clerk

(Seal)

The Village of Tinley Park

By _____
Jacob C. Vandenberg, Mayor

(If a Corporation)

Corporate Name _____

By _____
President

Party of the Second Part

P.T. FERRO CONSTRUCTION CO Corporate SEAL ILLINOIS

(If a Co-Partnership)

Attest: _____
Secretary

_____

Partners doing Business under the firm name of

_____
Party of the Second Part

(If an individual)

_____
Party of the Second Part

Illinois Department of Transportation

Contract Bond

Route Various
County Cook and Will
Local Agency Tinley Park
Section 18-00000-00-GM
Bond No. 30037837

We, P.T. Ferro Construction Co.

700 South Rowell Avenue, Joliet, IL 60434

a/an) ☐ Individual ☐ Co-partnership ☒ Corporation organized under the laws of the State of IL,

as PRINCIPAL, and Continental Casualty Company

801 Warrenville Road, Lisle, IL 60532 as SURETY,

are held and firmly bound unto the above Local Agency (hereafter referred to as "LA") in the penal sum of
Two Million Two Hundred Seventy Nine Thousand Four Hundred Sixty Four Dollars and 95/100

Dollars ($2,279,464.95), lawful money of the United States, well and truly to be paid unto said LA, for the payment of which we bind ourselves, our heirs, executors, administrators, successors, jointly to pay to the LA this sum under the conditions of this instrument.

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

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

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this 29th day of March A.D. 2018

PRINCIPAL

P.T. Ferro Construction Co.
(Company Name)

By: Matthew D. Marketti (Signature & Title) President

Attest: SECRETARY (Signature & Title)

P.T. FERRO CONSTRUCTION CORPORATE SEAL ILLINOIS

(Company Name)

By: (Signature & Title)

Attest: (Signature & Title)

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

STATE OF ILLINOIS,
COUNTY OF Will

I, Julianne Schoeling, a Notary Public in and for said county, do hereby certify that Matthew D. Marketti

(Insert names of individuals signing on behalf or PRINCIPAL)

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

Given under my hand and notarial seal this 29th day of March A.D. 2018

My commission expires 5-15-18

Notary Public

OFFICIAL SEAL
JULIANNE SCHOELING
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 05/15/2018

(SEAL)

SURETY

Continental Casualty Company
(Name of Surety)

By: Kevin J. Scanlon (Signature of Attorney-in-Fact)

STATE OF ILLINOIS.
COUNTY OF DuPage

(SEAL)

I, Graciela Casaus, a Notary Public in and for said county, do hereby certify that Kevin J. Scanlon

(Insert names of individuals signing on behalf or SURETY)

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

Given under my hand and notarial seal this 29th day of March A.D. 2018

My commission expires 05/05/2019

Notary Public

"OFFICIAL SEAL"
GRACIELA CASAUS
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 05/05/2019

Approved this 29th day of March, A.D. 2018

Attest:

Clerk

Village of Tinley Park
(Village of Tinley Park)

(Jacob C Vandenberg, Mayor)

IL 494-0372

BLR 12321 (Rev. 7/05)

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

Kevin J Scanlon, R L Mc Wethy, Gary A Eaton, Rob W Kegley Jr, Individually

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

- In Unlimited Amounts -

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

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

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 26th day of October, 2015.

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

Paul T. Bruflat — Vice President

State of South Dakota, County of Minnehaha, ss:

On this 26th day of October, 2015, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.

S. EICH
NOTARY PUBLIC
SOUTH DAKOTA

My Commission Expires February 12, 2021

S. Eich — Notary Public

CERTIFICATE

I, D. Bult, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 29th day of March, 2018.

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

D. Bult — Assistant Secretary

Form F6853-4/2012

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF CONTINENTAL CASUALTY COMPANY:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Robinson ENGINEERING

Jennifer S. Prinz, PE Senior Project Manager
Direct Line 708-210-6687

February 21, 2018
Project 18-R0005.01

VILLAGE OF TINLEY PARK
FY 2019 PAVEMENT MANAGEMENT PROGRAM PROPOSED RESURFACING
ADDENDUM ONE

Addendum One shall consist of the following:

- One set of 11" x 17" plans (6 sheets)
- One 24" x 36" cover page (1 sheet)

The total number of pages for **Addendum One** is 7 pages.

Please acknowledge the receipt of these updated plans with the section number 18-00000-00-GM by signing and faxing (or e-mailing to jprinz@realtd.com) back the signature page as indicated.

Please also include the revised 11 x 17 plan set in the bid package.

Respectfully yours,
ROBINSON ENGINEERING, LTD.

Jennifer S. Prinz, PE
Senior Project Manager
R:\2015-2019\2018\18-R0005.TP\18-R0005.01_Bid and Contract Documents\MFT Contract Documents\FY 2019 PMP MFT\18-R0005.01 Addendum 1.doc

Please, print your company name, your name, and sign as noted below and fax back to us at (708)-331-3826 as proof that you have received and reviewed all pages of the addendum and acknowledge them as part of the bid documents.

Signature

Print Your Name

Company Name

RETURN WITH BID

NOTICE TO BIDDERS

County Cook and Will
Local Public Agency Tinley Park
Section Number 18-00000-00-GM
Route Various

Sealed proposals for the improvement described below will be received at the office of Village Clerk,
16250 South Oak Park Avenue Tinley Park, IL 60477 (Address) until 10:00 AM (Time) on February 28, 2018 (Date)

Sealed proposals will be opened and read publicly at the office of Village Clerk
16250 South Oak Park Avenue Tinley Park, IL 60477 (Address) at 10:01 AM (Time) on February 28, 2018 (Date)

DESCRIPTION OF WORK

Name FY 2019 PMP Resurfacing Program Length: 47,174 feet (8.93 miles)

Location Various

Proposed Improvement Street Resurfacing by heater scarifying, removal and replacement, HMA patching, miscellaneous concrete repairs, structure adjustments & necessary restoration as directed by the Engineer

1. Plans and proposal forms will be available in the office of Robinson Engineering, Ltd. 17000 South Park Avenue, South Holland, IL 60473 Cert of Prequalification to Bid with the State of IL upon payment of $150.00. No refunds. (Address)

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

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

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

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

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

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

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

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

RETURN WITH BID

County Cook and Will
Local Public Agency Tinley Park
Section Number 18-00000-00-GM
Route Various

PROPOSAL

1. Proposal of P.T. FERRO CONSTRUCTION CO. P.O. BOX 156 JOLIET, ILLINOIS 60434-0156

for the improvement of the above section by the construction of FY 2019 PMP Resurfacing Program

Proposed Improvement:Street resurfacing by heater scarifying, removal and replacement, patching, miscellaneous concrete repairs, structure adjustments, striping and necessary restoration as directed by the Engineer

a total distance of _____ feet, of which a distance of 47,174 feet, (8.93 miles) are to be improved.

2. The plans for the proposed work are those prepared by Robinson Engineering, Ltd. and approved by the Department of Transportation on _____
3. The specifications referred to herein are those prepared by the Department of Transportation and designated as "Standard Specifications for Road and Bridge Construction" and the "Supplemental Specifications and Recurring Special Provisions" thereto, adopted and in effect on the date of invitation for bids.
4. The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check Sheet for Recurring Special Provisions" contained in this proposal.
5. The undersigned agrees to complete the work within _____ working days or by 08/01/2018 unless additional time is granted in accordance with the specifications.
6. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this proposal is either a bid bond if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to:

_____ Treasurer of Village of Tinley Park

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

7. In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to the sum of the proposal guaranties, which would be required for each individual proposal. If the proposal guaranty check is placed in another proposal, it will be found in the proposal for: Section Number _____.
8. The successful bidder at the time of execution of the contract will not be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond or check shall be forfeited to the Awarding Authority.
9. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
10. A bid will be declared unacceptable if neither a unit price nor a total price is shown.
11. The undersigned submits herewith the schedule of prices on BLR 12200a covering the work to be performed under this contract.
12. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12200a, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.

RETURN WITH BID

REL # 18-R0005.01

Illinois Department of Transportation

SCHEDULE OF PRICES

County Cook and Will
Local Public Agency Village of Tinley Park
Section 18-00000-00-GM
Route Various

Schedule for Multiple Bids

Combination Letter	Sections Included in Combinations	Total

Schedule for Single Bid

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

Bidder's Proposal for making Entire Improvements $2,279,464.95

Item No.	Items	Unit	Quantity	Unit Price	Total
1	AGGREGATE BASE REPAIR	TON	200	20.00	4,000.00
2	BITUMINOUS MATERIALS (TACK COAT)	POUND	71,300	0.01	713.00
3	LEVELING BINDER (MACHINE METHOD), N50	TON	450	56.00	25,200.00
4	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1,420	0.01	14.20
5	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	11,200	58.00	649,600.00
6	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2,200	58.00	127,600.00
7	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	10,300	6.25	64,375.00
8	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	58,750	1.20	70,500.00
9	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1,000	12.00	12,000.00
10	COMBINATION CURB AND GUTTER REMOVAL	FOOT	13,700	6.60	90,420.00
11	SIDEWALK REMOVAL	SQ FT	10,300	1.50	15,450.00
12	CLASS D PATCHES, TYPE IV, 2 INCH	SQ YD	251	22.00	5,522.00
13	CLASS D PATCHES, TYPE III, 5 INCH	SQ YD	20	50.00	1,000.00
14	CLASS D PATCHES, TYPE IV, 5 INCH	SQ YD	275	45.00	12,375.00
15	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	975	65.00	63,375.00
16	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	350	65.00	22,750.00
17	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	200	65.00	13,000.00
18	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	75	65.00	4,875.00
19	AGGREGATE SHOULDERS, TYPE B	TON	80	35.00	2,800.00
20	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	50	75.00	3,750.00

Item No.	Items	Unit	Quantity	Unit Price	Total
21	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	2,000.00	2,000.00
22	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	2,000.00	2,000.00
23	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1	1,200.00	1,200.00
24	REMOVING MANHOLES	EACH	1	300.00	300.00
25	REMOVING CATCH BASINS	EACH	1	300.00	300.00
26	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	295	21.00	6,195.00
27	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.18	FOOT	205	22.00	4,510.00
28	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1,500	0.30	450.00
29	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	6,100	1.00	6,100.00
30	PAINT PAVEMENT MARKING - LINE 4"	FOOT	75,000	0.14	10,500.00
31	PAINT PAVEMENT MARKING - LINE 6"	FOOT	12,000	0.18	2,160.00
32	PAINT PAVEMENT MARKING - LINE 12"	FOOT	4,000	0.75	3,000.00
33	PAINT PAVEMENT MARKING - LINE 24"	FOOT	2,000	1.50	3,000.00
34	DETECTOR LOOP REPLACEMENT	FOOT	30	80.00	2,400.00
35	REJUVENATING AGENT	GALLON	21,000	0.01	210.00
36	HOT IN-PLACE RECYCLING - SURFACE RECYCLING	SQ YD	155,000	3.60	558,000.00
37	TACTILE/DETECTABLE WARNING SURFACE	SQ FT	1,925	16.00	30,800.00
38	RAILROAD FLAGGER	LSUM	1	2,000.00	2,000.00
39	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	23,000	0.50	11,500.00
40	TOPSOIL FURNISH AND PLACE, 4" (SPECIAL)	SQ YD	6,000	0.01	60.00
41	SODDING, SPECIAL	SQ YD	6,000	0.01	60.00
42	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH, SPECIAL	SQ YD	400	60.00	24,000.00
43	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	44,100	1.20	52,920.00
44	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	5	175.00	875.00
45	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	600	35.00	21,000.00
46	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	200	250.00	50,000.00
47	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	4	750.00	3,000.00
48	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	1	6,000.00	6,000.00
49	STEEL ADJUSTING RINGS	EACH	7	150.00	1,050.00
50	RUBBER ADJUSTING RINGS	EACH	575	0.01	5.75
51	REPLACE FRAMES AND ADJUSTMENTS, 7"	EACH	7	300.00	2,100.00
52	REPLACE FRAMES AND ADJUSTMENTS, 4"	EACH	7	300.00	2,100.00
53	COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT	FOOT	13,200	21.00	277,200.00

Item No.	Items	Unit	Quantity	Unit Price	Total
54	PIPE UNDERDRAINS, FABRIC LINED TRENCH 6"	FOOT	105	30.00	3,150.00

CONTRACTOR CERTIFICATIONS

County Cook and Will
Local Public Agency Tinley Park
Section Number 18-00000-00-GM
Route Various

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

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

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

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

   A violation of Section 33E-4 would be represented by a conviction of the crime of bid-rotating which, in addition to Class 2 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation.

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

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

RETURN WITH BID

County Cook and Will
Local Public Agency Tinley Park
Section Number 18-00000-00-GM
Route Various

SIGNATURES

(If an individual)

Signature of Bidder _____

Business Address _____

(If a partnership)

Firm Name _____

Signed By _____

Business Address _____

Inset Names and Addressed of All Partners _____

(If a corporation)

Corporate Name P.T. FERRO CONSTRUCTION CO.

P.T. FERRO CONSTRUCTION CORPORATE SEAL IL

Signed By _____
President

Business Address P.O. BOX 156
JOLIET, ILLINOIS 60434-0156

Insert Names of Officers
President MATT MARKETTI
Secretary DAVE BERKLEY
Treasurer DIANE ABERNATHY

Attest: _____
Secretary

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2018

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

ERRATA Standard Specifications for Road and Bridge Construction
(Adopted 4-1-16) (Revised 1-1-18)

SUPPLEMENTAL SPECIFICATIONS

Illinois Department of Transportation

Check Sheet For Recurring Special Provisions

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	☐	Additional State Requirements for Federal-Aid Construction Contracts	64
2	☐	Subletting of Contracts (Federal-Aid Contracts)	67
3	☐	EEO	68
4	☐	Specific EEO Responsibilities Non Federal-Aid Contracts	78
5	☐	Required Provisions - State Contracts	83
6	☐	Asbestos Bearing Pad Removal	89
7	☐	Asbestos Waterproofing Membrane and Asbestos Hot-Mix Asphalt Surface Removal	90
8	☐	Temporary Stream Crossings and In-Stream Work Pads	91
9	☐	Construction Layout Stakes Except for Bridges	92
10	☐	Construction Layout Stakes	95
11	☐	Use of Geotextile Fabric for Railroad Crossing	98
12	☐	Subsealing of Concrete Pavements	100
13	☐	Hot-Mix Asphalt Surface Correction	104
14	☐	Pavement and Shoulder Resurfacing	106
15	☐	Patching with Hot-Mix Asphalt Overlay Removal	107
16	☐	Polymer Concrete	109
17	☐	PVC Pipeliner	111
18	☐	Bicycle Racks	112
19	☐	Temporary Portable Bridge Traffic Signals	114
20	☐	Work Zone Public Information Signs	116
21	☐	Nighttime Inspection of Roadway Lighting	117
22	☐	English Substitution of Metric Bolts	118
23	☐	Calcium Chloride Accelerator for Portland Cement Concrete	119
24	☐	Quality Control of Concrete Mixtures at the Plant	120
25	☒	Quality Control/Quality Assurance of Concrete Mixtures	128
26	☐	Digital Terrain Modeling for Earthwork Calculations	144
27	☐	Reserved	146
28	☐	Preventive Maintenance - Bituminous Surface Treatment	147
29	☐	Reserved	153
30	☐	Reserved	154
31	☐	Reserved	155
32	☐	Temporary Raised Pavement Markers	156
33	☐	Restoring Bridge Approach Pavements Using High-Density Foam	157
34	☐	Portland Cement Concrete Inlay or Overlay	160
35	☐	Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	164

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

STATE OF ILLINOIS

VILLAGE OF TINLEY PARK
FY 2019 PMP RESURFACING PROGRAM
SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", adopted April 1, 2016 (hereinafter referred to as the Standard Specifications), the latest edition of the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures for Materials" in effect on the date of the invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the proposed improvement designated as IDOT Section # 18-00000-00-GM, in Cook and Will County, and in case of conflict with any part, or parts, of said specifications, the said special provisions shall take precedence and shall govern.

==========

SPECIAL PROVISION

This Special Provision amends the provisions of the Standard Specifications for Road and Bridge Construction and shall be construed to be part thereof, superceding any conflicting provisions thereof applicable to the work under the contract.

The Standard Specifications are amended as follows:

Section 101 Definition of Terms

Article 101.09A is added:

101.09A Consultant. The individual, firm, partnership, joint venture, or corporation licensed to perform the particular engineering duties requested by the awarding authority (State, IDOT, County, City, Village or Town).

Article 101.16 is revised to read:

101.16 Engineer. The Chief Engineer/Director of Highways of the Department of Transportation of the State of Illinois; or the Consultant authorized to perform particular duties entrusted to that person by contract when the State is the awarding authority.

The County Superintendent of Highways or the County Engineer, when the county is the awarding authority. The County Superintendent of Highways or the County Engineer, and the Chief Engineer/Director of Highways of the Illinois Department of Transportation when the Illinois Department of Transportation is the awarding authority and the County is observing construction.

The City Engineer or Consultant retained by the Municipality, when a city, village or town is the awarding agency. The City Engineer or the Consultant retained by the Municipality, and the Chief Engineer/Director of Highways of the Illinois Department of Transportation when the Illinois Department of Transportation is the awarding agency and a city, village, or town is observing construction.

Art. 101.19 is revised to read:

101.19 Inspector. The authorized representative of the Engineer assigned to make detailed observation of any or all portions of the work or materials for the sole purpose of determining if the Work is proceeding in accordance with the technical plans and specifications for the Project.

Section 105 Control of Work

Article 105.01 Authority of the Engineer

Article 105.01 is amended to include the following:

However, in no case, does the Engineer have the authority to:

1. Exceed limitations of Engineer's authority as set forth in the Engineering Agreement;
2. Undertake any of the responsibilities of Contractor, Subcontractors, or Suppliers or any Constructor;
3. Advise on, issue directions relative to, or assume control over any aspect of the means, methods, techniques, sequences or procedures of the Work, by Contractor or any other Constructor;
4. Advise on, issue directions relative to, or assume control over security or safety practices, precautions, and programs in connection with the activities or operations of Owner or Contractor;
5. Participate in specialized field or laboratory tests or inspections conducted off-site by others except as specifically authorized by the Local Agency;
6. Accept Shop Drawing or Sample submittals from anyone other than Contractor; and/or
7. Authorize Local Agency to occupy the Project in whole or in part.

SCOPE OF WORK

This project consists of hot-mix asphalt grinding and resurfacing, hot in place recycling, curb and gutter removal and replacement, sidewalk removal and replacement, driveway removal and replacement, drainage structure adjustments/reconstructions, aggregate shoulders, and patching on the various streets as shown on the accompanying location map and typical sections.

The Contractor shall perform curb and gutter, sidewalk, and driveway removal/replacement repairs and patching at those locations directed by the Engineer. All drainage structures shall be adjusted and patching completed prior to the resurfacing, but after milling, as directed by the Engineer.

COMPLETION DATE

The contractor is advised that all paving work shall be completed on or before August 1, 2018, all striping work shall be completed by August 15, 2018, all restoration work shall be completed by September 15, 2018, all punch list work (non-landscaping related) by September 1, 2018, all punch list work (landscaping related) by October 1, 2018. Should the contractor fail to comply with the listed dates, the provisions of Section 108.09 shall be applied.

WAGE RATES

This contract calls for the construction of a "public work," within the meaning of the Illinois Prevailing Wage Act, 820 ILCS 130/.01 *et seq.* ("the Act"). The Act requires contractors and subcontractors to pay laborers, workers and mechanics performing services on public works projects no less than the "prevailing rate of wages" (hourly cash wages plus fringe benefits) in the county where the work is performed. For information regarding current prevailing wage rates, please refer to the Illinois Department of Labor's website at: http://www.state.il.us/agency/idol/rates/rates.HTM. All contractors and subcontractors rendering services under this contract must comply with all requirements of the Act, *including but not limited to*, all wage, notice and record keeping duties.

MATERIAL INSPECTION – REPORTS

All materials incorporated in this contract are to be inspected according to the Project Procedures Guidelines (PPG) and the process and frequency of testing under the QC/QA specifications.

The Contractor shall be responsible for QC testing of these materials with the Engineer being notified at least forty-eight (48) hours in advance of the placement of any of these materials. The Local Agency shall be responsible for the QA testing of these materials on the job and at the plant per article 1030 of the Standard Specifications. Please note that the Contractor is required to submit a QC plan to the Engineer for approval per the referenced specifications.

All concrete materials incorporated in this contract are to be inspected according to the Recurring Special Provision, "Quality Control/Quality Assurance of Concrete Mixtures". Please note that the Contractor is required to submit a QC plan to the Engineer for approval per the referenced specifications.

The contractor shall coordinate his work operations with the engineer to assure that the testing agencies can provide proper and sufficient notice to schedule their work. Also, all QC documentation is to be submitted to the Engineer, immediately following completion of this project. Five percent (5%) of the final contract amount due the Contractor will be withheld pending receipt of all documentation and approval of the Engineer's Final Payment Estimate by the District Bureau of Local Roads and Streets.

WORK HOURS

The Contractor may perform work between the hours of 7:00 a.m. and dusk each workday. However, no work will be permitted between dusk and 7:00 a.m., on Saturdays or Sundays, or on holidays, without prior written permission of the Village.

MAINTENANCE OF ROADWAYS, ALLEYS, AND DRIVEWAYS

Beginning on the date that the Contractor begins work on this project, he shall assume responsibility for the normal maintenance of all existing roadways, alleys, and driveways 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 this work shall be provided by the Contractor.

Access to driveways and alleys shall be maintained at all times by means of placing temporary aggregate. All driveways and curb and gutter removed shall be replaced within five (5) days of removal. Temporary aggregate will be required to allow residents access for all driveways and alleys that are determined to be removed and replaced. The temporary aggregate used to maintain alleys, and driveways shall not be paid separately nut shall beincidental to the various removal items.

COORDINATION/SCHEDULING OF WORK

The Contractor shall be advised that the work of all subcontractors will be coordinated by the General Contractor and not by the Village or their authorized representative.

All equipment parking and work in general must be coordinated with the Village event schedule.

All equipment must be removed off the Village streets during all holiday weekends at the request of the Village.

Work hours will be 7AM to 7PM Monday through Friday. Weekend work hours as approved by the Village. No work including the start up of machinery can occur outside of these hours.

Priming/tacking of the streets must be done on the day of paving.

Prior to HMA surface removal, all curb removal and replacement and curb slot restoration must be completed.

When the cross section of a street is too narrow as determined by the Engineer in the field and the Village, curb removal and replacement shall take place on only one side of the street at a time.

Curb removal cannot begin on the opposite side of the street until the debris and material from the other side's removal operations have been hauled away, new curb has been poured and cured and curb slots filled.

Edge grinding operations cannot be more than ten days ahead of any paving operation including scarification unless granted special permission by the Village and their authorized representative. Payment for edge grinding operations will be the actual width of the grind up to a maximum width of 6 feet. No compensation will be made for anything over 6 feet.

Street sweeping will be required after grinding operations, within 24 hours before heater scarifying and within 24 hours before paving.

All sidewalk replacement shall be done with a minimum form size of 2 inches by 6 inches. Form material can be wood or steel. All sidewalks through driveways shall be 7 inches thick but paid for as PORTLAND CEMENT CONCRETE SIDEWLAK, 5 INCH.

Any irrigation systems, brick pavers, decorative rock, special corner landscaping, mailboxes, etc., within the ROW disturbed during construction will be the Contractors responsibility to repair and shall be included in the unit price for the various removal items.

The Contractor is advised that the Village has been performing crack sealing between the curb and edge of pavement on some streets. No extra compensation for additional clean up or removal required during grinding operations will be considered on these streets.

Butt joints will not be compensated for on streets for which a full grind and surface removal is being performed.

Contractor is expected to inspect all locations before beginning work and have all material on hand to complete the project. No compensation will be had for inadequate inventory, shipping, trucking or re-stocking of materials.

Stockpiling of material and end of day clean up- Stockpiles shall not impede traffic, parking or access at any time. Any areas disturbed by stockpiles shall be restored to existing conditions and shall be considered incidental to the contract.

At the end of each working day, the contractor shall provide a steel plate, barricades, warning tape and any other safety measures deemed necessary by the Village/Engineer over the excavated area so that traffic, parking or access is not impeded during non-working hours. Access to the property shall be maintained at all times. Placement of temporary aggregate in the roadway and in driveway areas disturbed by the construction shall be used until final conditions are met. Street clean up and sweeping is also required at the end of each working day. The cost for materials and traffic control items necessary to meet these requirements shall be considered incidental to the contract.

All water use shall be coordinated with the Village and be in compliance with their rules and regulations.

PUBLIC UTILITIES

There are existing underground and above ground public and private, municipal and non-municipal utilities at the site, such as, but not necessarily limited to electrical and telephone cables including fiber-optic facilities, natural gas pipes, sewers, and water main, etc. All due notifications, vertical/horizontal separations, and other safety precautions required by the owners/operators of the facilities being crossed shall be observed by the contractor and/or all sub-contractors at all times. Any damage caused by the construction to any of the existing facilities on-site shall be promptly repaired to the satisfaction of the owners/operators of the facility involved, at no additional compensation.

It shall be the contractor's responsibility to very carefully inspect the site, identify and locate both horizontally and vertically all existing facilities, contact their owner/operators for their notification, separation, and safety requirements, and follow such requirements very carefully. It shall be the Contractor's responsibility to notify J.U.L.I.E. at least 48 hours prior to excavation to verify locations of all utilities.

The contractor shall protect and save harmless the Village of Tinley Park and Robinson Engineering, Ltd from any claim(s) of damage resulting from his/her activities at the site or from failing to undertake due and proper safety measures to avoid such damage to any utilities during the construction.

The contractor shall repair any damage to any of the utilities, caused by his/her work, to the satisfaction of the involved utility and the Village of Tinley Park at no additional compensation. The cost of compliance with this provision shall be considered incidental to the contract and will not be compensated for separately.

TRAFFIC CONTROL PLAN
Effective: September 30, 1985
Revised : January 1, 2007

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

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

The Contractor shall contact the Resident Engineering Representative at least 72 hours in advance of beginning work.

STANDARDS: 701301-04, 701311-03, 701501-06, 701801-06, 701901-07

DISTRICT ONE DETAILS: TC-10, TC-13

SPECIAL PROVISIONS: Traffic Control Plan, Maintenance of Roadways

The Contractor shall not remove any traffic control or safety devices until the entire job is complete. The Contractor shall obtain, erect, maintain and remove all signs, barricades, flagmen 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 Article 107.14 of the Standard Specifications and the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways and the attached special provisions. The Contractor is solely responsible for ensuring all traffic control devices are installed and maintained in accordance with applicable state standards.

Work Zone Traffic Control will not be paid for separately but will be considered incidental to the contract.

The Contractor is hereby advised that notification to all affected residents is his responsibility including the placement of No Parking signs at least 48 hours prior to paving operations. In addition, signage indicating road conditions such as "Bump, "Rough Surface", "Fresh Oil", Dip", etc., as requested by the Village will also be required at no additional expense.

SAW CUT JOINTS
The removal and/or replacement of any driveways, pavement, curb, sidewalk, etc. shall be accomplished by means of a saw cut joint, at the direction of the Engineer. This work will not be paid for separately but shall be included in the unit price bid for the various removal items.

QUANTITIES FOR PAVEMENT PATCHING
The quantities called for in this contract indicate the approximate amount of patching work to be expected. The actual amounts for the various patching items shall be as marked out by the engineer in the field. It shall be understood and agreed upon that the unit price for these items shall prevail throughout the period of the contract and that no additional compensation per unit price will be allowed for any increase or decrease in the patching quantity.

PATCHING LIMITATIONS
It is hereby understood and agreed that no pavement patching will be permitted after Friday at 3:00 PM of each and every week and no holes will be allowed to remain open overnight or over the weekend.

CLASS D PATCHES

This work shall be done in accordance with the applicable articles in Sections 406 and 442 of the Standard Specifications.

For streets that are going to be resurfaced:
Class D patches, 10 inch, shall consist of 10 inches of binder
Class D patches, 5 inch, shall consist of 5 inches of binder

For streets that are NOT going to be resurfaced:
Class D patches, 10 inch, shall consist of 8 inches of binder and 2 inches of surface
Class D patches, 5 inch, shall consist of 3 inches of binder and 2 inches of surface
Class D patches, 2 inch, shall consist of 2 inches of surface.

AGGREGATE SHOULDERS, TYPE B

This work shall consist of removal and replacement of the existing aggregate shoulder section in accordance with the applicable sections of Article 481 of the Standard Specifications at locations as directed by the Engineer in the field. The aggregate shoulder shall be placed three inches (3") in depth and two feet (2') in width. Any removal of material or earth excavation necessary to place the three inch (3") aggregate shoulder shall be included in the cost of this item. This work shall be paid for at the contract unit price per TON for AGGREGATE SHOULDERS, TYPE B.

STORM SEWERS, CLASS A, TYPE 2, 12"

At locations where directed by the Engineer, removal and replacement of sewer sections may be required due to the condition of the storm sewer. Storm sewer removal and replacement shall be completed in accordance with Section 551 of the Standard Specifications, only when determined necessary in the field by the Engineer. All replacement storm sewer material shall be RCP.

The method and materials to be used for the reconnection to the storm sewer shall be approved by the Engineer. The connection of the storm sewer to the structure is incidental to the storm sewer cost.

CA-7 backfill is required for the trench backfill up to 1 foot from subgrade. The last foot of trench backfill shall be CA-6. The trench backfill shall be mechanically compacted to top of subgrade in 12 inch lifts to a minimum of 95% Standard Proctor density. All trench backfill must meet the requirements of Section 1004 of the Standard Specifications.

All trench widths shall be kept to a minimum during construction operations. The Contractor shall take great care during backfilling operations to ensure proper compaction of materials, including areas under unpaved surfaces. The trench backfill shall be mechanically compacted to top of subgrade in 12 inch lifts to a minimum of 95% Standard Proctor density. All trenches shall be backfilled to the proper subgrade elevation in accordance with Section 208 of the Standard Specifications.

If trench settlement occurs, the Contractor shall, at his own expense, perform all additional work, including further mechanical compaction and/or placement of additional aggregate, necessary to ensure both proper compaction of the trench and proper safety for motorists and pedestrians. Should trench settlement occur after surface restoration, the Contractor shall, at his own expense, remove the newly constructed pavement, driveway, curb and/or sidewalk (by straight saw cut joint) and perform all work required to properly compact the trench and prevent further settling. Restoration of the parkway and additional sodding/hydroseeding shall also be performed.

Storm sewer removal and replacement shall be measured in place along the centerline of sewer installed and the cost for excavating, removal and replacement with RCP, trench backfill, connection to the existing storm sewer and all other work and materials, shall be paid for at the contract unit price per FOOT of STORM SEWERS, CLASS A, TYPE 2 12 INCH.

TACTILE/DETECTABLE WARNING SURFACE

This item shall consist of the placement of detectable warning plates in accordance with the IDOT Standard for Perpendicular Curb Ramps for Sidewalks and Mid Block Curb Ramps for Sidewalks in accordance with Article 424.09 of the Standard Specifications. The detectable warning plate(s) shall be polymer composite material brick red in color cast in place design and meet the Village of Tinley Park Standards. No hardware shall be used to fasten the tiles to the concrete. The Contractor is responsible for the installation of the device according to the manufacturer's specifications and the handicap ramp as described in the contract plans and specifications. This work will be paid for at the contract unit price per SQUARE FOOT for TACTILE/DETECTABLE WARNING SURFACE and will include all materials, equipment and labor required to complete the work as specified above.

METRA REQUIRED TRAINING

The contractor and all employees on the job site must abide by all training requirements in order to work within 50 feet of Metra ROW. This work shall not be paid for separately but shall be considered incidental to the contract.

RAILROAD RIGHT OF ENTRY AGREEMENT

The contractor shall be responsible for entering into an agreement with Metra for proposed work within the railroad right-of-way. All costs associated with the Metra Right of Entry Agreement including but not limited to the formulation, execution and filing of the Right of Entry agreement shall be the responsibility of the contractor. This work shall not be paid for separately but shall be considered incidental to the contract.

RAILROAD FLAGGER

The contractor shall be responsible for coordination with the railroad regarding the proper flagging services when work is being performed within the railroad right-of-way. The contractor shall make every effort to minimize the number of days of work within the railroad right-of-way. No work shall be performed within the railroad right-of-way without flaggers present and no additional compensation will be granted for down time when the flaggers are not present when requested.

All costs associated with the railroad providing flagging services when required by them shall be paid at the contract unit price per LUMP SUM for RAILROAD FLAGGER which shall reflect the cost for any flagging services required by the railroad.

TOPSOIL FURNISH AND PLACE, 4" (SPECIAL)

This work shall consist of the furnishing and placing of four inches (4") of pulverized topsoil at all areas disturbed by the construction. All work shall be done in accordance with Sections 211 of the Standard Specifications with the exception the timeframe. All topsoil must be placed within 14 days of the curb replacement regardless of the schedule for the sod replacement. If this topsoil is not placed the Contractor will be charged $500 per day after day 14 in liquidated damages. In addition, if the Village has to undertake this work, the Contractor will be responsible for the cost to the Village to procure the work and this amount will be withheld from any amount due the Contractor by the Village.

If, in the opinion of the Engineer, more surface area than necessary has been damaged, it shall be replaced by the Contractor as specified herein without additional compensation. The maximum width for restoration will be three feet (3').

This work, including the topsoil, pulverizing, etc. shall be paid for at the contract unit price per SQUARE YARD for TOPSOIL FURNISH AND PLACE, 4" (SPECIAL).

SODDING, SPECIAL

This work shall consist of preparing the ground surface, fertilizing the areas to be sodded and furnishing and placing the sod. All work shall be in accordance with the applicable portions of Section 252 of the Standard Specifications. **The maximum pay width shall be three (3') feet unless specifically directed otherwise by the engineer.**

180 pounds of fertilizer nutrients per acre shall be applied at a 1:1:1 ratio as follows:

1. Nitrogen Fertilizer Nutrient	60 lb/acre
2. Phosphorus Fertilizer Nutrient	60 lb/acre
3. Potassium Fertilizer Nutrient	60 lb/acre

Watering shall be done as directed by the Engineer, in accordance with Article 252.08 of the Standard Specifications.

