



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 – 2017 Maintenance Contract

Village of Tinley Park

Section No.: 17-00000-00-GM

Cook & Will Counties

April 27, 2017

Mr. Patrick E. Rea

Village Clerk

Village of Tinley Park

16250 South Oak Park Avenue

Tinley Park, IL 60477

Dear Mr. Rea:

The Contract for the above-referenced section in the amount of \$2,532,094.48 with Austin Tyler Construction, Inc. was approved as of April 21, 2017.

This provides for the maintenance of the resurfacing program at various locations from January 1, 2017 to December 31, 2017.

Enclosed are two copies for your records. Please forward one 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

A handwritten signature in blue ink, appearing to read 'AJ Quigley'.

By:

Christopher J. Holt, P.E.

Bureau Chief of Local Roads and Streets

Enclosures

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



PROPOSAL SUBMITTED BY		
Austin Tyler Construction, Inc.		
Contractor's Name		
23343 S. Ridge Road		
Street		P.O. Box
Elwood,	IL	60421
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. 17-00000-00-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

March 21, 2017
Date

Department of Transportation

☒ Concurrence in approval of award

4/21/17
Regional Engineer
Date

For County and Road District Projects

Submitted/Approved

Highway Commissioner

Date

Submitted/Approved

County Engineer/Superintendent of Highways

Date

County COOK & WILL
Local Public Agency VILLAGE OF TINLEY PARK
Section Number 17-00000-00-GM
Route VARIOUS

1. THIS AGREEMENT, made and concluded the 28th day of March 2017,
Month and Year

between the VILLAGE of TINLEY PARK
acting by and through its MAYOR & BOARD OF TRUSTEES known as the party of the first part, and
AUSTIN TYLER CONSTRUCTION CO, INC. 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 17-00000-00-GM, in VILLAGE OF TINLEY PARK, approved by the Illinois Department of Transportation on 02-17-2017, 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:

Patrick Reed Clerk

(Seal)



The VILLAGE of TINLEY PARK
By [Signature], MAYOR
Party of the First Part

(If a Corporation)

Corporate Name AUSTIN TYLER CONSTRUCTION, INC.
By [Signature] President
Party of the Second Part

(If a Co-Partnership)

Attest:

Rosalia Plunk
Secretary

Partners doing Business under the firm name of

Party of the Second Part

(If an individual)

Party of the Second Part



Contract Bond

Route	VARIOUS
County	COOK & WILL
Local Agency	VILLAGE OF TINLEY PARK
Section	17-00000-00-GM

a/an) ☐ Individual ☐ Co-partnership ☒ Corporation organized under the laws of the State of Illinois,
as PRINCIPAL, and Hudson Insurance Company 100 William St. New York, N.Y. 10038

are held and firmly bound unto the above Local Agency (hereafter referred to as "LA") in the penal sum of TWO MILLION FIVE HUNDRED THIRTY-TWO THOUSAND NINETY-FOUR AND 48/100 ---

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 28th day of March A.D. 2017

Austin Tyler Construction, Inc.

By: [Signature] (Company Name) [Signature] (Company Name)
(Signature & Title) President (Signature & Title)
Attest: [Signature] (Signature & Title) Secretary (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, Thomas J. Pelsi, a Notary Public in and for said county, do hereby certify that

Gary S. Schuman
Ronald A. Plunk

(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 28th day of March A.D. 2017 Notary Public - State of Illinois
My commission expires February 10, 2019

My commission expires February 10, 2019

Notary Public

SURETY

Hudson Insurance Company

(Name of Surety)

By: [Signature]

(Signature of Attorney-in-Fact)

STATE OF ILLINOIS,

COUNTY OF Kendall

(SEAL)

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

Dawn-Denise Szpisjak

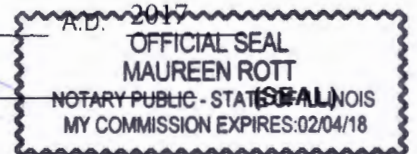
(Insert names of individuals signing on behalf or SURETY)

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 27th day of March A.D. 2017

My commission expires 2-4-2018

Notary Public



Approved this 28th day of March, A.D. 2017

Attest: [Signature]

[Signature] Clerk

VILLAGE OF TINEY PARK
(Awarding Authority)

[Signature] Mayor



HUDSON
INSURANCE GROUP®

POWER OF ATTORNEY

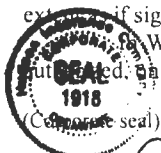
KNOW ALL MEN BY THESE PRESENTS: That HUDSON INSURANCE COMPANY, a corporation of the State of Delaware, with offices at 100 William Street, New York, New York, 10038, has made, constituted and appointed, and by these presents, does make, constitute and appoint

Lewis Mark Spangler, Lynn M. Blaylock, Dawn-Denise Szpisjak and Maureen Rott

its true and lawful Attorney(s)-in-Fact, at New York, New York, each of them alone to have full power to act without the other or others, to make, execute and deliver on its behalf, as Surety, bonds and undertakings given for any and all purposes, also to execute and deliver on its behalf as aforesaid renewals, extensions, agreements, waivers, consents or stipulations relating to such bonds or undertakings provided, however, that no single bond or undertaking shall obligate said Company for any portion of the penal sum thereof in excess of the sum of **Ten Million Dollars (\$10,000,000.00)**.

Such bonds and undertakings when duly executed by said Attorney(s)-in-Fact, shall be binding upon said Company as fully and to the same extent as if signed by the President of said Company under its corporate seal attested by its Secretary.

Witness Whereof, HUDSON INSURANCE COMPANY has caused these presents to be of its Executive Vice President thereunto duly attested, on this 27th day of July, 20 12 at New York, New York.



Attest.....
Dina Daskalakis
Assistant Corporate Secretary

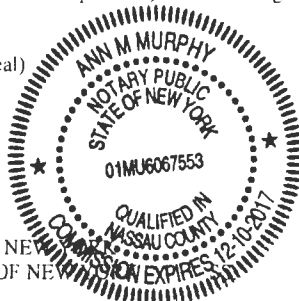
HUDSON INSURANCE COMPANY

By.....
Christopher T. Suarez
Executive Vice President

STATE OF NEW YORK
COUNTY OF NEW YORK. SS.

On the 27th day of July, 20 12 before me personally came Christopher T. Suarez to me known, who being by me duly sworn did depose and say that he is an Executive Vice President of HUDSON INSURANCE COMPANY, the corporation described herein and which executed the above instrument, that he knows the seal of said Corporation, that the seal affixed to said instrument is such corporate seal, that it was so affixed by order of the Board of Directors of said Corporation, and that he signed his name thereto by like order.

(Notarial Seal)



ANN M. MURPHY
Notary Public, State of New York
No. 01MU6067553
Qualified in Nassau County
Commission Expires December 10, 2017

STATE OF NEW YORK
COUNTY OF NEW YORK

CERTIFICATION

The undersigned **Dina Daskalakis** hereby certifies:

That the original resolution, of which the following is a true and correct copy, was duly adopted by unanimous written consent of the Board of Directors of Hudson Insurance Company dated July 27th, 2007, and has not since been revoked, amended or modified:

"RESOLVED, that the President, the Executive Vice Presidents, the Senior Vice Presidents and the Vice Presidents shall have the authority and discretion, to appoint such agent or agents, or attorney or attorneys-in-fact, for the purpose of carrying on this Company's surety business, and to empower such agent or agents, or attorney or attorneys-in-fact, to execute and deliver, under this Company's seal or otherwise, bonds obligations, and recognizances, whether made by this Company as surety thereon or otherwise, indemnity contracts, contracts and certificates, and any and all other contracts and undertakings made in the course of this Company's surety business, and renewals, extensions, agreements, waivers, consents or stipulations regarding undertakings so made; and

FURTHER RESOLVED, that the signature of any such Officer of the Company and the Company's seal may be affixed by facsimile to any power of attorney or certification given for the execution of any bond, undertaking, recognizance, contract of indemnity or other written obligation in the nature thereof or related thereto, such signature and seal when so used whether heretofore or hereafter, being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed."

THAT the above and foregoing is a full, true and correct copy of Power of Attorney issued by said Company, and of the whole of the original and that the said Power of Attorney is still in full force and effect and has not been revoked, and furthermore that the Resolution of the Board of Directors, set forth in the said Power of Attorney is now in force.

Witness the hand of the undersigned and the seal of said Corporation this 27th day of March, 20 12



By.....
Dina Daskalakis, Assistant Corporate Secretary

RETURN WITH BID

NOTICE TO BIDDERS

County Cook and Will
 Local Public Agency Tinley Park
 Section Number 17-00000-00-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 until 10:00 AM on March 2, 2017
 Address Time Date

Sealed proposals will be opened and read publicly at the office of Village Clerk
16250 South Oak Park Avenue Tinley Park, IL 60477 at 10:01 AM on March 2, 2017
 Address Time Date

DESCRIPTION OF WORK

Name 2017 PMP Resurfacing Program Length: 47,174 feet (8.93 miles)

Location Various

Proposed Improvement Street Resurfacing by heater scarifying, removal and replacement, HMA and concrete 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:

- BLR 12200: Local Public Agency Formal Contract Proposal
- BLR 12200a Schedule of Prices
- BLR 12230: Proposal Bid Bond (if applicable)
- BLR 12325: Apprenticeship or Training Program Certification (do not use for federally funded projects)
- BLR 12326: Affidavit of Illinois Business Office

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

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

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

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

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

RETURN WITH BID

PROPOSAL

County Cook and Will
 Local Public Agency Tinley Park
 Section Number 17-00000-00-GM
 Route Various

1. Proposal of Justin Tyler Construction, Inc.

for the improvement of the above section by the construction of 2017 PMP Resurfacing Program

Proposed Improvement: Street resurfacing by heater scarifying, removal and replacement,

patching, miscellaneous concrete repairs, structure adjustments

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 09/01/2017
 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 _____ (_____).

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 _____ 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.



SCHEDULE OF PRICES

County Cook and Will
 Local Public Agency Village of Tinley Park
 Section 17-00000-00-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	2,532,094.48
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Item No.	Items	Unit	Quantity	Unit Price	Total
1	TOPSOIL FURNISH AND PLACE, 4" (SPECIAL)	SQ YD	6569	.01	65.69
2	AGGREGATE BASE REPAIR	TON	165	25.00	4,125.00
3	SODDING, SPECIAL	SQ YD	6569	.01	65.69
4	BITUMINOUS MATERIALS (PRIME COAT)	POUND	73000	.01	730.00
5	LEVELING BINDER (MACHINE METHOD), N50	TON	560	58.00	32,480.00
6	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	680	.01	6.80
7	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	10100	56.00	565,600.00
8	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3500	58.00	203,000.00
9	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	9525	5.00	47,625.00
10	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	84000	1.50	126,000.00
11	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	9200	2.00	18,400.00
12	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	25000	1.10	27,500.00
13	COMBINATION CURB AND GUTTER REMOVAL	FOOT	16500	9.00	148,500.00
14	SIDEWALK REMOVAL	SQ FT	9524	2.00	19,048.00
15	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	400	94.00	37,600.00
16	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	100	150.00	15,000.00
17	CLASS D PATCHES, TYPE III, 2 INCH	SQ YD	200	20.00	4,000.00
18	CLASS D PATCHES, TYPE IV, 2 INCH	SQ YD	200	20.00	4,000.00
19	CLASS D PATCHES, TYPE I, 5 INCH	SQ YD	15	70.00	1,050.00
20	CLASS D PATCHES, TYPE II, 5 INCH	SQ YD	25	70.00	1,750.00

Item No.	Items	Unit	Quantity	Unit Price	Total
21	CLASS D PATCHES, TYPE III, 5 INCH	SQ YD	35	70.00	2,450.00
22	CLASS D PATCHES, TYPE IV, 5 INCH	SQ YD	175	70.00	12,250.00
23	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	1000	65.00	65,000.00
24	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	400	65.00	26,000.00
25	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	70	65.00	4,550.00
26	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	400	65.00	26,000.00
27	DOWEL BARS 1 1/2"	EACH	1440	18.00	25,920.00
28	TIE BARS 3/4"	EACH	720	16.00	11,520.00
29	AGGREGATE SHOULDERS, TYPE B	TON	220	40.00	8,800.00
30	COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT	FOOT	11800	21.00	247,800.00
31	PIPE UNDERDRAINS, FABRIC LINED TRENCH 6"	FOOT	105	30.00	3,150.00
32	REMOVING MANHOLES	EACH	1	500.00	500.00
33	REMOVING CATCH BASINS	EACH	1	500.00	500.00
34	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	4100	22.00	90,200.00
35	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.18	FOOT	600	24.00	14,400.00
36	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1,800.00	1,800.00
37	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1	1,100.00	1,100.00
39	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	3	230.00	690.00
40	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1500	1.00	1,500.00
41	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	780	3.00	2,340.00
42	PAINT PAVEMENT MARKING - LINE 4"	FOOT	14800	.40	5,920.00
43	PAINT PAVEMENT MARKING - LINE 6"	FOOT	7950	.65	5,167.50
44	PAINT PAVEMENT MARKING - LINE 12"	FOOT	600	1.35	810.00
45	PAINT PAVEMENT MARKING - LINE 24"	FOOT	275	2.75	756.25
48	DETECTOR LOOP REPLACEMENT	FOOT	165	17.00	2,805.00
49	REJUVENATING AGENT	GALLON	20005	.01	200.05
50	HOT IN-PLACE RECYCLING - SURFACE RECYCLING	SQ YD	147500	3.60	531,000.00
51	TACTILE/DETECTABLE WARNING SURFACE	SQ FT	1950	10.00	19,500.00
52	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	165	230.00	37,950.00
53	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	9	700.00	6,300.00
54	STEEL ADJUSTING RINGS	EACH	11	140.00	1,540.00
55	RUBBER ADJUSTING RINGS	EACH	450	.01	4.50
56	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	1050	35.00	36,750.00

Item No.	Items	Unit	Quantity	Unit Price	Total
57	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH, SPECIAL	SQ YD	900	55.00	49,500.00
58	DRIVEWAY PAVEMENT REMOVAL	SQ YD	1950	12.00	23,400.00
59	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1,800.00	1,800.00
60	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	2,000.00	2,000.00
61	REPLACE FRAMES AND ADJUSTMENTS, 4"	EACH	7	275.00	1,925.00
62	REPLACE FRAMES AND ADJUSTMENTS, 7"	EACH	7	250.00	1,750.00

\$ 2,532,094.48

RETURN WITH BID

CONTRACTOR CERTIFICATIONS

County	Cook and Will
Local Public Agency	Tinley Park
Section Number	17-00000-00-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

SIGNATURES

County Cook and Will
 Local Public Agency Tinley Park
 Section Number 17-00000-00-GM
 Route Various

(If an individual)

Signature of Bidder _____

Business Address _____

(If a partnership)

Firm Name _____

Signed By _____

Business Address _____

Inset Names and Addressed of All Partners



(If a corporation)



Corporate Name Austin Tyler Construction, Inc.

Signed By Gary S. Schumal
 President

Business Address 23343 S Ridge Road
Elwood, IL 60421

Inset Names of Officers



President Gary S. Schumal

Secretary Ronald A. Plunk

Treasurer _____

Attest:

Ronald A. Plunk
 Secretary

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2017

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS and frequently used RECURRING SPECIAL PROVISIONS.

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 4-1-16) (Revised 1-1-17)

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Check Sheet for Recurring Special Provisions

Adopted January 1, 2017

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**Check Sheet for
Local Roads and Streets Recurring Special Provisions**

Adopted January 1, 2017

The following LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

Local Roads And Streets Recurring Special Provisions

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STATE OF ILLINOIS

**VILLAGE OF TINLEY PARK
2017 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 # 17-00000-00-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.

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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 BDE 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.

TRAFFIC CONTROL PLAN

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 and Section 701 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. 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 and Section 701 of the Standard Specifications and the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways and the attached special provisions.

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

DETAILS: District 1 TC-10, District 1 TC-13

SPECIAL PROVISIONS: Traffic Control Plan

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

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

In addition, all equipment parking and work in general must be coordinated with the Village event schedule.

Priming 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.

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.

If sod cannot be placed behind the curbs and sidewalks once the concrete is poured and cured because it is outside the planting limitations approved by IDOT, topsoil must be placed in these gaps to within 4 inches of final grade within 14 days of the concrete 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. Particular attention should be paid to intersections/corners because of expected pedestrian traffic.

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.

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 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.

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.

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".

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, 2".

There are some areas where the crown of the road has become too high. Where the engineer determines the streets should be re-profiled by grinding down between 1.25 and 4 inches and then resurfaced, the work shall be paid for PER SQ YD of HOT-MIX ASPHALT SURFACE REMOVAL, 4".

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, 2" for those streets being ground down and resurfaced and per SQUARE YARD of HOT-MIX ASPHALT SURFACE REMOVAL, 4" for those streets being ground down between 1.25 and 4 inches for re-profiling 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.

HOT MIX ASPHALT DRIVEWAY PAVEMENT, 6"

Where existing HMA driveways are to be restored, they shall be restored with a four inch (4") Hot Mix Asphalt Binder Course and two inches (2") of Hot Mix Asphalt Surface Course, Mix D, N50. A maximum width of driveway replacement of 3 feet shall be required unless otherwise agreed to by the engineer. The saw cutting and any additional excavation required to construct these driveways will be considered incidental to the driveway removal.

The cost for the material placement, Hot Mix Asphalt Base Course, and the Hot Mix Asphalt Surface Course, Mix D, N50 will be paid for at the contract unit price per SQUARE YARD for HOT MIX ASPHALT DRIVEWAY PAVEMENT, 6".

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 PCC DRIVEWAY PAVEMENT, 7 INCH, SPECIAL.

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 PATCHING

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.

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".

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 to within 4 inches of final grade 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.

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. 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.

DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED, SPECIAL

This work shall consist of 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, SPECIAL.

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, [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.

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

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.

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 to within 4 inches of the finished grade 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 to complete the work as specified in these special provisions.

CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) REQUIREMENTS PER PUBLIC ACT 94-1416

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. The following protocol must be followed:

1. Expose soils at one or more distinct locations as directed by the Engineer and/or the Licensed Professional Engineer or Licensed Professional Geologist retained by the Contractor. The Licensed Professional Engineer or Licensed Professional Geologist should determine the number and location of the samples that should be collected for characterization of the excess soil that will be generated during the construction project.
2. Remove one foot or more of overburden to allow for soil sampling at depths specific to the excavation depths of the construction project as directed by the Licensed Professional Engineer or Licensed Professional Geologist.
3. Collect representative grab soil sample(s) for the following laboratory analysis: Volatile Organic Compounds (VOCs), Semi-Volatile Organic Compounds (SVOCs), Pesticides, Polychlorinated Biphenyls (PCBs), Total Metals (RCRA 8) and TCLP Metals (RCRA 8).
4. Submit grab soil sample(s) under a signed chain of custody form to an accredited laboratory for chemical analysis using USEPA Publication No. SW-846 Test Methods (*Test Methods for Evaluating Solid Wastes, Physical/Chemical Methods*) and in accordance with the requirements outlined in 35 IAC 742 (*Tiered Approach to Corrective Action Objectives*). The testing shall be conducted on a standard (5 to 7 day) or RUSH (1 to 3 day) turnaround-time as determined by the Contractor and their retained Licensed Professional Engineer or Licensed Professional Geologist. A list of accredited laboratories is available at the IEPA website (<http://www.epa.state.il.us/well/list-accredited-labs.html>).

5. Documentation of any chemical analysis must include but is not limited to:
 - Chain of custody control;
 - A copy of the lab analysis;
 - Accreditation status of the laboratory performing the analysis; and
 - Certification by an authorized agent of the laboratory that the analysis has been performed in accordance with the IEPA's rules for the accreditation of environmental laboratories and the scope of the accreditation.
6. If the soil is determined to be clean, the Contractor shall provide the *Uncontaminated Soil Certification by Licensed Professional Engineer or Licensed Professional Geologist for Use of Uncontaminated Soil as Fill in a CCDD or Uncontaminated Soil Fill Operation Form* (IEPA Form LPC-663) completed and signed by their Licensed Professional Engineer or Licensed Professional Geologist.
7. The Contractor shall provide a copy of all lab analyses and certification forms to the intended CCDD facility and the Engineer.

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. This work shall not be paid for separately but shall be included in the various removal items.

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.

COMPLETION DATE

The contractor is advised that all paving work shall be completed on or before September 1, 2017, all striping work shall be completed by September 15, 2017, all restoration work shall be completed by September 29, 2017, all punch list work (non- landscaping related) by October 6, 2017, all punch list work (landscaping related) by October 20, 2017. Should the contractor fail to comply with the listed dates, the provisions of Section 108.09 shall be applied.

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 $\pm 1/4$ 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: April 1, 2017

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 Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources", by weight of RAS. All RAS used shall come from a Bureau of Materials and Physical Research 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, Superpave 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, Superpave (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, Superpave 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 Superpave (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 Bureau of Materials and Physical Research 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)	$\pm 6 \%$
No. 8 (2.36 mm)	$\pm 5 \%$
No. 30 (600 μm)	$\pm 5 \%$
No. 200 (75 μm)	$\pm 2.0 \%$
Asphalt Binder	$\pm 0.3 \%$
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	
	FRAP	RAS
% Passing: ^{1/}		
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, Superpave/HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.
 - (2) RAP from Superpave/HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.
 - (3) RAP from Class I, Superpave/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 Bureau of Materials and Physical Research 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. A RAS stone bulk specific gravity (Gsb) of 2.300 shall be used for mix design purposes.

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 material passing the sizing device adversely affects the mix production or quality of the mix, the sizing device shall be set at a size specified by the Engineer.

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 Bureau of Materials and Physical

Research 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 μ m) 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: April 1, 2016

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 steel 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 Shoulders ^{2/}

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 N_{design} = 90.
- 3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.
- 4/ 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.

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

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.

Volumetric Requirements SMA ^{1/}			
Ndesign	Design Air Voids Target %	Voids in the Mineral Aggregate (VMA), % min.	Voids Filled with Asphalt (VFA), %
80 ^{4/}	3.5	17.0 ^{2/}	75 - 83
		16.0 ^{3/}	

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 with a quantity of 3000 tons (2750 metric tons) or more according to the Manual of Test Procedures for Materials "Hot Mix Asphalt Test Strip Procedures".