This work shall be measured in place and the area calculated in square yards and shall be paid for at the contract unit price per SQUARE YARD for SODDING SPECIAL, which price shall be full compensation for all labor, equipment, and material needed to complete the work as specified in these Special Provisions.

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH, SPECIAL

Where existing concrete driveways are to be replaced they shall be restored with a minimum four inches (4") of cushion of CA 6 stone and seven inches (7") of PC Concrete. This work shall be done in conformance with Sections 423 and 440 of the Standard Specifications. In addition, the minimum width of form boards shall be eight (8) inches.

The saw cutting and any additional excavation required to construct these driveways will be considered incidental to the driveway removal. The concrete drive shall be removed to the nearest control joint with a maximum width of 3 feet unless agreed to otherwise by the engineer. The placement of a minimum four inches (4") of CA 6 stone will be considered incidental to driveway placement. This work will be paid for at the contract unit price per SQUARE YARD for PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH, SPECIAL.

HOT-MIX ASPHALT SURFACE REMOVAL

The edge of the existing pavement shall be ground in a tapered wedge to a depth of one and one quarter inch (1 ¼") below the curb by six-feet (6') wide as shown in the Edge Grinding Detail. It shall only be done at locations specified by the Engineer and will be paid for per SQ YD as HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH.

All streets to be surfaced shall be ground at the beginning and end in accordance with detail BD- 32 shown in the plans. Sawing the Hot Mix Asphalt Surface will be required and will be considered incidental to the cost of the work.

Where the engineer determines the streets should be ground down and resurfaced, the work shall be paid for per SQ YD of HOT-MIX ASPHALT SURFACE REMOVAL, 1 ½".

This work will be paid for at the contract unit price bid per SQUARE YARD of HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH for the edge grinding, per SQUARE YARD of HOT-MIX ASPHALT SURFACE REMOVAL, 1 ½" for those streets being ground down and resurfaced and per SQUARE YARD of HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT for the butt joints for those locations as required for the resurfacing.

VALVE BOXES TO BE ADJUSTED, (SPECIAL)

This work consists of the adjustment of water valve boxes to the proper grade and alignment. Trench backfill material shall be used around the valve boxes to be adjusted up to the top of the subgrade. The trench backfill material shall be mechanically compacted. The remaining shall consist of an asphalt patch which shall be paid for at that contract unit price for the Class D patch. Any other costs due for this requirement will be incidental to the unit cost for adjustment of these items. This work will be paid for at the unit price bid EACH for VALVE BOXES TO BE ADJUSTED (SPECIAL).

HOT MIX ASPHALT DRIVEWAY PAVEMENT, 6"

Where existing asphalt driveways or parkways are to be removed, they shall be removed to a straight sawed joint and restored with an application on the aggregate base of Bituminous Materials (Prime Coat) at a rate of 0.25 pounds per square foot, four inches (4") of Hot-Mix Asphalt Binder Course, IL 19.0, N50, then an application of Bituminous Materials (Tack Coat) at a rate of 0.025 pounds per square foot and a two inch (2") Hot-Mix Asphalt Surface Course, Mix D, N50. The replacement width shall be a maximum of three feet (3') unless otherwise directed by the Engineer and done in accordance with Section 440 of the Standard Specifications. Any material needed below the HMA material due to the depth of the curb removal, shall be brought to the proper depth with Aggregate Base Course, Type B (CA-6) as specified in Section 1004.01 and shall be considered incidental to this pay item.

The cost for Hot-Mix Asphalt Binder and Surface Courses, prime coat, tack coat, and aggregate will be paid for at the contract unit price bid per SQUARE YARD of HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6". The cost for saw cutting, any additional excavation, and removal of the existing driveway pavement (regardless of the depth needed to obtain the required thickness) will be paid for at the contract unit price bid per SQUARE YARD of DRIVEWAY PAVEMENT REMOVAL.

Access to all properties shall be maintained throughout the duration of construction by means of temporary aggregate accordance with Articles 107.09 and 402.10 and shall be incidental to the various removal items.

All grassed areas disturbed by the removal and replacement of this item shall be restored in accordance with the TOPSOIL FURNISH AND PLACE, 4" (SPECIAL) and SODDING, SPECIAL specified elsewhere in these special provisions and paid for through those items.

DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED OR RECONSTRUCTED

This work shall consist of the adjustment and/or reconstruction of drainage and utility structures at those locations as indicated in the plans or as directed by the engineer in the field.

This work shall also include the adjustment of drainage and utility structures in HMA pavement at locations where the existing surface of the pavement is to be lowered to an elevation resulting in the existing structure being too high. Under this item the Contractor shall remove the existing frames and rings as required, plate the structure and backfill with HMA binder course to a level even with the existing pavement. After all HMA surface has been removed and heater scarified, the existing pavement shall be removed at the structure and frame adjusted prior to placing the surface course.

The General Contractor shall be responsible for coordinating this work with the subcontractor, not the Village or their authorized representative. This work shall be completed in accordance with the applicable portions of Section 602 of the Standard Specifications. ***All adjustments shall be made with rubber adjustment rings unless otherwise directed by the Engineer. The cost for the rubber adjustment rings will be paid for separately and shall not be included in the cost of the structure adjustment.***

Concrete will not be allowed to fill the gap between the structure and the existing pavement. A full depth patch will be required for adjustments not within the curb and will be paid for at the Class D patch unit price. This work will be paid for at the contract unit price EACH for DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED and for DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED.

STEEL ADJUSTING RINGS

This work shall consist of the adjustment and/or reconstruction of drainage and utility structures at those locations as directed by the engineer in the field using steel adjusting rings. This pay item reflects the cost of the material only which shall be in accordance with Article 1006.04 of the Standard Specifications. Installation shall be included in the pay item for the drainage and utility structures to be adjusted.

This work will be paid for at the contract unit price EACH for STEEL ADJUSTING RINGS.

RUBBER ADJUSTING RINGS

This work shall consist of the adjustment and/or reconstruction of drainage and utility structures at those locations as directed by the engineer in the field using rubber fibrepolyurethane prepolymer composite adjusting rings as approved by the Engineer. This pay item reflects the cost of the material only. Installation shall be included in the pay item for the drainage and utility structures to be adjusted. Tapered adjusting rings shall be used where necessary to match the profile of the pavement. In order to minimize the number of rings used, thicker rings shall be used where practical (i.e. one 3-inch ring rather than 3- one inch rings). The Contractor shall examine all adjustments in the field prior to ordering materials.

This work will be paid for at the contract unit price EACH for RUBBER ADJUSTING RINGS.

REPLACE FRAMES AND ADJUSTMENTS, [SPECIFIED SIZE]

This work shall consist of the replacement of broken frames found during adjustments or reconstructions of various structures. This pay item reflects the cost of a 4-inch frame and a 7-inch frame (Type 1 frame, 4-inch thickness and 7-inch thickness respectively) as well as the labor required to install it. All frames being replaced shall be delievered to Tinley Park Public Works.

This work will be paid for at the contract unit price EACH for REPLACE FRAMES AND ADJUSTMENTS [SPECIFIED SIZE].

COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT

This item shall consist of the replacement of combination concrete curb and gutter, in accordance with Sections 606 and 440 of the Standard Specifications and the detail of the proposed Type 2 curb and gutter at locations as designated by the Engineer. Bituminous concrete fillets for driveways that are disturbed shall not be replaced since the driveway is to be depressed.

If sod cannot be placed behind the curbs once the curb is poured and cured because it is outside the planting limitations approved by IDOT, topsoil must be placed in these gaps within 14 days of the curb being poured. If this topsoil is not placed the Contractor will be charged $500 per day after day 14 in liquidated damages. In addition, if the Village has to undertake this work, the Contractor will be responsible for the cost to the Village to procure the work and this amount will be withheld from any amount due the Contractor by the Village. Topsoil will be paid for at the contract price for topsoil, furnish and place, 4" (special).

The abutting street in front of the curb and all driveways, carriage walks and sidewalks behind the curb shall be restored to their original condition with like material. The surfaces shall be removed by full depth sawed joints and one-half inch (1/2") preformed joint filler shall be used between new concrete and existing concrete; where concrete driveways, walks, etc. meet curbs; and between the curb and all steel castings. Where curb and gutter is removed at driveway location, access to the property shall be maintained with temporary aggregate. When replacing curb near an inlet, all curbs must be drilled and dowelled using number 6 smooth rods and expansion material.

All existing pavement removed due to the removal and replacement of combination concrete curb and gutter or concrete curb shall be replaced in two layers with a patch consisting of Hot-Mix Binder Surface Course, Mix D, N50 not less than eight-inches (8") below the existing surface elevation at a minimum width of one foot wide. Saw cutting shall be required as directed by the Engineer to secure a straight joint and shall be paid for in the curb removal item. Concrete will not be allowed to fill in the gap between the new curb and existing pavement. The replacement of the pavement shall be paid for in the respective Class D patch items. The material, any temporary aggregate, rods, required expansion material and any labor and incidentals for a complete job shall be paid for at the contract unit price bid per FOOT of COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT of the type specified.

PIPE UNDERDRAINS FABRIC LINED TRENCH, 6"

This work shall consist of the installation of a pipe under drain at locations as directed by the engineer in the field per Section 601 of the Standard Specifications. The trench shall be lined with a geotechnical fabric meeting the requirements of Article 1080.05 of the Standard Specifications, with a minimum overlap above the trench of 12 inches.

The connection of the underdrain to the structure is incidental to the pipe underdrain cost.

The cost of this work will be paid for at the contract unit price per FOOT for PIPE UNDERDRAINS, FABRIC LINED TRENCH 6".

CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS PER 35 IAC 1100

If the Contractor is planning on disposing of uncontaminated soils at an Illinois Environmental Protection Agency (IEPA) permitted CCDD facility, the work shall be conducted in accordance with the criteria set forth in 35 Illinois Administrative Code (IAC) 1100 as amended on August 27, 2012. The following protocol must be followed:

1. The Contractor must identify in writing the name / location of the Contractor's intended CCDD facility to the Owner (or Engineer) prior to the commencement of any construction activities.
2. The Owner (or Engineer) will contact the Contractor's CCDD facility to identify the laboratory testing or certifications required for disposal acceptance.
3. The Contractor will assist the Owner (or Engineer) in obtaining the sample(s) through the use of the Contractor's equipment. The Contractor shall expose soils at one or more distinct locations as directed by the Owner (or Engineer). The Owner (or Engineer) will determine the number, location and depth of the samples that will need to be collected for characterization of the excess soil that will be generated during the construction project.
4. The Owner (or Engineer) will be responsible for sampling / testing of the soil and preparation of the required certification form. The Contractor will be responsible for the cost of the sampling / testing of the soil and preparation of the required certification form.
5. The samples will be run with standard 5 to 7 working day turnaround time unless a rush is required by the Contractor. If so, the Contractor will be responsible for additional fees associated with fast-tracking the samples.
6. Once the appropriate certifications have been prepared, the Contractor will be responsible for all hauling/disposal of material at the CCDD facility.

The work contained within this special provision shall be considered incidental to the various removal items contained within this contract. The Contractor will be responsible for the cost of the sampling / testing of the soil and preparation of the required certification form.

If any contaminated soil is encountered that requires landfill disposal as a non-special waste, special waste or hazardous waste, it will be paid for per Article 109.04 of the Standard Specifications.

It is up to the Contractor to coordinate with their intended receiving CCDD facility in advance of bidding to ensure that the facility will accept material from the project area and whether additional laboratory testing or certifications are required for disposal acceptance, beyond what has been outlined above. If the intended CCDD facility selected by the Contractor will require additional documentation or testing, it is the Contractor's responsibility to provide this information and include it in the cost of this item of work.

DRAINAGE AND INLET PROTECTION UNDER TRAFFIC (DISTRICT 1)

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

Add the following to Article 603.02 of the Standard Specifications:

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

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

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

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

Revise Article 603.07 of the Standard Specifications to read:

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

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

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

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

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

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

Placement shall be according to the manufacturer's specifications.

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

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (D-1)

Effective: November 1, 2012
Revise: January 1, 2018

Revise Section 1031 of the Standard Specifications to read:

"SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

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

(a) Reclaimed Asphalt Pavement (RAP). RAP is the material resulting from cold milling or crushing an existing hot-mix asphalt (HMA) pavement. RAP will be considered processed FRAP after completion of both crushing and screening to size. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.

(b) Reclaimed Asphalt Shingles (RAS). Reclaimed asphalt shingles (RAS). RAS is from the processing and grinding of preconsumer or post-consumer shingles. RAS shall be a clean and uniform material with a maximum of 0.5 percent unacceptable material, as defined in Central Bureau of Materials Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources", by weight of RAS. All RAS used shall come from a Central Bureau of Materials approved processing facility where it shall be ground and processed to 100 percent passing the 3/8 in. (9.5 mm) sieve and 90 percent passing the #4 (4.75 mm) sieve. RAS shall meet the testing requirements specified herein. In addition, RAS shall meet the following Type 1 or Type 2 requirements.

(1) Type 1. Type 1 RAS shall be processed, preconsumer asphalt shingles salvaged from the manufacture of residential asphalt roofing shingles.

(2) Type 2. Type 2 RAS shall be processed post-consumer shingles only, salvaged from residential, or four unit or less dwellings not subject to the National Emission Standards for Hazardous Air Pollutants (NESHAP).

1031.02 Stockpiles. RAP and RAS stockpiles shall be according to the following.

(a) RAP Stockpiles. The Contractor shall construct individual, sealed RAP stockpiles meeting one of the following definitions. Additional processed RAP (FRAP) shall be stockpiled in a separate working pile, as designated in the QC Plan, and only added to the sealed stockpile when test results for the working pile are complete and are found to meet tolerances specified herein for the original sealed FRAP stockpile. Stockpiles shall be sufficiently separated to prevent intermingling at the base. All stockpiles (including unprocessed RAP and FRAP) shall be identified by signs indicating the type as listed below (i.e. "Non- Quality, FRAP -#4 or Type 2 RAS", etc...).

(1) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in FRAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. All FRAP shall be processed prior to testing and sized into fractions with the separation occurring on or between the #4 (4.75 mm) and 1/2 in. (12.5 mm) sieves. Agglomerations shall be minimized such that 100 percent of the RAP in the coarse fraction shall pass the maximum sieve size specified for the mix the FRAP will be used in.

(2) Restricted FRAP (B quality) stockpiles shall consist of RAP from Class I, HMA (High ESAL), or HMA (High ESAL). If approved by the Engineer, the aggregate from a maximum 3.0 in. (75 mm) single combined pass of surface/binder milling will be classified as B quality. All millings from this application will be processed into FRAP as described previously.

(3) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate RAP shall be processed (FRAP) prior to testing. Conglomerate RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.

(4) Conglomerate "D" Quality (DQ). Conglomerate DQ RAP stockpiles shall consist of RAP from HMA shoulders, bituminous stabilized subbases or HMA (Low ESAL)/HMA (Low ESAL) IL-19.0L binder mixture. The coarse aggregate in this RAP may be crushed or round but shall be at least D quality. This RAP may have an inconsistent gradation and/or asphalt binder content. Conglomerate DQ RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.

(5) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".

RAP or FRAP containing contaminants, such as earth, brick, sand, concrete, sheet asphalt, bituminous surface treatment (i.e. chip seal), pavement fabric, joint sealants, plant cleanout etc., will be unacceptable unless the contaminants are removed to the satisfaction of the Engineer. Sheet asphalt shall be stockpiled separately.

(b) RAS Stockpiles. Type 1 and Type 2 RAS shall be stockpiled separately and shall be sufficiently separated to prevent intermingling at the base. Each stockpile shall be signed indicating what type of RAS is present.

However, a RAS source may submit a written request to the Department for approval to blend mechanically a specified ratio of Type 1 RAS with Type 2 RAS. The source will not be permitted to change the ratio of the blend without the Department prior written

approval. The Engineer's written approval will be required, to mechanically blend RAS with any fine aggregate produced under the AGCS, up to an equal weight of RAS, to improve workability. The fine aggregate shall be "B Quality" or better from an approved Aggregate Gradation Control System source. The fine aggregate shall be one that is approved for use in the HMA mixture and accounted for in the mix design and during HMA production.

Records identifying the shingle processing facility supplying the RAS, RAS type, and lot number shall be maintained by project contract number and kept for a minimum of three years.

1031.03 Testing. FRAP and RAS testing shall be according to the following.

(a) FRAP Testing. When used in HMA, the FRAP shall be sampled and tested either during processing or after stockpiling. It shall also be sampled during HMA production.

(1) During Stockpiling. For testing during stockpiling, washed extraction samples shall be run at the minimum frequency of one sample per 500 tons (450 metric tons) for the first 2000 tons (1800 metric tons) and one sample per 2000 tons (1800 metric tons) thereafter. A minimum of five tests shall be required for stockpiles less than 4000 tons (3600 metric tons).

(2) Incoming Material. For testing as incoming material, washed extraction samples shall be run at a minimum frequency of one sample per 2000 tons (1800 metric tons) or once per week, whichever comes first.

(3) After Stockpiling. For testing after stockpiling, the Contractor shall submit a plan for approval to the District proposing a satisfactory method of sampling and testing the RAP/FRAP pile either in-situ or by restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to obtain representative samples throughout the pile for testing.

Before extraction, each field sample of FRAP, shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedure. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

(b) RAS Testing. RAS shall be sampled and tested during stockpiling according to Central Bureau of Materials Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources". The Contractor shall also sample as incoming material at the HMA plant.

(1) During Stockpiling. Washed extraction and testing for unacceptable materials shall be run at the minimum frequency of one sample per 200 tons (180 metric tons) for the first 1000 tons (900 metric tons) and one sample per 1000 tons (900 metric tons) thereafter. A minimum of five samples are required for stockpiles less than

1000 tons (900 metric tons). Once a ≤ 1000 ton (900 metric ton), five-sample/test stockpile has been established it shall be sealed. Additional incoming RAS shall be in a separate working pile as designated in the Quality Control plan and only added to the sealed stockpile when the test results of the working pile are complete and are found to meet the tolerances specified herein for the original sealed RAS stockpile.

(2) Incoming Material. For testing as incoming material at the HMA plant, washed extraction shall be run at the minimum frequency of one sample per 250 tons (227 metric tons). A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). The incoming material test results shall meet the tolerances specified herein.

The Contractor shall obtain and make available all test results from start of the initial stockpile sampled and tested at the shingle processing facility in accordance with the facility's QC Plan.

Before extraction, each field sample shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedures. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

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

(a) Evaluation of FRAP Test Results. All test results shall be compiled to include asphalt binder content, gradation and, when applicable (for slag), G_{mm}. A five test average of results from the original pile will be used in the mix designs. Individual extraction test results run thereafter, shall be compared to the average used for the mix design, and will be accepted if within the tolerances listed below.

Parameter	FRAP
No. 4 (4.75 mm)	± 6 %
No. 8 (2.36 mm)	± 5 %
No. 30 (600 μm)	± 5 %
No. 200 (75 μm)	± 2.0 %
Asphalt Binder	± 0.3 %
G_{mm}	± 0.03 1/

1/ For stockpile with slag or steel slag present as determined in the current Manual of Test Procedures Appendix B 21, "Determination of Reclaimed Asphalt Pavement Aggregate Bulk Specific Gravity".

If any individual sieve and/or asphalt binder content tests are out of the above tolerances when compared to the average used for the mix design, the FRAP stockpile shall not be

used in Hot-Mix Asphalt unless the FRAP representing those tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

The Contractor shall maintain a representative moving average of five tests to be used for Hot-Mix Asphalt production.

With the approval of the Engineer, the ignition oven may be substituted for extractions according to the ITP, "Calibration of the Ignition Oven for the Purpose of Characterizing Reclaimed Asphalt Pavement (RAP)" or Illinois Modified AASHTO T-164-11, Test Method A.

(b) Evaluation of RAS Test Results. All of the test results, with the exception of percent unacceptable materials, shall be compiled and averaged for asphalt binder content and gradation. A five test average of results from the original pile will be used in the mix designs. Individual test results run thereafter, when compared to the average used for the mix design, will be accepted if within the tolerances listed below.

Parameter	RAS
No. 8 (2.36 mm)	± 5 %
No. 16 (1.18 mm)	± 5 %
No. 30 (600 µm)	± 4 %
No. 200 (75 µm)	± 2.5 %
Asphalt Binder Content	± 2.0 %

If any individual sieve and/or asphalt binder content tests are out of the above tolerances when compared to the average used for the mix design, the RAS shall not be used in Hot-Mix Asphalt unless the RAS representing those tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

(c) Quality Assurance by the Engineer. The Engineer may witness the sampling and splitting conduct assurance tests on split samples taken by the Contractor for quality control testing a minimum of once a month.

The overall testing frequency will be performed over the entire range of Contractor samples for asphalt binder content and gradation. The Engineer may select any or all split samples for assurance testing. The test results will be made available to the Contractor as soon as they become available.

The Engineer will notify the Contractor of observed deficiencies.

Differences between the Contractor's and the Engineer's split sample test results will be considered acceptable if within the following limits.

Test Parameter	Acceptable Limits of Precision

% Passing:[1/]	FRAP	RAS
1/2 in.	5.0%	
No. 4	5.0%	
No. 8	3.0%	4.0%
No. 30	2.0%	4.0%
No. 200	2.2%	4.0%
Asphalt Binder Content	0.3%	3.0%
G_{mm}	0.030	

1/ Based on washed extraction.

In the event comparisons are outside the above acceptable limits of precision, the Engineer will immediately investigate.

(d) Acceptance by the Engineer. Acceptable of the material will be based on the validation of the Contractor's quality control by the assurance process.

1031.05 Quality Designation of Aggregate in RAP and FRAP.

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

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

(2) RAP from HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.

(3) RAP from Class I, HMA (High ESAL) binder mixtures, bituminous base course mixtures, and bituminous base course widening mixtures are designated as containing Class C quality coarse aggregate.

(4) RAP from bituminous stabilized subbase and BAM shoulders are designated as containing Class D quality coarse aggregate.

(b) FRAP. If the Engineer has documentation of the quality of the FRAP aggregate, the Contractor shall use the assigned quality provided by the Engineer.

If the quality is not known, the quality shall be determined as follows. Fractionated RAP stockpiles containing plus #4 (4.75 mm) sieve coarse aggregate shall have a maximum tonnage of 5,000 tons (4,500 metric tons). The Contractor shall obtain a representative sample witnessed by the Engineer. The sample shall be a minimum of 50 lb (25 kg). The sample shall be extracted according to Illinois Modified AASHTO T 164 by a consultant laboratory prequalified by the Department for the specified testing. The consultant laboratory shall submit the test results along with the recovered aggregate to

the District Office. The cost for this testing shall be paid by the Contractor. The District will forward the sample to the Central Bureau of Materials Aggregate Lab for MicroDeval Testing, according to ITP 327. A maximum loss of 15.0 percent will be applied for all HMA applications. The fine aggregate portion of the fractionated RAP shall not be used in any HMA mixtures that require a minimum of "B" quality aggregate or better, until the coarse aggregate fraction has been determined to be acceptable thru a MicroDeval Testing.

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

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

(1) Coarse Aggregate Size (after extraction). The coarse aggregate in all FRAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.

(2) Steel Slag Stockpiles. FRAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) mixtures regardless of lift or mix type.

(3) Use in HMA Surface Mixtures (High and Low ESAL). FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall have coarse aggregate that is Class B quality or better. FRAP shall be considered equivalent to limestone for frictional considerations unless produced/screened to minus 3/8 inch.

(4) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP in which the coarse aggregate is Class C quality or better.

(5) Use in Shoulders and Subbase. FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be FRAP, Restricted FRAP, conglomerate, or conglomerate DQ.

(b) RAS. RAS meeting Type 1 or Type 2 requirements will be permitted in all HMA applications as specified herein.

(c) FRAP and/or RAS Usage Limits. Type 1 or Type 2 RAS may be used alone or in conjunction with FRAP in HMA mixtures up to a maximum of 5.0 percent by weight of the total mix.

When FRAP is used alone or FRAP is used in conjunction with RAS, the percent of virgin asphalt binder replacement (ABR) shall not exceed the amounts indicated in the table below for a given N Design.

Max Asphalt Binder Replacement for FRAP with RAS Combination

HMA Mixtures 1/ 2/ 4/	Maximum % ABR		
Ndesign	Binder/Leveling Binder	Surface	Polymer Modified 3/
30L	50	40	30
50	40	35	30
70	40	30	30
90	40	30	30
4.75 mm N-50			40
SMA N-80			30

1/ For Low ESAL HMA shoulder and stabilized subbase, the percent asphalt binder replacement shall not exceed 50 % of the total asphalt binder in the mixture.

2/ When the binder replacement exceeds 15 % for all mixes, except for SMA and IL-4.75, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 % binder replacement using a virgin asphalt binder grade of PG64-22 will be reduced to a PG58-28). When constructing full depth HMA and the ABR is less than 15 %, the required virgin asphalt binder grade shall be PG64-28.

3/ When the ABR for SMA or IL-4.75 is 15 % or less, the required virgin asphalt binder shall be SBS PG76-22 and the elastic recovery shall be a minimum of 80. When the ABR for SMA or IL-4.75 exceeds 15%, the virgin asphalt binder grade shall be SBS PG70-28 and the elastic recovery shall be a minimum of 80.

4/ When FRAP or RAS is used alone, the maximum percent asphalt binder replacement designated on the table shall be reduced by 10 %.

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

(a) FRAP and/or RAS. FRAP and /or RAS mix designs shall be submitted for verification. If additional FRAP or RAS stockpiles are tested and found to be within tolerance, as defined under "Evaluation of Tests" herein, and meet all requirements herein, the additional FRAP or RAS stockpiles may be used in the original design at the percent previously verified.

(b) RAS. Type 1 and Type 2 RAS are not interchangeable in a mix design.

The RAP, FRAP and RAS stone specific gravities (G_{sb}) shall be according to the "Determination of Aggregate Bulk (Dry) Specific Gravity (G_{sb}) or Reclaimed Asphalt Pavement (RAP) and

Reclaimed Asphalt Shingles (RAS)" procedure in the Department's Manual of Test Procedures for Materials.

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

To remove or reduce agglomerated material, a scalping screen, gator, crushing unit, or comparable sizing device approved by the Engineer shall be used in the RAS and FRAP feed system to remove or reduce oversized material. .

If during mix production, corrective actions fail to maintain FRAP, RAS or QC/QA test results within control tolerances or the requirements listed herein the Contractor shall cease production of the mixture containing FRAP or RAS and conduct an investigation that may require a new mix design.

(a) RAS. RAS shall be incorporated into the HMA mixture either by a separate weight depletion system or by using the RAP weigh belt. Either feed system shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. The portion of RAS shall be controlled accurately to within ± 0.5 percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that the mixture production is halted when RAS flow is interrupted.

(b) HMA Plant Requirements. HMA plants utilizing FRAP and/or RAS shall be capable of automatically recording and printing the following information.

(1) Dryer Drum Plants.

a. Date, month, year, and time to the nearest minute for each print.

b. HMA mix number assigned by the Department.

c. Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).

d. Accumulated dry weight of RAS and FRAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).

e. Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.

f. Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.

g. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.

h. Aggregate RAS and FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAS and FRAP are printed in wet condition.)

i. When producing mixtures with FRAP and/or RAS, a positive dust control system shall be utilized.

j. Accumulated mixture tonnage.

k. Dust Removed (accumulated to the nearest 0.1 ton (0.1 metric ton))

(2) Batch Plants.

a. Date, month, year, and time to the nearest minute for each print.

b. HMA mix number assigned by the Department.

c. Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).

d. Mineral filler weight to the nearest pound (kilogram).

f. RAS and FRAP weight to the nearest pound (kilogram).

g. Virgin asphalt binder weight to the nearest pound (kilogram).

h. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.

The printouts shall be maintained in a file at the plant for a minimum of one year or as directed by the Engineer and shall be made available upon request. The printing system will be inspected by the Engineer prior to production and verified at the beginning of each construction season thereafter.

1031.09 RAP in Aggregate Surface Course and Aggregate Wedge Shoulders, Type B. The use of RAP or FRAP in aggregate surface course and aggregate shoulders shall be as follows.

(a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Non-Quality" and "FRAP". The testing requirements of Article 1031.03 shall not apply. RAP used shall be according to the current Central Bureau of Materials Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications".

(b) Gradation. The RAP material shall meet the gradation requirements for CA 6 according to Article 1004.01(c), except the requirements for the minus No. 200 (75 µm) sieve shall not apply. The sample for the RAP material shall be air dried to constant weight prior to being tested for gradation."

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."

HMA MIXTURE DESIGN REQUIREMENTS (D-1)

Effective: January 1, 2013
Revised: January 1, 2018

1) Design Composition and Volumetric Requirements

Revise the table in Article 406.06(d) of the Standard Specifications to read:

"MINIMUM COMPACTED LIFT THICKNESS	
Mixture Composition	Thickness, in. (mm)
IL-4.75	3/4 (19)
SMA-9.5, IL-9.5, IL-9.5L	1 1/2 (38)
SMA-12.5	2 (50)
IL-19.0, IL-19.0L	2 1/4 (57)"

Revise the table in Article 1004.03(c) of the Standard Specifications to read:

"Use	Size/Application	Gradation No.
Class A-1, 2, & 3	3/8 in. (10 mm) Seal	CA 16
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & 3	Cover	CA 14
HMA High ESAL	IL-19.0 IL-9.5	CA 11 1/ CA 16, CA 13 3/
HMA Low ESAL	IL-19.0L IL-9.5L Stabilized Subbase or Shoulders	CA 11 1/ CA 16
SMA 2/	1/2 in. (12.5mm) Binder & Surface IL 9.5 Surface	CA13 3/, CA14 or CA16 CA16, CA 13 3/

1/ CA 16 or CA 13 may be blended with the gradations listed.
2/ The coarse aggregates used shall be capable of being combined with stone sand, slag sand, or steel slag sand meeting the FA/FM 20 gradation and mineral filler to meet the approved mix design and the mix requirements noted herein.
3/ 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 last paragraph of Article 1102.01 (a) (5) of the Standard Specifications to read:

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

Revise the nomenclature table in Article 1030.01 of the Standard Specifications to read:

"High ESAL	IL-19.0 binder; IL-9.5 surface; IL-4.75; SMA-12.5, SMA-9.5
Low ESAL	IL-19.0L binder; IL-9.5L surface; Stabilized Subbase (HMA)1/; HMA Shoulders2/

1/ Uses 19.0L binder mix.

2/ Uses 19.0L for lower lifts and 9.5L for surface lift."

Revise Article 1030.02 of the Standard Specifications and Supplemental Specifications to read:

"**1030.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.03
(b) Fine Aggregate	1003.03
(c) RAP Material	1031
(d) Mineral Filler	1011
(e) Hydrated Lime	1012.01
(f) Slaked Quicklime (Note 1)	
(g) Performance Graded Asphalt Binder (Note 2)	1032
(h) Fibers (Note 3)	
(i) Warm Mix Asphalt (WMA) Technologies (Note 4)	

Note 1. Slaked quicklime shall be according to ASTM C 5.

Note 2. 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 an Elvaloy or SBS PG 76-22 for IL-4.75, except where modified herein. The elastic recovery shall be a minimum of 80.

Note 3. 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 4. Warm mix additives or foaming processes shall be selected from the current Bureau of Materials and Physical Research Approved List, "Warm Mix Asphalt Technologies"."

Revise Article 1030.04(a)(1) of the Standard Specifications and the Supplemental Specifications to read:

"(1) High ESAL Mixtures. The Job Mix Formula (JMF) shall fall within the following limits.

High ESAL, MIXTURE COMPOSITION (% PASSING) 1/										
Sieve Size	IL-19.0 mm		SMA 4/ IL-12.5 mm		SMA 4/ IL-9.5 mm		IL-9.5 mm		IL-4.75 mm	
	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
3/8 in. (9.5 mm)				65	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	90	100
#8 (2.36 mm)	20	42	16	24 5/	16	32 5/	34 6/	52 2/	70	90
#16 (1.18 mm)	15	30					10	32	50	65
#30 (600 µm)			12	16	12	18				
#50 (300 µm)	6	15					4	15	15	30
#100 (150 µm)	4	9					3	10	10	18
#200 (75 µm)	3	6	7.0	9.0 3/	7.5	9.5 3/	4	6	7	9 3/
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		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/ The maximum percent passing the #635 (20 µm) sieve shall be ≤ 3 percent.

5/ 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.

6/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.

Revise Article 1030.04(b)(1) of the Standard Specifications to read:

"(1) High ESAL Mixtures. The target value for the air voids of the HMA shall be 4.0 percent and for IL-4.75 it shall be 3.5 percent at the design number of gyrations. The VMA and 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.

<table>
<tr><td colspan="5">VOLUMETRIC REQUIREMENTS
High ESAL</td></tr>
<tr><td></td><td colspan="3">Voids in the Mineral Aggregate (VMA),
% minimum</td><td rowspan="2">Voids Filled with Asphalt Binder (VFA),
%</td></tr>
<tr><td>Ndesign</td><td>IL-19.0</td><td>IL-9.5</td><td>IL-4.75[1/]</td></tr>
<tr><td>50</td><td rowspan="3">13.5</td><td rowspan="3">15.0</td><td>18.5</td><td>65 – 78 [2/]</td></tr>
<tr><td>70</td><td rowspan="2"></td><td rowspan="2">65 - 75</td></tr>
<tr><td>90</td></tr>
</table>

1/ Maximum Draindown for IL-4.75 shall be 0.3 percent

2/ VFA for IL-4.75 shall be 72-85 percent"

Replace Article 1030.04(b)(3) of the Standard Specifications with the following:

"(3) SMA Mixtures.

<table>
<tr><td colspan="4">Volumetric Requirements
SMA [1/]</td></tr>
<tr><td>Ndesign</td><td>Design Air Voids Target %</td><td>Voids in the Mineral Aggregate (VMA), % min.</td><td>Voids Filled with Asphalt (VFA), %</td></tr>
<tr><td rowspan="2">80 [4/]</td><td rowspan="2">3.5</td><td>17.0 [2/]</td><td rowspan="2">75 - 83</td></tr>
<tr><td>16.0 [3/]</td></tr>
</table>

1/ Maximum draindown shall be 0.3 percent. The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30 °F.

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

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

4/ Blending of different types of aggregate will not be permitted. 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.

Add to the end of Article 1030.05 (d) (2) a. of the Standard Specifications:

"During production, the Contractor shall test SMA mixtures for draindown according to AASHTO T305 at a frequency of 1 per day of production."

Delete last sentence of the second paragraph of Article 1102.01(a) (4) b. 2.

Add to the end of Article 1102.01 (a) (4) b. 2.:

"As an option, collected dust (baghouse) may be used in lieu of manufactured mineral filler according to the following:

(a.) Sufficient collected dust (baghouse) is available for production of the SMA mix for the entire project.

(b.) A mix design was prepared based on collected dust (baghouse).

2) Design Verification and Production

Revise Article 1030.04 (d) of the Standard Specifications to read:

"(d) Verification Testing. High ESAL, IL-4.75, and SMA mix designs submitted for verification will be tested to ensure that the resulting mix designs will pass the required criteria for the Hamburg Wheel Test (IL mod AASHTO T-324) and the Tensile Strength Test (IL mod AASHTO T-283). The Department will perform a verification test on gyratory specimens compacted by the Contractor. If the mix fails the Department's verification test, the Contractor shall make the necessary changes to the mix and resubmit compacted specimens to the Department for verification. If the mix fails again, the mix design will be rejected.

All new and renewal mix designs will be required to be tested, prior to submittal for Department verification and shall meet the following requirements:

(1)Hamburg Wheel Test criteria. The maximum allowable rut depth shall be 0.5 in. (12.5 mm). The minimum number of wheel passes at the 0.5 in. (12.5 mm) rut depth criteria shall be based on the high temperature binder grade of the mix as specified in the mix requirements table of the plans.

Illinois Modified AASHTO T 324 Requirements [1/]

Asphalt Binder Grade	# Repetitions	Max Rut Depth (mm)
PG 70 -XX (or higher)	20,000	12.5
PG 64 -XX (or lower)	10,000	12.5

1/ When produced at temperatures of 275 ± 5 °F (135 ± 3 °C) or less, loose Warm Mix Asphalt shall be oven aged at 270 ± 5 °F (132 ± 3 °C) for two hours prior to gyratory compaction of Hamburg Wheel specimens.

Note: For SMA Designs (N-80) the maximum rut depth is 6.0 mm at 20,000 repetitions.
For IL 4.75mm Designs (N-50) the maximum rut depth is 9.0mm at 15,000 repetitions.

(2) Tensile Strength Criteria. The minimum allowable conditioned tensile strength shall be 60 psi (415 kPa) for non-polymer modified performance graded (PG) asphalt binder and 80 psi (550 kPa) for polymer modified PG asphalt binder. The maximum allowable unconditioned tensile strength shall be 200 psi (1380 kPa)."

Production Testing. Revise first paragraph of Article 1030.06(a) of the Standard Specifications to read:

"(a) High ESAL, IL-4.75, WMA, and SMA Mixtures. For each contract, a 300 ton (275 metric tons) test strip, except for SMA mixtures it will be 400 ton (363 metric ton), will be required at the beginning of HMA production for each mixture at the beginning of 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."

Add the following after the sixth paragraph in Article 1030.06 (a) of the Standard Specifications:

"The Hamburg Wheel test shall also be conducted on all HMA mixtures from a sample taken within the first 500 tons (450 metric tons) on the first day of production or during start up with a split reserved for the Department. The mix sample shall be tested according to the Illinois Modified AASHTO T 324 and shall meet the requirements specified herein. Mix production shall not exceed 1500 tons (1350 metric tons) or one day's production, whichever comes first, until the testing is completed and the mixture is found to be in conformance. The requirement to cease mix production may be waived if the plant produced mixture demonstrates conformance prior to start of mix production for a contract.
If the mixture fails to meet the Hamburg Wheel criteria, no further mixture will be accepted until the Contractor takes such action as is necessary to furnish a mixture meeting the criteria"

Method of Measurement:

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}."

Basis of Payment.

Replace the fourth paragraph of Article 406.14 of the Standard Specifications with the following:

"Stone matrix asphalt will be paid for at the contract unit price per ton (metric ton) for POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, of the mixture composition and Ndesign specified; and POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, of the mixture composition and Ndesign specified."

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.

DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, & PATCHING OPERATIONS)
Effective: January 1, 1985
Revised: January 5, 2016
886.02TS

The following Traffic Signal Special Provisions and the "District 1 Standard Traffic Signal Design Details" supplement the requirements of the State of Illinois "Standard Specifications for Road and Bridge Construction" Sections 810, 886, 1079 and 1088.

The intent of this Special Provision is to prescribe the materials and construction methods commonly used to replace traffic signal detector loops and replace magnetic signal detectors with detector loops during roadway resurfacing, grinding and patching operations. Loop detector replacement will not require the transfer of traffic signal maintenance from the District Electrical Maintenance Contractor to this contract's electrical contractor. Replacement of magnetic detector will require wiring revisions inside the control cabinet and therefore the transfer of maintenance will be required. All material furnished shall be new. The locations and the details of all installations shall be as indicated on the Plans or as directed by the Engineer.

The work to be provided under this contract consists of furnishing and installing all traffic signal work as specified on the Plans and as specified herein in a manner acceptable and approved by the Engineer.

Notification of Intent to Work.
Contracts such as pavement grinding or patching which result in the destruction of traffic signal detection require a notification of intent to work and an inspection. A minimum of seven (7) working days prior to the detection removal, the Contractor shall notify the:

- Traffic Signal Maintenance and Operations Engineer at (847)705-4424
- IDOT Electrical Maintenance Contractor at (773) 287-7600

at which time arrangements will be made to adjust the traffic controller timing to compensate for the absence of detection.

Failure to provide proper notification may require the District's Electrical Maintenance Contractor to be called to investigate complaints of inadequate traffic signal timing. All costs associated with these expenses will be paid for by the Contractor at no additional expense to the Department according to Section 109 of the "Standard Specifications."

Acceptance of Material.
The Contractor shall provide:

1. All material approval requests shall be submitted a minimum of seven (7) days prior to the delivery of equipment to the job site, or within 30 consecutive calendar days after the contract is awarded, or within 15 consecutive calendar days after the preconstruction meeting, whichever is first.
2. Four (4) copies of a letter listing the vendor's name and model numbers of the proposed equipment shall be supplied. The letter will be reviewed by the Traffic Design Engineer to determine whether the equipment to be used is approved. The

letters will be stamped as approved or not approved accordingly and returned to the Contractor.

3. One (1) copy of material catalog cuts.
4. The contract number, permit number or intersection location must be on each sheet of the letter and material catalog cuts as required in items 2 and 3.

Inspection of Construction.
When the road is open to traffic, except as otherwise provided in Section 801 and 850 of the Standard Specifications, the Contractor must request a turn-on and inspection of the completed detector loop installation at each separate location. This request must be made to the Traffic Signal Maintenance and Operations Engineer at (847)705-4424 a minimum of seven (7) working days prior to the time of the requested inspection.

Acceptance of the traffic signal equipment by the Department shall be based upon inspection results at the traffic signal "turn on." If approved, traffic signal acceptance shall be verbal at the "turn on" inspection followed by written correspondence from the Engineer. If this work is not completed in time, the Department reserves the right to have the work completed by others at the Contractor's expense.

All cost of work and materials required to comply with the above requirements shall be included in the pay item bid price, under which the subject materials and signal equipment are paid, and no additional compensation will be allowed. Materials and signal equipment not complying with the above requirements will be subject to removal and disposal at the Contractor's expense.

Restoration of Work Area.
Restoration of the traffic signal work area due to the detector loop installation and/or replacement shall be included in the cost of this item. All roadway surfaces such as shoulders, medians, sidewalks, pavement shall be replaced as shown in the plans or in kind. All damage to mowed lawns shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded.

Removal, Disposal and Salvage of Existing Traffic Signal Equipment.
The removal, disposal, and salvage of existing traffic signal equipment shall be included in the cost of this item. All material and equipment removed shall become the property of the Contractor and disposed of by the Contractor outside the State's right-of-way. No additional compensation shall be provided to the Contractor for removal, disposal or salvage expense for the work in this contract.

DETECTOR LOOP REPLACEMENT.
This work shall consist of replacing existing detector loops which are destroyed during grinding, resurfacing, or patching operations.

If damage to the detector loop is unavoidable, replacement of the existing detection system will be necessary. This work shall be completed by an approved Electrical Contractor as directed by the Engineer.

Replacement of the loops shall be accomplished in the following manner: The Engineer shall mark the location of the replacement loops. The Traffic Signal Maintenance and Operations Engineer shall be called to approve loop locations prior to the cutting of the pavement. The Contractor may reuse the existing coilable non-metallic conduit (CNC) located between the

existing handhole and the pavement if it hasn't been damaged. CNC meeting the requirements of NEC Article 353 shall be used for detector loop raceways to the handholes. All burrs shall be removed from the edges of the existing conduit which could cause damage to the new detector loop during installation. If the existing conduit is damaged beyond repair, if it cannot be located, or if additional conduits are required for each proposed loop; the Contractor shall be required to drill through the existing pavement into the appropriate handhole, and install 1" (25 mm) CNC. This work and the required materials shall not be paid for separately but shall be included in the pay item Detector Loop Replacement. Once suitable CNC raceways is established, the loop may be cut, installed, sealed and spliced to the twisted-shielded lead-in cable in the handhole.
All loops installed in new asphalt pavement shall be installed in the binder course and not in the surface course. The edge of pavement or the curb shall be cut with a 1/4" (6.3 mm) deep x 4" (100 mm) saw-cut to mark location of each loop lead-in.

A minimum of seven (7) working days prior to the Contractor cutting loops, the Contractor shall have the proposed loop locations marked and contact the Traffic Signal Maintenance and Operations Engineer (847)705-4424 to inspect and approve the layout.

Loop detectors shall be installed according to the requirements of the "District 1 Standard Traffic Signal Design Details." Saw-cuts from the loop to the edge of pavement shall be made perpendicular to the edge of pavement when possible in order to minimize the length of the saw-cut unless directed otherwise by the Engineer or as shown on the plan.

The detector loop cable insulation shall be labeled with the cable specifications.

Each loop detector lead-in wire shall be labeled in the handhole using a water proof tag, from an approved vendor, secured to each wire with nylon ties. The lead-in wire, including all necessary connections for proper operation, from the edge of pavement to the handhole, shall be included in the detector loop pay item.

Loop sealant shall be a two-component thixotropic chemically cured polyurethane. The sealant shall be installed 1/8" (3 mm) below the pavement surface. If installed above the surface the excess shall be removed immediately.

Round loop(s) 6 ft (1.8 m) diameter may be substituted for 6 ft (1.8 m) by 6 ft (1.8 m) square loop(s) and shall be paid for as 24 feet (7.2 m) of detector loop.

Resistance to ground shall be a minimum of 100 mega-ohms under any conditions of weather or moisture. Inductance shall be more than 50 and less than 700 microhenries. Quality readings shall be more than 5.

Heat shrink splices shall be used according to the "District 1 Standard Traffic Signal Design Details."

Detector loop replacement shall be measured along the sawed slot in the pavement containing the loop cable up to the edge of pavement, rather than the actual length of the wire in the slot. Drilling handholes, sawing the pavement, furnishing and installing CNC to the appropriate handhole, cable splicing to provide a fully operable detector loop, testing and all trench and backfill shall be included in this item.

Basis of Payment.
Detector Loop Replacement shall be paid for at the contract unit price per foot (meter) of DETECTOR LOOP REPLACEMENT.

MAGNETIC DETECTOR REMOVAL AND DETECTOR LOOP INSTALLATION.
This work shall consist of the removal of existing magnetic detectors, magnetic detector lead-in cable and magnetic detection amplifiers and related control equipment wiring, installation of detector lead-in cable, detector loops, detector amplifiers and related equipment wiring. The detector loop, cable, and amplifier shall be installed according to the applicable portions of the "Standard Specifications" and the applicable portions of the Special Provision for "Detector Loop Replacement." All drilling of handholes, furnishing and installing CNC, cable splicing, trench and backfill, removal of equipment, and removing cable from conduit shall be included in this item.

Basis of Payment.
Magnetic Detector Removal and Detector Loop Installation shall be paid for at the contract unit price per foot (meter) for DETECTOR LOOP, TYPE I, per each for INDUCTIVE LOOP DETECTOR, and foot (meter) for ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR.

FRICTION AGGREGATE (D-1)

Effective: January 1, 2011
Revised: April 29, 2016

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

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

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

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

Use	Mixture	Aggregates Allowed	
HMA High ESAL Low ESAL	C Surface and Leveling Binder IL-9.5 or IL-9.5L SMA Ndesign 50 Surface	<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/]	
HMA High ESAL	D Surface and Leveling Binder IL-9.5 SMA Ndesign 50 Surface	<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/] Crushed Concrete[3/]	
		<u>Other Combinations Allowed:</u>	
		Up to...	*With...*
		25% Limestone	Dolomite
		50% Limestone	Any Mixture D aggregate other than Dolomite
		75% Limestone	Crushed Slag (ACBF) or Crushed Sandstone
HMA High ESAL	E Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> [5/ 6/]: Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		Up to...	*With...*

Use	Mixture	Aggregates Allowed	
		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/] or Crushed Concrete[3/]	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag
HMA High ESAL	F Surface IL-9.5 SMA Ndesign 80 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>:	
		Up to...	*With...*
		50% Crushed Gravel[2/], Crushed Concrete[3/], or Dolomite[2/]	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

1/ Crushed steel slag allowed in shoulder surface only.
2/ Carbonate crushed stone (limestone) and/or crushed gravel shall not be used in SMA Ndesign 80. In SMA Ndesign 50, carbonate crushed stone shall not be blended with any of the other aggregates allowed alone in Ndesign 50 SMA binder or Ndesign 50 SMA surface.
3/ Crushed concrete will not be permitted in SMA mixes.
4/ Crushed steel slag shall not be used as leveling binder.
5/ When combinations of aggregates are used, the blend percent measurements shall be by volume."
6/ Combining different types of aggregate will not be permitted in SMA Ndesign 80."

GROUND TIRE RUBBER (GTR) MODIFIED ASPHALT BINDER (D-1)
Effective: June 26, 2006
Revised: April 1, 2016

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

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

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

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

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

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

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

of the asphalt binder at 300 °F to 350 °F (149 °C to 177 °C). The asphalt binder metering systems of dryer drum plants shall be calibrated with the actual GTR modified asphalt binder material with an accuracy of ± 0.40 percent."

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

"(c) RAP Materials (Note 5) .....1031"

Add the following note to 1030.02 of the Standard Specifications:

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

BDE SPECIAL PROVISIONS
For the January 19 and March 9, 2018 Lettings

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

File Name	#		Special Provision Title	Effective	Revised
80099	1		Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
80382	2	✓	Adjusting Frames and Grates	April 1, 2017	
80274	3		Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
80192	4		Automated Flagger Assistance Device	Jan. 1, 2008	
80173	5		Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
80241	6		Bridge Demolition Debris	July 1, 2009	
5026I	7		Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5048I	8		Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5049I	9		Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5053I	10		Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
80366	11		Butt Joints	July 1, 2016	
80386	12		Calcium Aluminate Cement for Class PP-5 Concrete Patching	Nov. 1, 2017	
* 80396	13		Class A and B Patching	Jan. 1, 2018	
80384	14		Compensable Delay Costs	June 2, 2017	
80198	15		Completion Date (via calendar days)	April 1, 2008	
80199	16		Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293	17		Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
80311	18		Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
80277	19		Concrete Mix Design – Department Provided	Jan. 1, 2012	April 1, 2016
80261	20	✓	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80387	21		Contrast Preformed Plastic Pavement Marking	Nov. 1, 2017	
80029	22		Disadvantaged Business Enterprise Participation	Sept. 1, 2000	July 2, 2016
* 80378	23		Dowel Bar Inserter	Jan. 1, 2017	Jan. 1, 2018
80388	24		Equipment Parking and Storage	Nov. 1, 2017	
80229	25		Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
80304	26		Grooving for Recessed Pavement Markings	Nov. 1, 2012	Nov. 1, 2017
80246	27	✓	Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	April 1, 2016
* 80347	28		Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	Jan. 1, 2018
80383	29		Hot-Mix Asphalt – Quality Control for Performance	April 1, 2017	Nov. 1, 2017
80376	30	✓	Hot-Mix Asphalt – Tack Coat	Nov. 1, 2016	
* 80382	31		Lights on Barricades	Jan. 1, 2018	
80336	32		Longitudinal Joint and Crack Patching	April 1, 2014	April 1, 2016
* 80393	33		Manholes, Valve Vaults, and Flat Slab Tops	Jan. 1, 2018	
80045	34		Material Transfer Device	June 15, 1999	Aug. 1, 2014
* 80394	35		Metal Flared End Section for Pipe Culverts	Jan. 1, 2018	
80165	36		Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
80349	37		Pavement Marking Blackout Tape	Nov. 1, 2014	April 1, 2016
80371	38	✓	Pavement Marking Removal	July 1, 2016	
* 80390	39	✓	Payments to Subcontractors	Nov. 2, 2017	
80377	40		Portable Changeable Message Signs	Nov. 1, 2016	April 1, 2017
80389	41	✓	Portland Cement Concrete	Nov. 1, 2017	
80359	42		Portland Cement Concrete Bridge Deck Curing	April 1, 2015	Nov. 1, 2017
80385	43	✓	Portland Cement Concrete Sidewalk	Aug. 1, 2017	
80300	44		Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
80328	45		Progress Payments	Nov. 2, 2013	
3426I	46		Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006

File Name	#		Special Provision Title	Effective	Revised
80157	47		Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
* 80306	48		Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	Jan. 1, 2018
* 80395	49		Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018	
80340	50		Speed Display Trailer	April 2, 2014	Jan. 1, 2017
80127	51		Steel Cost Adjustment	April 2, 2004	Aug. 1, 2017
* 80391	52	✓	Subcontractor Mobilization Payments	Nov. 2, 2017	
80317	53		Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	April 1, 2016
80298	54		Temporary Pavement Marking (NOTE: This special provision was previously named *"Pavement Marking Tape Type IV"*.)	April 1, 2012	April 1, 2017
20338	55		Training Special Provisions	Oct. 15, 1975	
* 80318	56		Traversable Pipe Grate for Concrete End Sections (NOTE: This special provision was previously named *"Traversable Pipe Grate"*.)	Jan. 1, 2013	Jan. 1, 2018
80288	57		Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
80302	58		Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
80071	59		Working Days	Jan. 1, 2002	

The following special provisions are in the 2018 Supplemental Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location	Effective	Revised
80368	Light Tower	Article 1069.08	July 1, 2016	
80369	Mast Arm Assembly and Pole	Article 1077.03(a)(1)	July 1, 2016	
80338	Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	Recurring CS #35	April 1, 2014	April 1, 2016
80379	Steel Plate Beam Guardrail	Articles 630.02, 630.05, 630.06, and 630.08	Jan. 1, 2017	
80381	Traffic Barrier Terminal, Type 1 Special	Article 631.04	Jan. 1, 2017	
80380	Tubular Markers	Articles 701.03, 701.15, 701.18, and 1106.02	Jan. 1, 2017	

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

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

ADJUSTING FRAMES AND GRATES (BDE)

Effective: April 1, 2017

Add the following to Article 602.02 of the Standard Specifications:

"(s) High Density Expanded Polystyrene Adjusting Rings with Polyurea Coating (Note 4) 1043.04
(t) Expanded Polypropylene (EPP) Adjusting Rings (Note 5) 1043.05

Note 4. High density expanded polystyrene adjusting rings with polyurea coating shall meet the design load requirements of AASHTO HS20/25. The rings may be used to adjust the frames and grates of drainage and utility structures up to a maximum of 6 in. (150 mm). They shall be installed and sealed underneath the frames according to the manufacturer's specifications.

Note 5. Riser rings fabricated from EPP may be used to adjust the frames and grates of drainage and utility structures up to a maximum of 6 in. (150 mm). An adhesive meeting ASTM C 920, Type S, Grade N5, Class 25 shall be used with EPP adjustment rings. The top ring of the adjustment stack shall be a finish ring with grooves on the lower surface and flat upper surface. The joints between all manhole adjustment rings and the frame and cover shall be sealed using the approved adhesive. In lieu of the use of an adhesive, an internal or external mechanical frame-chimney seal may be used for watertight installation. EPP adjustment rings shall not be used with heat shrinkable infiltration barriers."

Add the following to Section 1043 of the Standard Specifications:

"**1043.04 High Density Expanded Polystyrene Adjusting Rings with Polyurea Coating.** High density expanded polystyrene adjustment rings with polyurea coating shall be designed and tested to meet or exceed an HS25 wheel load according to the AASHTO Standard Specifications for Highway Bridges (AASHTO M306 HS-25). The raw material suppliers shall provide certifications of quality or testing using the following ASTM standards, and upon request, certify that only virgin material was used in the manufacturing of the expanded polystyrene rings.

Physical Property	Test Standard	Value	
		3.0 lb/cu ft	4.5 lb/cu ft
Compression Resistance	ASTM D 1621		
at 10% deformation		50 - 70	70 - 90
at 5% deformation		45 - 60	60 - 80
at 2% deformation		15 - 20	20 - 40
Flexural Strength	ASTM D 790	90 - 120	130 - 200
Water Absorption	ASTM D 570	2.0%	1.7%
Coefficient of Linear Expansion	ASTM D 696	2.70E-06 in./in./°F	2.80E-06 in./in./°F
Sheer Strength	ASTM D 732	55	80

Tensile Strength	ASTM D 1623	70 - 90	130 - 140
Water Vapor Transmission	ASTM C 355	0.82 – 0.86 perm – in.	

High density expanded polystyrene adjustment rings with polyurea coating shall have no void areas, cracks, or tears. The actual diameter or length shall not vary more than 0.125 in. (3 mm) from the specified diameter or length. Variations in height are limited to ± 0.063 in. (± 1.6 mm). Variations shall not exceed 0.25 in. (6 mm) from flat (dish, bow, or convoluting edge) or 0.125 in. (3 mm) for bulges or dips in the surface.

1043.05 Expanded Polypropylene (EPP) Adjusting Rings. The EPP adjusting rings shall be manufactured using a high compression molding process to produce a minimum finished density of 7.5 lb/cu ft (120 g/l). The EPP rings shall be made of materials meeting ASTM D 3575 and ASTM D 4819-13. The grade adjustments shall be designed and tested according to the AASHTO Standard Specifications for Highway Bridges (AASHTO M 306 HS-25).

Grade rings shall contain upper and lower keyways (tongue and groove) for proper vertical alignment and sealing. The top ring, for use directly beneath the cast iron frame, shall have keyways (grooves) on the lower surface with a flat upper surface.

Adhesive or sealant used for watertight installation of the manhole grade adjustment rings shall meet ASTM C 920, Type S, Grade NS, Class 25, Uses NT, T, M, G, A, and O.

EPP adjustment rings shall have no void areas, cracks, or tears. The actual diameter or length shall not vary more than 0.125 in. (3 mm) from the specified diameter or length. Variations in height are limited to ± 0.063 in. (± 1.6 mm). Variations shall not exceed 0.25 in. (6 mm) from flat (dish, bow, or convoluting edge) or 0.125 in. (3 mm) for bulges or dips in the surface."

80382

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 - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)

Effective: January 1, 2010
Revised: April 1, 2016

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

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

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

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

a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.

b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced 10 ft (3 m) apart longitudinally along the unconfined pavement edge and centered at the random density test location."

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

"Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density Minimum
IL-4.75	Ndesign = 50	93.0 – 97.4% [1/]	91.0%
IL-9.5	Ndesign = 90	92.0 – 96.0%	90.0%
IL-9.5,IL-9.5L	Ndesign < 90	92.5 – 97.4%	90.0%
IL-19.0	Ndesign = 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L	Ndesign < 90	93.0 [2/] – 97.4%	90.0%
SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%"

80246

HOT-MIX ASPHALT – TACK COAT (BDE)

Effective: November 1, 2016

Revise Article 1032.06(a) of the Standard Specifications to read:

"(a) Anionic Emulsified Asphalt. Anionic emulsified asphalts shall be according to AASHTO M 140. SS-1h emulsions used as a tack coat shall have the cement mixing test waived."

80376

PAVEMENT MARKING REMOVAL (BDE)

Effective: July 1, 2016

Revise Article 783.02 of the Standard Specifications to read:

"**783.02 Equipment.** Equipment shall be according to the following.

Item	Article/Section
(a) Grinders (Note 1)	
(b) Water Blaster with Vacuum Recovery	1101.12

Note 1. Grinding equipment shall be approved by the Engineer."

Revise the first paragraph of Article 783.03 of the Standard Specifications to read:

"**783.03 Removal of Conflicting Markings.** Existing pavement markings that conflict with revised traffic patterns shall be removed. If darkness or inclement weather prohibits the removal operations, such operations shall be resumed the next morning or when weather permits. In the event of removal equipment failure, such equipment shall be repaired, replaced, or leased so removal operations can be resumed within 24 hours."

Revise the first and second sentences of the first paragraph of Article 783.03(a) of the Standard Specifications to read:

"The existing pavement markings shall be removed by the method specified and in a manner that does not materially damage the surface or texture of the pavement or surfacing. Small particles of tightly adhering existing markings may remain in place, if in the opinion of the Engineer, complete removal of the small particles will result in pavement surface damage."

Revise the first paragraph of Article 783.04 of the Standard Specifications to read:

"**783.04 Cleaning.** The roadway surface shall be cleaned of debris or any other deleterious material by the use of compressed air or water blast."

Revise the first paragraph of Article 783.06 of the Standard Specifications to read:

"**783.06 Basis of Payment.** This work will be paid for at the contract unit price per each for RAISED REFLECTIVE PAVEMENT MARKER REMOVAL, or at the contract unit price per square foot (square meter) for PAVEMENT MARKING REMOVAL – GRINDING and/or PAVEMENT MARKING REMOVAL – WATER BLASTING."

Delete Article 1101.13 from the Standard Specifications.

80371

PAYMENTS TO SUBCONTRACTORS (BDE)

Effective: November 2, 2017

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

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

80390

PORTLAND CEMENT CONCRETE (BDE)

Effective: November 1, 2017

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

"TABLE 1. CLASSES OF CONCRETE AND MIX DESIGN CRITERIA

Class of Conc.	Use	Air Content %
PP	Pavement Patching Bridge Deck Patching (10)	
	PP-1	4.0 - 8.0"
	PP-2	
	PP-3	
	PP-4	
	PP-5	

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

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

80389

RAILROAD PROTECTIVE LIABILITY INSURANCE (5 and 10) (BDE)

Effective: January 1, 2006

Description. Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications, except the limits shall be a minimum of $5,000,000 combined single limit per occurrence for bodily injury liability and property damage liability with an aggregate limit of $10,000,000 over the life of the policy. A separate policy is required for each railroad unless otherwise noted.

NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS
Metra Railroad- ROW Administrator Real Estate and Contract Mgmt 547 West Jackson Blvd Chicago, IL 60601	44 trains daily avg 5-60mph avg speed	

DOT/AAR No.: 608950D
RR Division: RIR
RR Mile Post: 0023.30
RR Sub-Division: Joliet Subdivision

For Freight/Passenger Information Contact: Donald Whistler Phone: 312-322-8016
For Insurance Information Contact: Donald Whistler Phone: 312-322-8016

DOT/AAR No.:
RR Division:
RR Mile Post:
RR Sub-Division:

For Freight/Passenger Information Contact: Phone:
For Insurance Information Contact: Phone:

Approval of Insurance. The original and one certified copy of each required policy shall be submitted to the following address for approval:

Illinois Department of Transportation
Bureau of Design and Environment
2300 South Dirksen Parkway, Room 326
Springfield, Illinois 62764

When Metra is the railroad, they shall be listed as *"The Commuter Rail Division of the Regional Transportation Authority, a division of an Illinois municipal corporation, and its affiliated separate public corporation known as the Northeast Illinois Regional Commuter Railroad Corporation, both operating under the service mark Metra, as now exists or may hereafter be constituted or acquired, and the Regional Transportation Authority, an Illinois municipal corporation."*

The Contractor will be advised when the Department has received approval of the insurance from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Engineer evidence that the required insurance has been approved by the railroad(s). The Contractor shall also provide the Engineer with the expiration date of each required policy.

Basis of Payment. Providing Railroad Protective Liability and Property Damage Liability Insurance will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

80157

PORTLAND CEMENT CONCRETE SIDEWALK (BDE)

Effective: August 1, 2017

Revise the first paragraph of Article 424.12 of the Standard Specifications to read:

"**424.12 Method of Measurement.** This work will be measured for payment in place and the area computed in square feet (square meters). Curb ramps, including side curbs and side flares, will be measured for payment as sidewalk. No deduction will be made for detectable warnings located within the ramp."

80385

SUBCONTRACTOR MOBILILATION PAYMENTS (BDE)

Effective: November 2, 2017

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

"This mobilization payment shall be made at least 14 days prior to the subcontractor starting work. The amount paid shall be at the following percentage of the amount of the subcontract reported on form BC 260A submitted for the approval of the subcontractor's work.

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

80391

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

SPECIAL PROVISION FOR INSURANCE

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

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

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

Village of Tinley Park

Robinson Engineering, Ltd.

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
RAILROAD PROTECTIVE LIABILITY INSURANCE FOR LOCAL LETTINGS

Effective: March 1, 2005
Revised: January 1, 2006

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.

Railroad Protective Liability Insurance. The contractor will be required to carry Railroad Protective Liability and Property Damage Liability Insurance in accordance with Article 107.11 of the Standard Specifications. A separate policy is required for each railroad indicated on the attached form unless otherwise noted. The limits of liability for each policy are listed on the attached form. The minimum limits of liability shall be in accordance with Article 107.11 of the Standard Specifications.

Basis of Payment. The costs for providing insurance, as noted above, will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

APPROVAL OF INSURANCE: The ORIGINAL and one CERTIFIED copy of each required policy shall be submitted for approval to the following address:

Metra Railroad- ROW Administrator
Real Estate and Contract Management
547 West Jackson Boulevard
Chicago, Illinois 60601

The contractor will be advised when approval of the insurance has been received from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Resident Engineer evidence that the required railroad protective liability insurance has been approved by the railroad(s). The Contractor shall also provide the Resident Engineer with expiration date of each required policy.

When Metra is the rairoad, they shall be listed as "The Commuter Rail Division of the Regional Transportation Authority, a division of an Illinois municipal corporation, and its affiliated separate public corporation known as the Northeast Illinois Regional Commuter Railroad Corporation, both operating under the service mark Metra, as now exists or may hereafter be constituted or acquired, and the Regional Transportation Authority, an Illinois municipal corporation."

RAILROAD PROTECTIVE LIABILITY INSURANCE FORM

NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS
Metra Railroad- ROW Administrator **Real Estate and Contract Mgmt** **547 West Jackson Boulevard** **Chicago, IL 60601**	**44 daily avg/5-60 mph avg speed**	

DOT/AAR Number: **608950D** RR Mile Post: **0023.30**

Liability Limits: Combined Single Limit $ ____________ Aggregate Limit $ ____________

For Freight/Passenger Information Contact: **Donald Whistler** Phone: **312-322-8016**

For Insurance Information Contact: **Donald Whistler** Phone: **312-322-8016**

DOT/AAR Number: ____________ RR Mile Post: ____________

Liability Limits: Combined Single Limit $ ____________ Aggregate Limit $ ____________

For Freight/Passenger Information Contact: ____________ Phone: ____________

For Insurance Information Contact: ____________ Phone: ____________

DOT/AAR Number: ____________ RR Mile Post: ____________

Liability Limits: Combined Single Limit $ ____________ Aggregate Limit $ ____________

For Freight/Passenger Information Contact: ____________ Phone: ____________

For Insurance Information Contact: ____________ Phone: ____________

DOT/AAR Number: ____________ RR Mile Post: ____________

Liability Limits: Combined Single Limit $ ____________ Aggregate Limit $ ____________

For Freight/Passenger Information Contact: ____________ Phone: ____________

For Insurance Information Contact: ____________ Phone: ____________

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

SPECIAL PROVISION FOR HOT IN-PLACE RECYCLING (HIR) – SURFACE RECYCLING

Effective: January 1, 2012

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.

Description. This work shall consist of in-place rehabilitation of hot-mix asphalt (HMA) pavement by heating, scarifying, rejuvenating, and reshaping the surface followed by the addition of a new HMA surface course according to the thickness specified on the plans.

Materials. Materials shall be according to the following.

Item	Article/Section
(a) Rejuvenating Agent (Note 1)	
(b) Hot-Mix Asphalt	1030

Note 1. The rejuvenating agent shall have a minimum Aged Penetration Retention of 90% when tested according to the following test procedure:

a. Determine the penetration[1] of an unaged standard PG 58-22 asphalt binder.
b. Age[2] the asphalt binder in the Rolling Thin Film Oven (RTFO).
c. Determine the penetration[1] of the aged binder (A).
d. Add the rejuvenating agent or rejuvenating agent residue[3] at the percentage recommended by the manufacturer (maximum 20% by weight) to the aged binder. Blend uniformly.
e. Determine the penetration[1] of the rejuvenating agent / aged binder mixture. The penetration of this mixture shall be essentially equivalent to the penetration of the unaged PG 58-22.
f. Age[2] the rejuvenating agent / aged binder mixture in the RTFO.
g. Determine the penetration[1] of the aged rejuvenating agent / aged binder mixture (B).
h. Determine the Aged Penetration Retention according to the following formula:

Aged Penetration Retention, % = (B/A)x100

[1] *AASHTO T 49 at 77°F (25°C).*
[2] *AASHTO T 240 aged for 5 hours at 325°F (163°C).*
[3] *If the rejuvenating agent is an emulsion, obtain the residue according to the test procedure "Emulsified Asphalt Residue by Evaporation" located in AASHTO T 59.*

Equipment. Equipment shall be according to the following.

Item	Article/Section
(a) Rollers	1101.01
(b) Pre-heater (Note 1)	
(c) Heater-Scarifier (Note 2)	

Note 1. The pre-heater shall be a separate independently self-propelled heating unit.

Note 2. The heater-scarifier shall be self-contained, power propelled unit capable of heating, scarifying, adding rejuvenating agent, mixing, and screeding the scarified asphalt surface.