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 Gmb."

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.

BDE SPECIAL PROVISIONS
For the January 20 and March 3, 2017 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.

<u>File</u> <u>Name</u>	<u>#</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80099	1	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
80274	2	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
80192	3	Automated Flagger Assistance Device	Jan. 1, 2008	
80173	4	Bituminous Materials Cost Adjustments	Nov. 2, 2006	July 1, 2015
80241	5	Bridge Demolition Debris	July 1, 2009	
5026I	6	Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5048I	7	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5049I	8	Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5053I	9	Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
80366	10	Butt Joints	July 1, 2016	
80198	11	Completion Date (via calendar days)	April 1, 2008	
80199	12	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293	13	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
80311	14	Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
80277	15	Concrete Mix Design – Department Provided	Jan. 1, 2012	April 1, 2016
80261	16	✓ Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80029	17	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	July 2, 2016
* 80378	18	Dowel Bar Inserters	Jan. 1, 2017	
80229	19	Fuel Cost Adjustment	April 1, 2009	July 1, 2015
80304	20	Grooving for Recessed Pavement Markings	Nov. 1, 2012	Aug. 1, 2014
80246	21	✓ Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	April 1, 2016
80347	22	Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	April 1, 2016
80376	23	Hot-Mix Asphalt – Tack Coat	Nov. 1, 2016	
80367	24	Light Poles	July 1, 2016	
80368	25	Light Tower	July 1, 2016	
80336	26	Longitudinal Joint and Crack Patching	April 1, 2014	April 1, 2016
80369	27	Mast Arm Assembly and Pole	July 1, 2016	
80045	28	Material Transfer Device	June 15, 1999	Aug. 1, 2014
80165	29	Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
80349	30	Pavement Marking Blackout Tape	Nov. 1, 2014	April 1, 2016
80371	31	Pavement Marking Removal	July 1, 2016	
80298	32	Pavement Marking Tape Type IV	April 1, 2012	April 1, 2016
80377	33	Portable Changeable Message Signs	Nov. 1, 2016	
* 80359	34	Portland Cement Concrete Bridge Deck Curing	April 1, 2015	Jan. 1, 2017
80338	35	Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	April 1, 2014	April 1, 2016
80300	36	Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
80328	37	Progress Payments	Nov. 2, 2013	
3426I	38	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
80157	39	Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
80306	40	Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	April 1, 2016
* 80340	41	Speed Display Trailer	April 2, 2014	Jan. 1, 2017
80127	42	Steel Cost Adjustment	April 2, 2004	July 1, 2015
* 80379	43	Steel Plate Beam Guardrail	Jan. 1, 2017	

<u>File Name</u>	<u>#</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80317	44	Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	April 1, 2016
20338	45	Training Special Provisions	Oct. 15, 1975	
80318	46	Traversable Pipe Grate	Jan. 1, 2013	April 1, 2014
* 80381	47	Traffic Barrier Terminations, Type Special	Jan. 1, 2017	
* 80380	48	Tubular Markers	Jan. 1, 2017	
80288	49	Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
80302	50	Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
80289	51	Wet Reflective Thermoplastic Pavement Marking	Jan. 1, 2012	
80071	52	Working Days	Jan. 1, 2002	

The following special provisions are in the 2017 Supplemental Specifications and Recurring Special Provisions.

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location</u>	<u>Effective</u>	<u>Revised</u>
80360	Coarse Aggregate Quality	Article 1004.01	July 1, 2015	
80363	Engineer's Field Office	Article 670.07	April 1, 2016	
80358	Equal Employment Opportunity	Recurring CS #1 and #5	April 1, 2015	
80364	Errata for the 2016 Standard Specifications	Supplemental	April 1, 2016	
80342	Mechanical Side Tie Bar Inserter	Articles 420.03, 420.05, and 1103.19	Aug. 1, 2014	April 1, 2016
80370	Mechanical Splicers	Article 1006.10	July 1, 2016	
80361	Overhead Sign Structures Certification of Metal Fabricator	Article 106.08	Nov. 1, 2015	April 1, 2016
80365	Pedestrian Push-Button	Article 888.03	April 1, 2016	
80353	Portland Cement Concrete Inlay or Overlay	Recurring CS #34	Jan. 1, 2015	April 1, 2016
80372	Preventive Maintenance – Bituminous Surface Treatment (A-1)	Recurring CS #28	Jan. 1, 2009	July 1, 2016
80373	Preventive Maintenance – Cape Seal	Recurring CS #29	Jan. 1, 2009	July 1, 2016
80374	Preventive Maintenance – Micro-Surfacing	Recurring CS #30	Jan. 1, 2009	July 1, 2016
80375	Preventive Maintenance – Slurry Seal	Recurring CS #31	Jan. 1, 2009	July 1, 2016
80362	Steel Slag in Trench Backfill	Articles 1003.01 and 1003.04	Jan. 1, 2016	
80355	Temporary Concrete Barrier	Articles 704.02, 704.04, 704.05, and 704.06	Jan. 1, 2015	July 1, 2015

The following special provisions require additional information from the designer. The additional information needs to be included in a separate document attached to this check sheet. 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

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	N _{design} = 50	93.0 – 97.4% ^{1/}	91.0%
IL-9.5	N _{design} = 90	92.0 – 96.0%	90.0%
IL-9.5, IL-9.5L	N _{design} < 90	92.5 – 97.4%	90.0%
IL-19.0	N _{design} = 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L	N _{design} < 90	93.0 ^{2/} – 97.4%	90.0%
SMA	N _{design} = 50 & 80	93.5 – 97.4%	91.0%"

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

SPECIAL PROVISION
FOR
INSURANCE

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

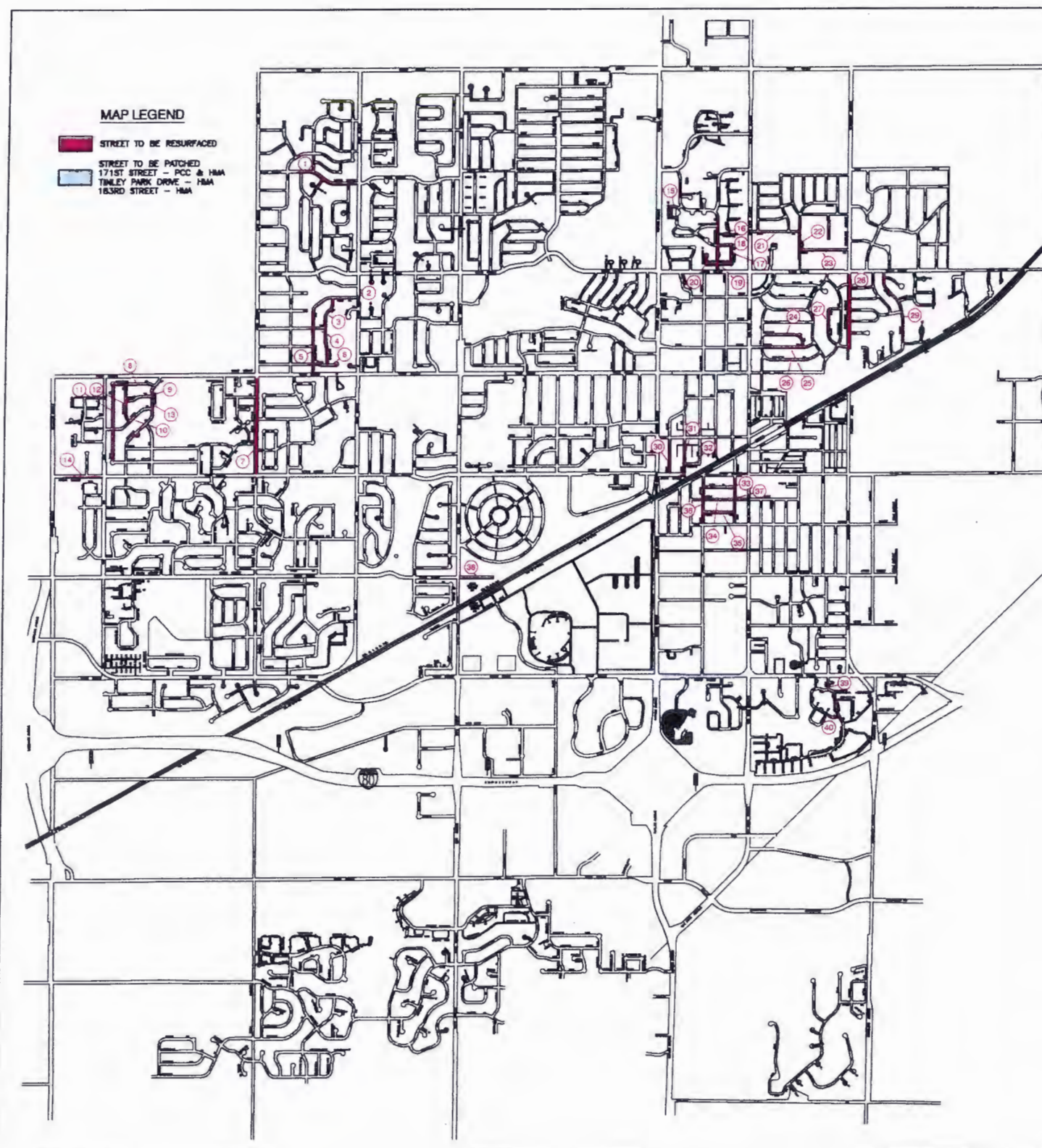
All references to Sections or Articles in this specification shall be construed to mean specific Section or Article of the Standard Specifications for Road and Bridge Construction, adopted by the Department of Transportation.

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.



VILLAGE of TINLEY PARK

M.F.T. 17-00000-00-GM

FY 2018 PAVEMENT MANAGEMENT PROGRAM

PROPOSED RESURFACING



VILLAGE PRESIDENT
DAVID G. SEAMAN
VILLAGE CLERK
PATRICK E. REA
VILLAGE TRUSTEES
BRIAN S. MAHER
T.J. GRADY
MICHAEL J. PANNITTO
JACOB C. VANDENBERG
BRIAN H. YOUNKER
KEVIN L. SUGGS

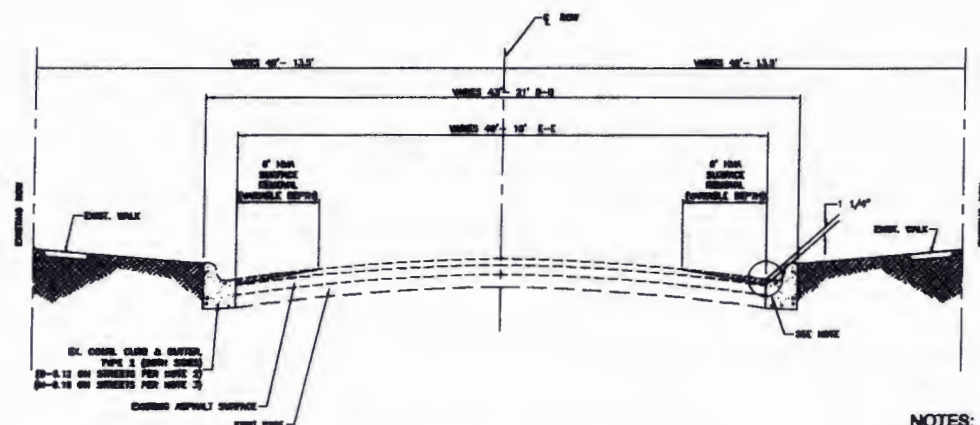
Tinley Park 2017 PMP Proposed Street Resurfacing (17-R0005.01)				
	Location Name	From	To	Length
* 1	18th Street	94th Avenue	West Village Link	1,735
* 2	18th Street	94th Avenue	Cherry Creek Avenue	885
* 3	Crescent Avenue	18th Street	17th Place	1,807
* 4	18th Street	Crescent Avenue	West Village Link	434
* 5	Cherry Creek Avenue	18th Street	17th Street	2,408
* 6	17th Place	West Village Link	East to Oak Dr. Sec.	822
* 7	8th Avenue	17th Street	17th Street	2,540
* 8	Thompson Drive	Crescent Place	Baker Drive	1,817
* 9	Spencer Lane	Crescent Place	Thompson Drive	785
* 10	17th Place	Crescent Place	94th Avenue	1,423
* 11	Baker Drive	Thompson Drive	Shelton Ln. (17th Pl.)	1,913
* 12	Shelton Drive	Thompson Drive	17th Place	1,804
* 13	Crescent Place	17th Street	17th Street	2,128
* 14	17th Street	94th Avenue	LaGrange Road	1,888
* 15	Crescent Court	Off Oak Drive Sec. Rd.		815
* 16	MacArthur Street	16th Street	Bennett Drive	1,538
* 17	Harrier Trail	Oak Drive Sec. Road	Chesapeake Drive	528
* 18	Oak Drive Sec. Road	Harrier Trail	MacArthur Street	323
* 19	Chesapeake Drive	Harrier Trail	Chesapeake Court	384
* 20	Chesapeake Court	Off Chesapeake Drive		280
* 21	18th Place	Oak Park Avenue	8th Avenue	1,380
* 22	8th Avenue	16th Street	Tennison Drive	1,415
* 23	18th Street	16th Avenue	8th Avenue	1,283
* 24	Shelton Drive	8th Lane	Shelton Drive	1,380
* 25	Shelton Drive	Oak Park Avenue	Shelton Drive	1,728
* 26	Plan Pabel Drive	8th Lane	Shelton Drive	1,880
* 27	Shelton Lane	Off Forestview Drive		1,384
* 28	16th Avenue	16th Street	Shelton Lane	1,805
* 29	Chesapeake Road	16th Street	Chesapeake Lane	2,023
* 30	17th Court	17th Place	17th Street	880
* 31	17th Avenue	17th Place	17th Street	1,100
* 32	17th Place	7th Avenue	17th Avenue	384
* 33	17th Place	7th Avenue	8th Court	888
* 34	17th Street	Oak Park Avenue	7th Court	1,418
* 35	17th Place	8th Court	7th Avenue	821
* 36	7th Avenue	17th Street	17th Street	1,200
* 37	8th Court	17th Street	17th Street	1,341
* 38	17th Street	8th Avenue	East to Main Ln.	885
* 39	8th Avenue	18th Street	Plan Pabel Drive	338
* 40	Plan Pabel Drive	8th Avenue	Plan Pabel Drive	1,840
			Area of Resurfacing	8,832

TABLE LEGEND
✓ CURB REPLACEMENT ON ONE SIDE OF THE STREET AT A TIME
* INDICATES STREET TO BE FULL SURFACE GRIND, HEATER SCARIFIED AND RESURFACED
⊗ INDICATES MIX N70 TO BE USED

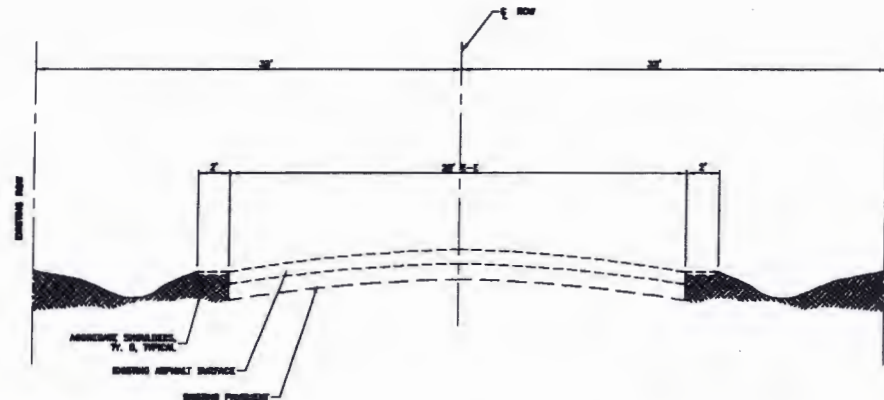
PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:
Guipol P. Rios
2/16/17



PREPARED BY:
Robinson Engineering
ILLINOIS JOURNAL PAPER PUBLICATION INC., 10001 100th
PROJECT NO. 17-R0005.01
SHEET NO. 1 OF 6
17-R0005_01-PLAN-01 - P01



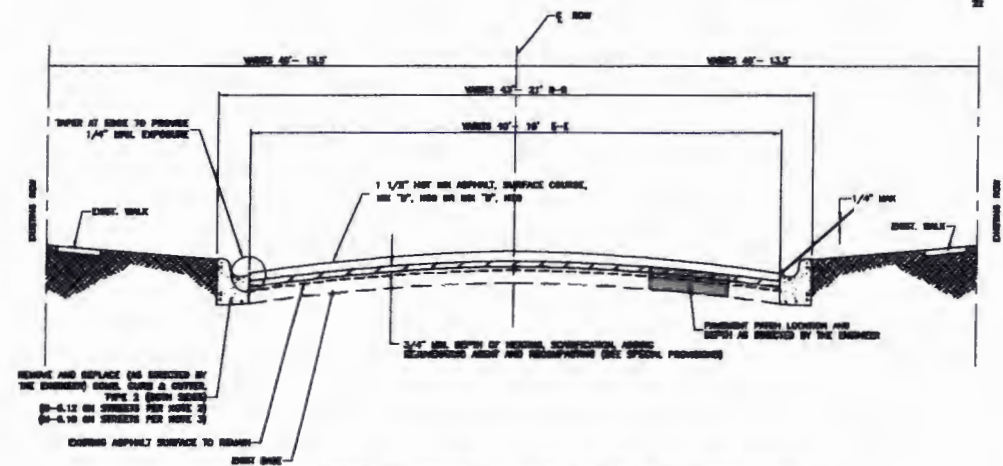
EXISTING TYPICAL CROSS SECTION



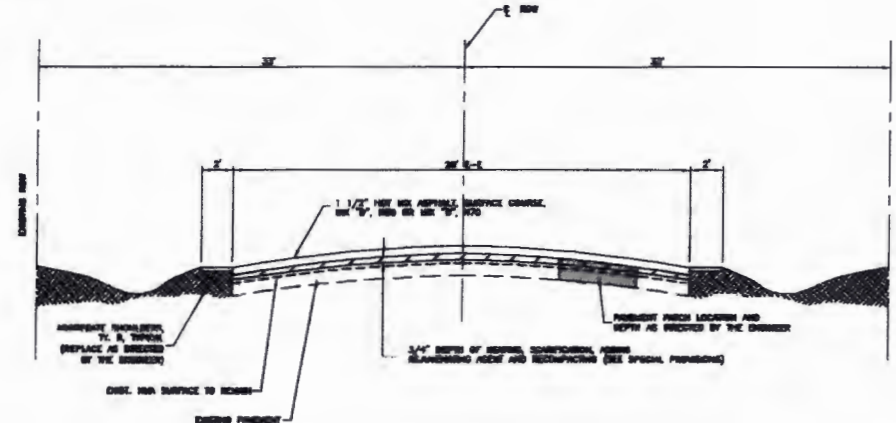
EXISTING TYPICAL CROSS SECTION

NOTES:

1. THE EXPOSURE SHALL BEHAVE AS A 1/4" EXPOSURE IS PROVIDED AT THE DEERING CLUB NOT FURTHER AFTER THE HIT IN PLACE BEING MADE IMMEDIATELY. NO MORE THAN A 1/4" EXPOSURE AFTER REPAIRING SHALL BE ALLOWED. ANY EXCESSIVE DAMAGE TO THE CLADDING SHALL BE COMPENSATED BY THE CONTRACTOR WITH THE EXCEPT WITH AN ADDITIONAL COMPENSATION TO THE CONTRACTOR.
2. 0-0.12 CLASS AND OUTLET IS FOUND ON THE FOLLOWING SHEETS:
- | MEMBER NO. | CLOSING NAME |
|------------|--------------|
| 27 | WILSON LANE |
| 28 | TOWN PLANT |
| 29 | TOWN PLANT |
| 30 | TOWN PLANT |
| 31 | TOWN PLANT |
| 32 | TOWN PLANT |
| 33 | TOWN PLANT |
| 34 | TOWN PLANT |
| 35 | TOWN PLANT |
| 36 | TOWN PLANT |
3. 10-0.12 CLASS AND OUTLET IS FOUND ON THE FOLLOWING SHEETS:



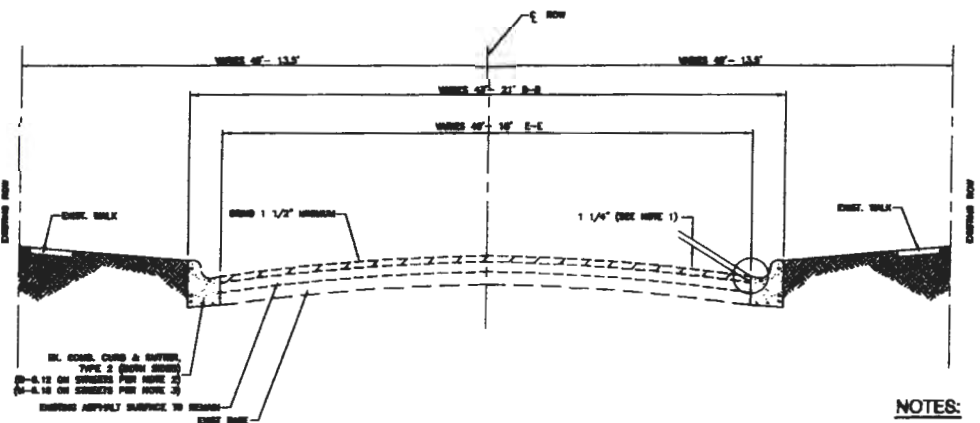
PROPOSED TYPICAL CROSS SECTION - HOT IN PLACE RECYCLING



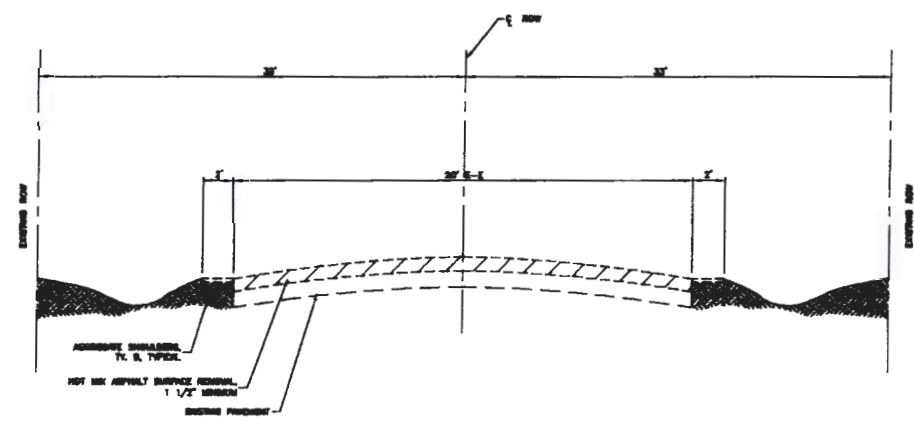
PROPOSED TYPICAL CROSS SECTION - HOT IN PLACE RECYCLING
SHOULDER STREETS

- 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. 17000 STEELES ROAD, UNIT 10, MARKHAM AND PROFESSIONAL LAND SURVEYORS 17000 STEELES ROAD, SOUTH YARKS, ONTARIO (416) 920-4500 FAX (416) 920-4502		revision:	
© COPYRIGHT 2011 BLANCK ENGINEERING CONSULTING GROUP INC. 10001 USA		No.	Date
M.F.T. 17-00000-00-GM EXISTING & PROPOSED TYPICAL CROSS SECTIONS HOT IN PLACE RECYCLING			
TINLEY PARK, ILLINOIS			
Owner by: <u>BULK</u>		Date: <u>1/19/17</u>	
Checked by: <u>J.S.P.</u>		Scale: <u>N/A</u>	
Sheet <u>2</u> of <u>6</u>		Project No.: <u>17-00000-01</u>	