The heating system shall use propane, fuel oil, or butane as fuel, capable of being turned on or off instantly and have a range of width to heat 4-inches beyond each side of the lane width. Heating of the asphalt pavement surface shall be accomplished in such a manner that adequate heat penetration is provided without excessive oxidation, or direct flame contact with the asphalt street. The heaters shall have an enclosed or shielded hood and allow for the pavement to be scarified to the specified depth with the surface temperature of the old pavement not exceeding 375°F (190°C). The machine shall be equipped with a minimum of two rows of spring-mounted scarification teeth. Teeth shall be evenly spaced with the rows offset by an amount equal to one-half of the tooth spacing. Teeth shall be capable of vertical movement, such that the rows of the teeth will follow any contours in the street profile to scarify to the required depth regardless of depression or high areas. Self-regulating controls shall be used to exert pressure from the weight of the machine onto the tooth mounting system, and to control the depth of scarification. The aggregate shall be dislodged, but not fractured, to the specified depth.

The machine shall be capable of adding rejuvenating agent uniformly over the area to be scarified at a uniform rate per distance traveled.

The machine shall be capable of lateral movement of the scarified materials as required, by using a reversible auger and/or adjustable blades. This system shall be capable of maintaining a uniform supply of scarified material distributed as required across the face if the spreader screed.

The heater-scarifier shall be equipped with an automatic electronic grade control device. The device shall be effective in leveling depressions. The device shall be capable of controlling the elevation of the screed relative to either a preset grade control string line or a grade reference device traveling on the adjacent pavement surface. The traveling grade reference device shall be not less than 30 ft (9 m) in length.

The screed or strike off assembly shall effectively produce a finished surface of the required evenness and texture without tearing, shoving or gouging the mixture.

CONSTRUCTION REQUIREMENTS

General. The entire surface to be rehabilitated shall be free of water, soil, vegetation, and foreign material. All base failures shall be repaired prior to the heating scarifying process according to Section 358. Rehabilitation work shall be performed only when the air temperature in the shade is at least 45 °F (7 °C) and the forecast is for rising temperatures.

The surface of the existing pavement shall be heated with a continuously moving heater to allow the pavement to be scarified to a 0.75 to 1.5 in (20 to 38 mm) average depth with the surface temperature of the old pavement not to exceed 375 °F (190 °C). Heat shall be applied under an enclosed or shielded hood and shall extend at least 4 in. (100 mm) beyond the width of scarification on both sides. Scarifying shall be accomplished with pressure scarifiers. The scarifying unit shall be equipped to scarify and move material away from the gutter flags for a depth of 1/2 in. (13 mm) by 4 in. (100 mm) wide. The heating-scarifying operation shall not exceed 30 ft (10 m) per minute. When a repaving pass is being made adjacent to a previously placed mat, the longitudinal repaving seam shall extend at least 2 in. (50 mm) into the previously placed mat.

Immediately after the scarifying operation, the rejuvenating agent shall be applied at the maximum rate of 0.20 gal/sq yd (0.5 L/sq m). The actual rate will be determined by the Contractor based on pavement condition, rejuvenating agent, and pavement samples. The Contractor will provide the Engineer with the application rate prior to construction. The application rate should not vary by more than ± 0.03 gal/sq yd (± 0.1 L/sq m) unless existing pavement conditions change. Any modification of the application rate shall be approved by the Engineer. The surface shall then be leveled by distributing the heated, scarified and treated (HST) material over the width being processed so as to produce a uniform cross section. The minimum temperature of the HST material after leveling shall be 175 °F (80 °C). The HST material shall be compacted before the temperature of the mix drops below 150 °F (65 °C).

Compaction shall be accomplished by performing a growth curve within the first half mile of production. If an adjustment is made to the rejuvenating agent's application rate, the Engineer reserves the right to request an additional growth curve. The growth curve, consisting of a plot of lb/cu ft (kg/cu m) vs. number of passes with the project breakdown roller, shall be developed. Roller speed during the growth curve testing shall be the same as the normal paving operation. This curve shall be established by use of a nuclear gauge. Tests shall be taken after each pass until the highest lb/cu ft (kg/cu m) is obtained. This value shall be the target density.

A new growth curve is required if the breakdown roller used on the growth curve is replaced with a new roller during production. The target density shall apply only to the specific gauge used. If additional gauges are to be used to determine density specification compliance, the Contractor shall establish a unique minimum allowable target density from the growth curve location for each gauge.

TABLE 1 - MINIMUM ROLLER REQUIREMENTS FOR HIR – SURFACE RECYCLING

Breakdown Roller (one of the following)[1]	Intermediate Roller	Final Roller (one or more of the following)[1]	Density Requirement
V_D, P	--	V_S, T_B, T_F	95 - 102 percent of the target density obtained on the growth curve

[1/] Equipment definitions in Table 1 of Article 406.07.

Within 48 hours of the HST operation, a HMA surface course specified in the plans shall be placed according to Section 406.

Method of Measurement.

(a) Contract Quantities. The requirement for use of contract quantities shall be according to Article 202.07(a).

(b) Measured Quantities. The hot in-place recycling – surface recycling will be measured for payment in place and the area computed in square yards (square meters). The rejuvenating agent will be measured for payment in gallons (liters) according to Article 1032.02. The HMA surface will be measured for payment in tons (metric tons) according to Article 406.13.

Basis of Payment. This work will be paid for at the contract unit price per square yard (square meter) for HOT IN-PLACE RECYCLING – SURFACE RECYCLING, and per gallon (liter) for REJUVENATING AGENT.

The HMA surface will be paid for according to Article 406.14

If provided as a pay item, the preparation of the base will be paid for according to Article 358.07. If not provided as a pay item, preparation of the base, including additional material required, shall be considered as included in the contract unit price bid for hot in-place recycling, and no additional compensation will be allowed.

Prevailing Wage rates for Cook County effective Sept. 1, 2017

Trade Title	Region	Type	Class	Base Wage	Fore-man Wage	M-F OT	OSA	OSH	H/W	Pension	Vacation	Training
ASBESTOS ABT-GEN	ALL	ALL		41.20	42.20	1.5	1.5	2	14.65	12.32	0.00	0.50
ASBESTOS ABT-MEC	ALL	BLD		37.46	39.96	1.5	1.5	2	11.62	11.06	0.00	0.72
BOILERMAKER	ALL	BLD		48.49	52.86	2	2	2	6.97	19.61	0.00	0.90
BRICK MASON	ALL	BLD		45.38	49.92	1.5	1.5	2	10.45	16.68	0.00	0.90
CARPENTER	ALL	ALL		46.35	48.35	1.5	1.5	2	11.79	18.87	0.00	0.63
CEMENT MASON	ALL	ALL		44.25	46.25	2	1.5	2	14.00	17.16	0.00	0.92
CERAMIC TILE FNSHER	ALL	BLD		[redacted]	[redacted]	1.5	1.5	2	[redacted]	[redacted]	0.00	[redacted]
COMM. ELECT.	ALL	BLD		43.10	45.90	1.5	1.5	2	8.88	13.22	1.00	0.85
ELECTRIC PWR EQMT OP	ALL	ALL		50.50	55.50	1.5	1.5	2	11.69	16.69	0.00	3.12
ELECTRIC PWR GRNDMAN	ALL	ALL		39.39	55.50	1.5	1.5	2	9.12	13.02	0.00	2.43
ELECTRIC PWR LINEMAN	ALL	ALL		50.50	55.50	1.5	1.5	2	11.69	16.69	0.00	3.12
ELECTRICIAN	ALL	ALL		47.40	50.40	1.5	1.5	2	14.33	16.10	1.00	1.18
ELEVATOR CONSTRUCTOR	ALL	BLD		51.94	58.43	2	2	2	14.43	14.96	4.16	0.90
FENCE ERECTOR	ALL	ALL		39.58	41.58	1.5	1.5	2	13.40	13.90	0.00	0.40
GLAZIER	ALL	BLD		42.45	43.95	1.5	1.5	2	14.04	20.14	0.00	0.94
HT/FROST INSULATOR	ALL	BLD		50.50	53.00	1.5	1.5	2	12.12	12.96	0.00	0.72
IRON WORKER	ALL	ALL		47.33	49.33	2	2	2	14.15	22.39	0.00	0.35
LABORER	ALL	ALL		41.20	41.95	1.5	1.5	2	14.65	12.32	0.00	0.50
LATHER	ALL	ALL		46.35	48.35	1.5	1.5	2	11.79	18.87	0.00	0.63
MACHINIST	ALL	BLD		46.35	48.85	1.5	1.5	2	7.05	8.95	1.85	1.32
MARBLE FINISHERS	ALL	ALL		33.95	33.95	1.5	1.5	2	10.45	15.52	0.00	0.47
MARBLE MASON	ALL	BLD		44.63	49.09	1.5	1.5	2	10.45	16.28	0.00	0.59
MATERIAL TESTER I	ALL	ALL		31.20	31.20	1.5	1.5	2	14.65	12.32	0.00	0.50
MATERIALS TESTER II	ALL	ALL		36.20	36.20	1.5	1.5	2	14.65	12.32	0.00	0.50
MILLWRIGHT	ALL	ALL		46.35	48.35	1.5	1.5	2	11.79	18.87	0.00	0.63

OPERATING ENGINEER	ALL	BLD	1	50.10	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	2	48.80	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	3	46.25	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	4	44.50	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	5	53.85	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	6	51.10	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	7	53.10	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	FLT	1	55.90	55.90	1.5	1.5	2	18.05	13.60	1.90	1.30
OPERATING ENGINEER	ALL	FLT	2	54.40	55.90	1.5	1.5	2	18.05	13.60	1.90	1.30
OPERATING ENGINEER	ALL	FLT	3	48.40	55.90	1.5	1.5	2	18.05	13.60	1.90	1.30
OPERATING ENGINEER	ALL	FLT	4	40.25	55.90	1.5	1.5	2	18.05	13.60	1.90	1.30
OPERATING ENGINEER	ALL	FLT	5	57.40	55.90	1.5	1.5	2	18.05	13.60	1.90	1.30
OPERATING ENGINEER	ALL	FLT	6	38.00	55.90	1.5	1.5	2	18.05	13.60	1.90	1.30
OPERATING ENGINEER	ALL	HWY	1	48.30	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	2	47.75	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	3	45.70	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	4	44.30	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	5	43.10	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	6	51.30	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	7	49.30	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
ORNAMNTL IRON WORKER	ALL	ALL		46.75	49.25	2	2	2	13.90	19.79	0.00	0.75
PAINTER	ALL	ALL		45.55	51.24	1.5	1.5	1.5	11.56	11.44	0.00	1.87
PAINTER SIGNS	ALL	BLD		37.45	42.05	1.5	1.5	2	2.60	3.18	0.00	0.00
PILEDRIVER	ALL	ALL		46.35	48.35	1.5	1.5	2	11.79	18.87	0.00	0.63
PIPEFITTER	ALL	BLD		47.50	50.50	1.5	1.5	2	[redacted]	17.85	0.00	[redacted]
PLASTERER	ALL	BLD		42.75	45.31	1.5	1.5	2	14.00	15.71	0.00	0.89
PLUMBER	ALL	BLD		49.25	52.20	1.5	1.5	2	14.34	13.35	0.00	1.28
ROOFER	ALL	BLD		42.30	45.30	1.5	1.5	2	9.08	12.14	0.00	0.58
SHEETMETAL WORKER	ALL	BLD		43.50	46.98	1.5	1.5	2	11.03	23.43	0.00	0.78
SIGN HANGER	ALL	BLD		31.31	33.81	1.5	1.5	2	4.85	3.28	0.00	0.00

SPRINKLER FITTER	ALL	BLD		47.20	49.20	1.5	1.5	2	12.25	11.55	0.00	0.55
STEEL ERECTOR	ALL	ALL		42.07	44.07	2	2	2	13.45	19.59	0.00	0.35
STONE MASON	ALL	BLD		45.38	49.92	1.5	1.5	2	10.45	16.68	0.00	0.90
TERRAZZO FINISHER	ALL	BLD		40.54	40.54	1.5	1.5	2	10.65	12.76	0.00	0.73
TERRAZZO MASON	ALL	BLD		44.38	47.88	1.5	1.5	2	10.65	14.15	0.00	0.82
TILE MASON	ALL	BLD		[redacted]	[redacted]	1.5	1.5	2	[redacted]	[redacted]	0.00	[redacted]
TRAFFIC SAFETY WRKR	ALL	HWY		33.50	[redacted]	1.5	1.5	2	6.00	7.25	0.00	0.50
TRUCK DRIVER	E	ALL	1	35.60	36.25	1.5	1.5	2	8.56	11.50	0.00	0.15
TRUCK DRIVER	E	ALL	2	35.85	36.25	1.5	1.5	2	8.56	11.50	0.00	0.15
TRUCK DRIVER	E	ALL	3	36.05	36.25	1.5	1.5	2	8.56	11.50	0.00	0.15
TRUCK DRIVER	E	ALL	4	36.25	36.25	1.5	1.5	2	8.56	11.50	0.00	0.15
TRUCK DRIVER	W	ALL	1	35.98	36.53	1.5	1.5	2	8.25	10.14	0.00	0.15
TRUCK DRIVER	W	ALL	2	36.13	36.53	1.5	1.5	2	8.25	10.14	0.00	0.15
TRUCK DRIVER	W	ALL	3	36.33	36.53	1.5	1.5	2	8.25	10.14	0.00	0.15
TRUCK DRIVER	W	ALL	4	36.53	36.53	1.5	1.5	2	8.25	10.14	0.00	0.15
TUCKPOINTER	ALL	BLD		45.42	46.42	1.5	1.5	2	8.32	15.42	0.00	0.80

Legend

M-F OT 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.

OSA Overtime pay required for every hour worked on Saturdays

OSH Overtime pay required for every hour worked on Sundays and Holidays

H/W Health/Welfare benefit

Explanations COOK COUNTY

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

TRUCK DRIVERS (WEST) - That part of the county West of Barrington Road.

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 ELECTRICIAN

Installation, operation, inspection, maintenance, repair and service of radio, television, recording, voice sound vision production and reproduction, telephone and telephone interconnect, facsimile, data apparatus, coaxial, fibre optic and wireless equipment, appliances and systems used for the transmission and reception of signals of any nature, business, domestic, commercial, education, entertainment, and residential purposes, including but not limited to, communication and telephone, electronic and sound equipment, fibre optic and data communication systems, and the performance of any task directly related to such installation or service whether at new or existing sites, such tasks to include the placing of wire and cable and electrical power conduit or other raceway work within the equipment room and pulling wire and/or cable through conduit and the installation of any incidental conduit, such that the employees covered hereby can complete any job in full.

MARBLE FINISHER

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

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

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

OPERATING ENGINEER - BUILDING

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

Class 2. Boilers; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Inside Elevators; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum;

Laser Screed; Rock Drill (Self-Propelled); Rock Drill (Truck Mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

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

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

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

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

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (Less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.;

Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster; Hydro Excavating (excluding hose work); Laser Screed; All Locomotives, Dinky; Off-Road Hauling Units (including articulating) Non Self-Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper - Single/Twin Engine/Push and Pull; Scraper - Prime Mover in Tandem (Regardless of Size); Tractors pulling attachments, Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

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

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

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

Class 6. Field Mechanics and Field Welders

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

OPERATING ENGINEER - FLOATING

Class 1. Craft Foreman; Master Mechanic; Diver/Wet Tender; Engineer; Engineer (Hydraulic Dredge).

Class 2. Crane/Backhoe Operator; Boat Operator with towing endorsement; Mechanic/Welder; Assistant Engineer (Hydraulic Dredge); Leverman (Hydraulic Dredge); Diver Tender.

Class 3. Deck Equipment Operator, Machineryman, Maintenance of Crane (over 50 ton capacity) or Backhoe (115,000 lbs. or more); Tug/Launch Operator; Loader/Dozer and like equipment on Barge, Breakwater Wall, Slip/Dock, or Scow, Deck Machinery, etc.

Class 4. Deck Equipment Operator, Machineryman/Fireman (4 Equipment Units or More); Off Road Trucks; Deck Hand, Tug Engineer, Crane Maintenance (50 Ton Capacity and Under) or Backhoe Weighing (115,000 pounds or less); Assistant Tug Operator.

Class 5. Friction or Lattice Boom Cranes.

Class 6. ROV Pilot, ROV Tender

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.

TRAFFIC SAFETY

Work associated with barricades, horses and drums used to reduce lane usage on highway work, the installation and removal of temporary lane markings, and the installation and removal of temporary road signs.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION - EAST & WEST

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

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

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

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

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".

Prevailing Wage rates for Will County effective Sept. 1, 2017

Trade Title	Region	Type	Class	Base Wage	Fore-man Wage	M-F OT	OSA	OSH	H/W	Pension	Vacation	Training
ASBESTOS ABT-GEN	ALL	ALL		41.20	42.20	1.5	1.5	2	14.65	12.32	0.00	0.50
ASBESTOS ABT-MEC	ALL	BLD		37.88	40.38	1.5	1.5	2	12.12	11.70	0.00	0.72
BOILERMAKER	ALL	BLD		48.49	52.86	2	2	2	6.97	19.61	0.00	0.90
BRICK MASON	ALL	BLD		45.38	49.92	1.5	1.5	2	10.45	16.68	0.00	0.90
CARPENTER	ALL	ALL		46.35	50.99	2	2	2	11.99	20.95	0.00	0.63
CEMENT MASON	ALL	ALL		42.00	44.00	2	1.5	2	10.00	23.97	0.00	0.50
CERAMIC TILE FNSHER	ALL	BLD		[redacted]	[redacted]	1.5	1.5	2	[redacted]	[redacted]	0.00	[redacted]
COMMUNICATION TECH	ALL	BLD		34.50	36.00	1.5	1.5	2	14.62	12.69	1.50	0.72
ELECTRIC PWR EQMT OP	ALL	ALL		50.50	55.50	1.5	1.5	2	11.69	16.69	0.00	3.12
ELECTRIC PWR GRNDMAN	ALL	ALL		39.39	55.50	1.5	1.5	2	9.12	13.02	0.00	2.43
ELECTRIC PWR LINEMAN	ALL	ALL		50.50	55.50	1.5	1.5	2	11.69	16.69	0.00	3.12
ELECTRICIAN	ALL	BLD		42.50	46.33	1.5	1.5	2	15.47	17.44	3.50	1.20
ELEVATOR CONSTRUCTOR	ALL	BLD		51.94	58.43	2	2	2	14.43	14.96	4.16	0.90
GLAZIER	ALL	BLD		42.45	43.95	1.5	1.5	2	14.04	20.14	0.00	0.94
HT/FROST INSULATOR	ALL	BLD		50.50	53.00	1.5	1.5	2	12.12	12.96	0.00	0.72
IRON WORKER	ALL	ALL		42.50	46.75	2	2	2	11.26	24.59	0.00	0.85
LABORER	ALL	ALL		41.20	41.95	1.5	1.5	2	14.65	12.32	0.00	0.50
LATHER	ALL	ALL		46.35	50.99	2	2	2	11.99	20.95	0.00	0.63
MACHINIST	ALL	BLD		45.35	47.85	1.5	1.5	2	7.26	8.95	1.85	0.00
MARBLE FINISHERS	ALL	ALL		33.95	33.95	1.5	1.5	2	10.45	15.52	0.00	0.47
MARBLE MASON	ALL	BLD		44.63	49.09	1.5	1.5	2	10.45	16.28	0.00	0.59
MATERIAL TESTER I	ALL	ALL		31.20	31.20	1.5	1.5	2	14.65	12.32	0.00	0.50
MATERIALS TESTER II	ALL	ALL		36.20	36.20	1.5	1.5	2	14.65	12.32	0.00	0.50

MILLWRIGHT	ALL	ALL		46.35	50.99	2	2	2	11.99	20.95	0.00	0.63
OPERATING ENGINEER	ALL	BLD	1	50.10	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	2	48.80	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	3	46.25	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	4	44.50	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	5	53.85	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	6	51.10	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	7	53.10	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	FLT	1	55.90	55.90	1.5	1.5	2	18.05	13.60	1.90	1.30
OPERATING ENGINEER	ALL	FLT	2	54.40	55.90	1.5	1.5	2	18.05	13.60	1.90	1.30
OPERATING ENGINEER	ALL	FLT	3	48.40	55.90	1.5	1.5	2	18.05	13.60	1.90	1.30
OPERATING ENGINEER	ALL	FLT	4	40.25	55.90	1.5	1.5	2	18.05	13.60	1.90	1.30
OPERATING ENGINEER	ALL	FLT	5	57.40	55.90	1.5	1.5	2	18.05	13.60	1.90	1.30
OPERATING ENGINEER	ALL	FLT	6	38.00	55.90	1.5	1.5	2	18.05	13.60	1.90	1.30
OPERATING ENGINEER	ALL	HWY	1	48.30	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	2	47.75	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	3	45.70	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	4	44.30	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	5	43.10	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	6	51.30	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	7	49.30	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
PAINTER	ALL	ALL		45.55	51.24	1.5	1.5	1.5	11.56	11.44	0.00	1.87
PAINTER SIGNS	ALL	BLD		37.45	42.05	1.5	1.5	2	2.60	3.18	0.00	0.00
PILEDRIVER	ALL	ALL		46.35	50.99	2	2	2	11.99	20.95	0.00	0.63
PIPEFITTER	ALL	BLD		47.50	50.50	1.5	1.5	2	[redacted]	17.85	0.00	[redacted]
PLASTERER	ALL	BLD		42.75	45.31	1.5	1.5	2	14.00	15.71	0.00	0.89
PLUMBER	ALL	BLD		49.25	52.20	1.5	1.5	2	14.34	13.35	0.00	1.28
ROOFER	ALL	BLD		42.30	45.30	1.5	1.5	2	9.08	12.14	0.00	0.58
SHEETMETAL WORKER	ALL	BLD		45.77	47.77	1.5	1.5	2	10.65	14.10	0.00	0.82
SPRINKLER FITTER	ALL	BLD		47.20	49.20	1.5	1.5	2	12.25	11.55	0.00	0.55
STONE MASON	ALL	BLD		45.38	49.92	1.5	1.5	2	10.45	16.68	0.00	0.90

TERRAZZO FINISHER	ALL	BLD		40.54	40.54	1.5	1.5	2	10.65	12.76	0.00	0.73
TERRAZZO MASON	ALL	BLD		44.38	47.88	1.5	1.5	2	10.65	14.15	0.00	0.82
TILE MASON	ALL	BLD		[redacted]	[redacted]	1.5	1.5	2	[redacted]	[redacted]	0.00	[redacted]
TRAFFIC SAFETY WRKR	ALL	HWY		33.50	35.10	1.5	1.5	2	8.25	5.50	0.00	0.25
TRUCK DRIVER	ALL	ALL	1	37.91	38.46	1.5	1.5	2	8.10	7.97	0.00	0.15
TRUCK DRIVER	ALL	ALL	2	38.06	38.46	1.5	1.5	2	8.10	7.97	0.00	0.15
TRUCK DRIVER	ALL	ALL	3	38.26	38.46	1.5	1.5	2	8.10	7.97	0.00	0.15
TRUCK DRIVER	ALL	ALL	4	38.46	38.46	1.5	1.5	2	8.10	7.97	0.00	0.15
TUCKPOINTER	ALL	BLD		45.42	46.42	1.5	1.5	2	8.32	15.42	0.00	0.80

Legend

M-F OT 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.

OSA Overtime pay required for every hour worked on Saturdays

OSH Overtime pay required for every hour worked on Sundays and Holidays

H/W Health/Welfare benefit

Explanations WILL COUNTY

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

EXPLANATION OF CLASSES

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

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

CERAMIC TILE FINISHER

The grouting, cleaning, and polishing of all classes of tile, whether for interior or exterior purposes, all burned, glazed or unglazed products; all composition materials, granite tiles, warning detectable tiles, cement tiles, epoxy composite materials, pavers, glass, mosaics, fiberglass, and all substitute materials, for tile made in tile-like units; all mixtures in tile like form of cement, metals, and other materials that are for and intended for use as a finished floor surface, stair treads, promenade roofs, walks, walls, ceilings, swimming pools, and all other places where tile is to form a finished interior or exterior. The mixing of all setting mortars including but not limited to thin-set mortars, epoxies, wall mud, and any other sand and cement mixtures or adhesives when used in the preparation, installation, repair, or maintenance of tile and/or similar materials. The handling and unloading of all sand, cement, lime, tile, fixtures, equipment, adhesives, or any other materials to be used in the preparation, installation, repair, or maintenance of tile and/or similar materials. Ceramic Tile Finishers shall fill all joints and voids regardless of method on all tile work, particularly and especially after installation of said tile work. Application of any and all protective coverings to all types of tile installations including, but not be limited to, all soap compounds, paper products, tapes, and all polyethylene coverings, plywood, masonite, cardboard, and any new type of products that may be used to protect tile installations, Blastrac equipment, and all floor scarifying equipment used in preparing floors to receive tile. The clean up and removal of all waste and materials. All demolition of existing tile floors and walls to be re-tiled.

COMMUNICATIONS TECHNICIAN

Installation, operation, inspection, maintenance, repair and service of radio, television, recording, voice, sound and vision production and reproduction, telephone and telephone interconnect, facsimile, equipment and appliances used for domestic, commercial, educational and entertainment purposes, pulling of wire through conduit but not the installation of conduit.

MARBLE FINISHER

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

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

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

OPERATING ENGINEER - BUILDING

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

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

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

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

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

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

Boom; Raised or Blind Hole Drills (Tunnel Shaft); Underground Boring and/or Mining Machines 5 ft. in diameter and over tunnel, etc; Underground Boring and/or Mining Machines under 5 ft. in diameter; Wheel Excavator; Widener (APSCO).

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

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

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

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

Class 6. Field Mechanics and Field Welders

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

OPERATING ENGINEER - FLOATING

Class 1. Craft Foreman; Master Mechanic; Diver/Wet Tender; Engineer; Engineer (Hydraulic Dredge).

Class 2. Crane/Backhoe Operator; Boat Operator with towing endorsement; Mechanic/Welder; Assistant Engineer (Hydraulic Dredge); Leverman (Hydraulic Dredge); Diver Tender.

Class 3. Deck Equipment Operator, Machineryman, Maintenance of Crane (over 50 ton capacity) or Backhoe (115,000 lbs. or more); Tug/Launch Operator; Loader/Dozer and like equipment on Barge, Breakwater Wall, Slip/Dock, or Scow, Deck Machinery, etc.

Class 4. Deck Equipment Operator, Machineryman/Fireman (4 Equipment Units or More); Off Road Trucks; Deck Hand, Tug Engineer, Crane Maintenance (50 Ton Capacity and Under) or Backhoe Weighing (115,000 pounds or less); Assistant Tug Operator.

Class 5. Friction or Lattice Boom Cranes.

Class 6. ROV Pilot, ROV Tender

TRAFFIC SAFETY - work associated with barricades, horses and drums used to reduce lane usage on highway work, the installation and removal of temporary lane markings, and the installation and removal of temporary road signs.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

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

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

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

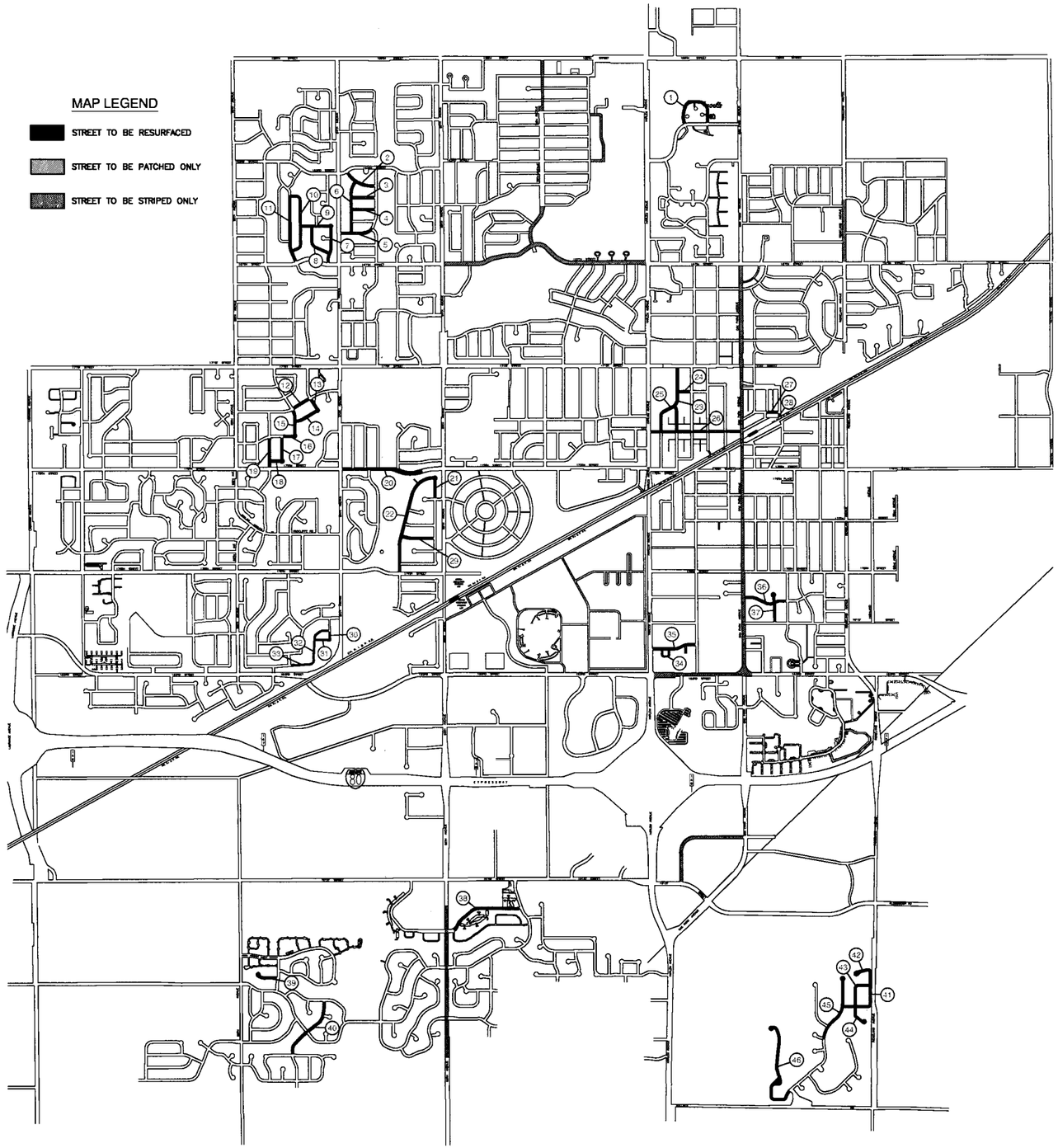
Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or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

VILLAGE *of* TINLEY PARK

M.F.T. 18-00000-00-GM
FY 2019 PAVEMENT MANAGEMENT PROGRAM
PROPOSED RESURFACING



N

VILLAGE OF TINLEY PARK IL. * 1892 *

VILLAGE PRESIDENT
JACOB C. VANDENBERG

VILLAGE CLERK
KRISTIN A. THIRION

VILLAGE TRUSTEES
BRIAN H. YOUNKER
MICHAEL J. PANNITTO
CYNTHIA A. BERG
WILLIAM P. BRADY
MICHAEL W. GLOTZ
MICHAEL J. MANGIN

Tinley Park 2018 PMP Proposed Street Resurfacing (18-R0005.01)

		Location Name	From	To	Length
	1	Centennial Circle	Centennial Drive	Centennial Drive	1,517
	2	Woodland Drive	163rd Street	Tanbark Drive	815
	3	164th Street	Ironwood Drive	Tanbark Drive	578
	4	164th Court	Ironwood Drive	Tanbark Drive	579
	5	Tanbark Drive	84th Avenue	Richards Drive	849
	6	Ironwood Drive	Tanbark Drive	Woodland Drive	1,314
*	7	Clover Drive	165th Place	167th Street	937
*	8	Currant Avenue	165th Place	Clover Drive	918
*	9	165th Place	Blossom Lane	Clover Drive	750
*	10	✓ Blossom Lane	Cherry Hill Avenue	Cherry Hill Avenue	1,731
*	11	✓ Cherry Hill Avenue	167th Street	Blossom Lane, North end	1,754
	12	Carriage Lane	Valley Drive	Fox Grove Lane	474
	13	Fox Grove Lane	Carriage Lane	Steeple Drive	330
	14	Steeple Drive	Valley Drive	Fox Grove Lane	617
*	15	Valley Drive	Raintree Road	Carriage Lane	678
*	16	Raintree Road	Derwent Lane	Valley Drive	291
*	17	Derwent Lane	Witham Court	Raintree Road	602
**	18	Witham Court	Humber Lane	Derwent Lane	280
*	19	Humber Lane	175th Street	Raintree Road	760
**	(20)	175th Street	84th Avenue	Approx. 500 ft. W of 80th Avenue	2,131
*	21	South Navajo Trace	Iroquois Trace	Chippewa Trail	491
**	22	Iroquois Trace	South Navajo Trace	179th Street	2,832
*	23	✓ 71st Avenue	171st Street	173rd Place	1,659
*	24	172nd Street	70th Avenue	71st Avenue	315
*	25	✓ 71st Court	71st Avenue	173rd Place	799
*	(26)	✓ 173rd Place	Oak Park Avenue	Harlem Avenue	2,360
*	27	173rd Street	66th Court	67th Avenue	312
*	28	66th Court	173rd Street	Railroad Tracks	127
	29	Pluto Trail	South Navajo Trace	Iroquois Trace	820
	30	Mager Drive	Kirby Drive	Stratford Drive	218
	31	Stratford Drive	Kirby Drive	Mager Drive	390
	32	Kirby Drive	Mager Drive	Scheer Drive	1,098
	33	Scheer Drive	Kirby Drive	Hopman Drive	593
	34	Glen Swilly Circle	off of 182nd Street		461
	35	182nd Street/70th Court	70th Avenue	Harlem Avenue	1,357
	36	180th Street	Oak Park Avenue	66th Court	1,090
	37	Royal Oak Court	181st Street	North to cul-de-sac	686
	(38)	Greenway Boulevard	Brookside Glen Drive	Richardson Lane	1,716
	39	Harvest View Lane	off of Glendale Trail		517
**	40	Silverside Drive	Meadows Edge Trail	Monaghan Drive	1,685
	41	Aegina Drive	Odyssey Drive	Aegina Court	1,700
**	42	Aegina Court	Off Aegina Drive		500
	43	Corinth Drive	Off Aegina Drive		885
**	44	Corinth Court	Off Aegina Drive		680
**	45	Odyssey Drive	Athena Court	North end to cul-de-sac	1,690
**	46	Iliad Drive	Odyssey Drive	North end to cul-de-sac	3,115