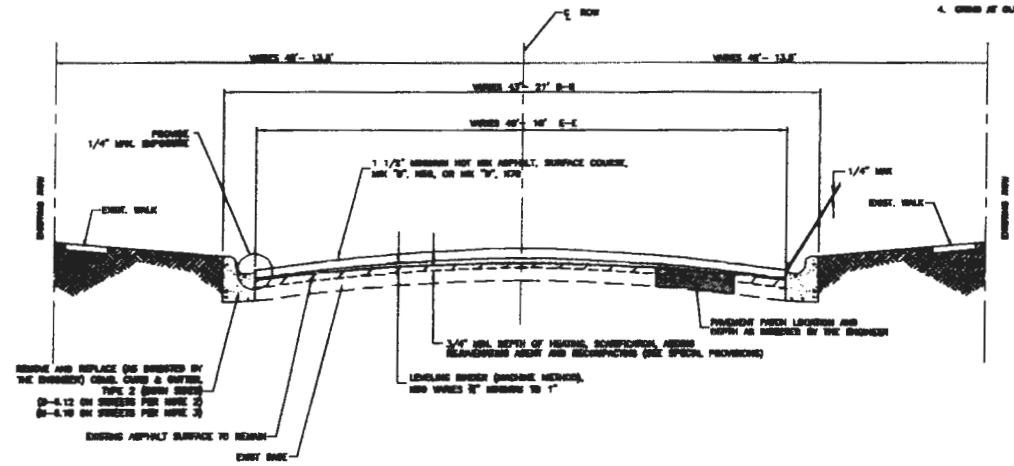
EXISTING TYPICAL CROSS SECTION - FULL WIDTH GRIND
CURB AND GUTTER STREETS



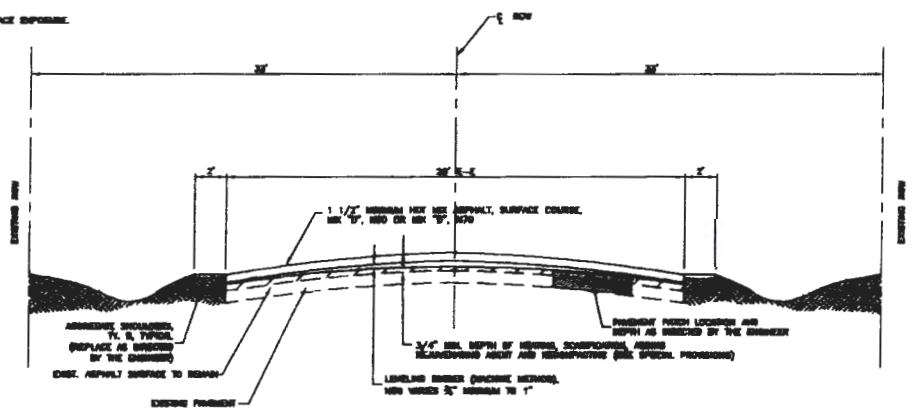
EXISTING TYPICAL CROSS SECTION - FULL WIDTH GRIND
SHOULDER STREETS

NOTES:

1. THE ENGINEER SHALL DETERMINE THAT A 1/4\"/>



PROPOSED TYPICAL CROSS SECTION - GRIND AND RESURFACE
CURB AND GUTTER STREETS

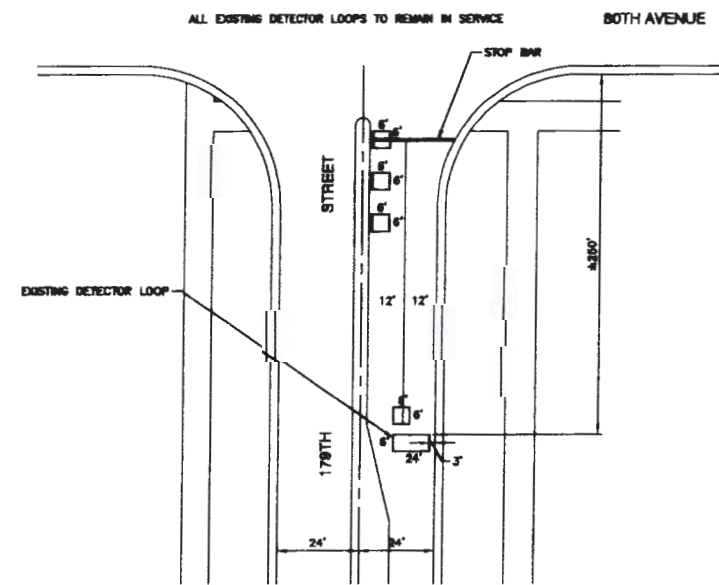


PROPOSED TYPICAL CROSS SECTION - GRIND AND RESURFACE
SHOULDER STREETS

NOTE:

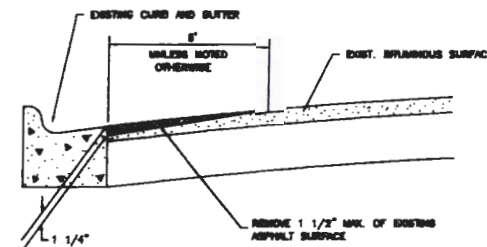
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50 WILL BE USED FOR STREETS WITH ADT 0-10,000
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70 WILL BE USED FOR STREETS WITH ADT >10,000

ROBINSON ENGINEERING, LTD. CORPORATE HEADQUARTERS 1700 SOUTH PINE AVENUE, SOUTH HOLLAND, ILLINOIS 60480 (708) 324-4000		© COPYRIGHT 2017 ILLINOIS ENGINEERING REGISTERED PROFESSIONAL ENGINEER	
M.F.T. 17-00000-00-GM EXISTING & PROPOSED TYPICAL CROSS SECTIONS GRIND AND RESURFACE		TINLEY PARK, ILLINOIS	
Drawn by: B.K.L.	Check by: J.S.P.	Date: 1/16/17	Scale: N/A
Sheet: 2	of: 8	Project No.: 17-00000-01	

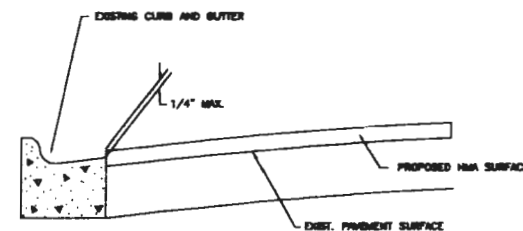


DETECTOR LOOP REPLACEMENT DETAIL
179TH STREET @ 80TH AVENUE
(NOT TO SCALE)
DIMENSIONS ARE APPROXIMATE

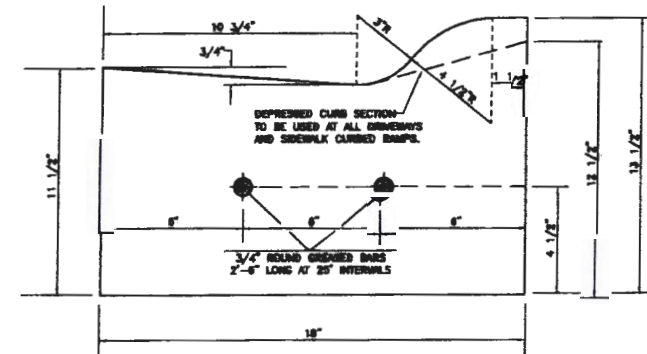
CONTRACTOR SHALL COORDINATE WITH CCDO/THS BUREAU OF TRAFFIC IF NECESSARY ON THE EXACT LAYOUT OF DETECTOR LOOPS BEFORE BEGINNING ANY WORK AT STREET LOCATION #38.



EDGE GRINDING DETAIL



DETAIL OF SURFACING AT CURB AND GUTTER



NOTE:
FORM SIDES TO BE USED 2"x16" IN FRONT AND 2"x12" IN BACK. ANY UNDERCUT BETWEEN THE CURB SHALL BE REINFORCED UP TO GRADE WITH CA-7 TRENCH BACKFILL, THE COST OF WHICH SHALL BE BORNE BY THE CONTRACTOR.

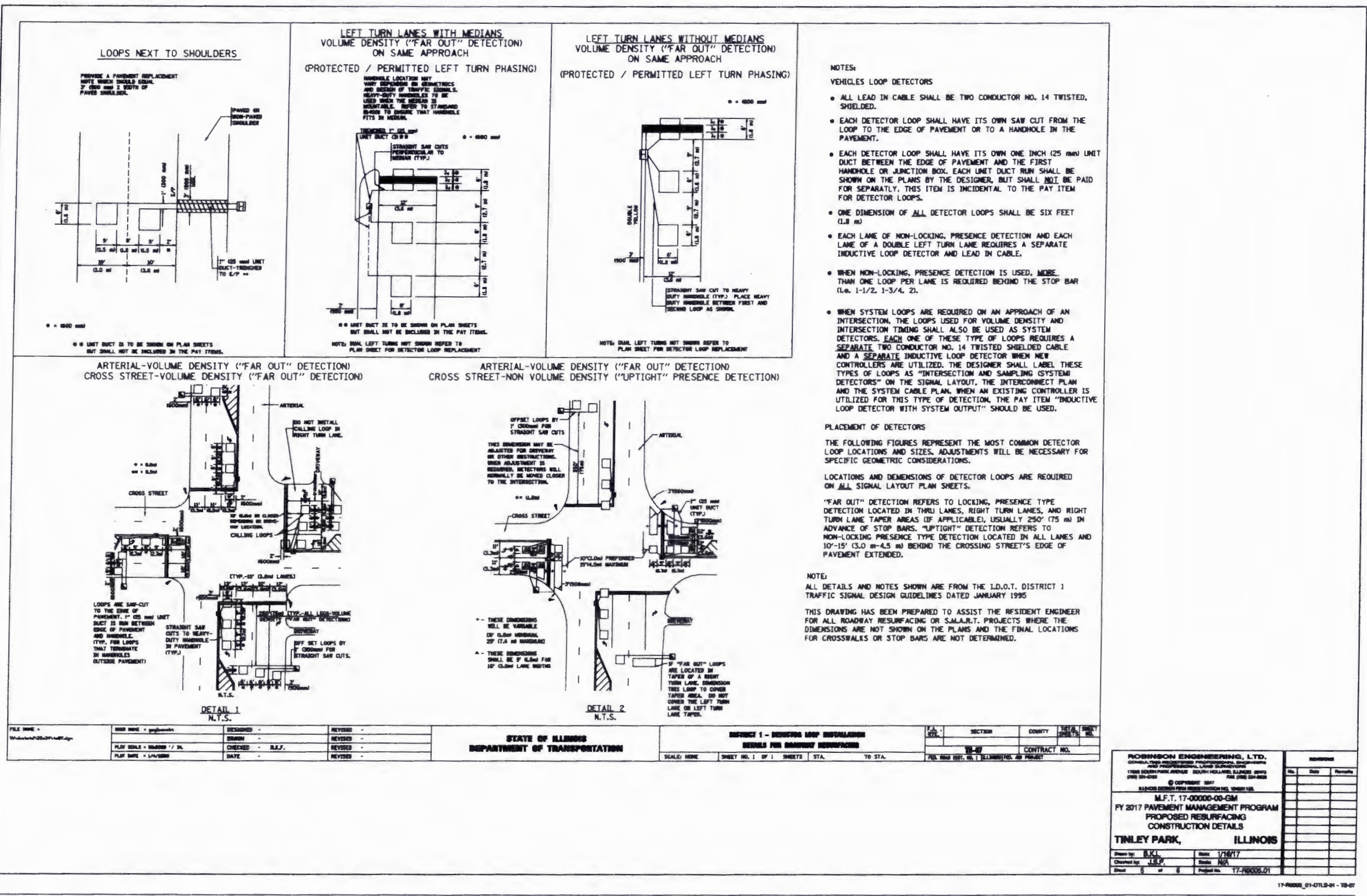
TYPE 2 CURB AND GUTTER DETAIL

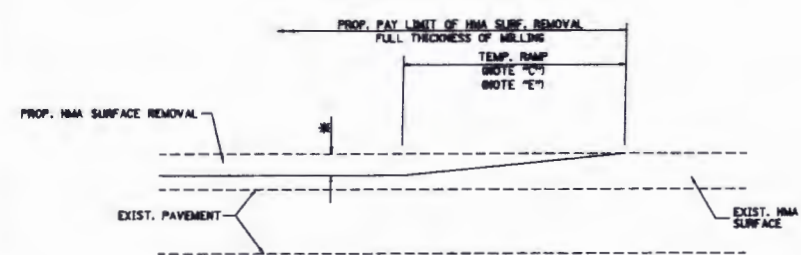
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AS VARIOUS @ 100mm
ROADWAY	
HOT-MIX ASPHALT SURFACE COURSE, 1.5 IN. W. STD (2-0.5 mm), 1-1/2"	45 @ 70 Gr.
HOT-MIX ASPHALT SURFACE COURSE, 1.5 IN. W. STD (2-0.5 mm), 1-1/2"	45 @ 50 Gr.
LINEAR BASE (PARCHMENT BEDDED), STD. (2-0.5 mm), WIDTHS 3/4" MIN TO 1"	45 @ 50 Gr.
DRAINAGES	
HOT-MIX ASPHALT SURFACE COURSE, 1.5 IN. W. STD (2-0.5 mm), 2"	45 @ 50 Gr.
HOT-MIX ASPHALT BASE COURSE, (3/4" SANDER 1.5 IN. W. STD)	45 @ 50 Gr.
PERMANENT FINISHED - FULL DEPTH (FOR SURFACES NOT BEING RESURFACED)	
CLAS 2 FINISHED, (3/4" SANDER 2-10 mm), 2"	45 @ 70 Gr.
PERMANENT FINISHED - FULL DEPTH (FOR SURFACES NOT BEING RESURFACED)	
CLAS 2 FINISHED, (3/4" SANDER 2-10 mm), 2"	45 @ 70 Gr.
HOT-MIX ASPHALT SURFACE COURSE, 1.5 IN. W. STD (2-0.5 mm), 2"	45 @ 50 Gr.
PERMANENT FINISHED - FINISH DEPTH (FOR SURFACES NOT BEING RESURFACED)	
CLAS 2 FINISHED, 1/4" SURFACE COURSE, 1.5 IN. W. STD (2-0.5 mm), 2"	45 @ 50 Gr.

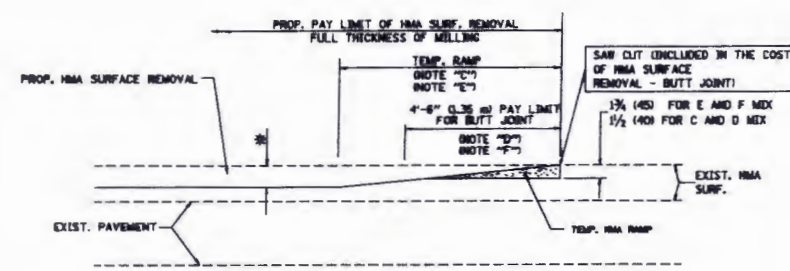
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/CU YD.
THE "70 TYPE" FOR POLYMERIZED PMA USED SHALL BE "200/300 PM 70-50" AND FOR NON-POLYMERIZED PMA THE "70 TYPE" SHALL BE "70 04-50" UNLESS OTHERWISE SPECIFIED BY SPECIAL PROVISIONS.
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

ROBINSON ENGINEERING, LTD. CONSULTING ENGINEERS 1700 SOUTH PARK AVENUE, SUITE 100, CHICAGO, ILLINOIS 60605 (773) 291-1100		No. Date Remarks	
M.F.T. 17-00000-00-GM FY 2017 PAVEMENT MANAGEMENT PROGRAM DETAILS & HOT-MIX ASPHALT MIXTURE REQUIREMENTS CHART			
TINLEY PARK, ILLINOIS			
Drawn by: B.K.L.	Check by: J.B.P.	Date: 1/10/17	Scale: N/A
Sheet: 4 of 6	Project No: 17-00000-01		



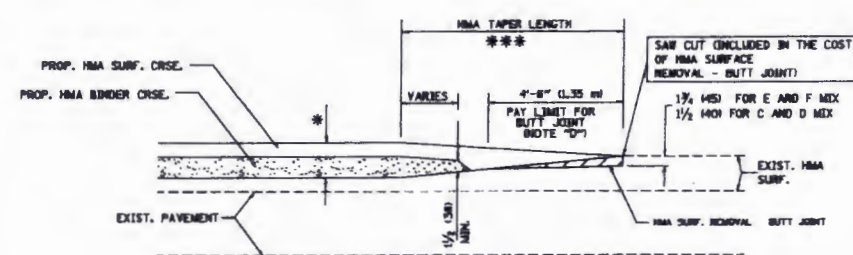


OPTION 1

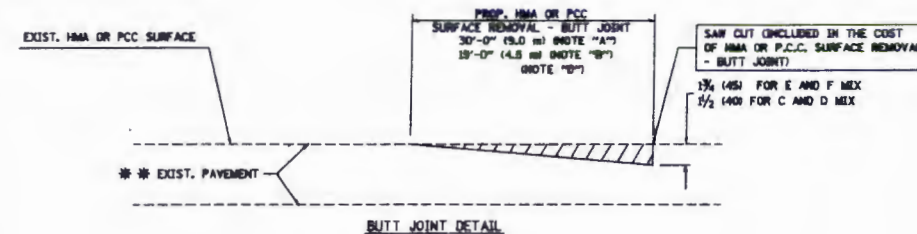


OPTION 2

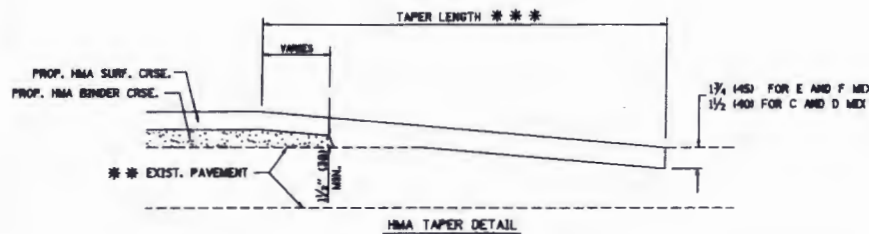
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

- A. MAJOR HIGHWAYS 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" (1.5 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")

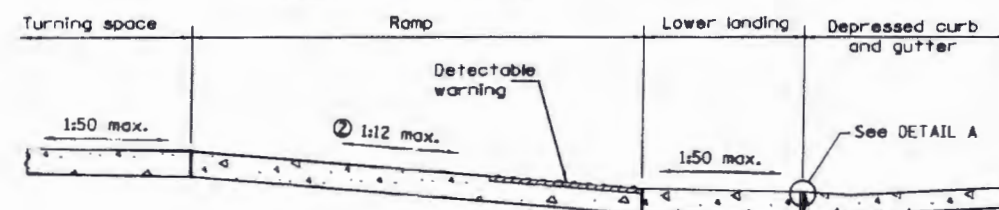
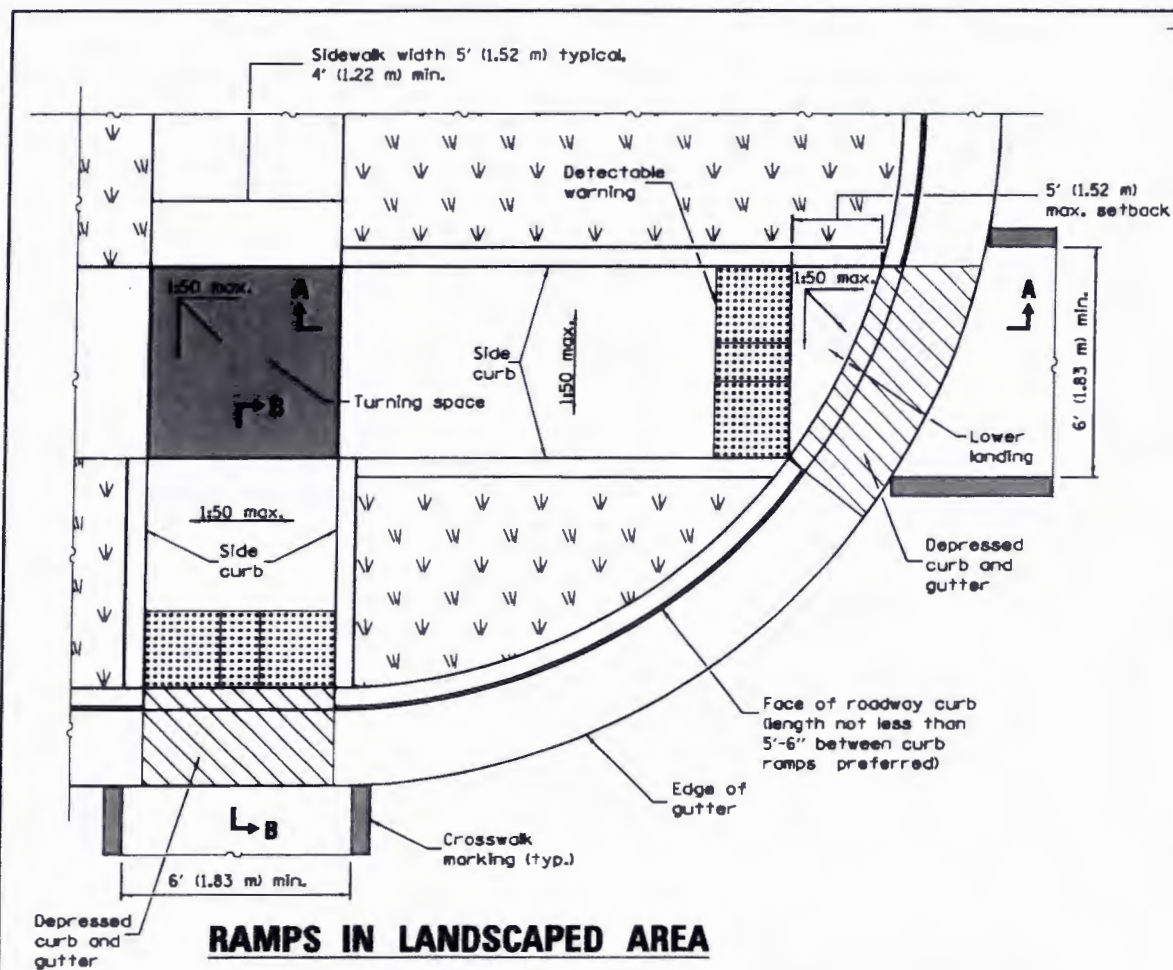
BASIS OF PAYMENT:

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".

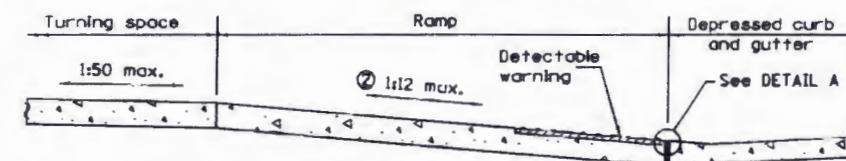
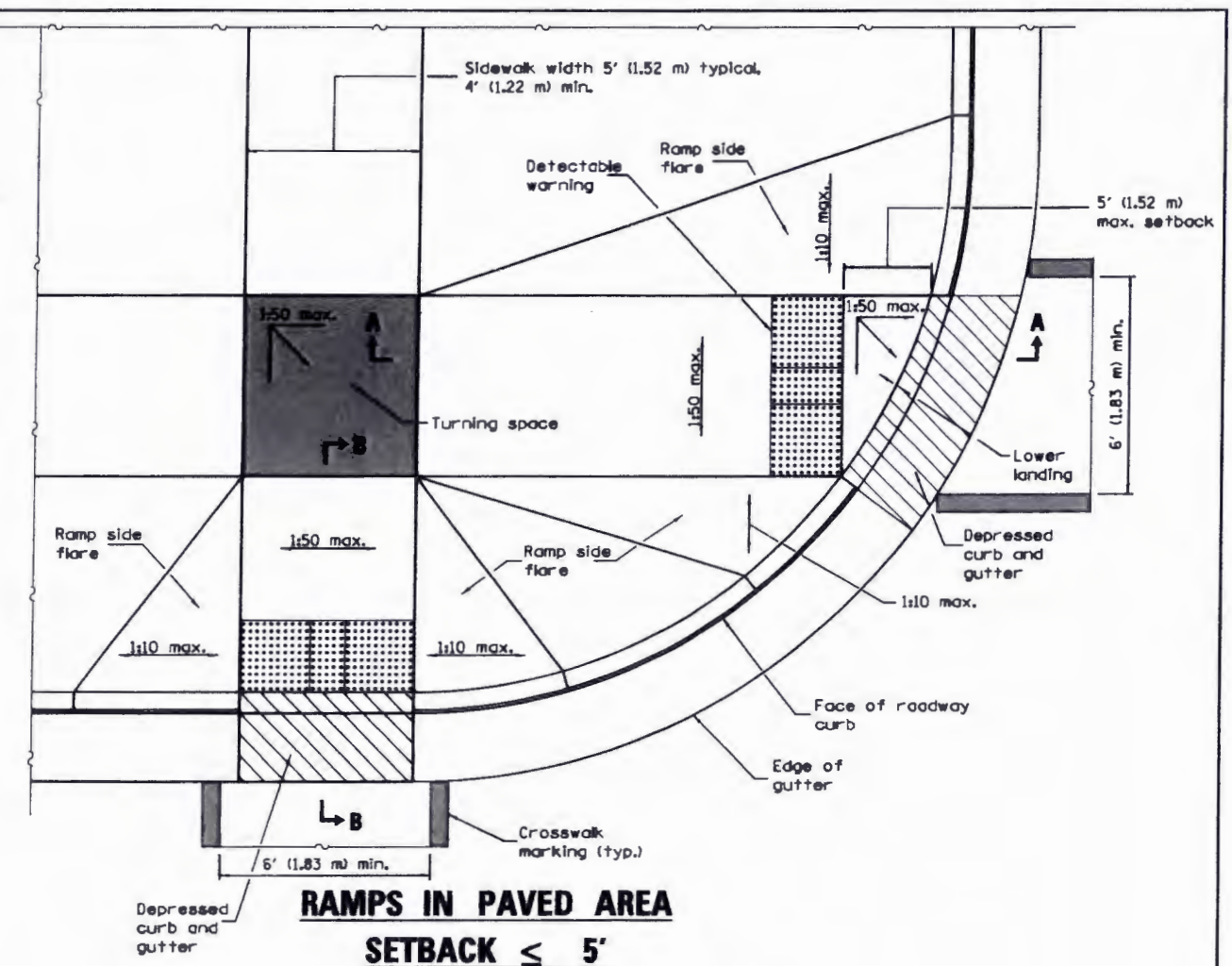
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME: W:\mstr\17-00000-00-GM\17-00000-00-GM.dwg	DESIGNED: M. DE YONG	REVISION: R. SHAW 10-25-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BUTT JOINT AND HMA TAPER DETAILS SCALE: HMM SHEET NO. 1 OF 1 SHEETS STA. TO STA.		SECTION COUNTY TOTAL SHEETS NO.		CONTRACT NO.	
PLANT SCALE: 1" = 10'	CHECKED: M. GOMEZ 04-05-04	REVISION: A. ADAMS 03-23-07								
PLANT DATE: 1/4/1998	DATE: 06-13-90	REVISION: R. BARR 01-01-07								

ROBINSON ENGINEERING, LTD. CONSULTING PROFESSIONAL ENGINEERING 1700 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60476 (708) 324-4000 FAX (708) 324-4001 © COPYRIGHT 2017 ILLINOIS LICENSE NO. 001-00000000-00000000		M.F.T. 17-00000-00-GM FY 2017 PAVEMENT MANAGEMENT PROGRAM PROPOSED RESURFACING CONSTRUCTION DETAILS TINLEY PARK, ILLINOIS	
Drawn by: B.K.L. Checked by: J.B.P. Date: 1/16/17 Scale: HMA Project No.: 17-00000-01	17-00000-01-01-01-01 - 100-00		



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



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

Illinois Department of Transportation

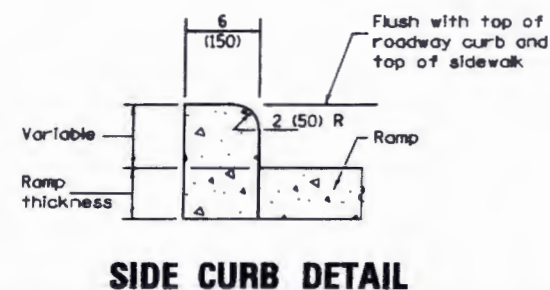
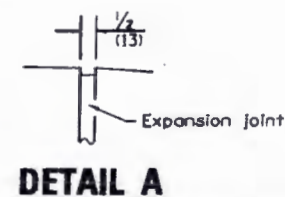
PASSED January 1, 2015

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2015

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



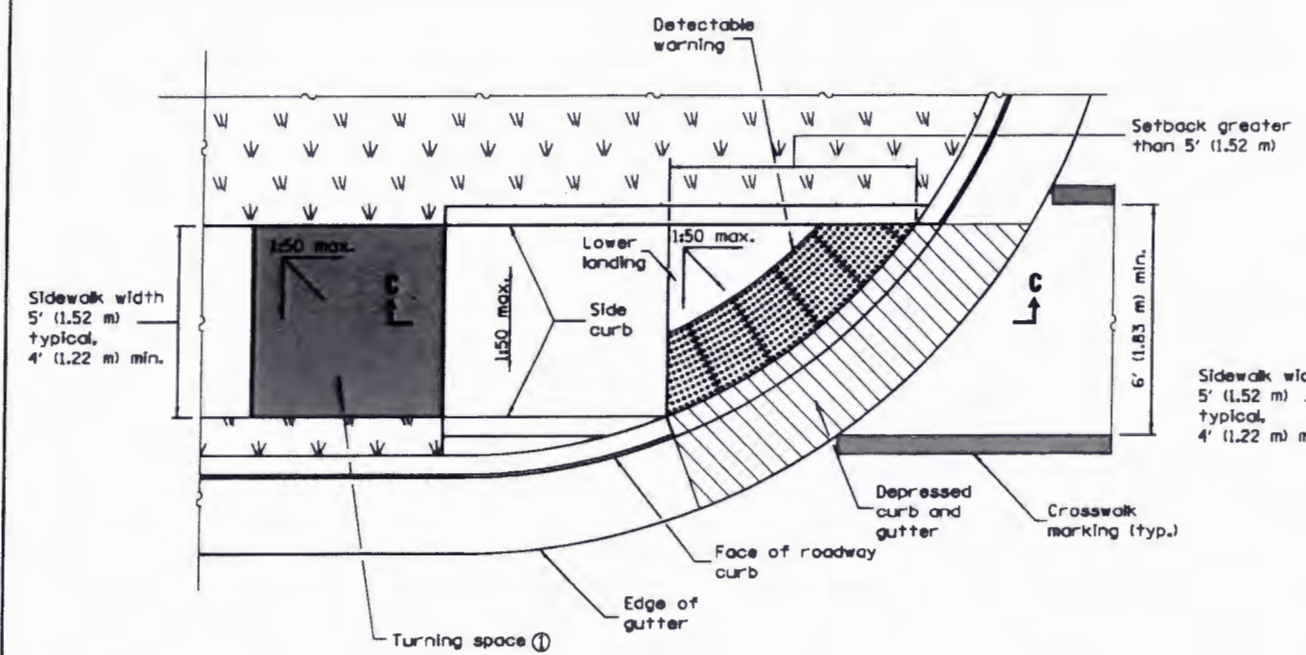
DATE	REVISIONS
1-1-15	① not appl. to int. sidewalks.
	Rev. gen. notes. Ch'd Upper landing to Turning space.
1-1-13	Widened crosswalk markings to 6' (1.83 m) min. inside dimension. Rev. Gen. Notes.

See Sheet 2 for GENERAL NOTES.

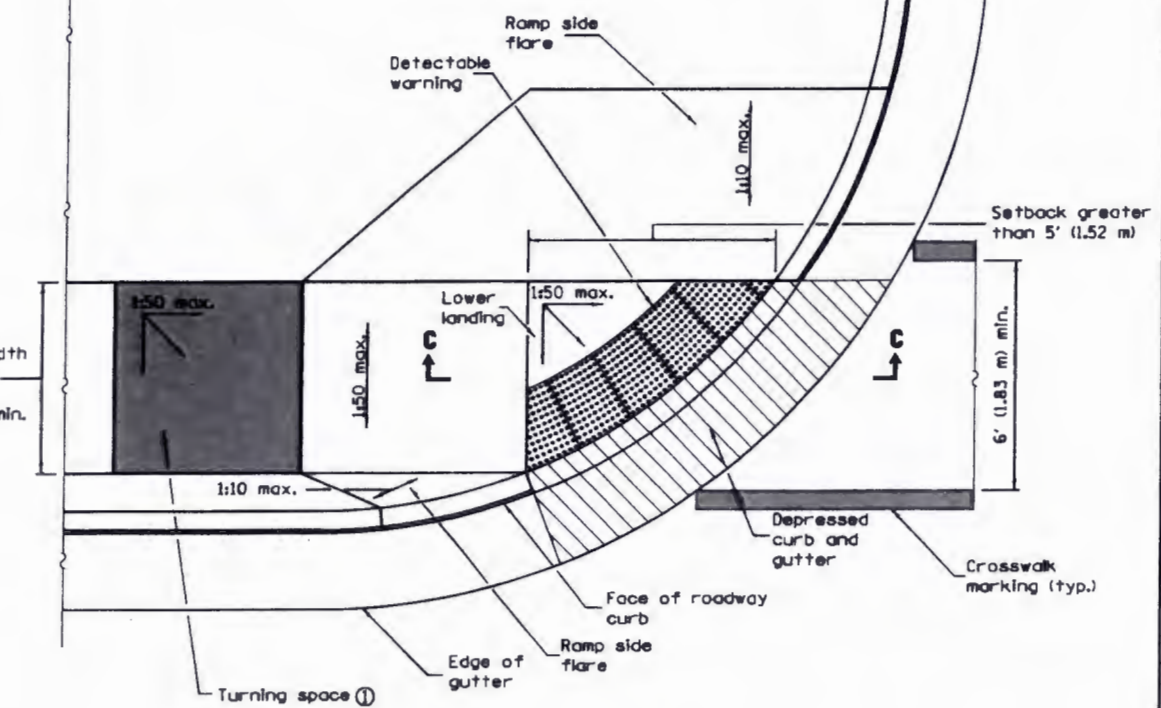
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

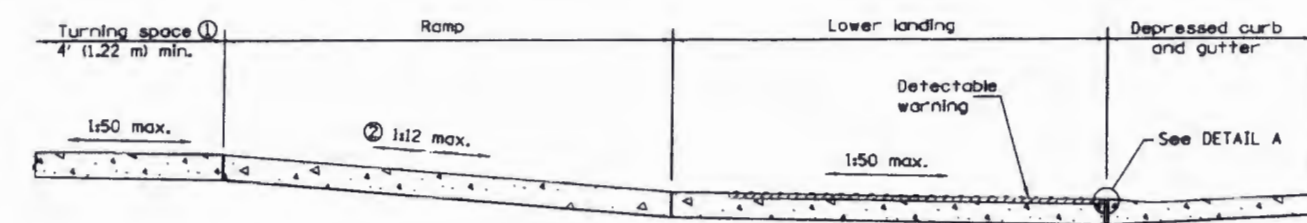
STANDARD 424001-08



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.

**PERPENDICULAR CURB RAMPS
FOR SIDEWALKS**

(Sheet 2 of 2)

STANDARD 424001-08

Illinois Department of Transportation

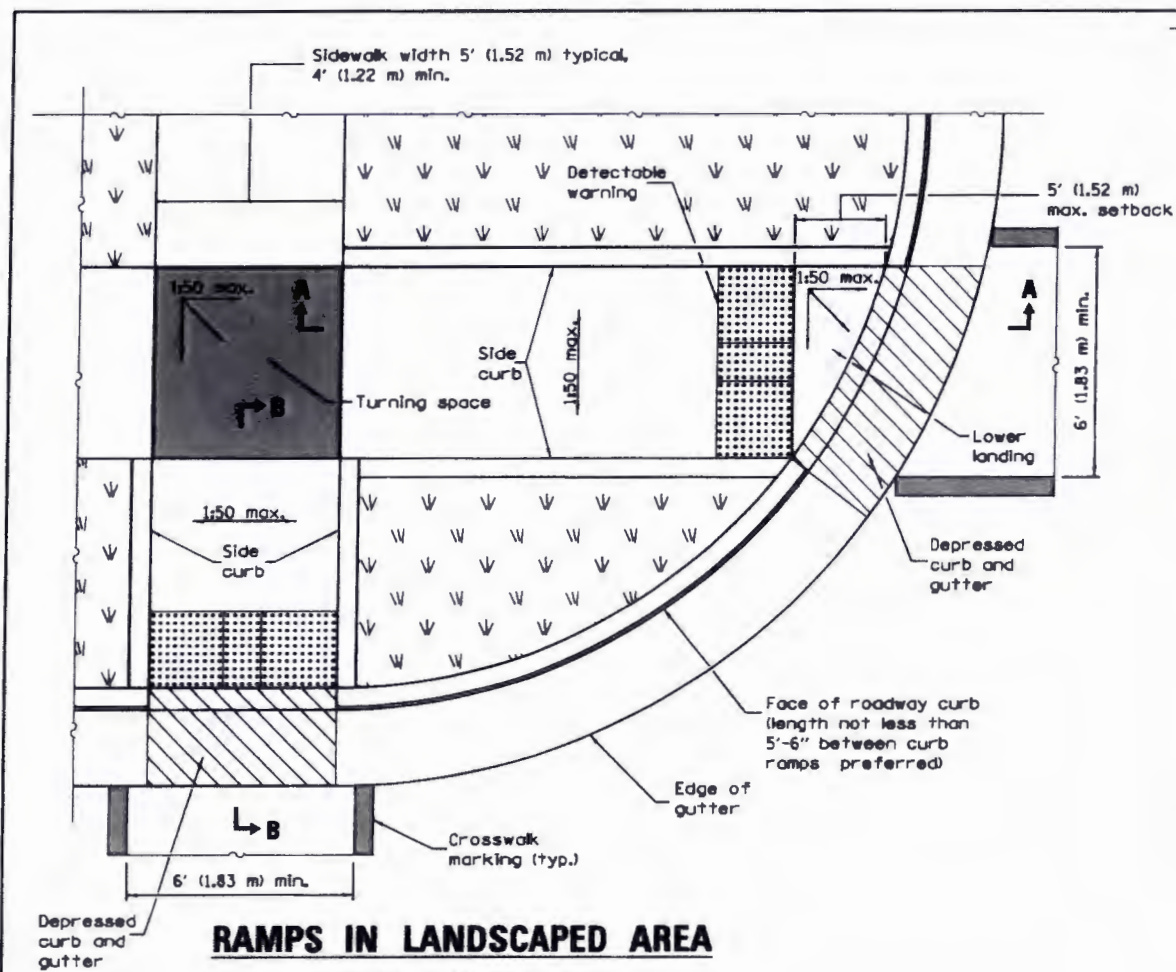
PASSED January 1, 2015

ENGINEER OF POLICY AND PROCEDURES

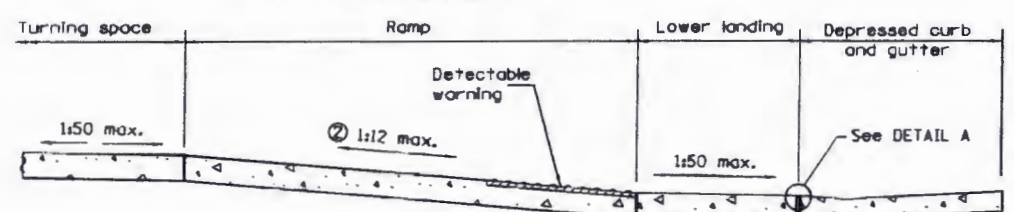
APPROVED January 1, 2015

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

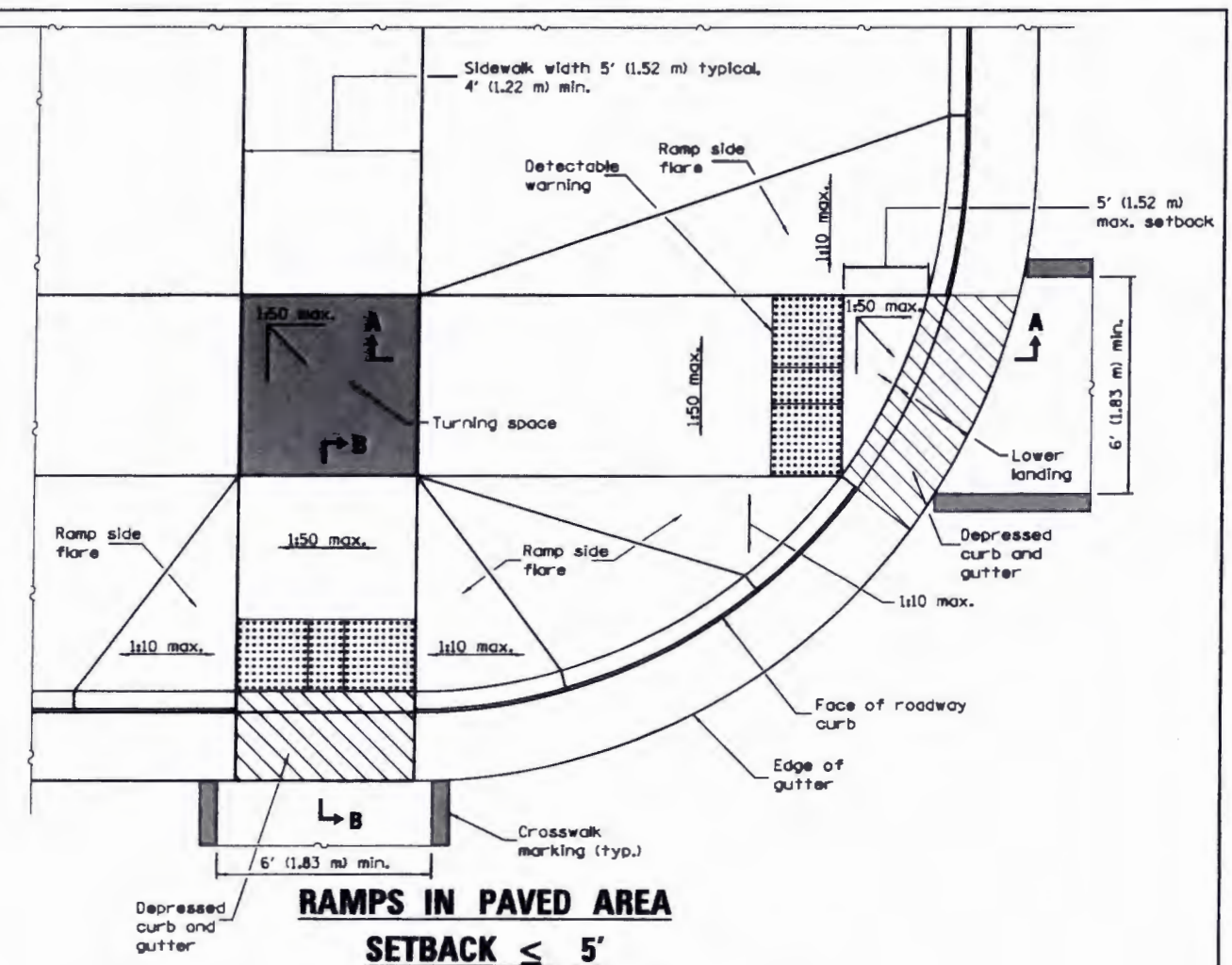


RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'