144,704 FT=8.81 MILES

TABLE LEGEND

- ✓ CURB REPLACEMENT ON ONE SIDE OF THE STREET AT A TIME
- * INDICATES STREET TO BE FULL SURFACE REMOVAL, HOT IN PLACE RECYCLING AND RESURFACING
- (XX) INDICATES MIX N70 TO BE USED
- ** INDICATES STREET WILL HAVE COMBINATION OF SURFACE REMOVAL, HOT IN PLACE RECYCLING, EDGE GRIND AND RESURFACING

PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:

Jennifer P. Prinz
1/25/18

JENNIFER S. PRINZ
62-57507
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

LICENSE EXPIRES: 11/30/19

PREPARED BY:

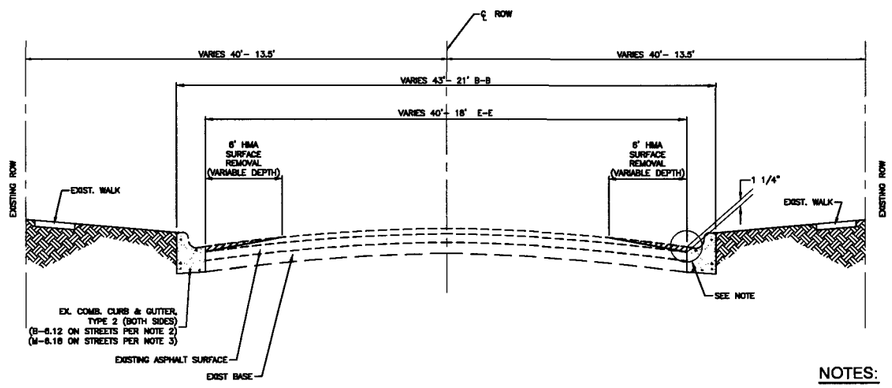
Robinson ENGINEERING

ILLINOIS DESIGN FIRM REGISTRATION NO.: 184001128

PROJECT NO. 18-R0005.01

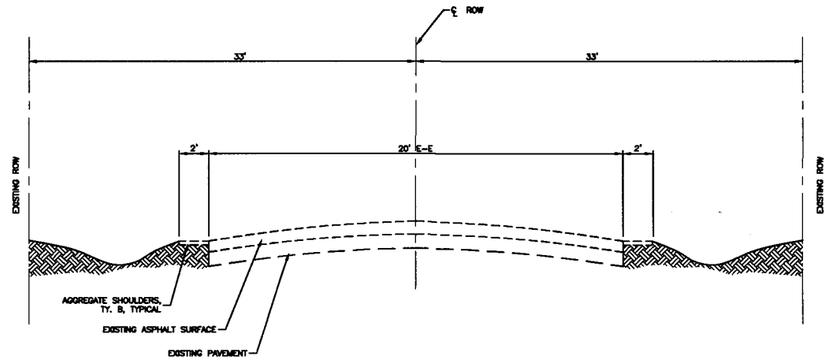
SHEET NO. 1 OF 6

18-R0005_01-PLAN-01 - P01



EXISTING TYPICAL CROSS SECTION - EDGE GRIND

CURB AND GUTTER STREETS



EXISTING TYPICAL CROSS SECTION

SHOULDER STREETS

NOTES:

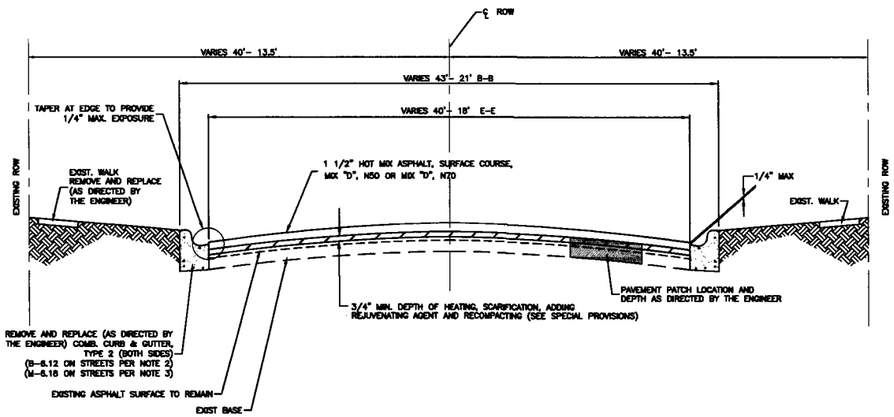
1. THE CONTRACTOR SHALL ENSURE THAT A 1 1/4" EXPOSURE IS PROVIDED AT THE EXISTING CURB AND GUTTER AFTER THE HOT IN PLACE RECYCLING OPERATION. NO MORE THAN A 1/4" EXPOSURE AFTER RESURFACING SHALL BE ALLOWED. ANY CORRECTIONS NEEDED TO MEET THIS REQUIREMENT SHALL BE COMPLETED AS DIRECTED BY THE ENGINEER WITH NO ADDITIONAL COMPENSATION TO THE CONTRACTOR.
2. UNLESS OTHERWISE NOTED CURB AND GUTTER IS COMBINATION CURB AND GUTTER TYPE 2.

2A. B-6.12 CURB AND GUTTER IS FOUND ON THE FOLLOWING STREETS:

LOCATION NO.	LOCATION NAME
5	TANBARK COURT
20	175TH STREET (PARTIAL)
26	173RD PLACE (PARTIAL)
38	GREENWAY BOULEVARD

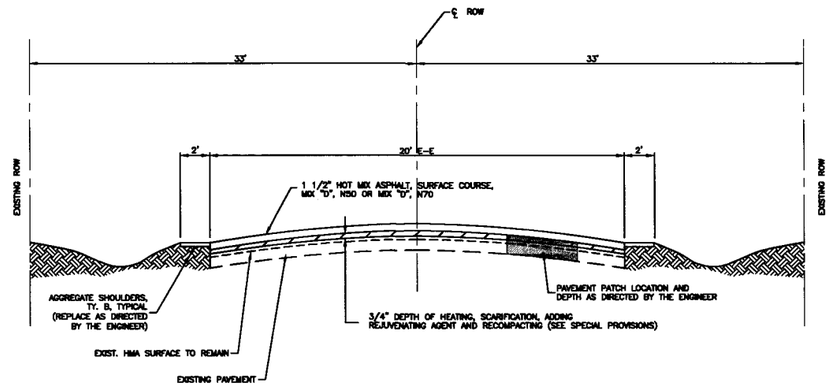
2B. M-6.18 CURB AND GUTTER IS FOUND ON THE FOLLOWING STREETS:

LOCATION NO.	LOCATION NAME
1	CENTENNIAL CIRCLE



PROPOSED TYPICAL CROSS SECTION - HOT IN PLACE RECYCLING

CURB AND GUTTER STREETS



PROPOSED TYPICAL CROSS SECTION - HOT IN PLACE RECYCLING

SHOULDER STREETS

NOTE:
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50 WILL BE USED FOR STREETS WITH ADT 0-10,000
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70 WILL BE USED FOR STREETS WITH ADT >10,000

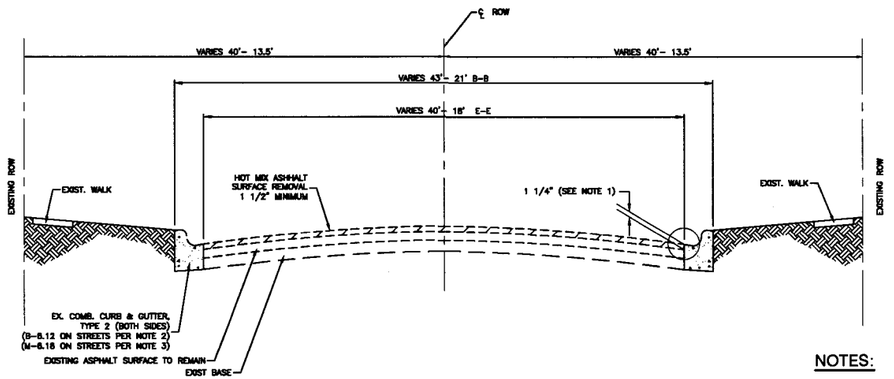
ROBINSON ENGINEERING, LTD.
CONSULTING REGISTERED PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3429
© COPYRIGHT 2018
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128.

M.F.T. 18-00000-00-GM
EXISTING AND PROPOSED
TYPICAL CROSS SECTIONS
HOT IN PLACE RECYCLING

TINLEY PARK **ILLINOIS**

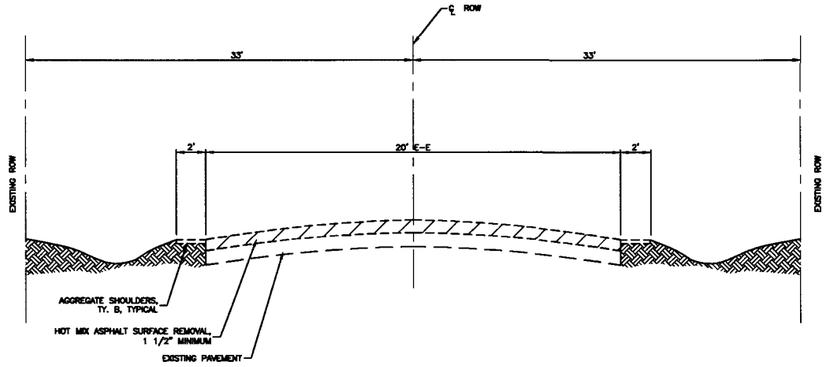
Drawn by: BKL	Date: 01-23-2018
Checked by: JSP	Scale: N/A
Sheet 2 of 6	Project No. 18-R0005.01

REVISIONS		
No.	Date	Remarks



EXISTING TYPICAL CROSS SECTION - FULL WIDTH GRIND

CURB AND GUTTER STREETS



EXISTING TYPICAL CROSS SECTION - FULL WIDTH GRIND

SHOULDER STREETS

NOTES:

1. THE CONTRACTOR SHALL ENSURE THAT A 1 1/4" EXPOSURE IS PROVIDED AT THE EXISTING CURB AND GUTTER AFTER THE HOT IN PLACE RECYCLING OPERATION. NO MORE THAN A 1/4" EXPOSURE AFTER RESURFACING SHALL BE ALLOWED. ANY CORRECTIONS NEEDED TO MEET THIS REQUIREMENT SHALL BE COMPLETED AS DIRECTED BY THE ENGINEER WITH NO ADDITIONAL COMPENSATION TO THE CONTRACTOR.
2. UNLESS OTHERWISE NOTED CURB AND GUTTER IS COMBINATION CURB AND GUTTER TYPE 2.

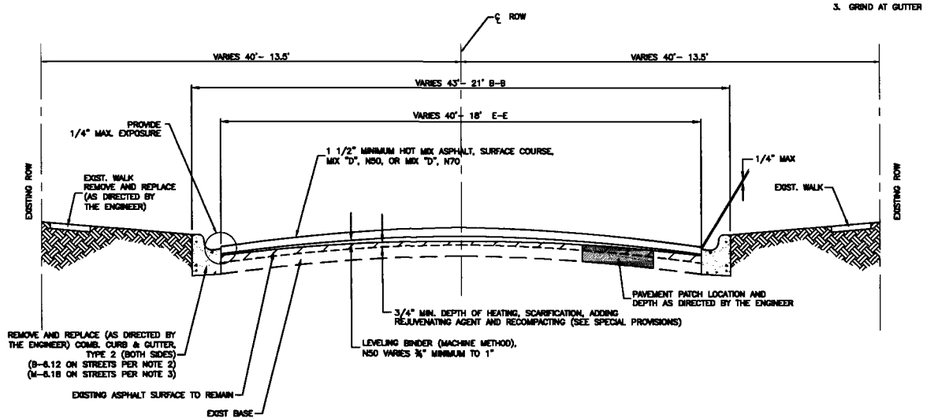
2A. B-6.12 CURB AND GUTTER IS FOUND ON THE FOLLOWING STREETS:

LOCATION NO.	LOCATION NAME
5	TANBARK COURT
20	175TH STREET (PARTIAL)
26	173RD PLACE (PARTIAL)
38	GREENWAY BOULEVARD

2B. M-6.18 CURB AND GUTTER IS FOUND ON THE FOLLOWING STREETS:

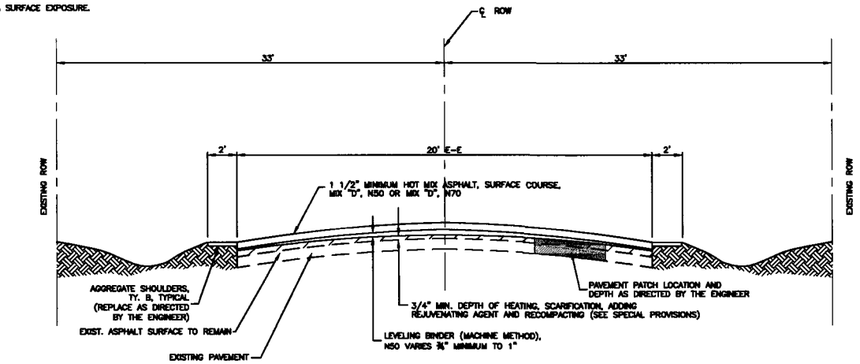
LOCATION NO.	LOCATION NAME
1	CENTENNIAL CIRCLE

3. GRIND AT GUTTER EDGE TO PROVIDE FOR 1/4" HMA SURFACE EXPOSURE.



PROPOSED TYPICAL CROSS SECTION - GRIND AND RESURFACE

CURB AND GUTTER STREETS



PROPOSED TYPICAL CROSS SECTION - GRIND AND RESURFACE

SHOULDER STREETS

NOTE:
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50 WILL BE USED FOR STREETS WITH ADT 0-10,000
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70 WILL BE USED FOR STREETS WITH ADT >10,000

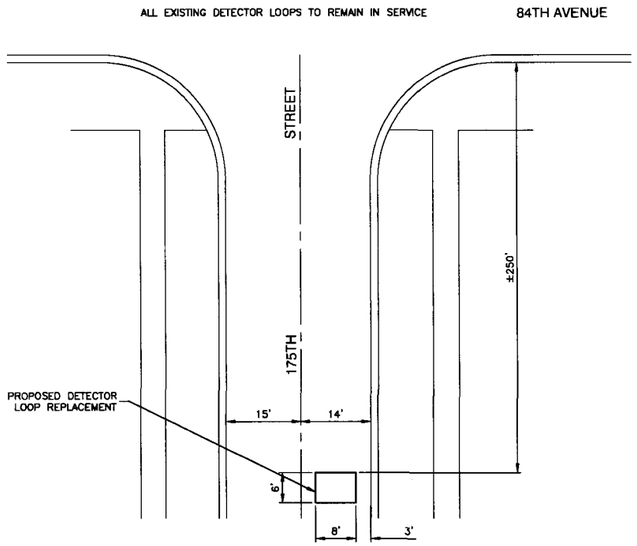
ROBINSON ENGINEERING, LTD.
CONSULTING REGISTERED PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-8700 FAX (708) 331-3838
© COPYRIGHT 2018
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128

M.F.T. 18-00000-00-GM
EXISTING AND PROPOSED
TYPICAL CROSS SECTIONS
GRIND AND RESURFACING

TINLEY PARK ILLINOIS

Drawn by:	BKL	Date:	01-23-2018
Checked by:	JSP	Scale:	N/A
Sheet	3 of 6	Project No.	18-R0005.01

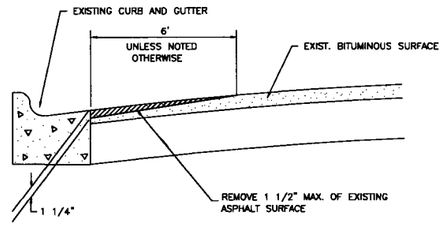
REVISIONS		
No.	Date	Remarks



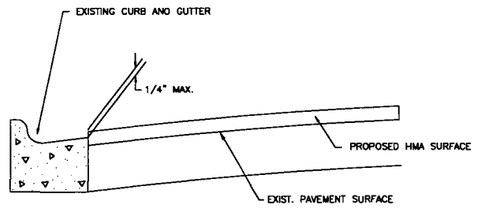
DETECTOR LOOP REPLACEMENT DETAIL
175TH STREET @ 84TH AVENUE

(NOT TO SCALE)
DIMENSIONS ARE APPROXIMATE

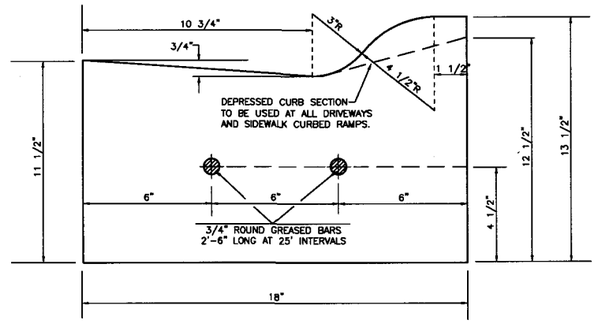
CONTRACTOR SHALL COORDINATE WITH CCDOTH'S BUREAU OF TRAFFIC NECESSARY ON THE EXACT LAYOUT OF DETECTOR LOOPS BEFORE BEGINNING ANY WORK AT STREET LOCATION #20



EDGE GRINDING DETAIL



DETAIL OF SURFACING AT
CURB AND GUTTER



NOTE :
FORM SIZES TO BE USED 2"x10" IN FRONT AND 2"x12" IN BACK. ANY UNDERCUT BENEATH THE CURB SHALL BE BROUGHT UP TO GRADE WITH CA-7 TRENCH BACKFILL. THE COST OF WHICH SHALL BE BORNE BY THE CONTRACTOR.

TYPE 2 CURB AND GUTTER DETAIL

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AIR VOIDS @ Ndes
ROADWAY	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm), 1-1/2"	4% @ 70 Gyr.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm), 1-1/2"	4% @ 50 Gyr.
LEVELING BINDER (MACHINE METHOD), N50, (IL-9.5 mm), VARIES 3/4" MIN TO 1"	4% @ 50 Gyr.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm), 2"	4% @ 50 Gyr.
HOT MIX ASPHALT BASE COURSE, (HMA BINDER IL-19 mm), 4"	4% @ 50 Gyr.
PAVEMENT PATCHING-FULL DEPTH (FOR STREETS BEING RESURFACED)	
CLASS D PATCHES, (HMA BINDER IL-19 mm), 10"	4% @ 70 Gyr.
CLASS D PATCHES, (HMA BINDER IL-19 mm), 5"	4% @ 70 Gyr.
PAVEMENT PATCHING-FULL DEPTH (FOR STREETS NOT BEING RESURFACED)	
CLASS D PATCHES, (HMA BINDER IL-19 mm), 8"	4% @ 70 Gyr.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm), 2"	4% @ 50 Gyr.
CLASS D PATCHES, (HMA BINDER IL-19 mm), 3"	4% @ 70 Gyr.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm), 2"	4% @ 50 Gyr.
PAVEMENT PATCHING - PARTIAL DEPTH (FOR STREETS NOT BEING RESURFACED)	
CLASS D PATCHES, HMA SURFACE COURSE, MIX "D", N50 (IL-9.5 mm), 2"	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/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.

ROBINSON ENGINEERING, LTD.
CONSULTING REGISTERED PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3836

© COPYRIGHT 2016

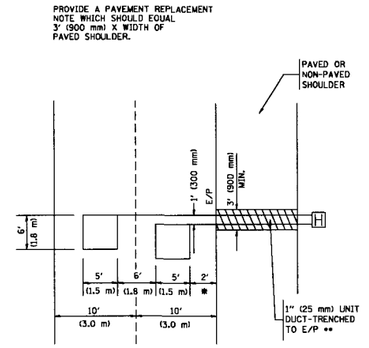
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128.

M.F.T. 18-00000-00-GM
FY 2019 PAVEMENT MANAGEMENT PROGRAM
DETAILS & HOT-MIX ASPHALT
MIXTURE REQUIREMENTS CHART
TINLEY PARK ILLINOIS

Drawn by:	BKL	Date:	01-23-2018
Checked by:	JSP	Scale:	N/A
Sheet	4 of 6	Project No.	18-R0005.01

REVISIONS		
No.	Date	Remarks

LOOPS NEXT TO SHOULDERS

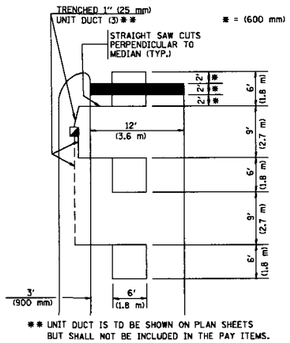


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

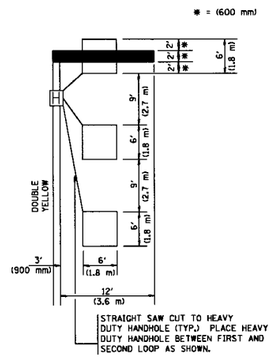


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

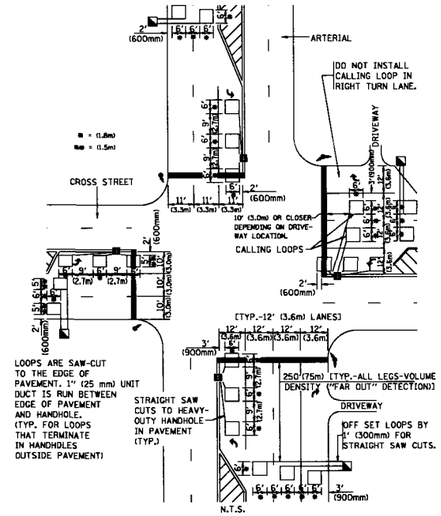
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

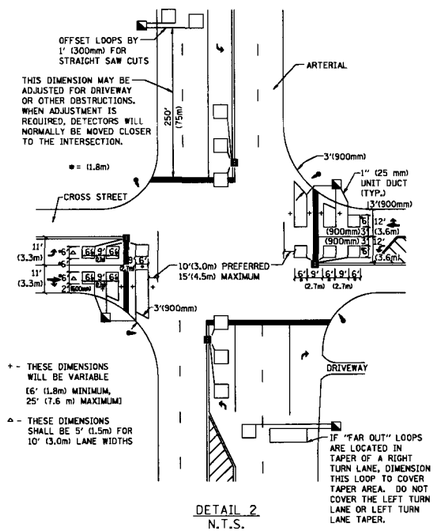
ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)



N.T.S.

DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME = M:\district1\22x34\tsd7.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-07	CONTRACT NO.		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

ROBINSON ENGINEERING, LTD.
CONSULTING REGISTERED PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3628

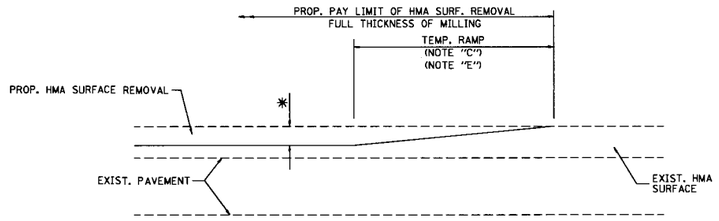
© COPYRIGHT 2018

ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128.

M.F.T. 18-00000-00-GM
FY 2019 PAVEMENT MANAGEMENT PROGRAM
PROPOSED RESURFACING
CONSTRUCTION DETAILS
TINLEY PARK ILLINOIS

Drawn by: BKL		Date: 01-23-2018	
Checked by: JSP		Scale: N/A	
Sheet 5 of 6		Project No. 18-R0005.01	

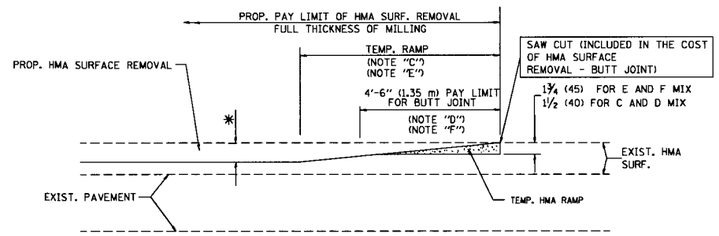
REVISIONS		
No.	Date	Remarks



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

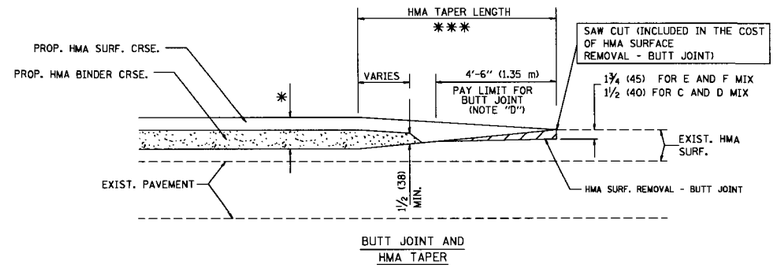


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

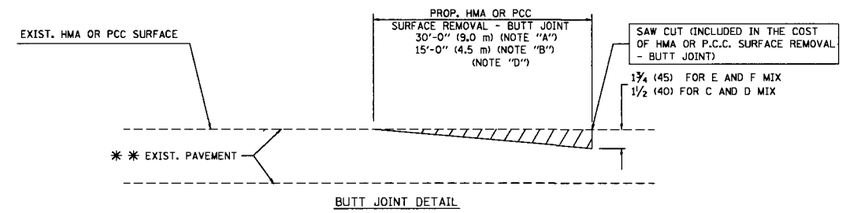
OPTION 2

TYPICAL TEMPORARY RAMP

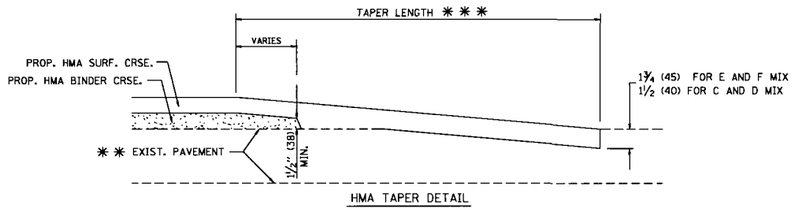


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

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.

FILE NAME = W:\district\22x34\bd32.dgn	USER NAME = gagliarnobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	
		DRAWN -	REVISED - A. ABBAS 03-21-97	
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01	
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD406-05 BD32	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

ROBINSON ENGINEERING, LTD.
CONSULTING REGISTERED PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3828

© COPYRIGHT 2018

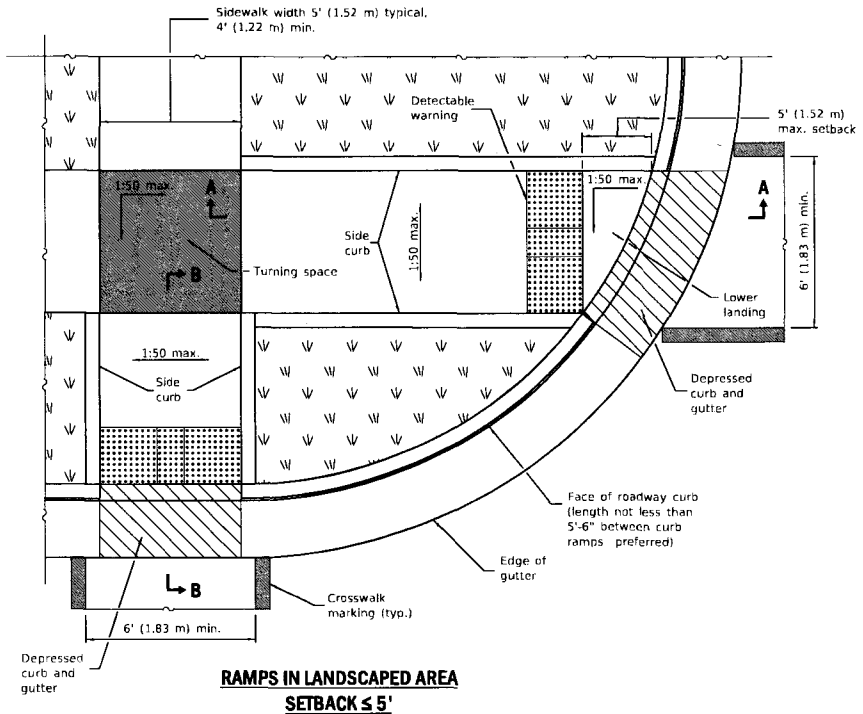
ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128.

M.F.T. 18-00000-00-GM
FY 2019 PAVEMENT MANAGEMENT PROGRAM
PROPOSED RESURFACING
CONSTRUCTION DETAILS

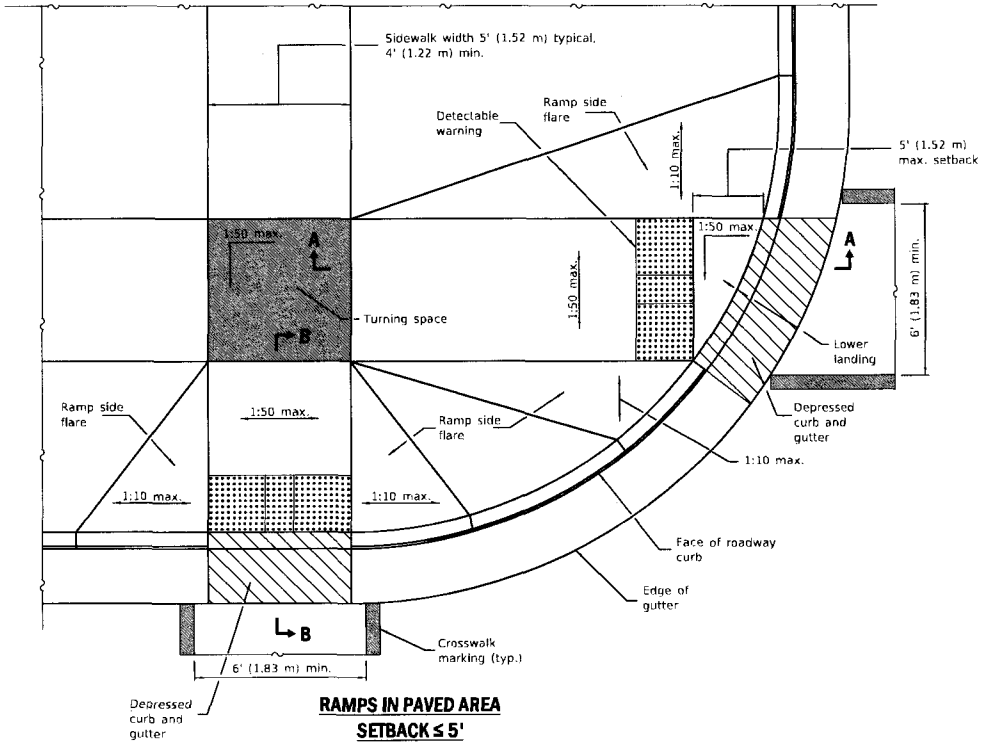
TINLEY PARK ILLINOIS

Drawn by: BKL	Date: 01-23-2018
Checked by: JSP	Scale: N/A
Sheet 6 of 6	Project No. 18-R0005.01

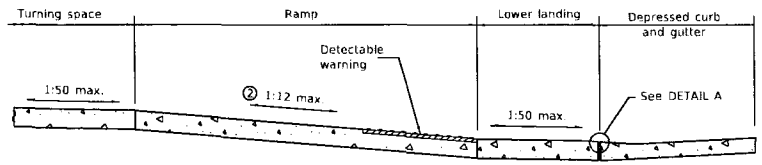
REVISIONS		
No.	Date	Remarks



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

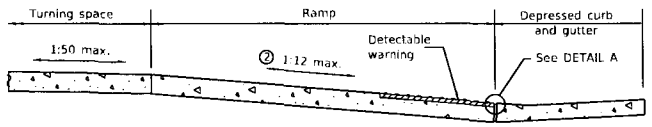


RAMPS IN PAVED AREA
SETBACK ≤ 5'



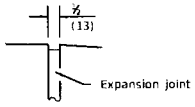
SECTION A-A

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

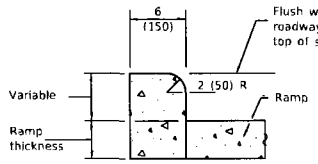


SECTION B-B

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



DETAIL A



SIDE CURB DETAIL

Illinois Department of Transportation

PASSED January 1, 2018
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

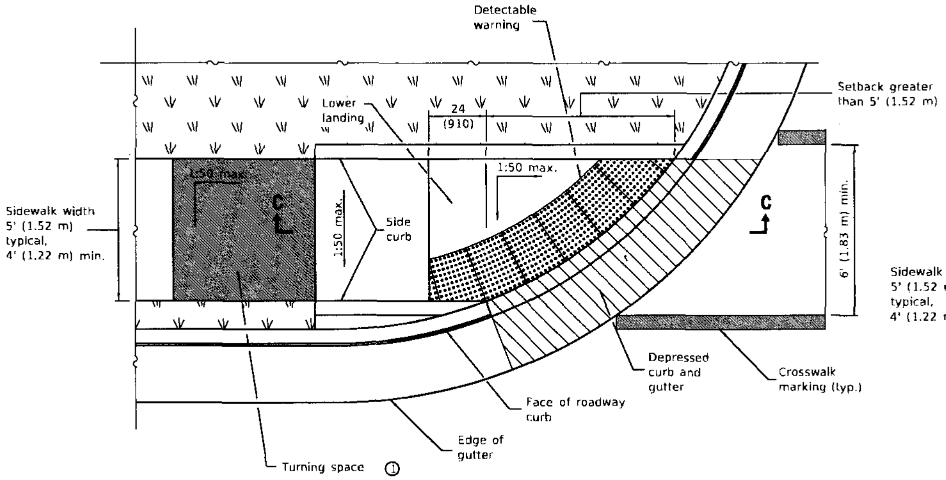
See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-18	Omitted diagonal slope at
	turning spaces and lower
	landings.
1-1-17	Added 2' dimension to det.
	warnings for setbacks
	greater than 5'.