SECTION A-A

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

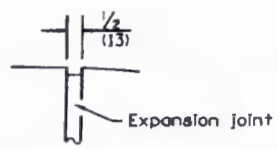


RAMPS IN PAVED AREA
SETBACK ≤ 5'

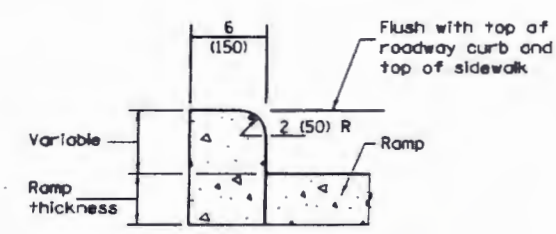


SECTION B-B

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, 2015

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2015

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-87

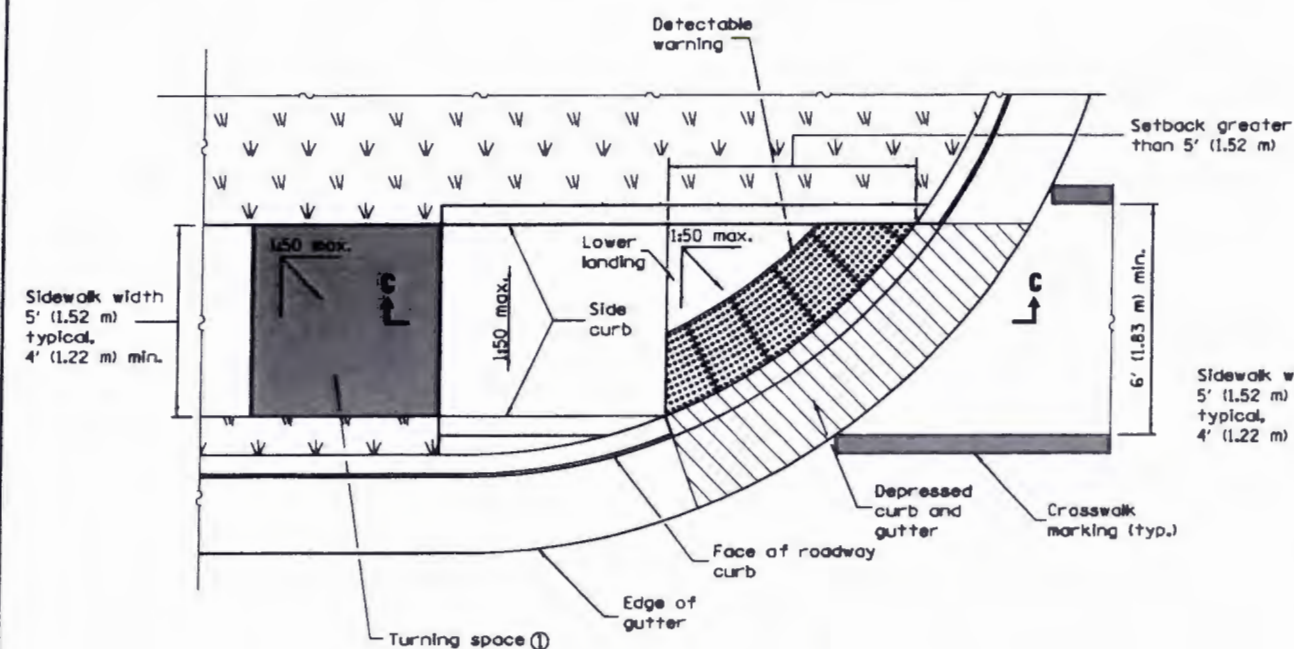
See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-15	① not appl. to Int. sidewalks.
	Rev. gen. notes. Ch'd Upper landing to Turning space.
1-1-13	Widened crosswalk markings to 6' (1.83 m) min. inside dimension. Rev. Gen. Notes.

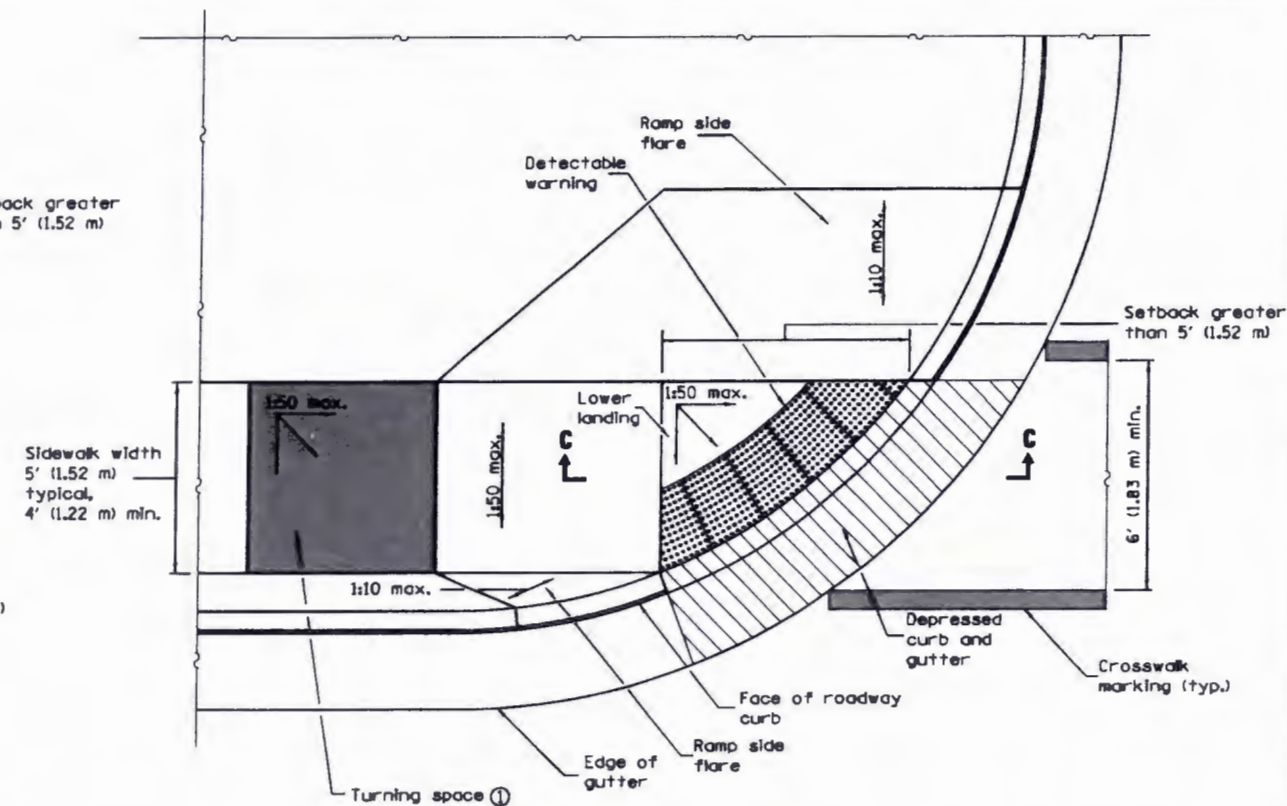
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

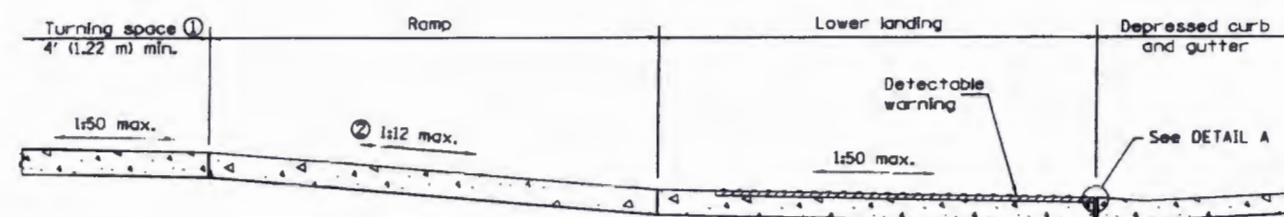
STANDARD 424001-08



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.

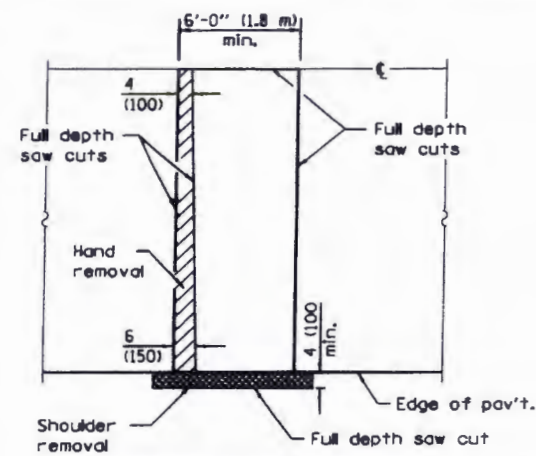
All dimensions are in inches (millimeters) unless otherwise shown.

**PERPENDICULAR CURB RAMPS
FOR SIDEWALKS**

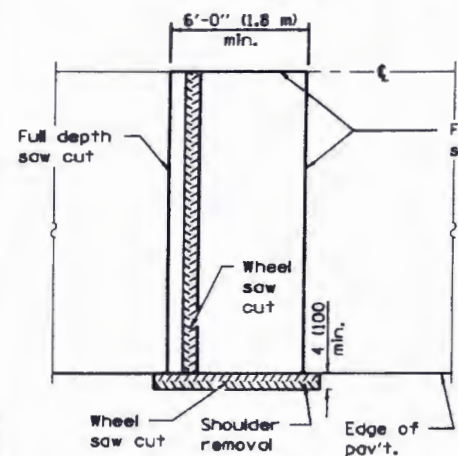
(Sheet 2 of 2)

STANDARD 424001-08

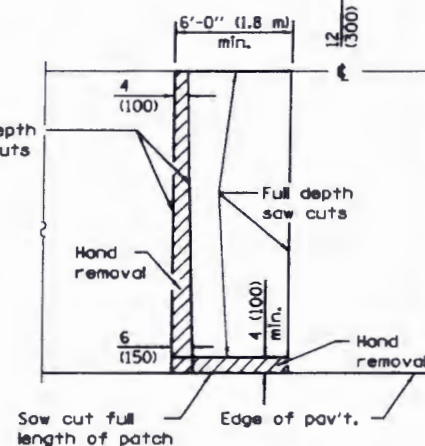
Illinois Department of Transportation	
PASSED	January 1, 2015
Michael Brand ENGINEER OF POLICY AND PROCEDURES	
APPROVED	January 1, 2015
Michael Brand ENGINEER OF DESIGN AND ENVIRONMENT	
ISSUED 1-1-87	



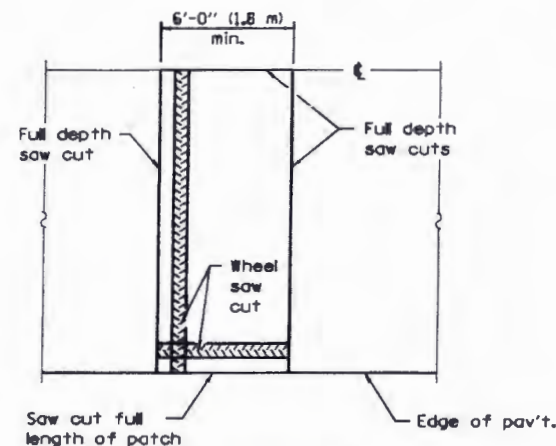
PAVEMENT SAWING DETAIL
(HMA SHOULDER)



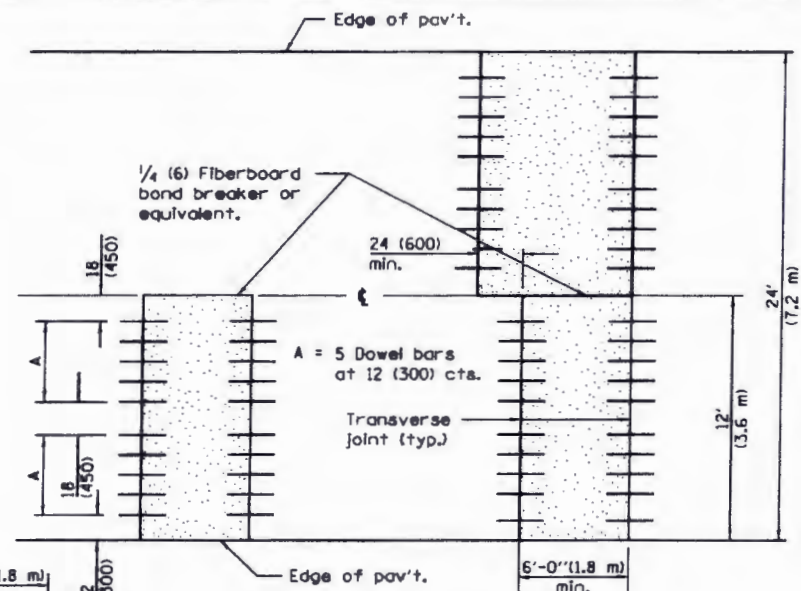
ALTERNATE SAWING DETAIL
(HMA SHOULDER)



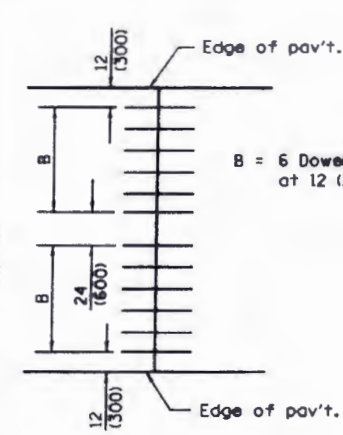
PAVEMENT SAWING DETAIL
(PCC SHOULDER)



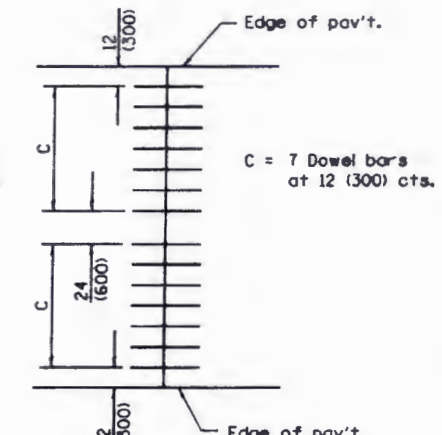
ALTERNATE SAWING DETAIL
(PCC SHOULDER)



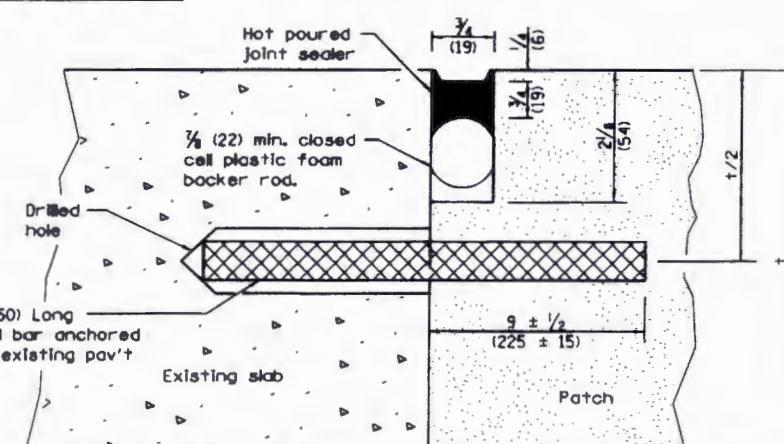
12' (3.6 m) WIDE LANES



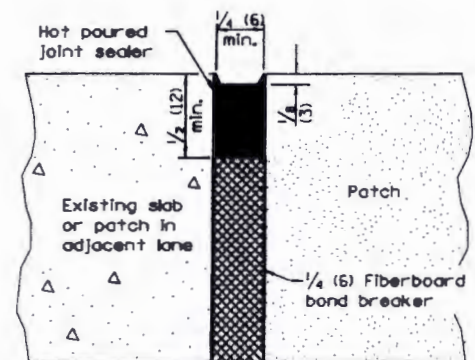
14' (4.2 m) WIDE RAMP



16' (4.8 m) WIDE RAMP



TRANSVERSE JOINT



CENTERLINE JOINT

DOWEL BAR TABLE		
PAVEMENT THICKNESS	DOWEL BAR DIAMETER	HOLE DIAMETER
8 (200) or greater	1 1/2 (38)	1 3/4 (41)
7 (180) thru 7.99 (199)	1 1/4 (32)	1 3/8 (35)
Less than 7 (180)	1 (25)	1 1/8 (29)

GENERAL NOTES

The transverse joints for Class B patches shall align with joints or cracks in the adjacent lane whenever possible.

See Standard 420701 for details of pavement fabric.

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

DATE	REVISIONS
1-1-08	Switched units to English (metric).
1-1-07	Revised General Notes.

CLASS B PATCHES

(Sheet 1 of 2)

STANDARD 442101-07

Illinois Department of Transportation

PASSED January 1, 2008

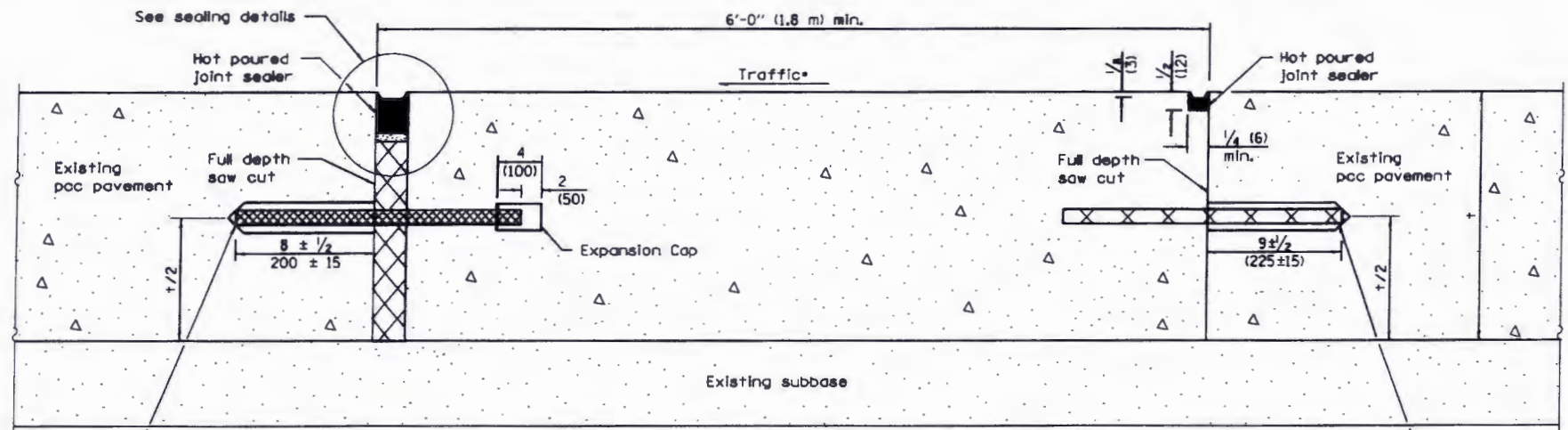
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2008

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

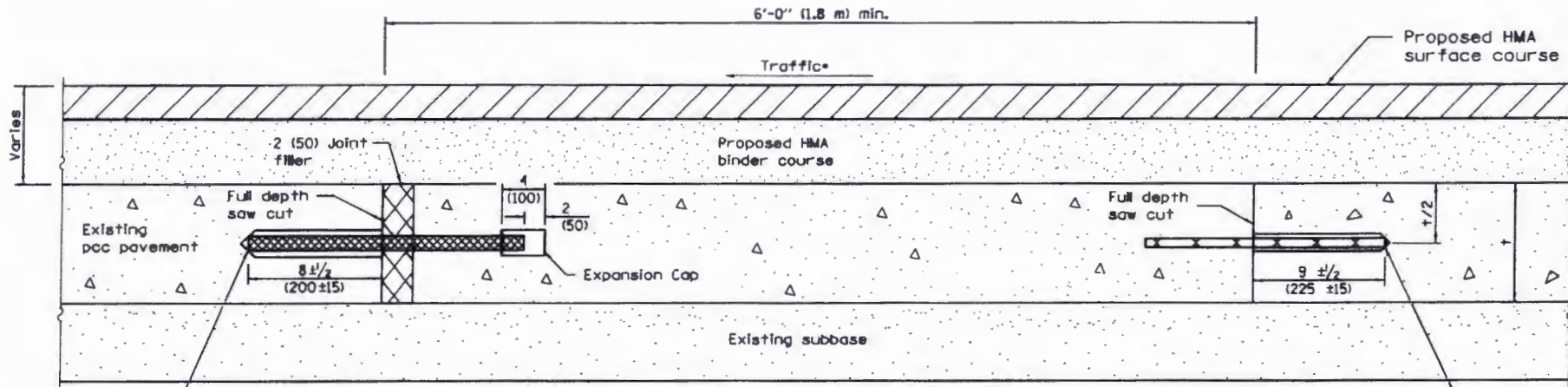
TRANSVERSE EXPANSION JOINTS



18 (450) Long dowel bars
anchored into existing
pavement at 12 (300) cts.