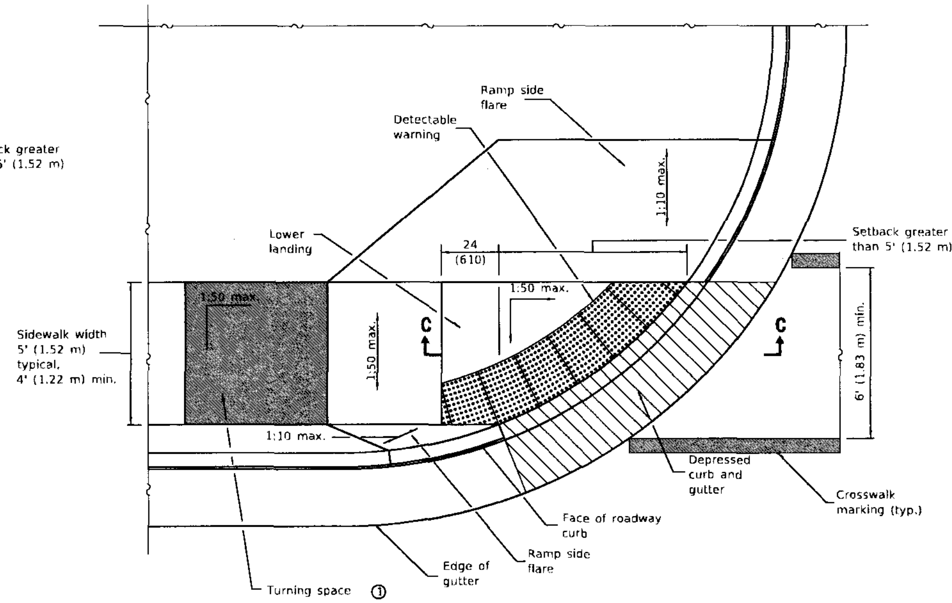
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

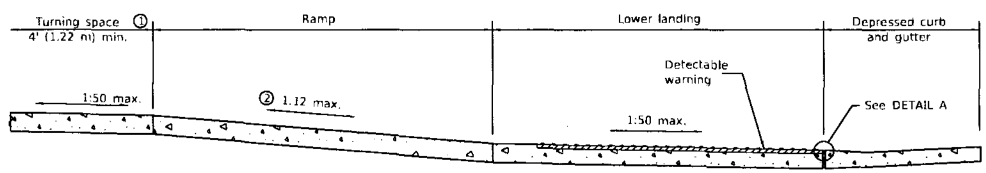
STANDARD 424001-10



RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA
SETBACK > 5'



SECTION C-C

① Turning space not required for ramp slopes flatter than 1:20.

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

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.

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

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

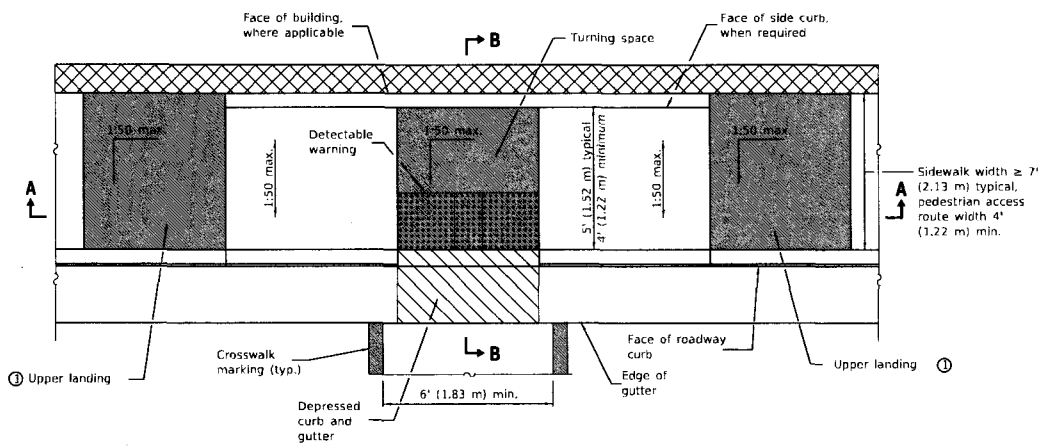
Illinois Department of Transportation

PASSED January 1, 2018
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

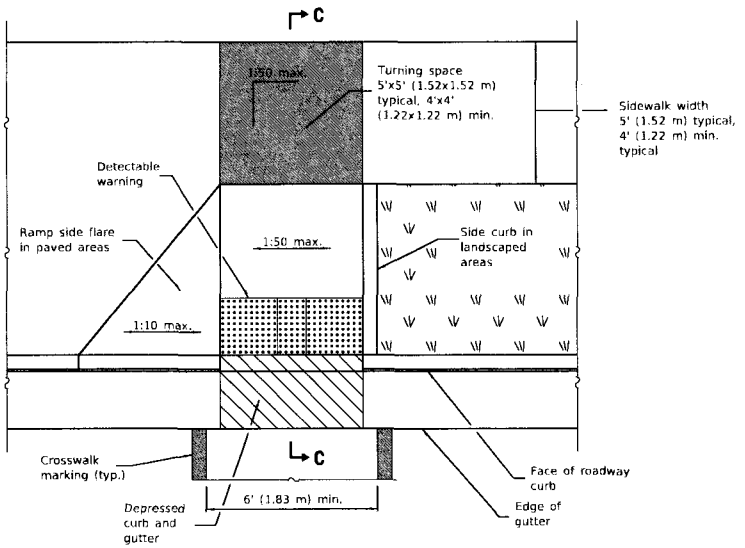
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

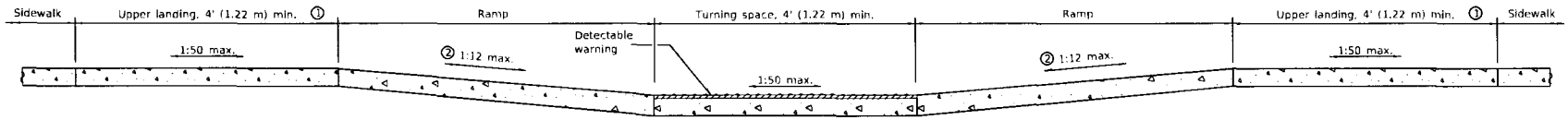
STANDARD 424001-10



PARALLEL MID-BLOCK CURB RAMP



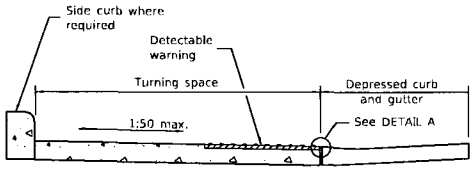
PERPENDICULAR MID-BLOCK CURB RAMP



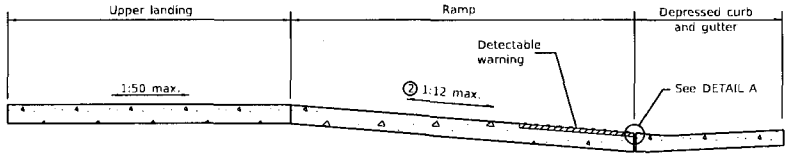
SECTION A-A

① Upper landing(s) not required for ramp slopes flatter than 1:20.

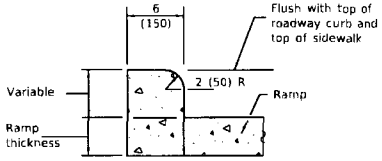
② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



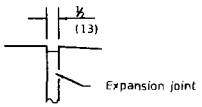
SECTION B-B



SECTION C-C



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

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

Where 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.

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

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

Illinois Department of Transportation

PASSED January 1, 2018
ENGINEER OF POLICY AND PROCEDURES
Michael Brand
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

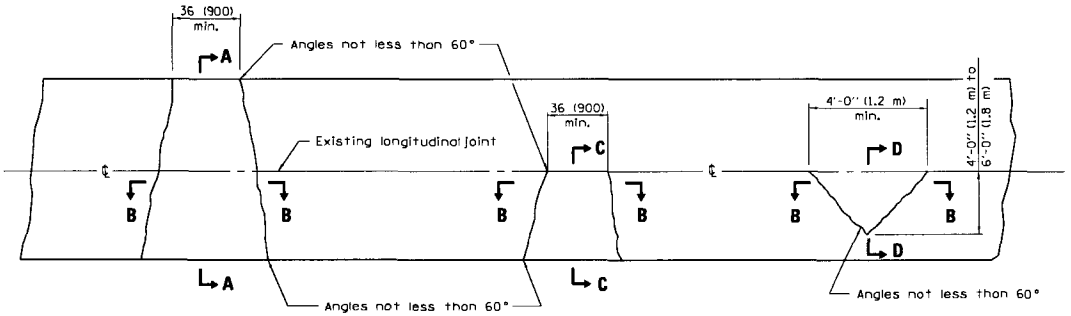
ISSUED 1-1-12

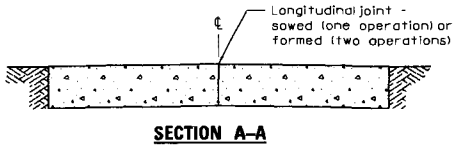
DATE	REVISIONS
1-1-18	Omitted diagonal slope at
	turning spaces and upper
	landings.
1-1-17	Revised sidewalk width to
	include 24 (610) buffer
	behind curb.

MID-BLOCK CURB RAMPS FOR SIDEWALKS

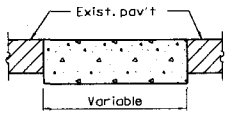
STANDARD 424016-04

CLASS C

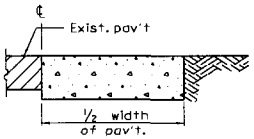




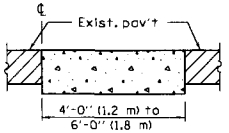
SECTION A–A



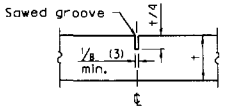
SECTION B–B



SECTION C–C



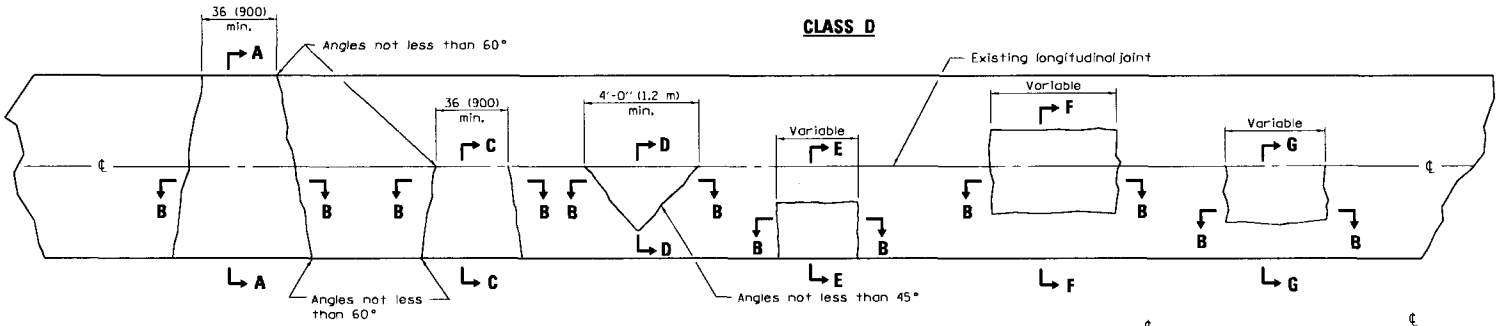
SECTION D–D

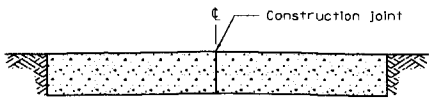


DETAIL OF SAWED CONTRACTION JOINT

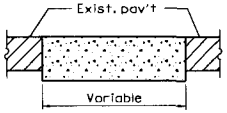
Note:
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.

CLASS D

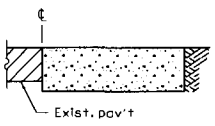




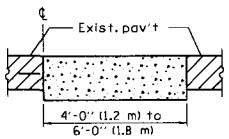
SECTION A–A
(Built in two operations)



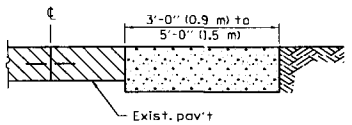
SECTION B–B



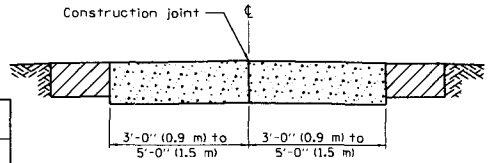
SECTION C–C



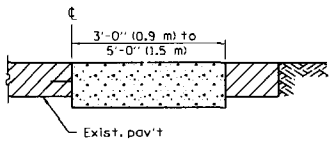
SECTION D–D



SECTION E–E



SECTION F–F
(Built in two operations)



SECTION G–G

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.

Illinois Department of Transportation

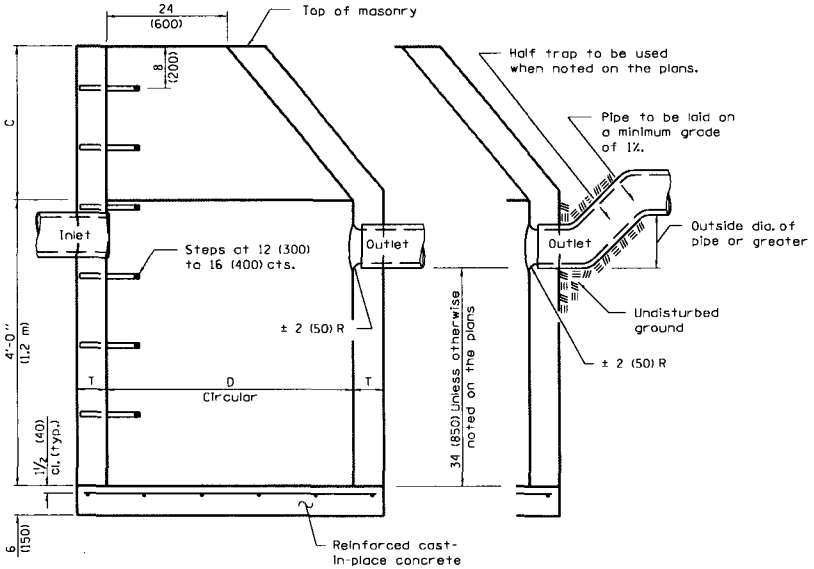
PASSED January 1, 2008
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2008
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

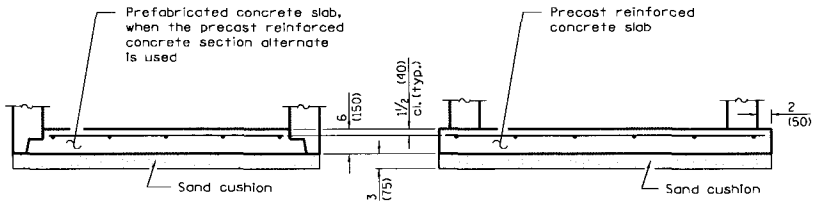
CLASS C and D PATCHES

STANDARD 442201-03



ELEVATION
(Standard Outlet)

ELEVATION
(Half Trap)



ALTERNATE BOTTOM SLAB

ALTERNATE MATERIALS FOR WALLS	D	C*	T (min.)
Concrete Masonry Unit	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	5 (125) 5 (125)
Brick Masonry	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	8 (200) 8 (200)
Precast Reinforced Concrete Section	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	4 (100) 5 (125)
Cast-in-place Concrete	4'-0" (1.2 m) 5'-0" (1.5 m)	30 (750) 3'-9" (1.15 m)	6 (150) 6 (150)

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

GENERAL NOTES

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

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

See Standard 602601 for optional precast reinforced concrete flat slab top.

See Standard 602701 for details of steps.

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

Illinois Department of Transportation

PASSED January 1, 2011
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

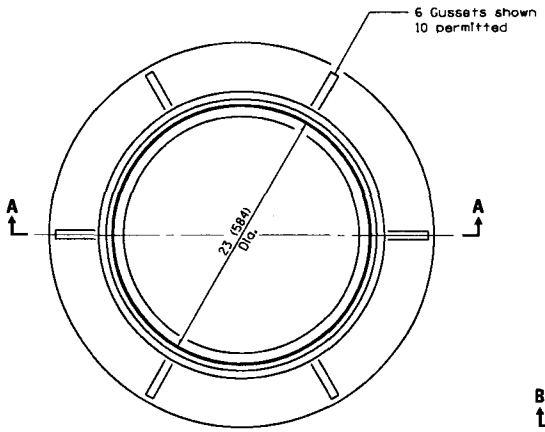
APPROVED January 1, 2011
Scott Schaffter
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

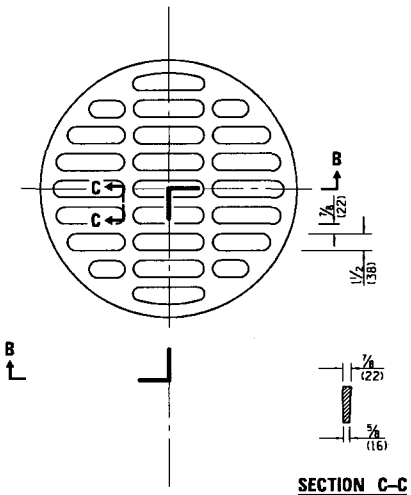
DATE	REVISIONS
1-1-11	Added 'Outside' to half trap
	note. Detail rein. in slabs.
	Revised general notes.
1-1-09	Switched units to
	English (metric).

CATCH BASIN TYPE A

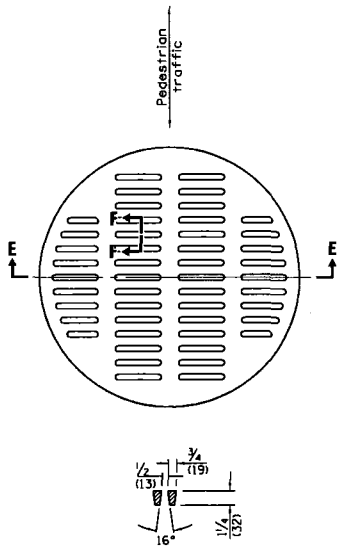
STANDARD 602001-02



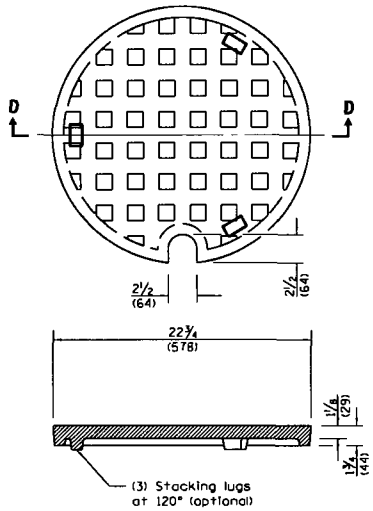
CAST FRAME



SECTION C–C

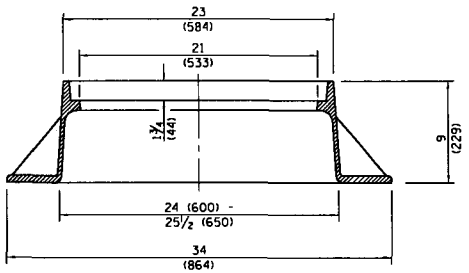


SECTION F–F

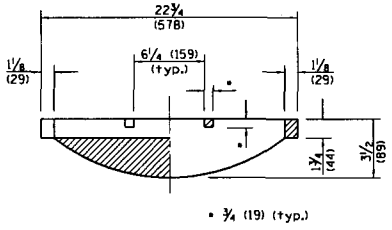


SECTION D–D

CAST CLOSED LID
Gray Iron Lid

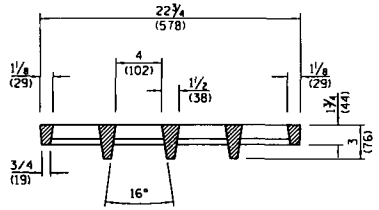


SECTION A–A
Gray Iron



SECTION B–B

CAST OPEN LID



SECTION E–E

ADA COMPLIANT CAST OPEN LID

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

Illinois Department of Transportation

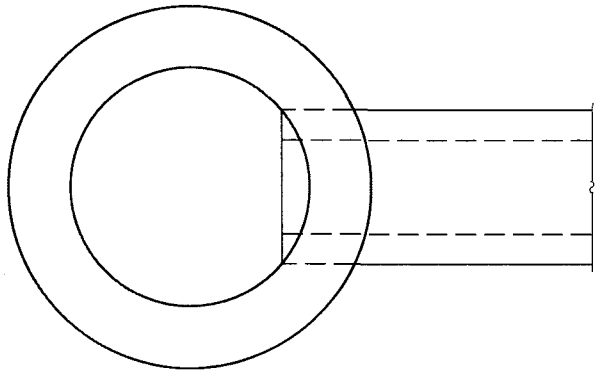
PASSED January 1, 2015
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-15	Revised dimensioning of
	frame. Added ADA compliant
	open lid.
1-1-09	Switched units to
	English (metric).

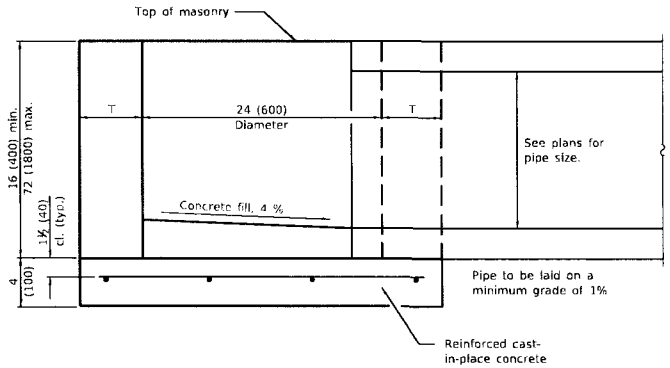
FRAME AND LIDS TYPE 1

STANDARD 604001–04

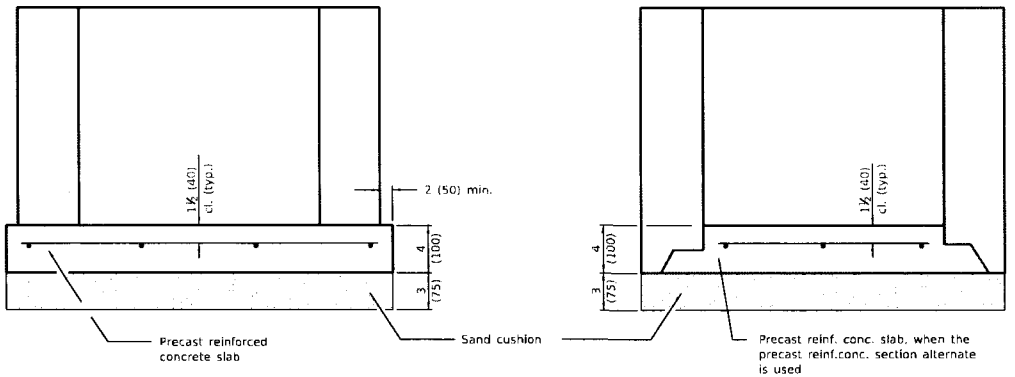


PLAN

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



ELEVATION



ALTERNATE METHODS

GENERAL NOTES

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

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

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

Illinois Department of Transportation

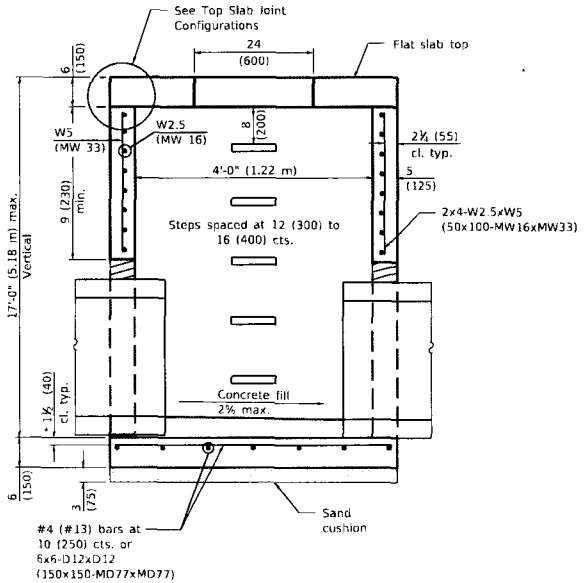
PASSED January 1, 2014
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

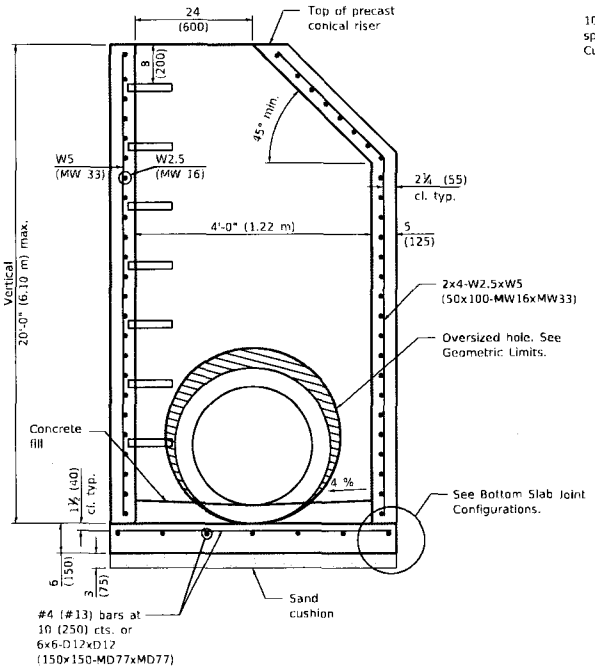
DATE	REVISIONS
1-1-14	Increased height to
	72 (1800) maximum.
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Added general notes.

INLET - TYPE A

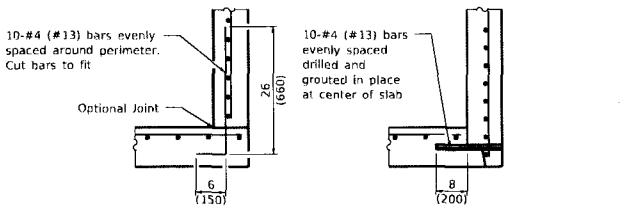
STANDARD 602301-04

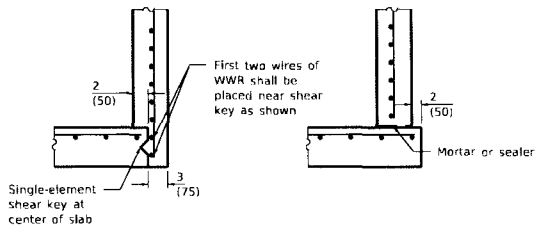


SECTION THRU MANHOLE
(With flat slab top only)

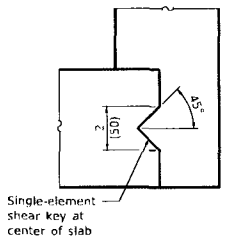


SECTION THRU MANHOLE
(With riser)



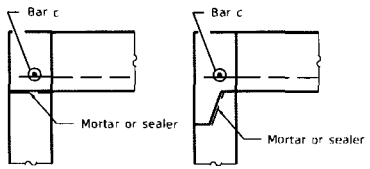


BOTTOM SLAB JOIN CONFIGURATIONS



SHEAR KEY GEOMETRY
(Reinforcement not Shown for Clarity)

' Typical for top and bottom slabs.



TOP SLAB JOINT CONFIGURATIONS
(Shown at access hole)

GEOMETRIC LIMITS

Oversized holes, as necessary for constructability, shall satisfy the following requirements:

1. A minimum of 9 (230) of monolithic reinforced concrete shall be maintained above the fabricated pipe hole.
2. A minimum 9 (230) inside arc length of reinforced concrete, extending vertically from bottom slab to top slab, shall be maintained between the fabricated pipe holes.
3. A maximum of 60 percent of the inside perimeter of the reinforced concrete manhole walls may be removed.
4. Horizontal joints through pipe holes shall be spliced when the remaining column between holes, measured along inside arc length, is less than 24 (600). See detail.
5. The recommended oversized hole is equal to the O.D. of the pipe plus 4 (100).

See Sheet 2 for General Notes.

Illinois Department of Transportation

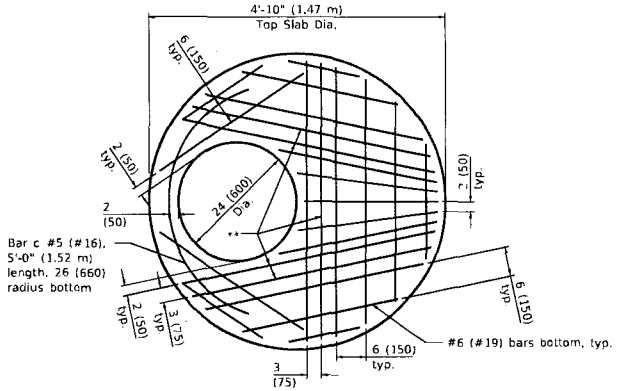
PASSED January 1, 2018
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED: 1-1-18

DATE	REVISIONS
1-1-18	Completely revised std. for
	LRFD. Renamed std. Moved
	5' (1.5 m) manhole to new std.
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Revised general notes.

PRECAST MANHOLE TYPE A 4' (1.22 m) DIAMETER

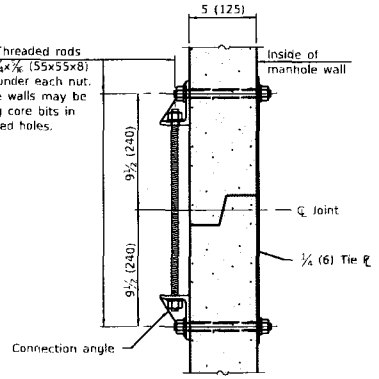
(Sheet 1 of 2)

STANDARD 602401-04

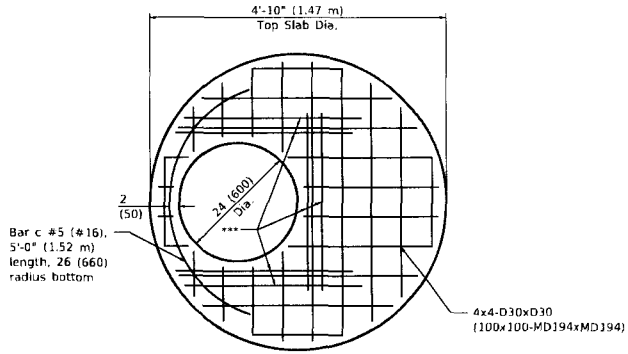


PLAN

(Showing Layout of Reinforcement Bars)

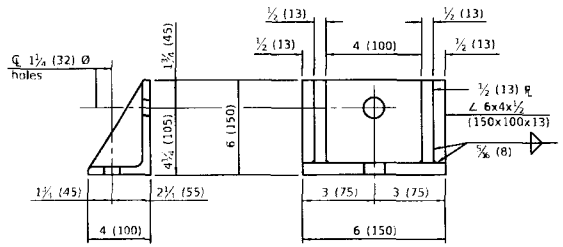


JOINT SPLICE

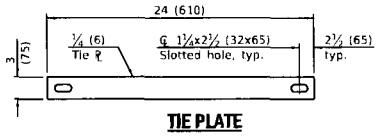


PLAN

(Showing Layout of Welded Wire Reinforcement)



CONNECTION ANGLE



TIE PLATE

GENERAL NOTES

Joint configuration and dimensions of flat slab shall match and fit the riser joint detail.

The manufacturer shall ensure that all precast manhole sections are additionally reinforced where required to resist damage from handling, shipping and installation stresses.

Lifting holes shall be located in the sections as per the manufacturer's recommendations and grouted prior to backfilling.

See Standard 602701 for details of manhole steps.