METHOD I
(Without Resurfacing)

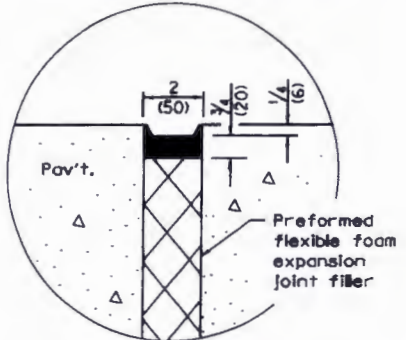
No. 10x18 (No. 32x450)
Tie bars anchored
into existing pavement
at 12 (300) cts.



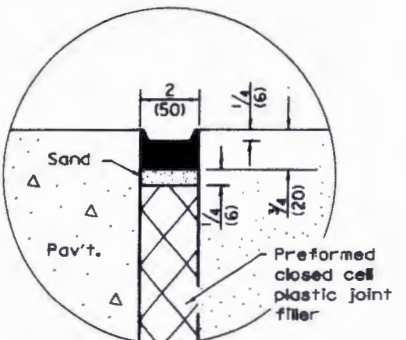
18 (450) Long dowel bars
anchored into existing
pavement at 12 (300) cts.

METHOD II
(With Resurfacing)

No. 10x18 (No. 32x450)
Tie bars anchored
into existing pavement
at 12 (300) cts.



SEALING DETAIL



SEALING DETAIL

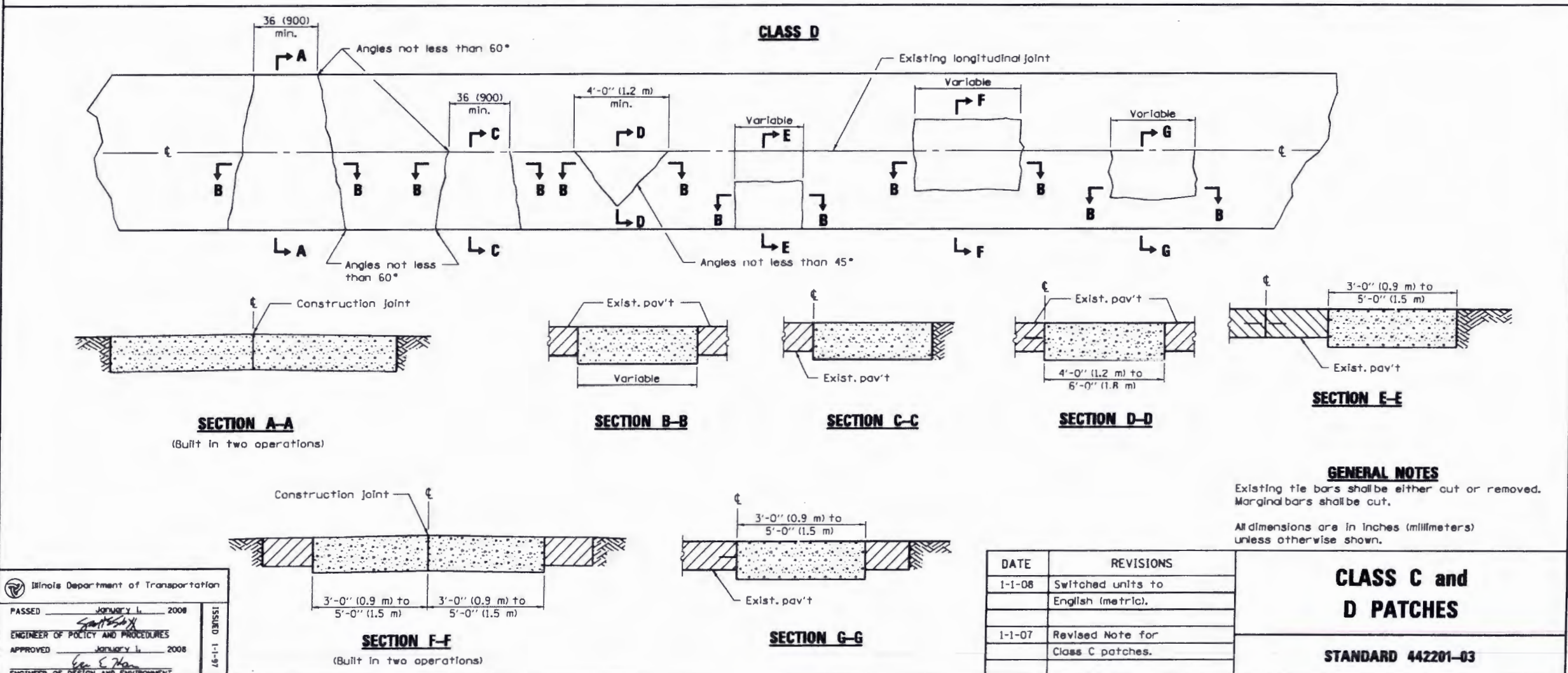
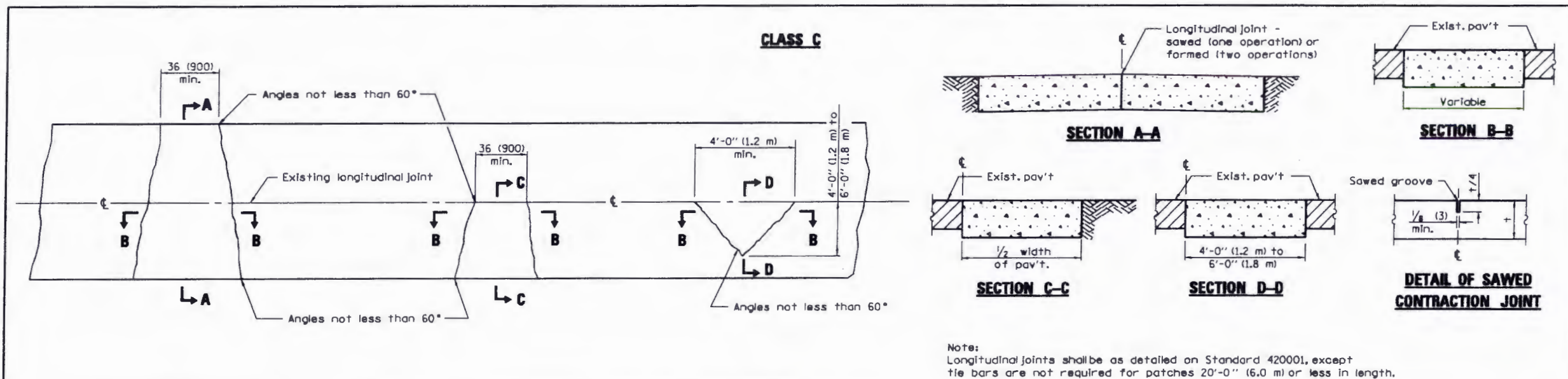
NOTE
• When re-establishing a transverse expansion joint on a two-lane, two-way road, reverse the orientation of the dowel bars with respect to traffic for one of the patches such that the joint will be continuous across both lanes.

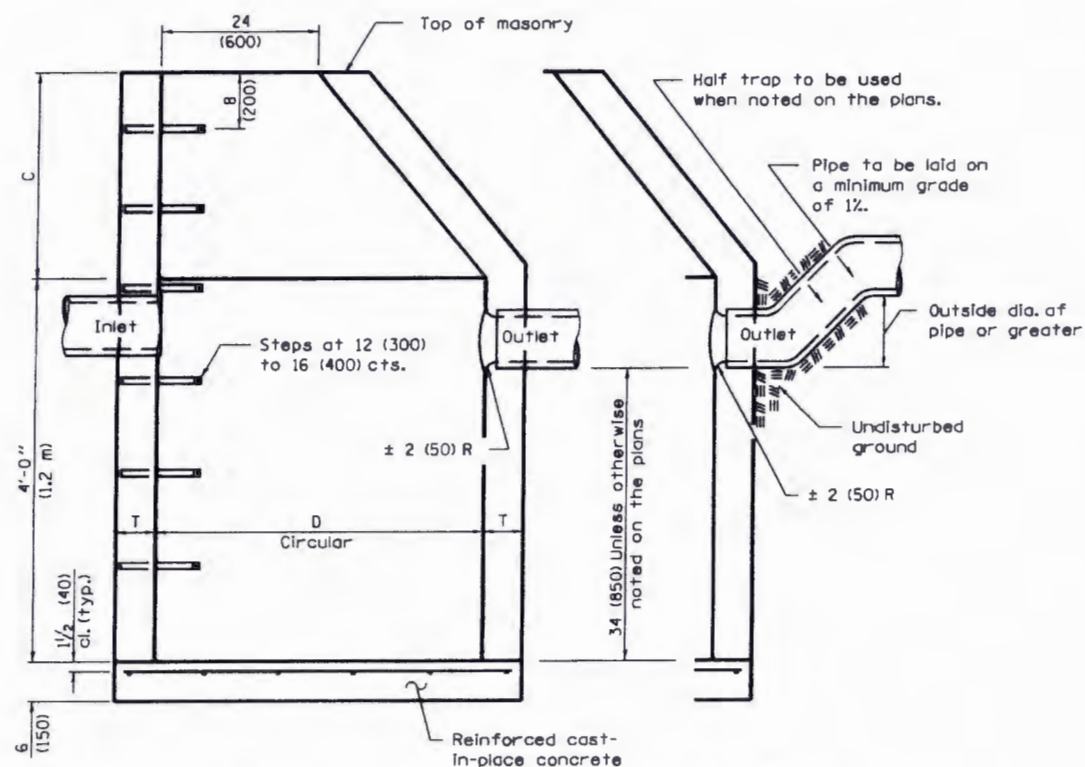
Illinois Department of Transportation	
PASSED January 1, 2008 ENGINEER OF POLICY AND PROCEDURES APPROVED January 1, 2008 ENGINEER OF DESIGN AND ENVIRONMENT	ISSUED 1-1-97

CLASS B PATCHES

(Sheet 2 of 2)

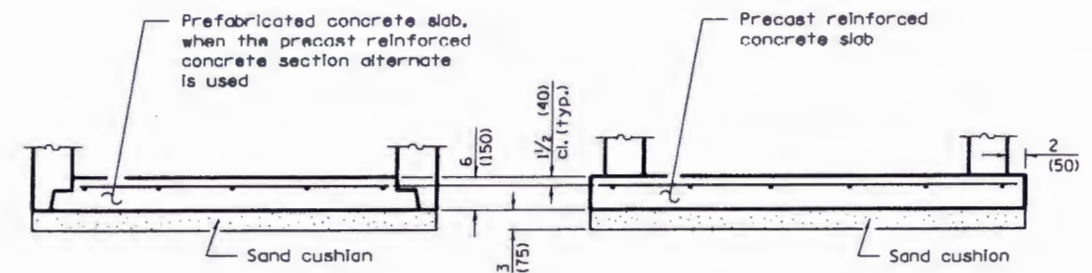
STANDARD 442101-07





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

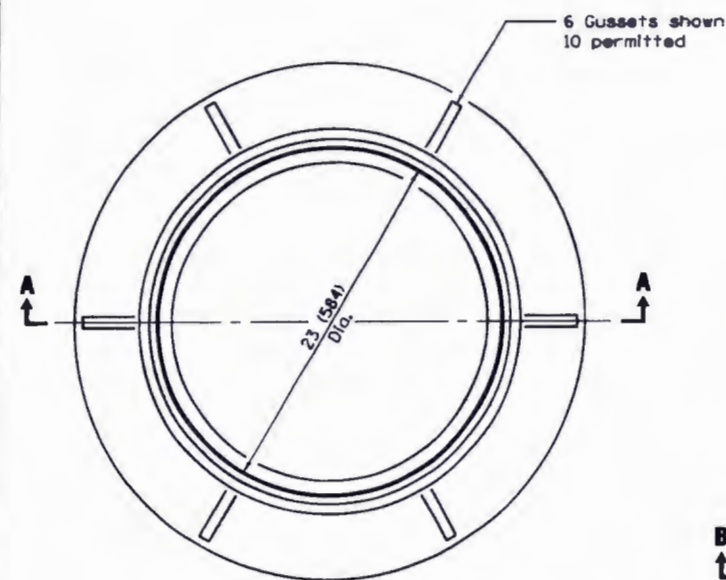
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2011

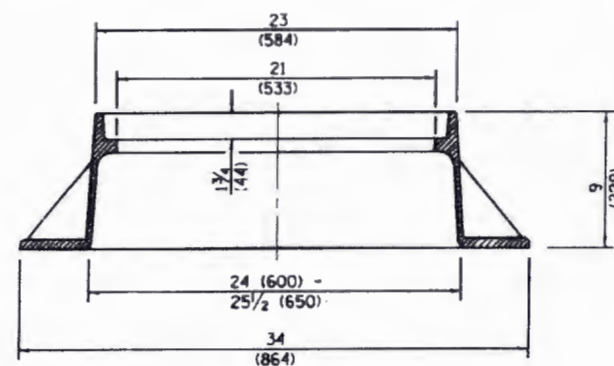
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

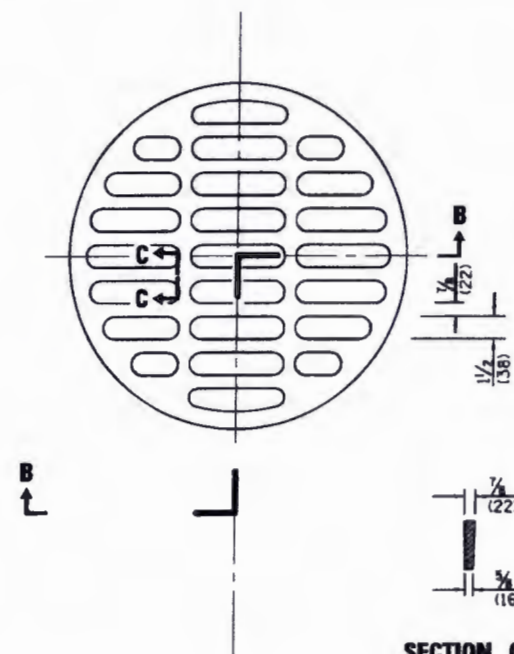
DATE	REVISIONS	CATCH BASIN TYPE A
1-1-11	Added 'Outside' to half trap note. Detail rein. in slabs.	
	Revised general notes.	
1-1-09	Switched units to English (metric).	
		STANDARD 602001-02



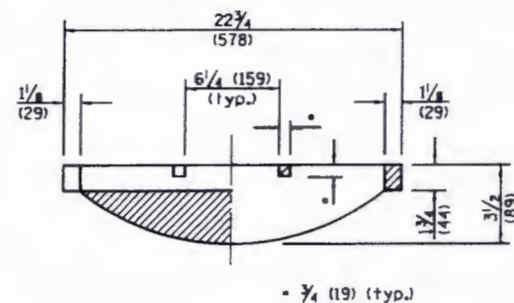
CAST FRAME



SECTION A-A
Gray Iron

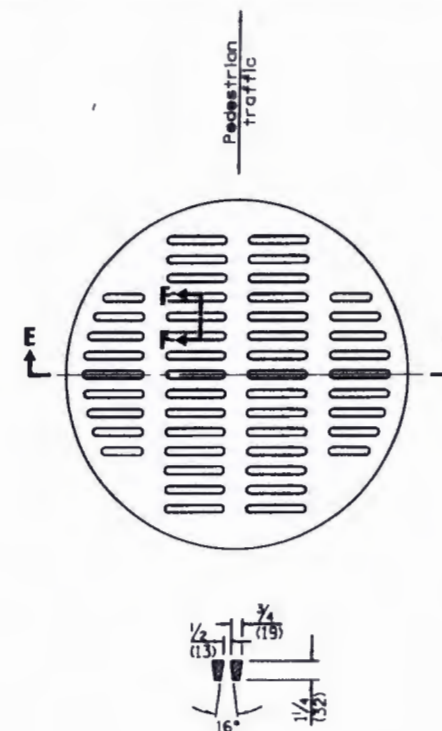


SECTION C-C

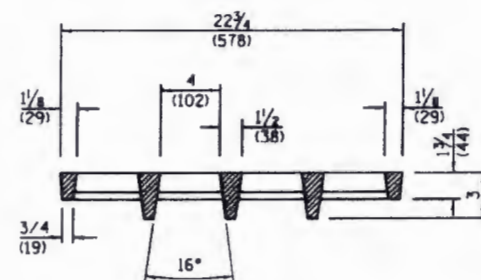


SECTION B-B

CAST OPEN LID

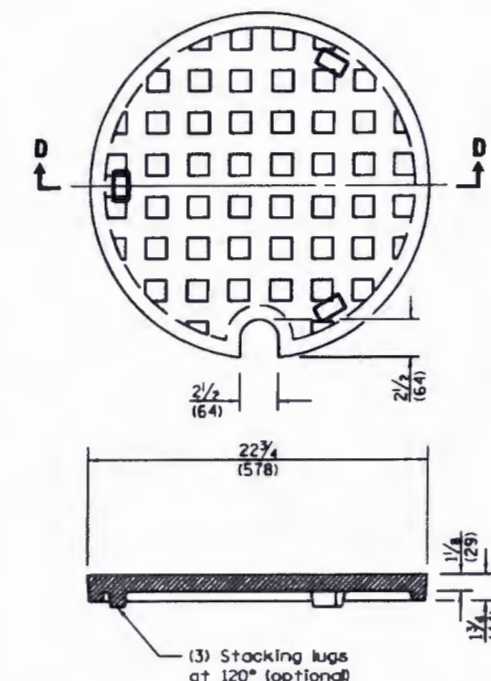


SECTION F-F



SECTION E-E

**ADA COMPLIANT
CAST OPEN LID**



SECTION D-D

CAST CLOSED LID
Gray Iron Lid

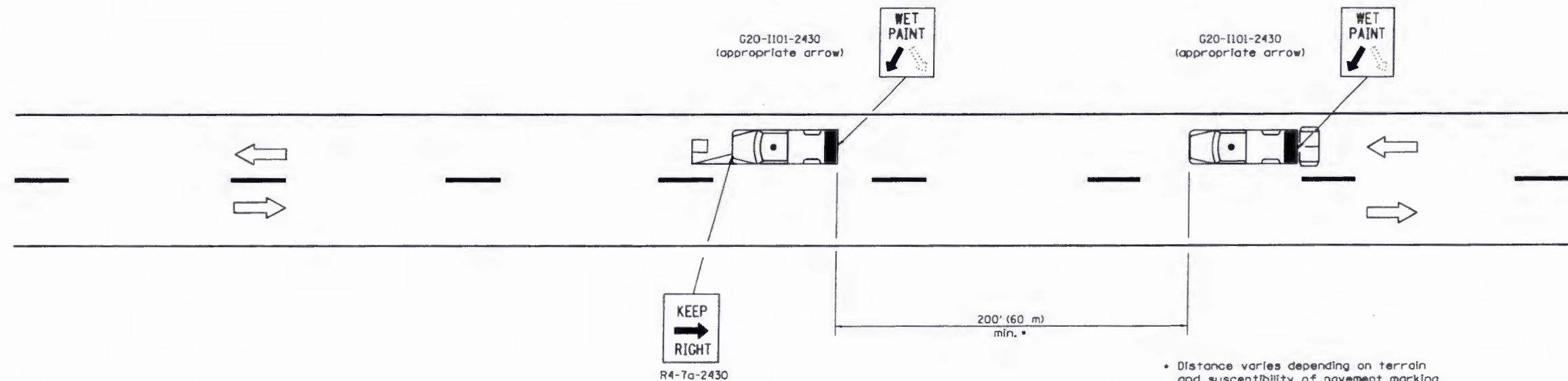
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation	
PASSED	JANUARY 1, 2015
ENGINEER OF POLICY AND PROCEDURES	
APPROVED	JANUARY 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT	

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







• Distance varies depending on terrain and susceptibility of pavement marking or crack sealant to wheel tracking.

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 wheels 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.