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

** #5 (#16) bars at 3 (75) cts. bottom.

*** #5 (#16) bars at 3 (75) cts. 36 (910) long bottom. Bundle first bar with closest WWR bar to the opening.

Illinois Department of Transportation

PASSED January 1, 2018
ENGINEER OF POLICY AND PROCEDURES

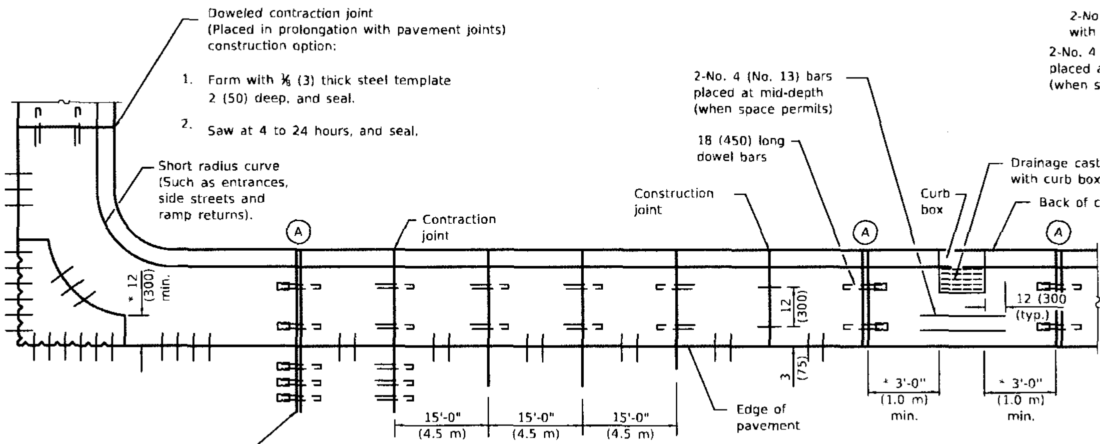
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

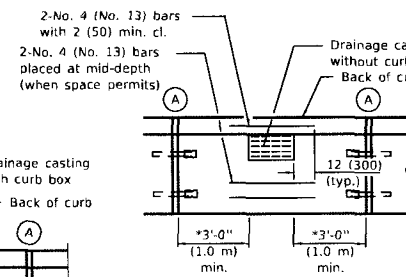
ISSUED: 1-1-97

PRECAST MANHOLE TYPE A 4' (1.22 m) DIAMETER

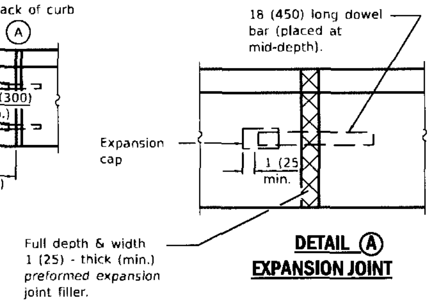
(Sheet 2 of 2)

STANDARD 602401-04

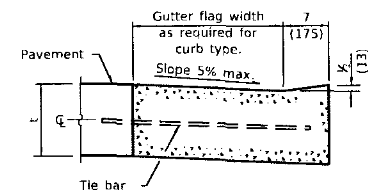




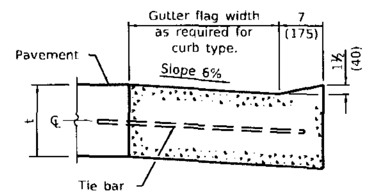
PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



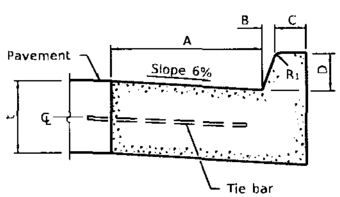
DETAIL (A) EXPANSION JOINT



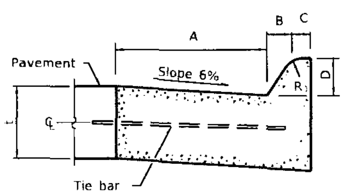
DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



DEPRESSED CURB (TYPICAL)



BARRIER CURB

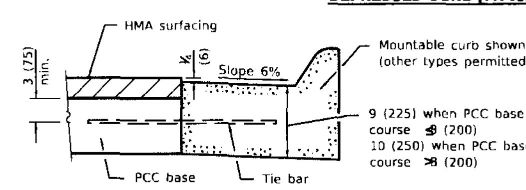


MOUNTABLE CURB

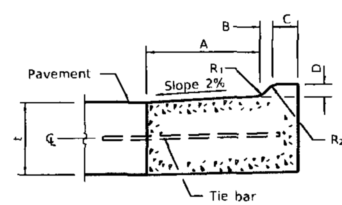
TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R_1
B-6.06 * (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.12 (B-22.30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.18 (B-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.24 (B-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)

* For corner islands only.

TABLE OF DIMENSIONS MOUNTABLE CURB						
TYPE	A	B	C	D	R_1	R_2
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.12 (M-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.18 (M-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.24 (M-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



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

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
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.
1-1-15	Added B-6.06 (B-15.15) barrier curb and gutter to table (corner islands only).

Illinois Department of Transportation

PASSED January 1, 2018
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

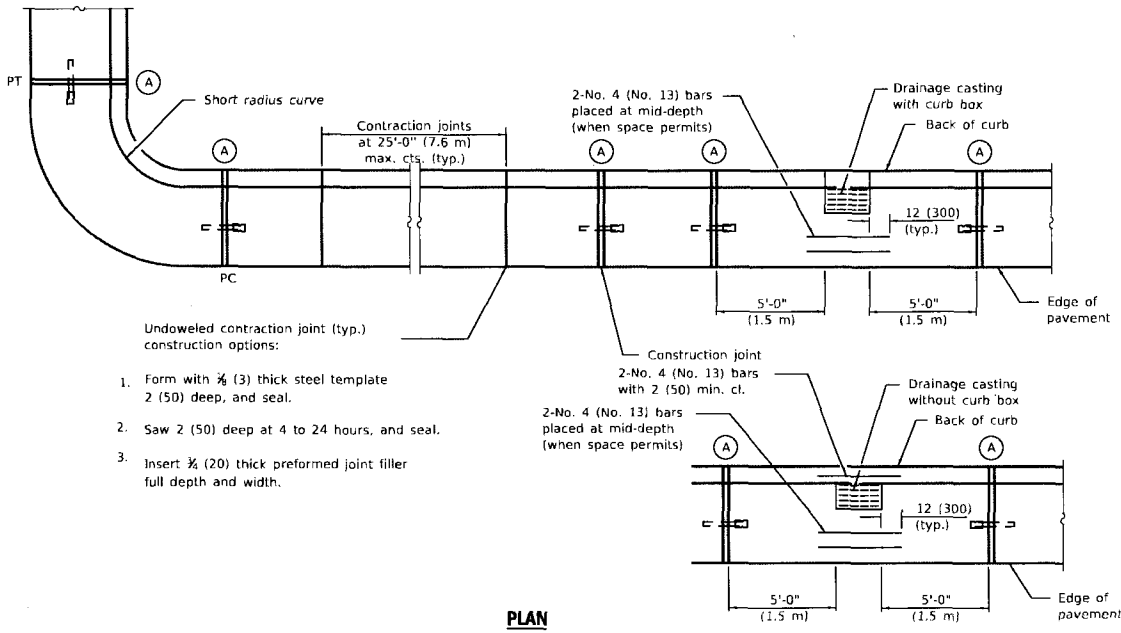
APPROVED January 1, 2018
Maureen M. Addis
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

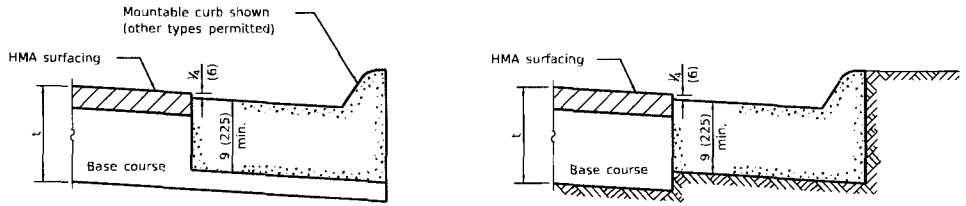
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

STANDARD 606001-07



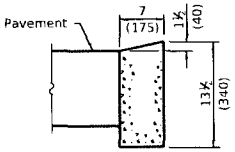
PLAN



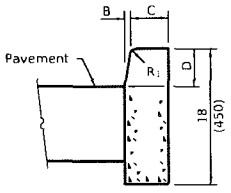
ON DISTURBED SUBGRADE

ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

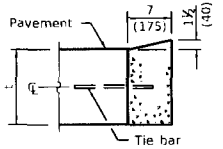


DEPRESSED CURB

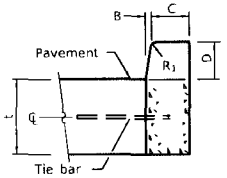


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

Illinois Department of Transportation

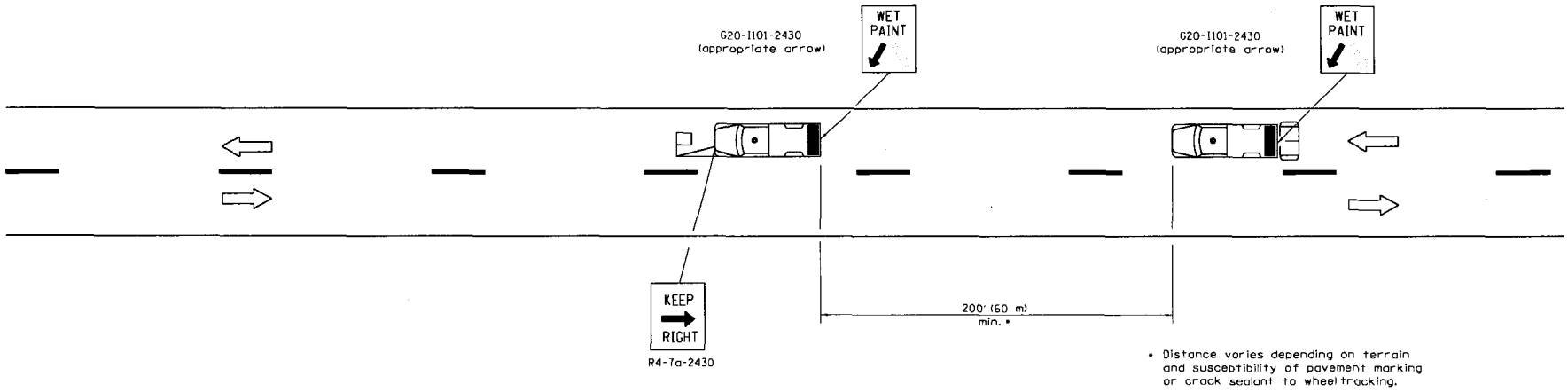
PASSED January 1 2018
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1 2018
ENGINEER OF DESIGN AND ENVIRONMENT

SSRSD 1-1-07

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

STANDARD 606001-07



* Distance varies depending on terrain and susceptibility of pavement marking or crack sealant to wheeltracking.

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 wheelis 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.

Illinois Department of Transportation

APPROVED January 1, 2009
ENGINEER OF OPERATIONS

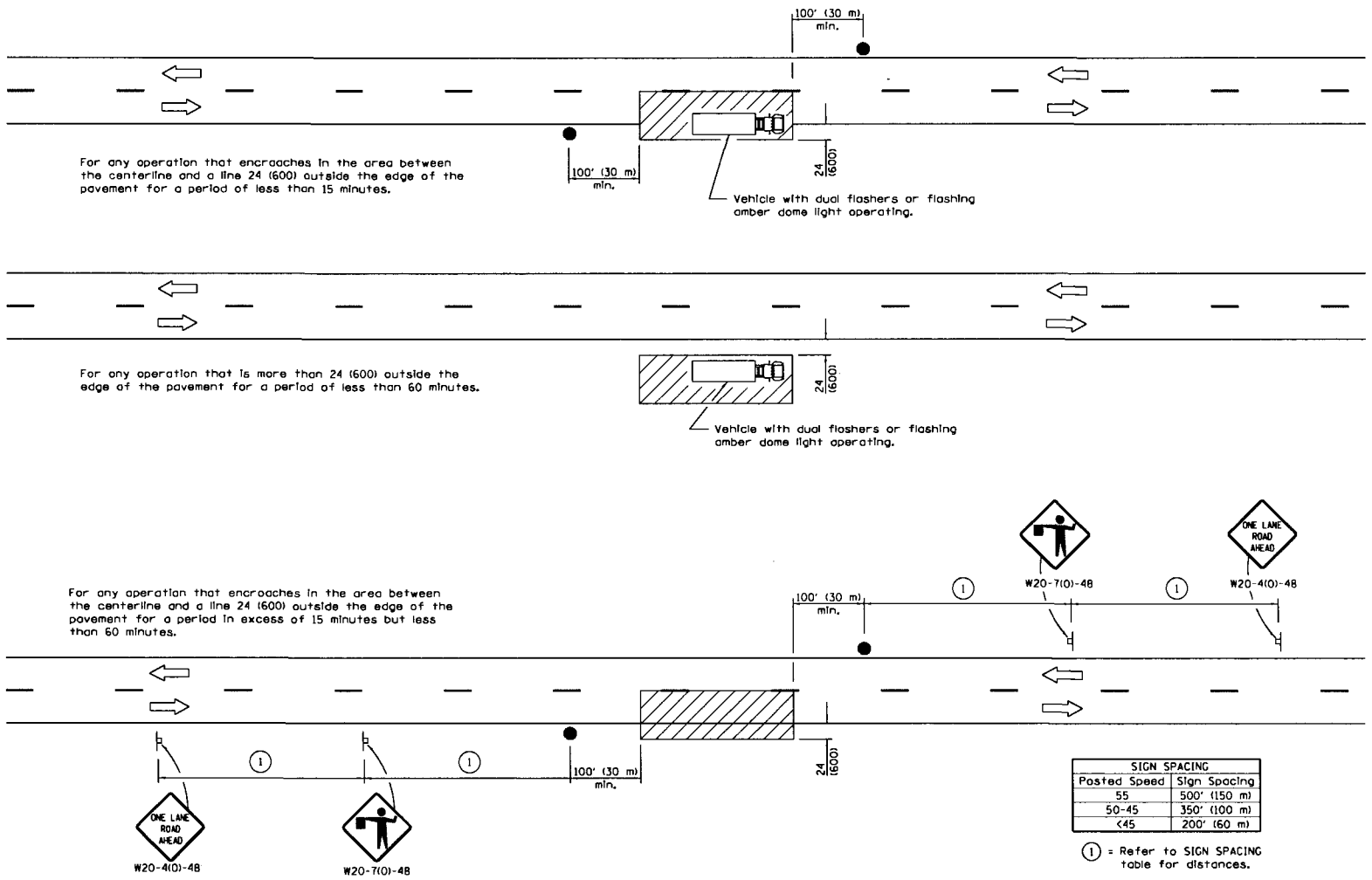
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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



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

(1) = Refer to SIGN SPACING table for distances.

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.

Illinois Department of Transportation

APPROVED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

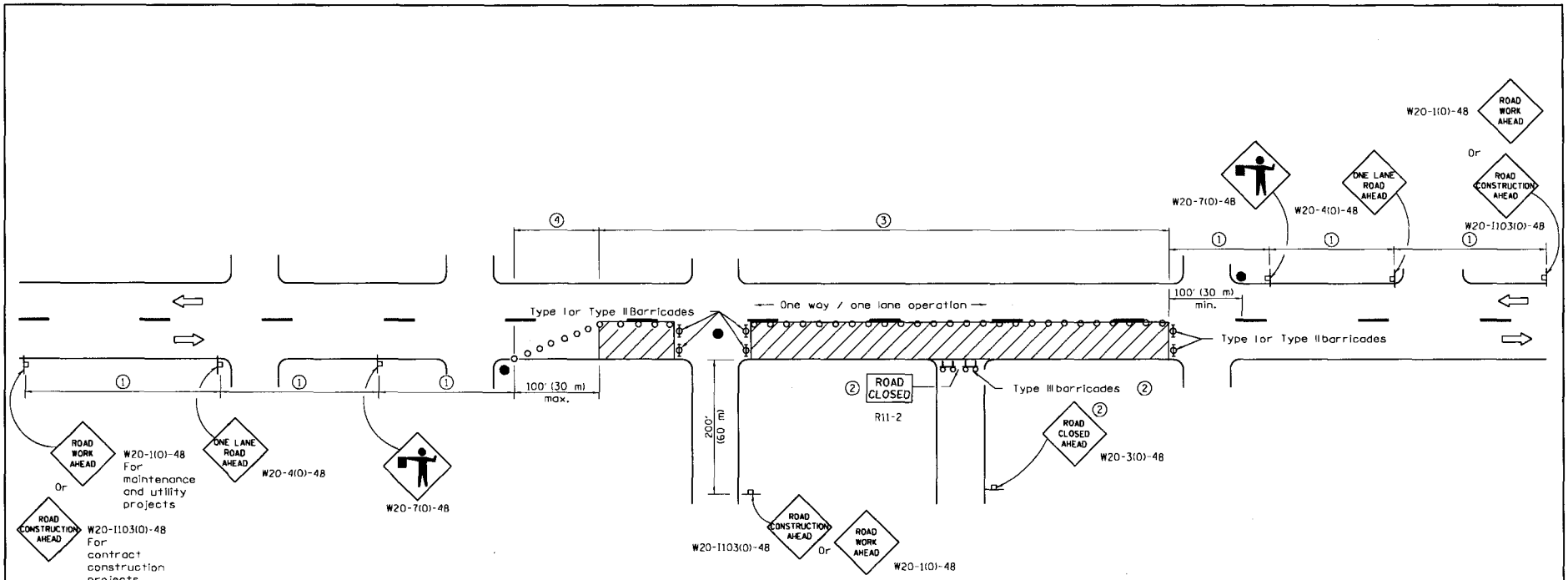
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

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

STANDARD 701301-04



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

SYMBOLS

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

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

GENERAL NOTES

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

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

Illinois Department of Transportation

APPROVED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

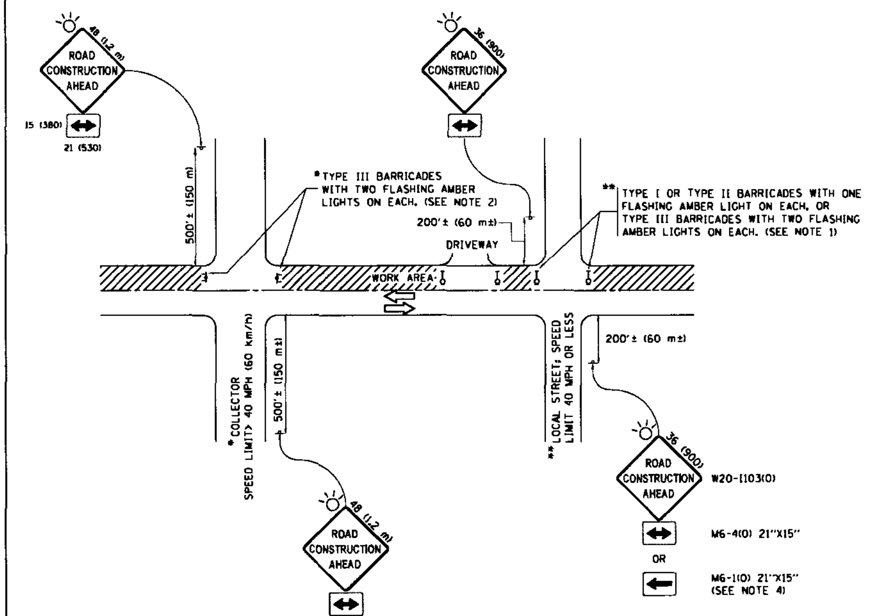
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE *"ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER* MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE *"ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A* FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

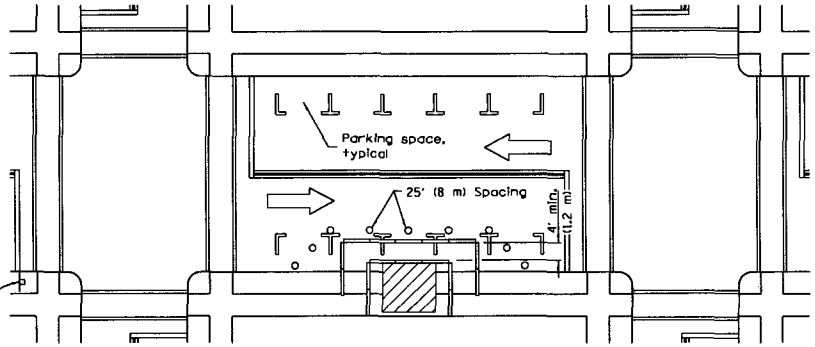
FILE NAME : pw:\\ILB84EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist1\DRAWN\CADData\CADsheets\tc10.dgn	USER NAME : Footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
		DRAWN	REVISED - T. RAMMACHER 01-06-00
	PLOT SCALE : 50.000 '/ in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
Default	PLOT DATE : 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-10	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



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

Or

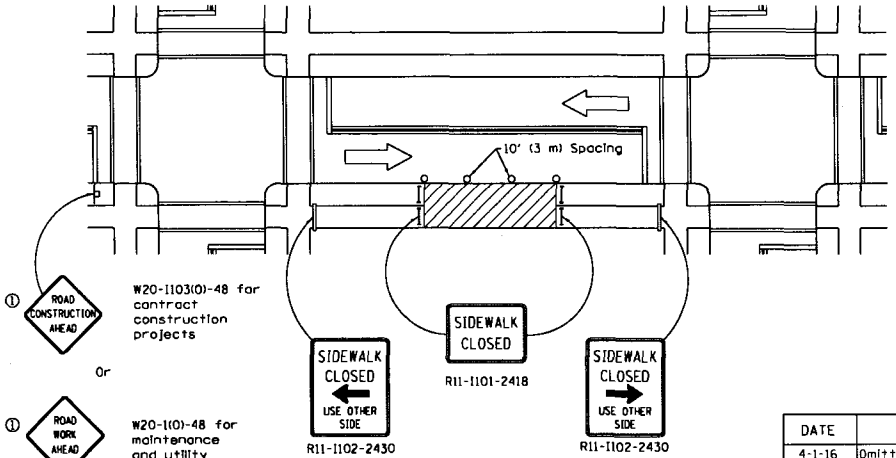
① ROAD WORK AHEAD W20-1(0)-48 for maintenance and utility projects

SIDEWALK DIVERSION

① Omit whenever duplicated by road work traffic control.

SYMBOLS

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



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

Or

① ROAD WORK AHEAD W20-1(0)-48 for maintenance and utility projects

SIDEWALK CLOSURE

GENERAL NOTES

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

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

Temporary facilities shall be detectable and accessible.

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

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

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

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

Illinois Department of Transportation

APPROVED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

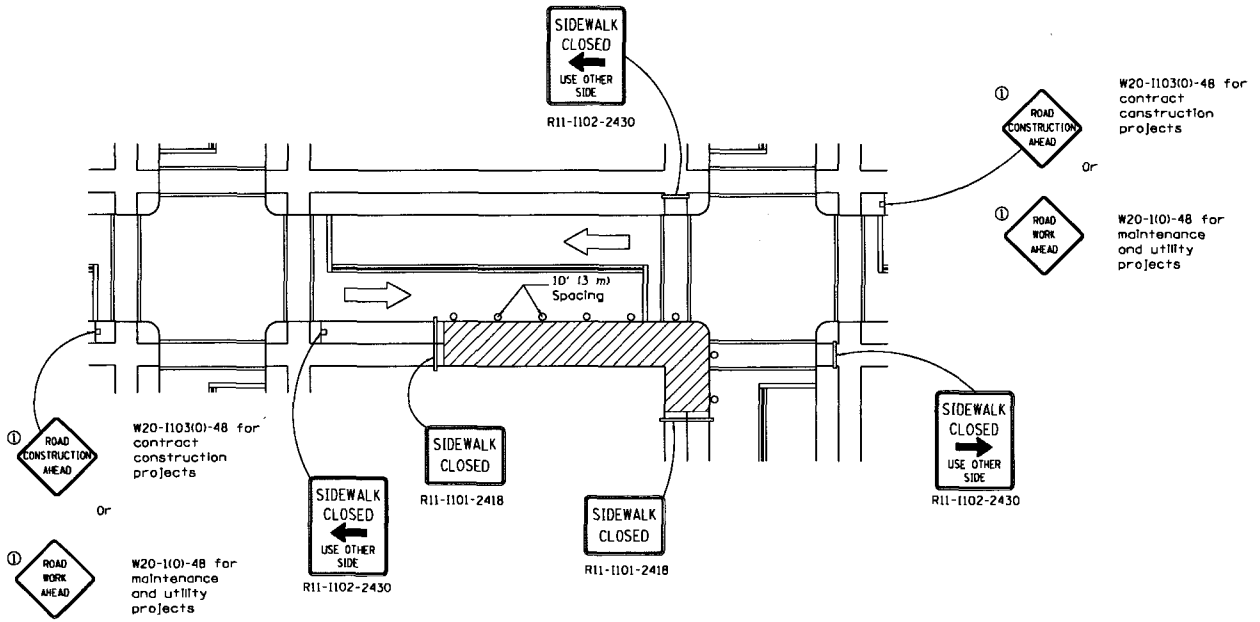
ISSUED 1-1-97

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

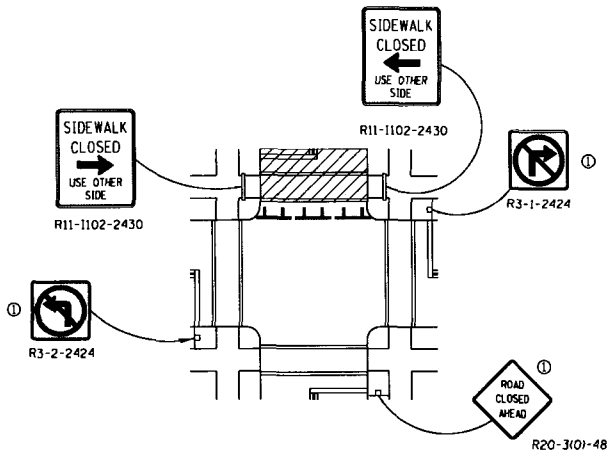
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



CORNER CLOSURE



CROSSWALK CLOSURE

Illinois Department of Transportation

APPROVED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

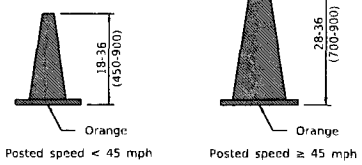
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

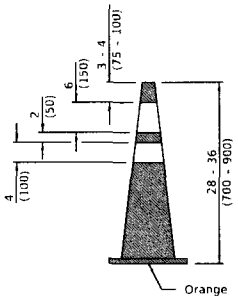
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

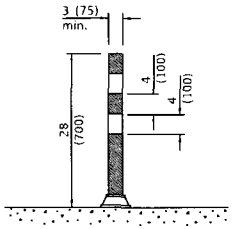
STANDARD 701801-06



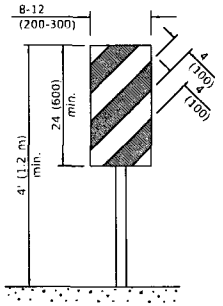
CONE FOR DAYTIME



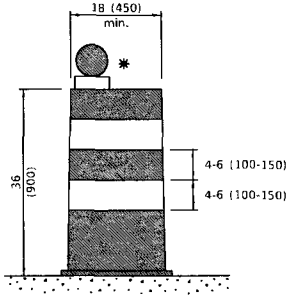
REFLECTORIZED CONE FOR NIGHTTIME



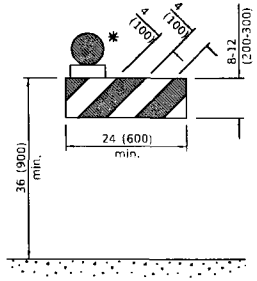
TUBULAR MARKER



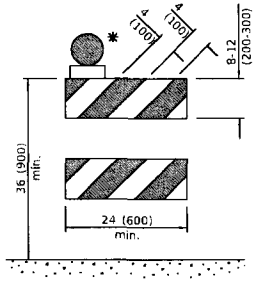
VERTICAL PANEL
POST MOUNTED



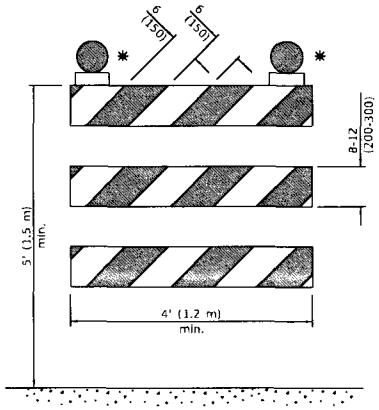
DRUM



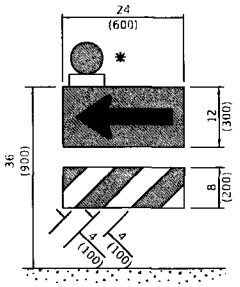
TYPE I BARRICADE



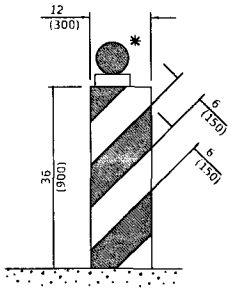
TYPE II BARRICADE



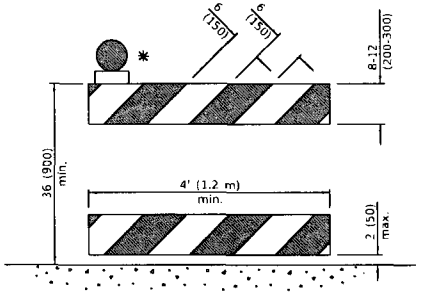
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

✱ Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the *pavement surface*.

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

Illinois Department of Transportation

PASSED January 1, 2018
ENGINEER OF OPERATIONS

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

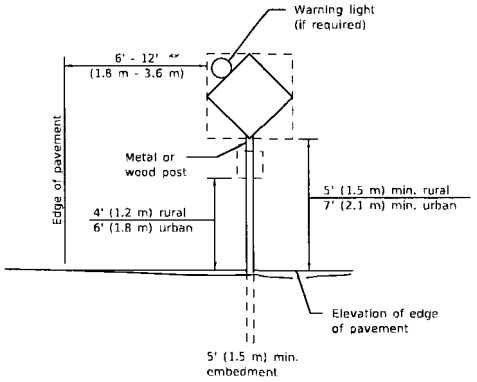
ISSUED 1-1-97

DATE	REVISIONS
1-1-18	Revised END WORK ZONE SPEED LIMIT sign from orange to white background.
1-1-17	Changed FLEXIBLE DELINEATOR to TUBULAR MARKER.

TRAFFIC CONTROL DEVICES

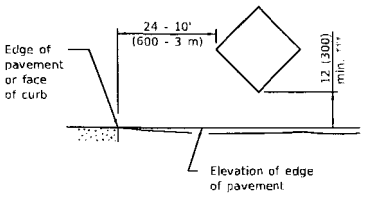
(Sheet 1 of 3)

STANDARD 701901-07



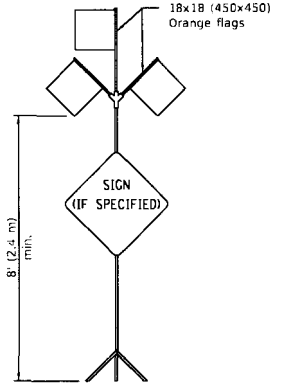
POST MOUNTED SIGNS

** 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.

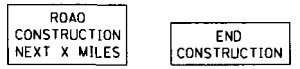


SIGNS ON TEMPORARY SUPPORTS

*** 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



G20-1104(0)-6036 G20-1105(0)-6024

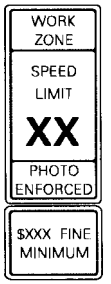
This signing is required for all projects 2 miles (3200 m) or more in length.

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

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

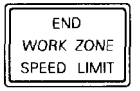
Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



W21-1115(0)-3618
R2-1-3648
R10-1108p-3618 ****
R2-1106p-3618

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



G20-1103-6036

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

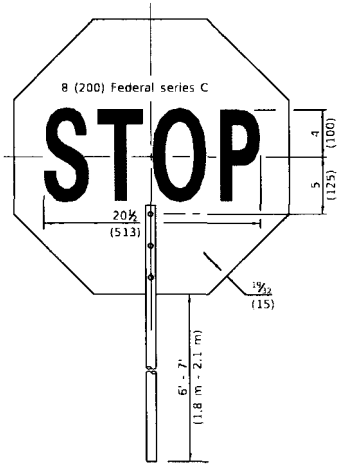
HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

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

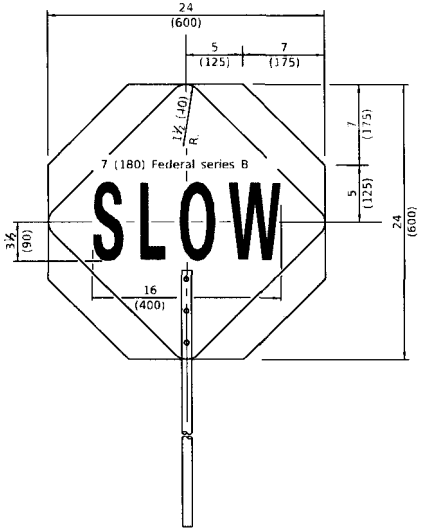
W12-1103-4848

WIDTH RESTRICTION SIGN

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



FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation

PASSED January 1, 2018
ENGINEER OF OPERATIONS

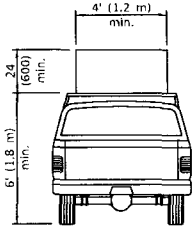
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

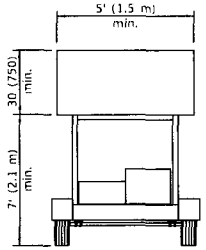
TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

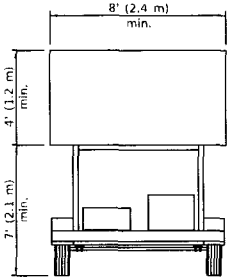
STANDARD 701901-07



TYPE A ROOF MOUNTED

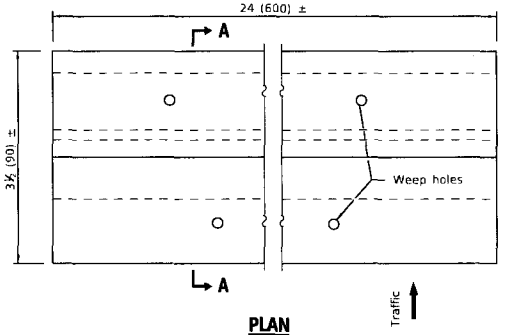


TYPE B ROOF OR TRAILER MOUNTED

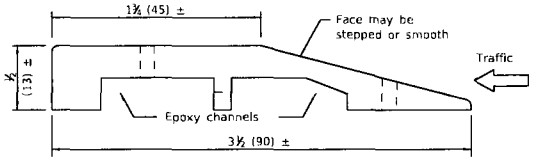


TYPE C TRAILER MOUNTED

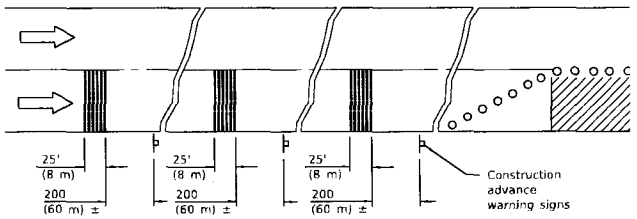
ARROW BOARDS

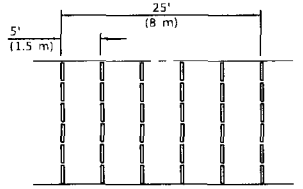


PLAN



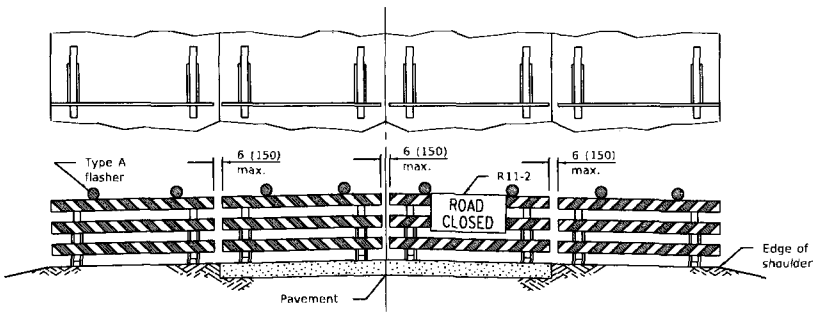
SECTION A-A





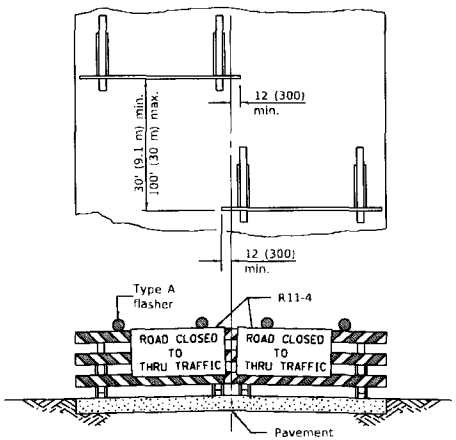
TYPICAL INSTALLATION

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

Illinois Department of Transportation

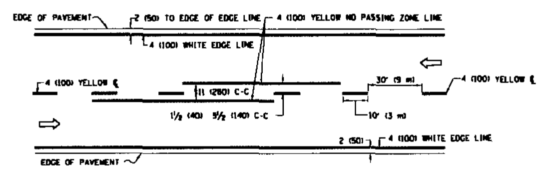
PASSED January 1, 2018
ENGINEER OF OPERATIONS

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

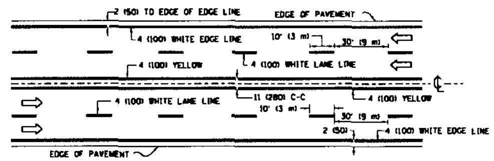
TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

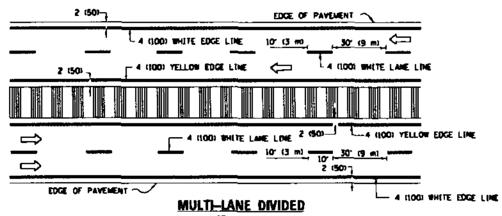
STANDARD 701901-07



2-LANE ROADWAY

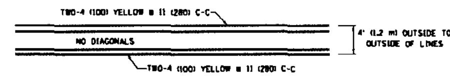


MULTI-LANE UNDIVIDED

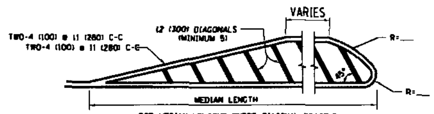


MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



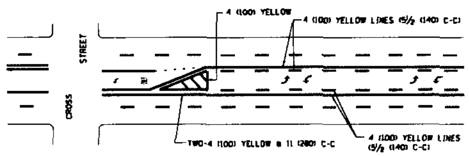
4' (1.2 m) WIDE MEDIANS ONLY



FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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))

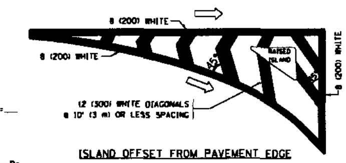
MEDIANS OVER 4' (1.2 m) WIDE



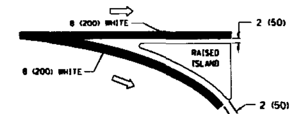
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

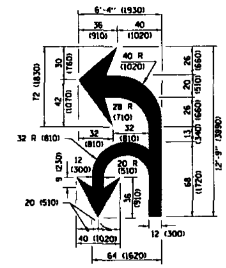


ISLAND OFFSET FROM PAVEMENT EDGE

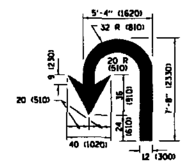


ISLAND AT PAVEMENT EDGE

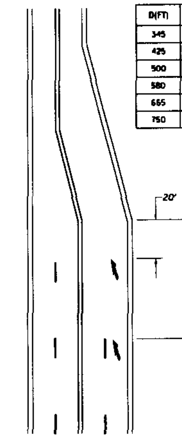
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN



D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

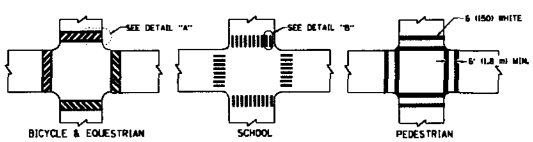
LANE REDUCTION TRANSITION

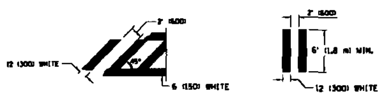
✱ LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" (5 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

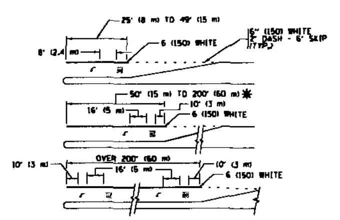




DETAIL "A" DETAIL "B"

TYPICAL CROSSWALK MARKING

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



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

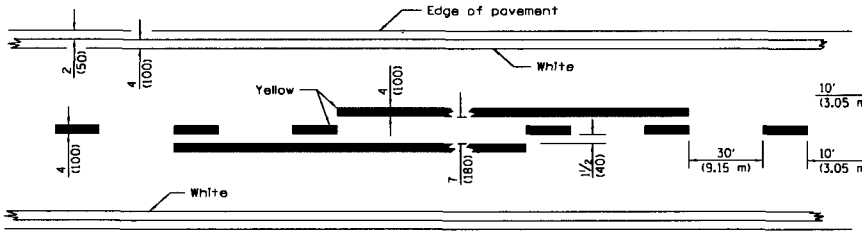
FILE NAME =	USER NAME = leyoo	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
		DRAWN -	REVISED - C. JUCIUS 07-01-13
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
Default	PLOT DATE = 6/23/2017	DATE 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

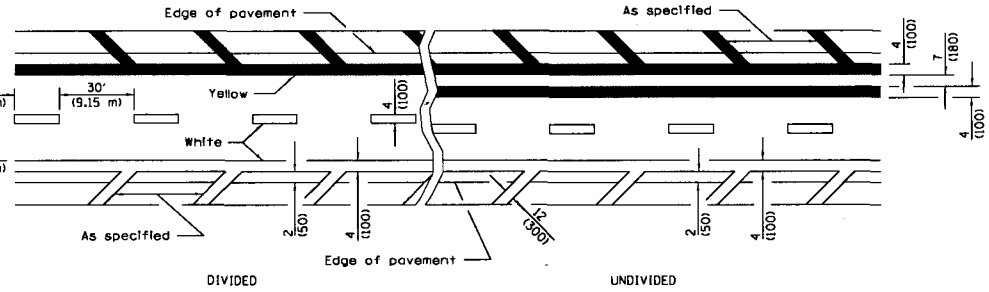
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

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

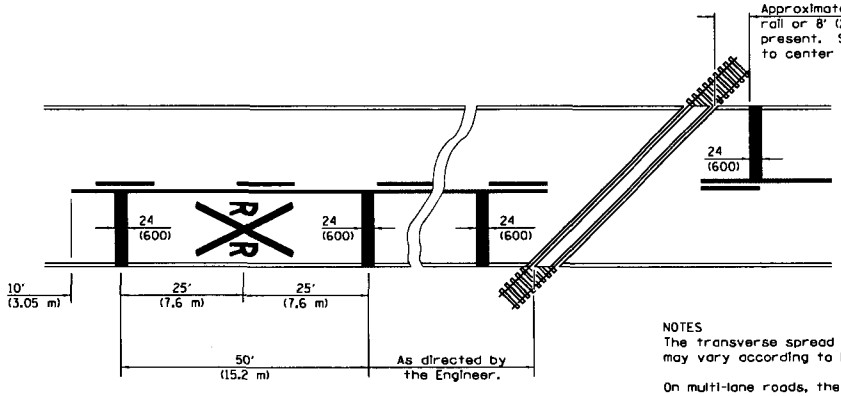


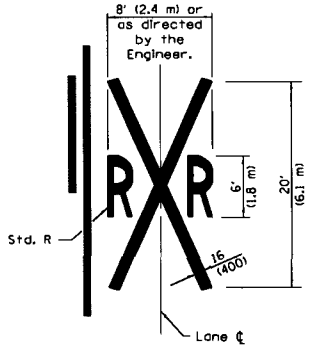
2 LANE



MULTI LANE

LANE AND EDGE LINES





NOTES
The transverse spread of the "X" may vary according to lane width.

On multi-lane roads, the stop lines shall extend across all approach lanes and separate RXR symbols shall be placed adjacent to each other in each lane.

When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table 2C-4, Condition B of the MUTCD.

PAVEMENT MARKINGS AT RAILROAD–HIGHWAY GRADE CROSSING

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

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

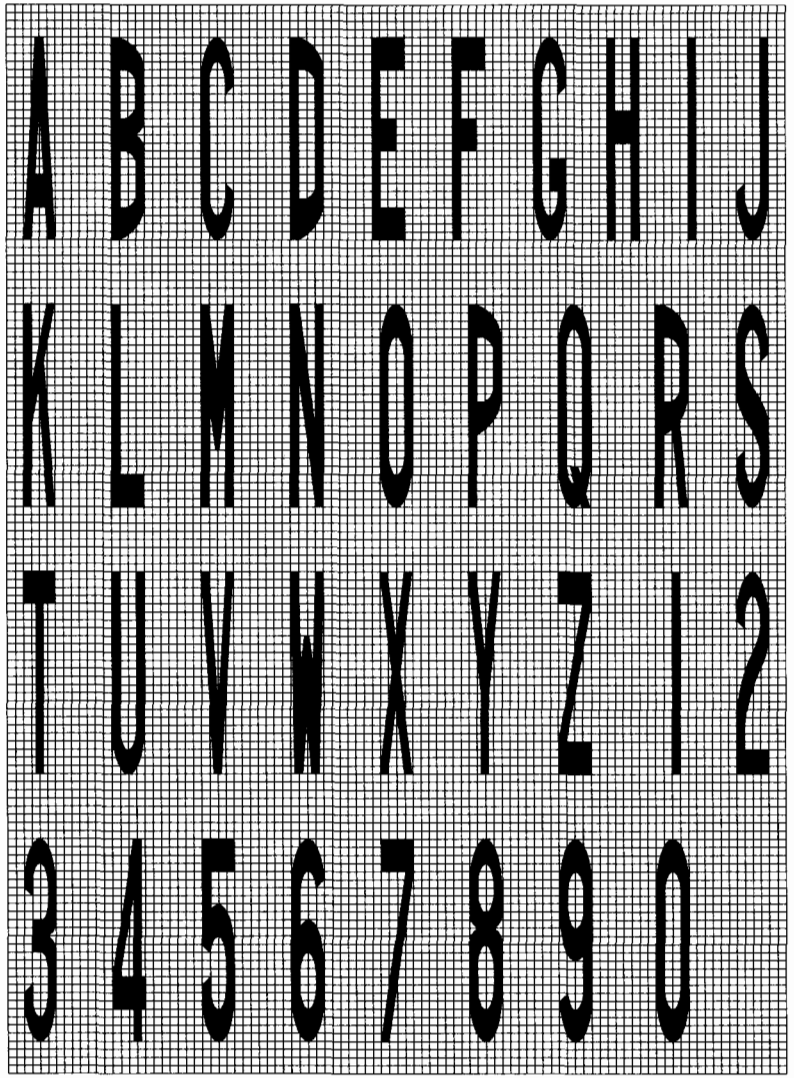
1-1-15 15SIGD

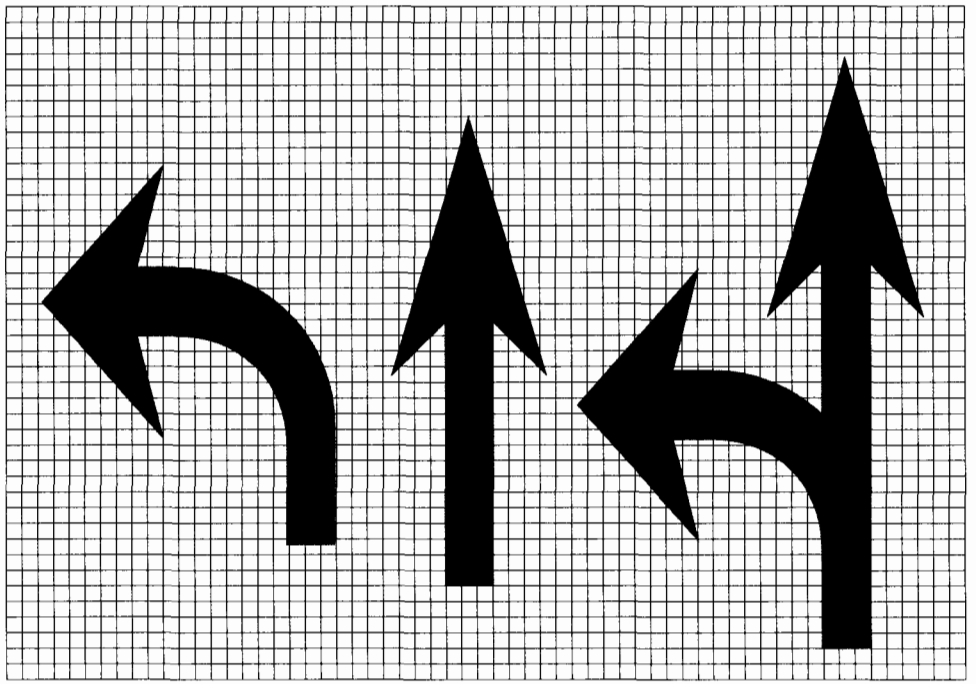
DATE	REVISIONS
1-1-15	Added symbols. Revised
	bike symbol. Revised note
	for stop line at RR crossing.
1-1-14	Added bike symbol. Renamed
	'LANE DROP ARROW' detail to
	'LANE-REDUCTION ARROW'.

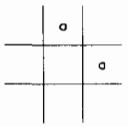
TYPICAL PAVEMENT MARKINGS

(Sheet 1 of 3)

STANDARD 780001–05







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

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

LETTER AND ARROW GRID SCALE

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS

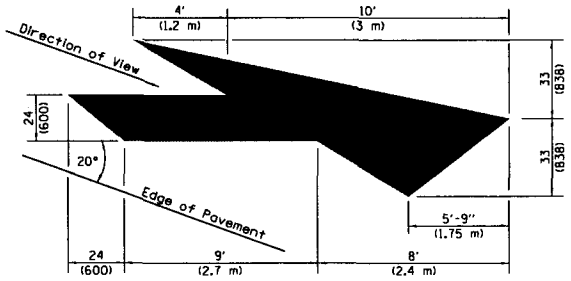
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

TYPICAL PAVEMENT MARKINGS

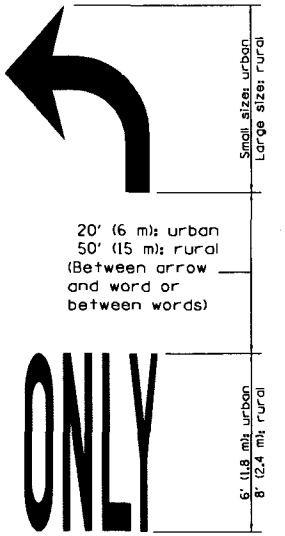
(Sheet 2 of 3)

STANDARD 780001-05

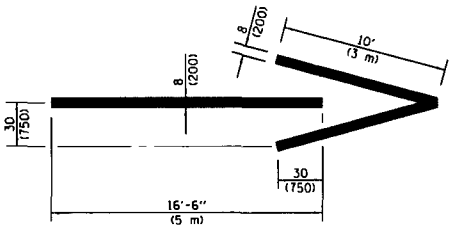


LANE-REDUCTION ARROW

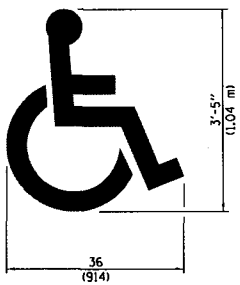
Right lane-reduction arrow shown.
Use mirror image for left lane.



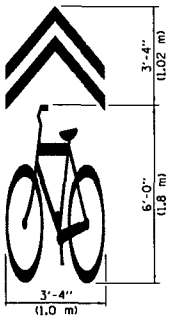
WORD AND ARROW LAYOUT



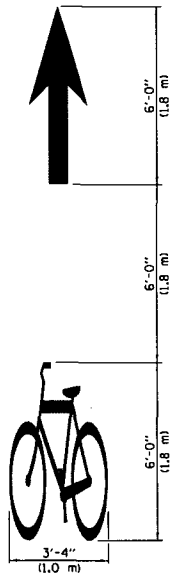
WRONG WAY ARRDW



INTERNATIONAL SYMBOL OF ACCESSILITY



SHARED LANE SYMBOL



BIKE SYMBOL

(Arrow is optional.)

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS

APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

1-1-97 (31155)

TYPICAL PAVEMENT MARKINGS

(Sheet 3 of 3)

STANDARD 780001-05

Illinois Department of Transportation

Affidavit of Availability

For the Letting of 2/28/2018
(Letting date)

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

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

Part I. Work Under Contract

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

	1	2	3	4	Awards Pending	
Contract Number	135TH STREET (NEW AVE TO SMITH ROAD) 99-0068-06-FP	SHERIFF PARKING LOT	GAYLORD & DIVISION #61C93 CREST HILL	EGYPTIAN TRIAL #61C87 MONEE	MORRIS AIRPORT PARKING LOT #MR023	
Contract With	WCDOT	WILL COUNTY	IDOT	IDOT	IDOT	
Estimated Completion Date	6/30/2018	8/30/2017	7/31/2017	12/1/2017	8/1/2018	
Total Contract Price	8,790,169.00	413,670.00	569,688.00	3,154,642.00	283,191.00	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	864,100.00	50,000.00	211,790.00	633,446.00	283,191.00	2,042,527.00
Uncompleted Dollar Value if Firm is the Subcontractor						0.00
				Total Value of All Work		2,042,527.00

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

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

						Accumulated Totals
Earthwork	5,000.00		10,000.00		45,834.00	60,834.00
Portland Cement Concrete Paving						0.00
HMA Plant Mix	350,000.00	50,000.00	10,000.00	10,000.00	83,702.00	503,702.00
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces					32,300.00	32,300.00
Highway,R.R. and Waterway Structures						0.00
Drainage					3,450.00	3,450.00
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction				150,000.00	11,520.00	161,520.00
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling	7,000.00				8,150.00	15,150.00
Demolition						0.00
Pavement Markings (Paint)						0.00
						0.00
						0.00
Totals	362,000.00	50,000.00	20,000.00	160,000.00	184,956.00	776,956.00

Disclosure of this information is **REQUIRED** to accomplish the statutory purpose as outlined in the "Illinois Procurement Code".

Failure to comply will result in non-issuance of an "Authorization To Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others

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

	1	2	3	4	Awards Pending
Subcontractor	NORTHERN		SEASONS	&J UNDERGROU	FOX
Type of Work	GUARDRAIL		LANDSCAPE	IRRIGATION	ELECTRIC
Subcontract Price	81,527.00		21,276.00	11,355.00	31555.00
Amount Uncompleted	23,000.00		21,276.00	11,355.00	31555.00
Subcontractor	ROADSAFE		PPM INC	HOMER	ALLIANCE
Type of Work	TRAFFIC		STRIPING	TREE REM	FENCE
Subcontract Price	93,511.00		7,945.00	11,714.00	57134.00
Amount Uncompleted	27,800.00		7,945.00	11,714.00	57134.00
Subcontractor	ROADSAFE		WORK ZONE	ROADSAFE	K&D
Type of Work	STRIPING		TRAFFIC	STRIPING	LANDSCAPE
Subcontract Price	52,770.00		9,125.00	26,013.00	6216.00
Amount Uncompleted	45,300.00		9,125.00	26,013.00	6216.00
Subcontractor	H&H		TRITECH	ROADSAFE	TRAFFIC CONTROL CORP
Type of Work	ELECTRIC		ELECTRIC	TRAFFIC	STRIPING
Subcontract Price	366,329.00		150,756.00	118,020.00	3330.00
Amount Uncompleted	233,000.00		150,756.00	118,020.00	3330.00
Subcontractor	HOMER		HOMER	TRITECH	
Type of Work	TREE REM		TREE REM	ELECTRIC	
Subcontract Price	22,247.00		6,250.00	185,242.00	
Amount Uncompleted				185,242.00	
Subcontractor	SEASONS		GEOMAT	ARTEAGA	
Type of Work	LANDSCAPE		CRACK CONTROL	LANDSCAPE	
Subcontract Price	329,972.00		2,688.00	121,102.00	
Amount Uncompleted	170,000.00		2,688.00	121,102.00	
Subcontractor	HERLIHY				
Type of Work	STRUCTURES				
Subcontract Price	261,183.00				
Amount Uncompleted	3,000.00				
Total Uncompleted	502,100.00	0.00	191,790.00	473,446.00	98,235.00

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

Subscribed and sworn to before me

this _____ day of _____, 2018.

Type or Print Name Matt Marketti — Officer or Director

President — Title

_____
Notary Public

Signed _____

My commission expires: _____

Company P.T. Ferro Construction Co.

(Notary Seal)

Address P.O. Box 156

Joliet, IL 60434-0156

Illinois Department of Transportation

Affidavit of Availability

For the Letting of 2/28/2018

(Letting date)

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

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

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.**

	5	6	7	8	Awards Pending	
Contract Number	IDOT - TREE RIVERS TRAIL #87631 MINOOKA	LARAWAY RD & SPENCER RD 13-00138-39-TL	TAYLOR RD SIDEWALK #61D96 ROMEOVILLE	FERNWAY SUBDIVISION IMPROVEMENT	RATHJE RD #61E30 PEOTONE	
Contract With	HERLIHY MID-CONTINENT	WCDOT	IDOT	VILLAGE OF ORLAND PARK	IDOT	
Estimated Completion Date	12/1/2017	8/11/2017	12/1/2017	12/15/2017	10/1/2018	
Total Contract Price	83,042.75	1,543,732.59	119,999.00	986,733.85	1,623,160.00	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor		347,980.00	24,555.00	173,506.00	1,623,160.00	4,211,728.00
Uncompleted Dollar Value if Firm is the Subcontractor	83,042.00					83,042.00
				Total Value of All Work		4,294,770.00

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

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

						Accumulated Totals
Earthwork		10,000.00	5,000.00	10,000.00	341,683.00	427,517.00
Portland Cement Concrete Paving						0.00
HMA Plant Mix	46,386.00				260,891.00	810,979.00
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces	24,400.00				147,535.00	204,235.00
Highway,R.R. and Waterway Structures						0.00
Drainage					602,070.00	605,520.00
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction	12,256.00				175,900.00	349,676.00
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling						15,150.00
Demolition						0.00
Pavement Markings (Paint)						0.00
						0.00
						0.00
Totals	83,042.00	10,000.00	5,000.00	10,000.00	1,528,079.00	2,413,077.00

Disclosure of this information is **REQUIRED** to accomplish the statutory purpose as outlined in the "Illinois Procurement Code".

Failure to comply will result in non-issuance of an "Authorization To Bid." This form has been approved by the State Forms Management Center.

Part III. Work Subcontracted to Others

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

	5	6	7	8	Awards Pending
Subcontractor		HOMER	K&D	WORK ZONE	NORTHERN
Type of Work		TREE REM	LANDSCAPE	TRAFFIC	HANDRAIL
Subcontract Price		2,825.00	10,700.00	6,025.00	8,482.00
Amount Uncompleted		2,825.00	10,700.00	6,025.00	8,482.00
Subcontractor		NAFISCO INC	D2K	K&D	K&D
Type of Work		TRAFFIC	STRIPING	LANDSCAPE	LANDSCAPE
Subcontract Price		54,175.00	4,955.00	157,481.00	65,150.00
Amount Uncompleted		54,175.00	4,955.00	157,481.00	65,150.00
Subcontractor		SUPERIOR	D2K		PRECISION
Type of Work		STRIPING	TRAFFIC		STRIPING
Subcontract Price		17,190.00	3,900.00		10,824.00
Amount Uncompleted		17,190.00	3,900.00		10,824.00
Subcontractor		SEASONS			HIGHWAY SAFETY
Type of Work		LANDSCAPE			TRAFFIC
Subcontract Price		69,165.00			10,625.00
Amount Uncompleted		69,165.00			10,625.00
Subcontractor		VAN MACK			
Type of Work		ELECTRIC			
Subcontract Price		190,905.00			
Amount Uncompleted		190,905.00			
Subcontractor		GEOMAT			
Type of Work		CRACK CONTROL			
Subcontract Price		3,720.00			
Amount Uncompleted		3,720.00			
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Total Uncompleted		337,980.00	19,555.00	163,506.00	95,081.00

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

Subscribed and sworn to before me

this _____ day of _____, 2018.

Type or Print Name Matt Marketti — President

Officer or Director — Title

_____

Notary Public

Signed _____

My commission expires: _____

Company P.T. Ferro Construction Co.

(Notary Seal)

Address P.O. Box 156

Joliet, IL 60434-0156

Illinois Department of Transportation

Affidavit of Availability

For the Letting of 2/28/2018
(Letting date)

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

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

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.**

	9	10	11	12	Awards Pending	
Contract Number	ROWELL AVE WEST HALF	WILMINGTON TOWNSHIP 17-00000-00-GM	CHARITY AVE / SHERMAN ST 17-00506-00-FP	PARKING LOT IMPROVEMENT	BOLINGBROOK DR @ ROYCE #60X89	
Contract With	CITY OF JOLIET	WILMINGTON TOWNSHIP	CITY OF JOLIET	TROY TOWNSHIP	IDOT	
Estimated Completion Date	7/31/2018	9/15/2018	8/1/2018	7/1/2018	8/1/2018	
Total Contract Price	246,901.30	635,663.06	380,785.02	67,674.74	744,315.00	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	246,296.00	635,661.06	380,785.02	67,674.74	744,315.00	6,286,459.82
Uncompleted Dollar Value if Firm is the Subcontractor						83,042.00
				Total Value of All Work		6,369,501.82

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

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

						Accumulated Totals
Earthwork	30,221.00		94,544.50		144,765.00	697,047.50
Portland Cement Concrete Paving						0.00
HMA Plant Mix	80,520.00		4,230.00	39,046.34	163,707.00	1,098,482.34
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces	22,706.00	154,729.41	35,873.46		22,000.00	439,543.87
Highway,R.R. and Waterway Structures						0.00
Drainage	68,653.00		150,359.56	3,750.00	44,935.00	873,217.56
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction	15,690.00		47,250.00	10,293.00	27,778.00	450,687.00
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling	1,000.00			11,685.00		27,835.00
Demolition						0.00
Pavement Markings (Paint)						0.00
						0.00
						0.00
Totals	218,790.00	154,729.41	332,257.52	64,774.34	403,185.00	3,586,813.27

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.

	9	10	11	12	Awards Pending
Subcontractor		MT CARMEL		MARK IT	ELMUND & NELSON
Type of Work	TRAFFIC	SOIL STAB	STRIPING	STRIPING	ELECTRIC
Subcontract Price	2,500.00	281,716.60	2,882.50	2,900.40	242,600.00
Amount Uncompleted	2,500.00	281,716.60	2,882.50	2,900.40	242,600.00
Subcontractor					K&D
Type of Work	LANDSCAPE	CHIP SEAL	LANDSCAPE		LANDSCAPE
Subcontract Price	17,976.00	199,215.05	45,645.00		66,710.00
Amount Uncompleted	17,976.00	199,215.05	45,645.00		66,710.00
Subcontractor					AK UNDERGROUND
Type of Work	STRIPING				SEWER CLEANING
Subcontract Price	7,030.00				5,250.00
Amount Uncompleted	7,030.00				5,250.00
Subcontractor					TRAFFIC CONTROL CORP
Type of Work					STRIPING
Subcontract Price					6,000.00
Amount Uncompleted					6,000.00
Subcontractor					WORKZONE SAFETY
Type of Work					TRAFFIC
Subcontract Price					17,350.00
Amount Uncompleted					17,350.00
Subcontractor					PESSINA
Type of Work					TREE REM
Subcontract Price					3,220.00
Amount Uncompleted					3,220.00
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Total Uncompleted	27,506.00	480,931.65	48,527.50	2,900.40	341,130.00

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

Subscribed and sworn to before me

this _____ day of _____, 2018.

Type or Print Name Matt Marketti (Officer or Director) President (Title)

_____
Notary Public

Signed _____

My commission expires: _____

Company P.T. Ferro Construction Co.

(Notary Seal)

Address P.O. Box 156

Joliet, IL 60434-0156

Illinois Department of Transportation

Affidavit of Availability

For the Letting of 2/28/2018

(Letting date)

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

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

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.**

	13	14	15	16	Awards Pending	
Contract Number	REC. CENTER MUNICIPAL PARKING LOT	#N/A #N/A				
Contract With	PLAINFIELD PARK DIST.	#N/A				
Estimated Completion Date	5/15/2018	#N/A				
Total Contract Price	136,200.00	#N/A				Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	136,200.00					6,422,659.82
Uncompleted Dollar Value if Firm is the Subcontractor						83,042.00
						6,505,701.82

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

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

						Accumulated Totals
Earthwork					0.00	697,047.50
Portland Cement Concrete Paving						0.00
HMA Plant Mix	110,615.00				0.00	1,209,097.34
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces	13,266.00				0.00	452,809.87
Highway,R.R. and Waterway Structures						0.00
Drainage					0.00	873,217.56
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction					0.00	450,687.00
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling	6,880.00				0.00	34,715.00
Demolition						0.00
Pavement Markings (Paint)						0.00
						0.00
						0.00
Totals	130,761.00	0.00	0.00	0.00	0.00	3,717,574.27

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.

	13	14	15	16	Awards Pending
Subcontractor					
Type of Work	STRIPING				
Subcontract Price	5,439.00				
Amount Uncompleted	5,439.00				
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Total Uncompleted	5,439.00	0.00	0.00	0.00	0.00

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

Subscribed and sworn to before me

this 28th day of FEB, 2018.

[signature]
Notary Public

My commission expires: 5-15-18

(Notary Seal)

OFFICIAL SEAL
JULIANNE SCHOELING
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 05/15/2018

Type or Print Name Matt Marketti — President
Officer or Director — Title

Signed [signature]

Company P.T. Ferro Construction Co.

Address P.O. Box 156

Joliet, IL 60434-0156

Illinois Department of Transportation

Local Agency Proposal Bid Bond

Route: Various
County: Cook and Will
Local Agency: Tinley Park
Section: 18-00000-00-GM

RETURN WITH BID

PAPER BID BOND

WE P.T. Ferro Construction Co. 700 South Rowell Avenue, Joliet, IL 60434 as PRINCIPAL,

and Continental Casualty Company 333 S. Wabash Ave., Chicago, IL 60604 as SURETY,

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

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

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

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

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this 28th day of February, 2018

Principal

P.T. Ferro Construction Company (Company Name)

By: Matthew D. Marketti, President (Signature and Title)

P.T. FERRO CONSTRUCTION CORPORATE SEAL ILLINOIS

(Company Name)

By: (Signature and Title)

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

Surety

Continental Casualty Company (Name of Surety)

By: Kelly A. Gardner, Attorney-in-Fact (Signature of Attorney-in-Fact)

STATE OF ILLINOIS,
COUNTY OF DuPage

I, Tariese M. Pisciotto, a Notary Public in and for said county,
do hereby certify that and Kelly A. Gardner
(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 28th day of February, 2018

"OFFICIAL SEAL"
TARIESE M PISCIOTTO
Notary Public, State of Illinois
My Commission Expires 06/26/2018

My commission expires 6/26/2018

(Notary Public)

ELECTRONIC BID BOND

☐ **Electronic bid bond is allowed (box must be checked by LA if electronic bid bond is allowed)**

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

Electronic Bid Bond ID Code

"OFFICIAL SEAL"
TARIESE M PISCIOTTO
Notary Public, State of Illinois
My Commission Expires 06/26/2018

(Company/Bidder Name)

(Signature and Title)

Date

BLR 12230 (Rev. 7/05

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

James I Moore, Kevin J Scanlon, R L Mc Wethy, Stephen T Kazmer, Dawn L Morgan, Kelly A Gardner, Melissa Schmidt, Elaine Marcus, Jennifer J Mc Comb, Tariese M Pisciotto, Diane M Rubright, Individually

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

- In Unlimited Amounts -

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

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

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 5th day of December, 2017.

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

Paul T. Bruflat — Vice President

State of South Dakota, County of Minnehaha, ss:

On this 5th day of December, 2017, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.

J. MOHR
NOTARY PUBLIC SOUTH DAKOTA

My Commission Expires June 23, 2021

J. Mohr — Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 28th day of February, 2018.

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

D. Johnson — Assistant Secretary

Form F6853-4/2012

Go to www.cnasurety.com > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF CONTINENTAL CASUALTY COMPANY:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Illinois Department of Transportation

Apprenticeship or Training Program Certification

Return with Bid

Route	Various
County	Cook and Will
Local Agency	Tinley Park
Section	18-00000-00-GM

***All contractors are required to complete the following certification*:**

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

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

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

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

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

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

(1) Operating Engineers Local #150 (IL005780173)
(2) NECA IBEW Local 176 JATC #IL012780050
(3) Chicagoland Laborers JATC IL017990001
(4) DuPage County Cement Masons Local #803 JATC # IL0150492
(5) Int Brotherhood of Teamsters Joint Council #25 Training # IL015050004

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

_____

_____

_____

_____

_____

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

Bidder: P.T. FERRO CONSTRUCTION CO

Address: P.O. BOX 156 JOLIET, ILLINOIS 60434-0156

By: _____ (Signature)

Title: PRESIDENT

RETURN WITH BID

Illinois Department of Transportation

Affidavit of Illinois Business Office

County Cook and Will
Local Public Agency Tinley Park
Section Number 18-00000-00-GM
Route Various

State of IL)
) ss.
County of Will)

I, MATT MARKETTI (Name of Affiant) of JOLIET (City of Affiant), IL (State of Affiant),

being first duly sworn upon oath, states as follows:

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

(Signature)

MATT MARKETTI
(Print Name of Affiant)

This instrument was acknowledged before me on 28th day of FEB., 2018.

(SEAL)

OFFICIAL SEAL
JULIANNE SCHOELING
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 05/15/2018

(Signature of Notary Public)