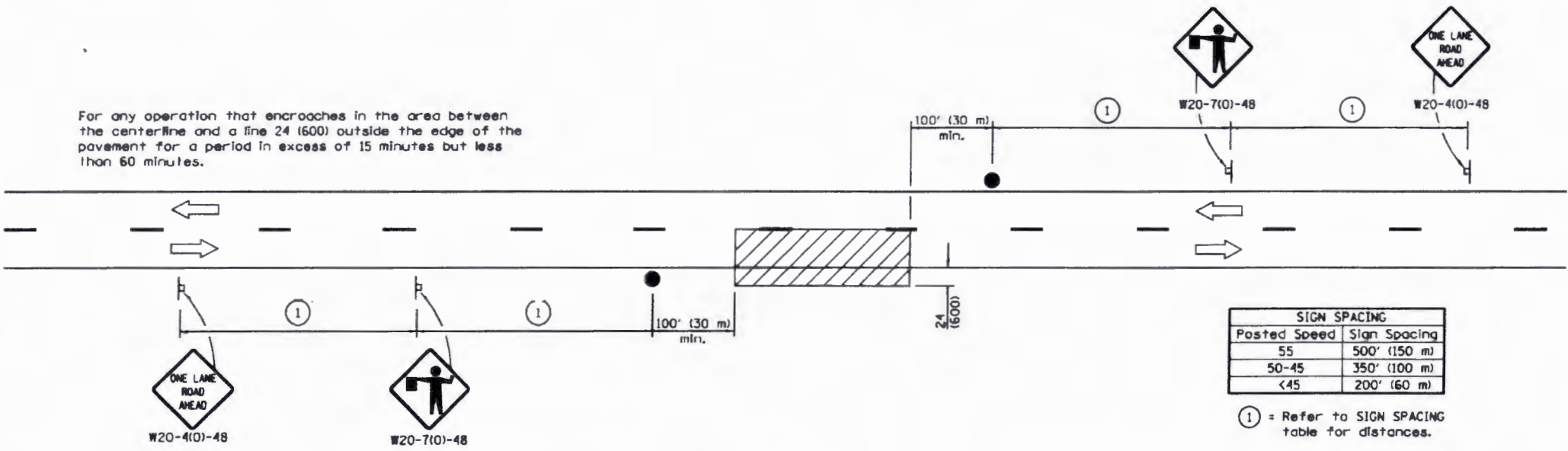
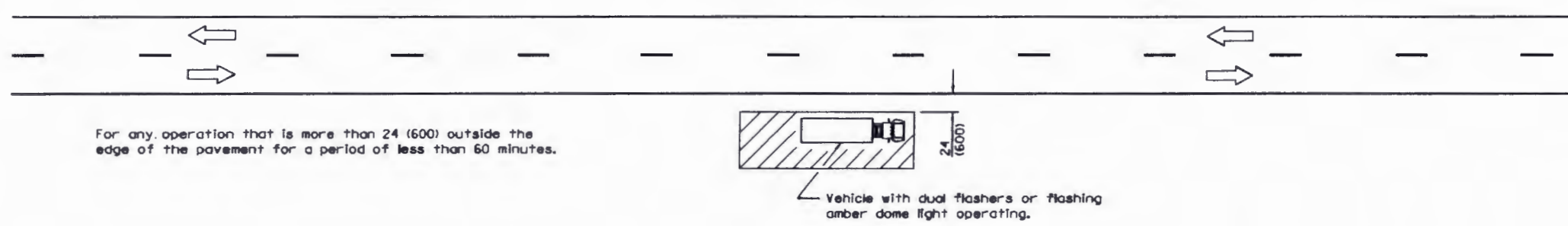
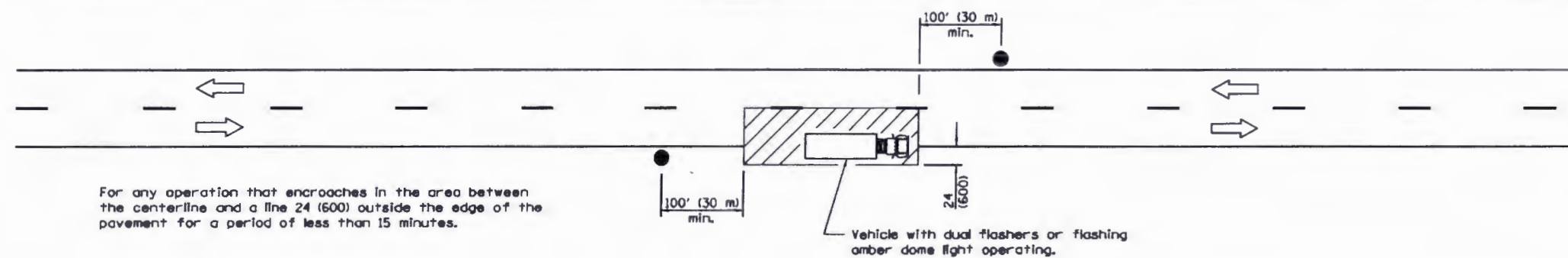
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation	
APPROVED <i>[Signature]</i> January 1, 2009	ISSUED 1-1-97
ENGINEER OF OPERATIONS	
APPROVED <i>[Signature]</i> January 1, 2009	
ENGINEER OF DESIGN AND ENVIRONMENT	

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.

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

TYPICAL APPLICATIONS

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

SYMBOLS

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

Illinois Department of Transportation

APPROVED *[Signature]* JANUARY 1, 2011
ENGINEER OF SAFETY ENGINEERING

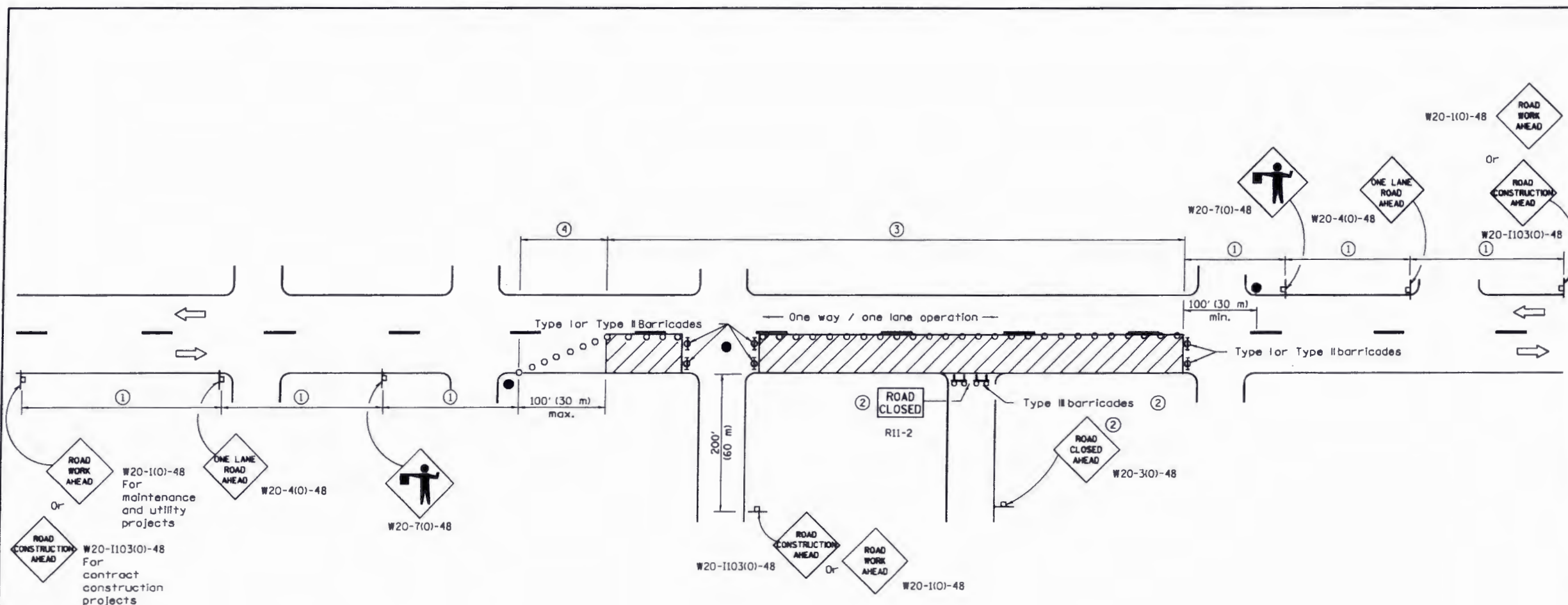
APPROVED *[Signature]* JANUARY 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

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.

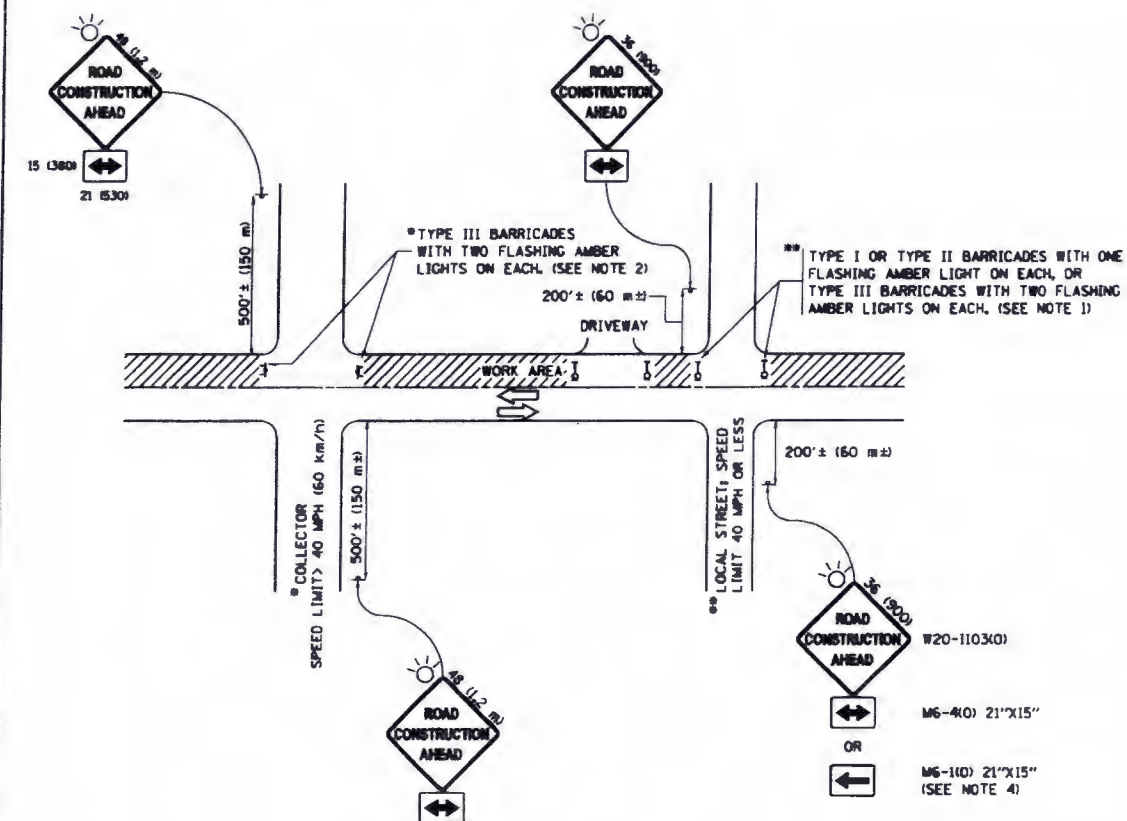
GENERAL NOTES

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 <i>[Signature]</i> January 1, 2011	ISSUED 1-1-87
ENGINEER OF SAFETY ENGINEERING	
APPROVED <i>[Signature]</i> January 1, 2011	
ENGINEER OF DESIGN AND ENVIRONMENT	

DATE	REVISIONS	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
1-1-11	Revised flagger sign.	
1-1-09	Switched units to English (metric).	STANDARD 701501-06
	Corrected sign No.'s.	



NOTES:

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

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

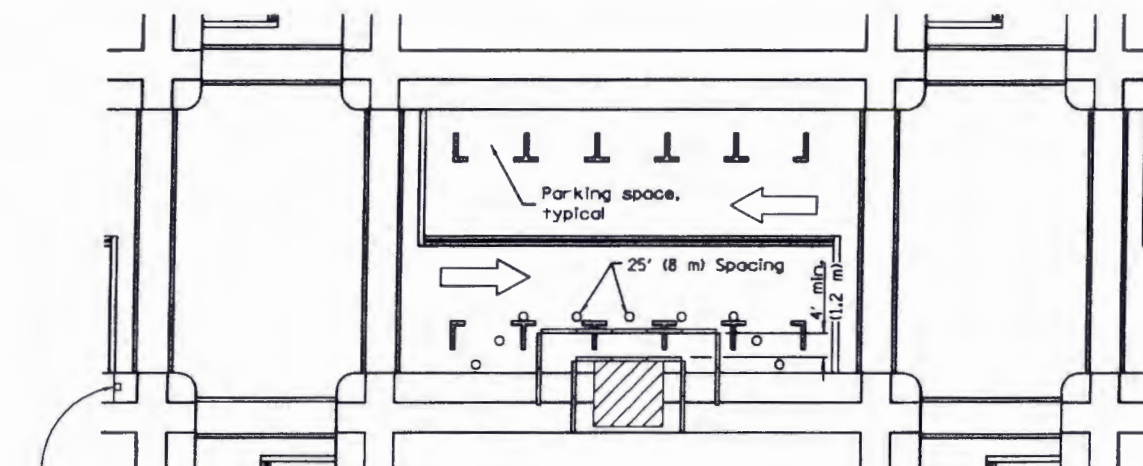
FILE NAME =	USER NAME = fcsen	DESIGNED - L.H.A.	REVISED - A. ROUSEN 10-15-96
PROJECT =	PROJECT =	CHECKED -	REVISED - T. RAMMACH 01-05-00
PLOT SCALE = 30.000' / in.	PLOT DATE = 9/15/2005	DATE = 06-09	REVISED - A. SCHMETZ 07-01-13
			REVISED - A. SCHMETZ 09-15-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

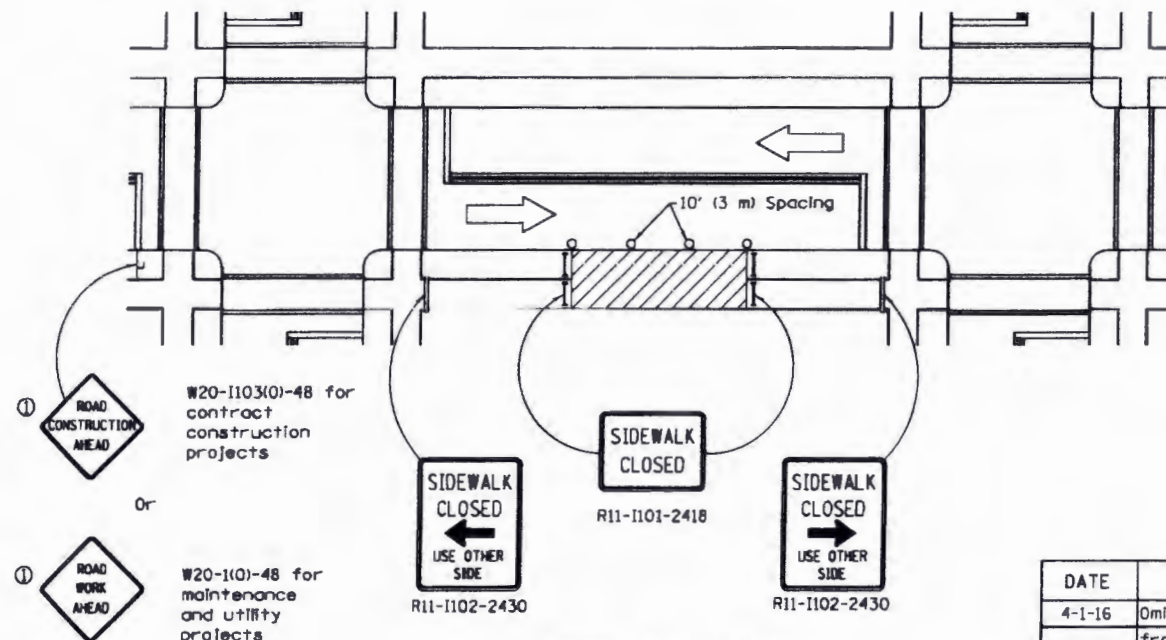
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-10			
			CONTRACT NO.	
			ILLINOIS/ FID. AND PROJECT	



- ① ROAD CONSTRUCTION AHEAD W20-1103(0)-48 for contract construction projects
- Or
- ① ROAD WORK AHEAD W20-11(0)-48 for maintenance and utility projects

SIDEWALK DIVERSION



SIDEWALK CLOSURE

SYMBOLS

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

① Omit whenever duplicated by road work traffic control.

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

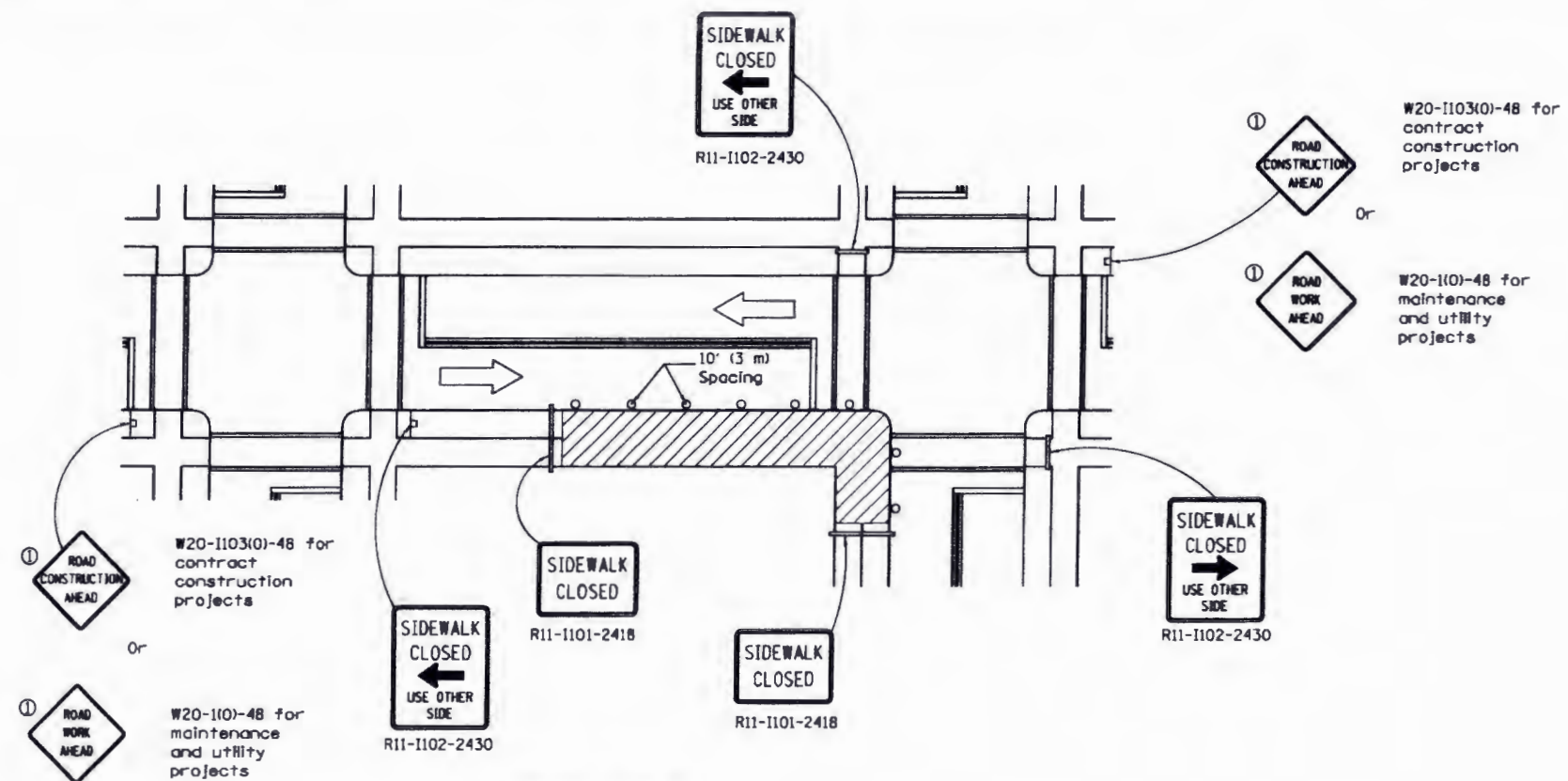
ISSUED 1-1-97

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.

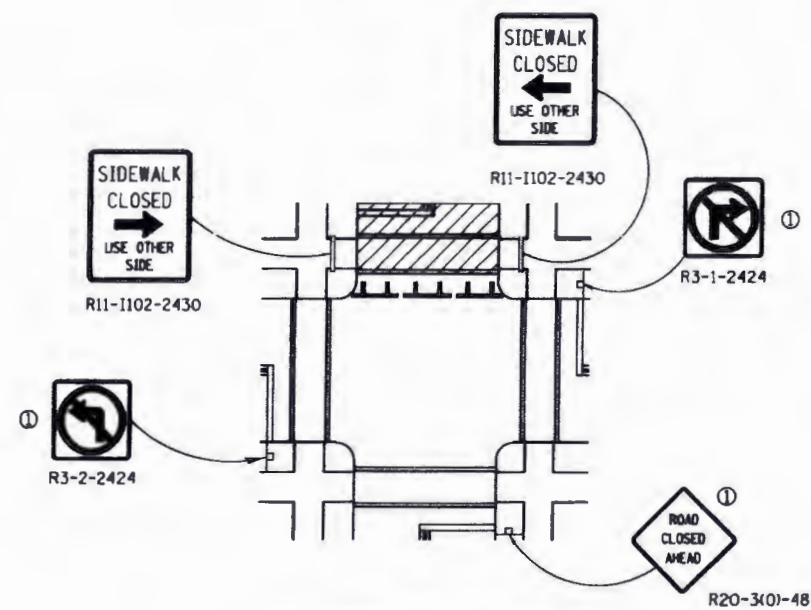
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



CORNER CLOSURE



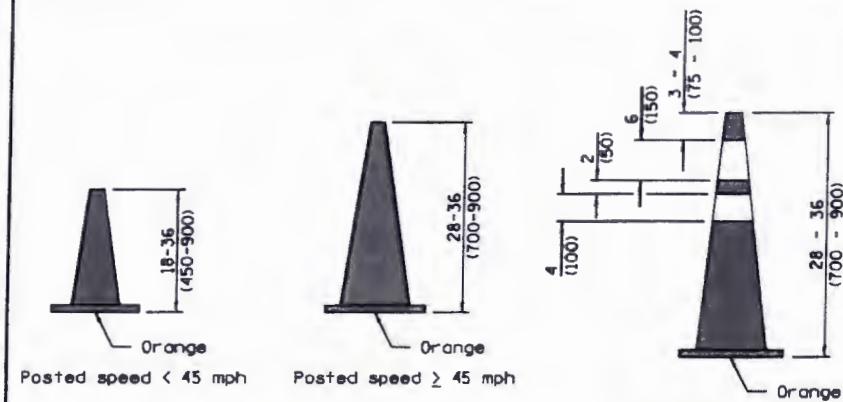
CROSSWALK CLOSURE

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

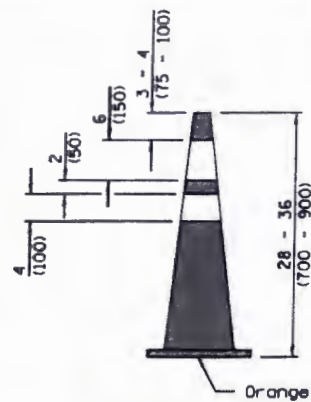
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

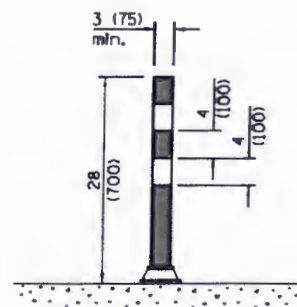
STANDARD 701801-06



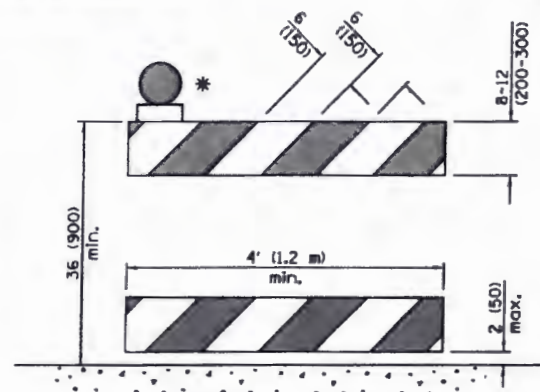
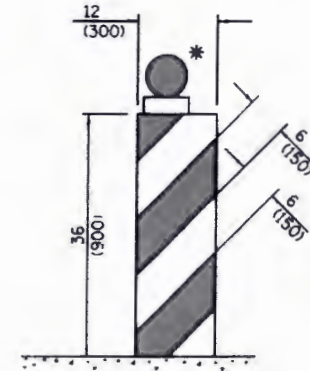
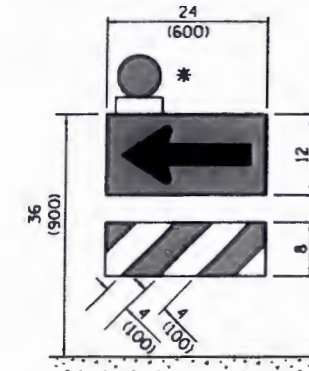
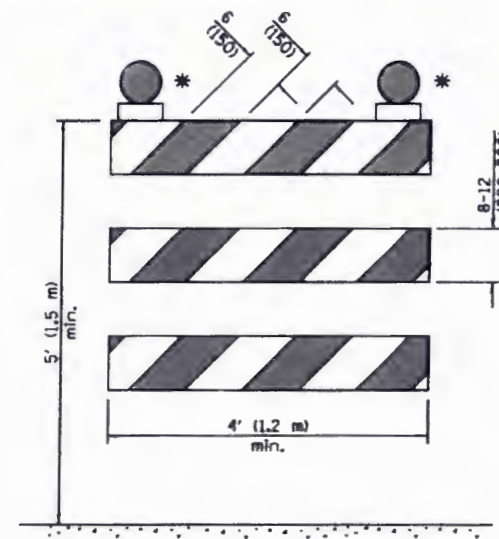
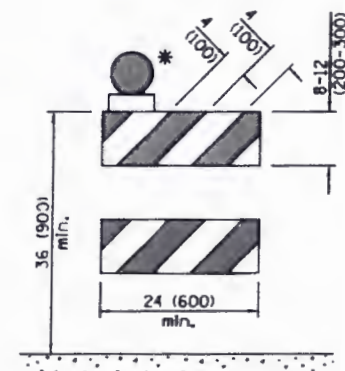
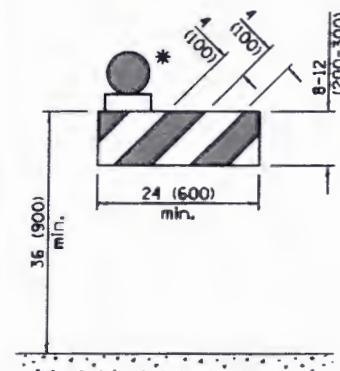
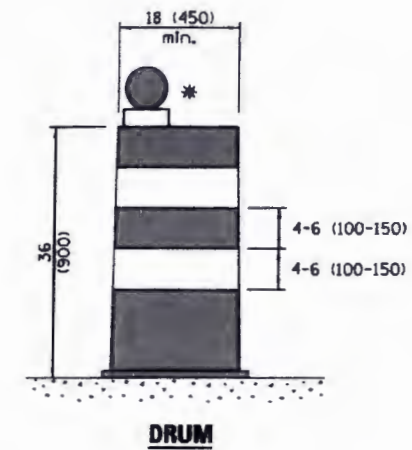
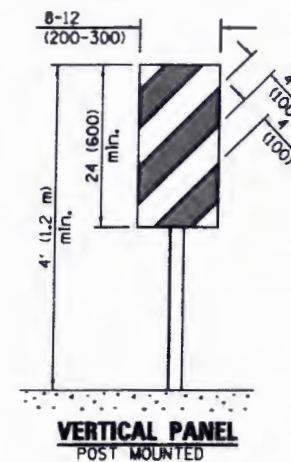
**CONE FOR
DAYTIME**



**REFLECTORIZED CONE
FOR NIGHTTIME**



TUBULAR MARKER



* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

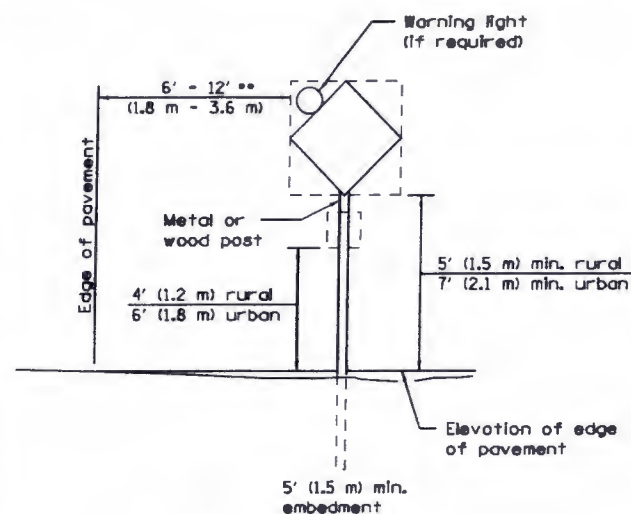
Illinois Department of Transportation
APPROVED January 1, 2017
ENGINEER OF OPERATIONS
APPROVED January 1, 2017
ENGINEER OF DESIGN AND ENVIRONMENT

DATE	REVISIONS
1-1-17	Changed FLEXIBLE DELINEATOR to TUBULAR MARKER.
4-1-16	Add dim's to barricades. Rev. note for post mnt. signs.
	Rev. cone dtls. Add W12-1103.

**TRAFFIC CONTROL
DEVICES**

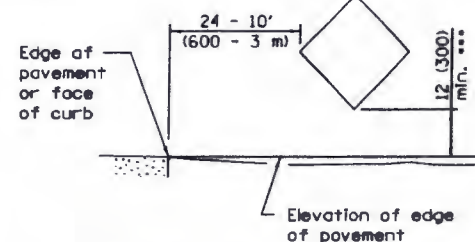
(Sheet 1 of 3)

STANDARD 701901-06



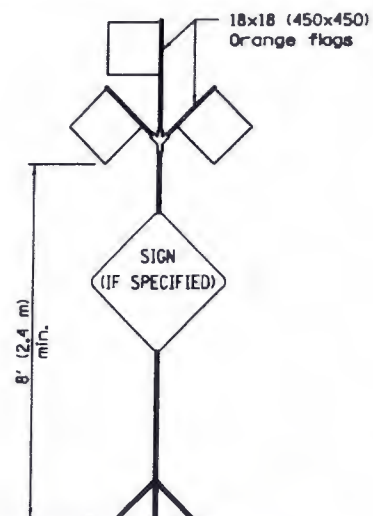
POST MOUNTED SIGNS

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



SIGNS ON TEMPORARY SUPPORTS

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



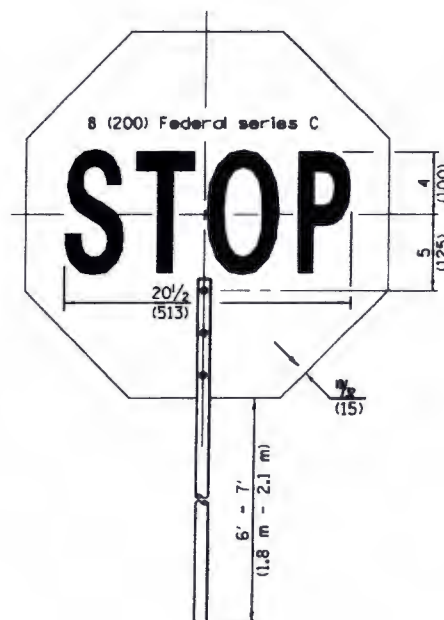
HIGH LEVEL WARNING DEVICE



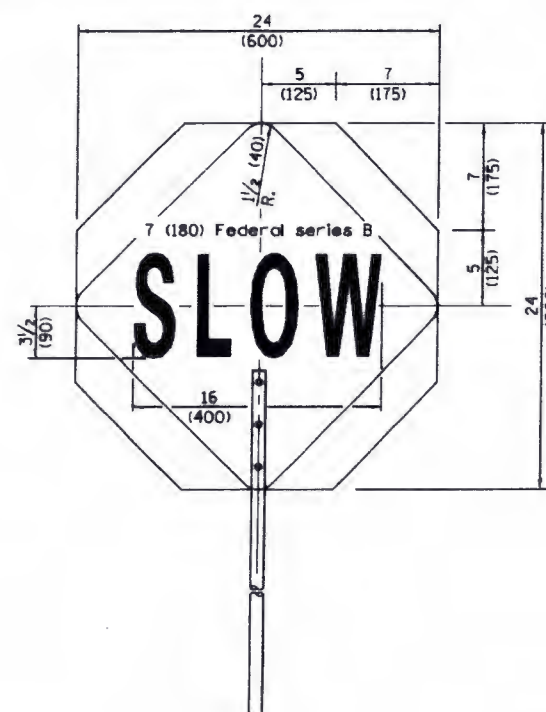
W12-I103-4848

WIDTH RESTRICTION SIGN

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



FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

ROAD
CONSTRUCTION
NEXT X MILES

END
CONSTRUCTION

G20-I104(0)-6036

G20-I105(0)-6024

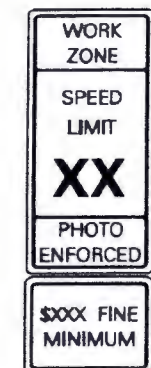
This signing is required for all projects 2 miles (3200 m) or more in length.

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

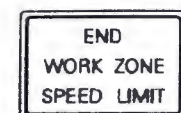
END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

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

WORK LIMIT SIGNING



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



G20-I103(0)-6036

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

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

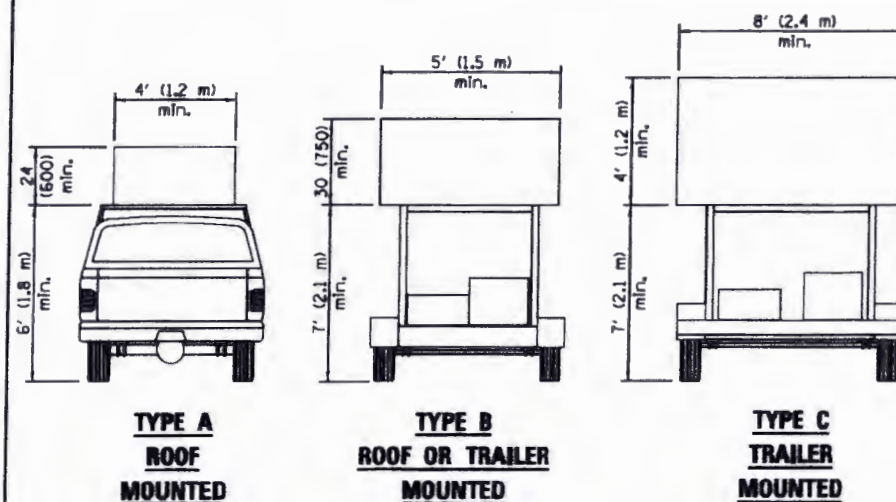
**** R10-I108p shall only be used along roadways under the jurisdiction of the State.

TRAFFIC CONTROL DEVICES

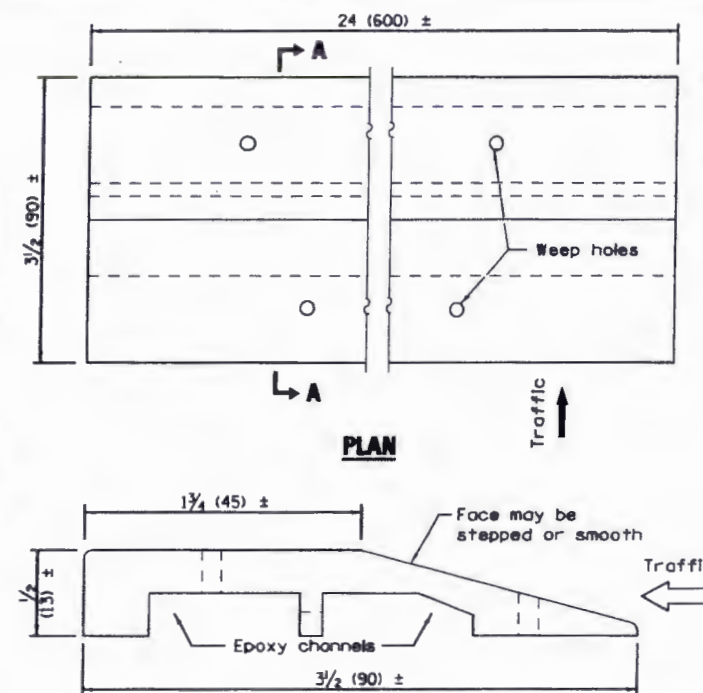
(Sheet 2 of 3)

STANDARD 701901-06

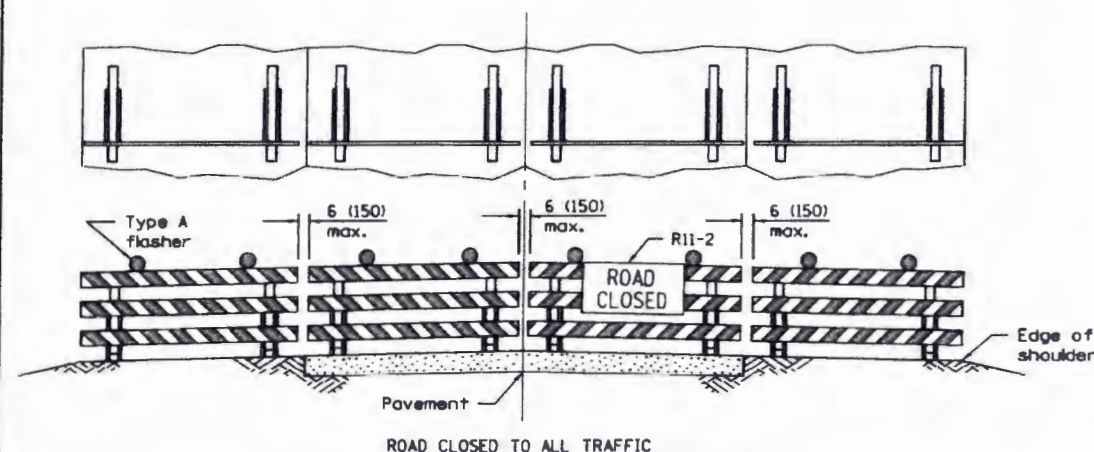
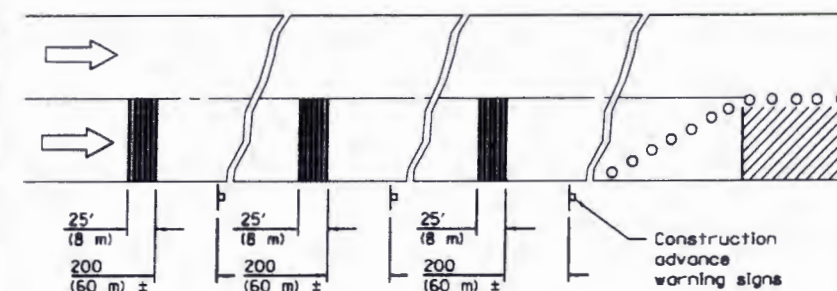
Illinois Department of Transportation	
APPROVED January 1, 2017	ISSUED 1-1-97
ENGINEER OF OPERATIONS	
APPROVED January 1, 2017	
ENGINEER OF DESIGN AND ENVIRONMENT	



ARROW BOARDS

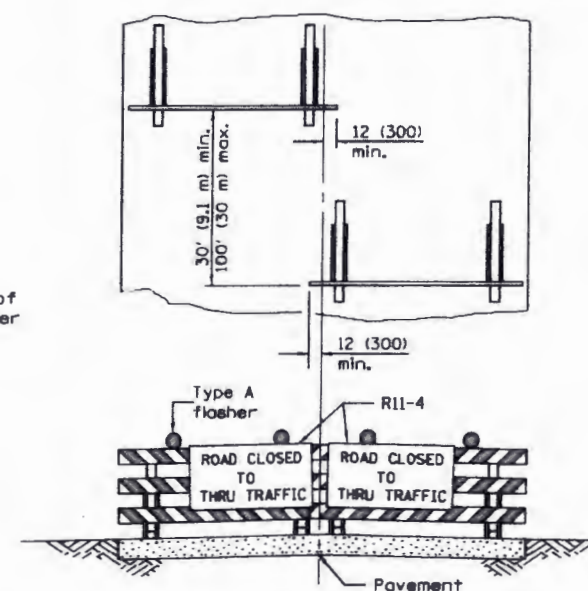


TEMPORARY RUMBLE STRIPS



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.

**TYPICAL APPLICATIONS OF
TYPE III BARRICADES CLOSING A ROAD**



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.

**TRAFFIC CONTROL
DEVICES**

(Sheet 3 of 3)

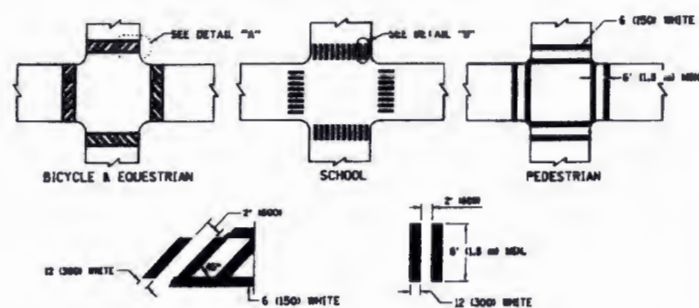
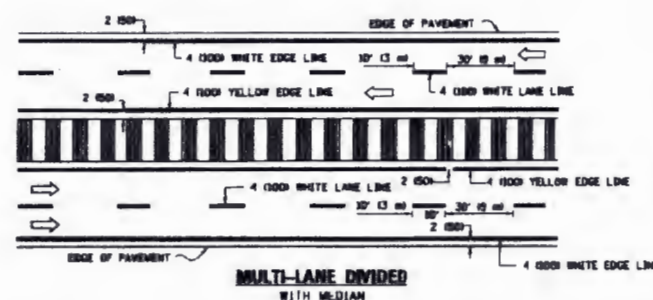
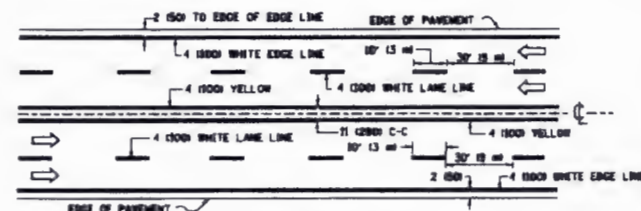
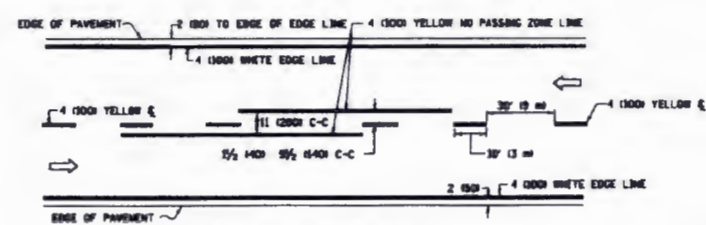
STANDARD 701901-06

Illinois Department of Transportation

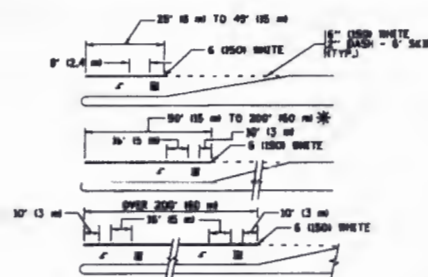
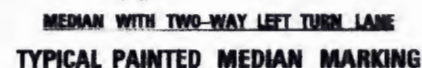
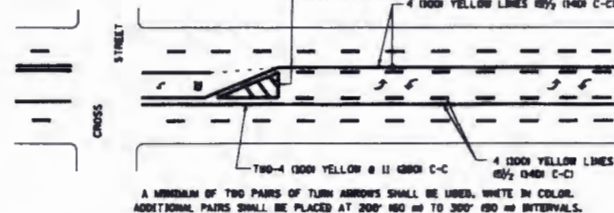
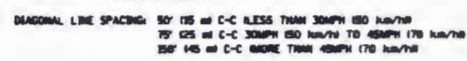
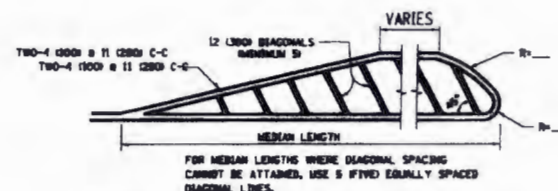
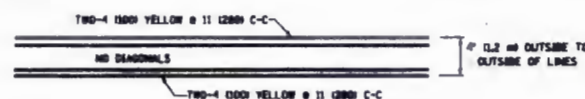
APPROVED January 1, 2017
ENGINEER OF OPERATIONS

APPROVED January 1, 2017
ENGINEER OF DESIGN AND ENVIRONMENT

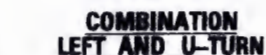
ISSUED 1-1-97



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



* TURN LANES IN EXCESS OF 400' 1200' IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



DEPTH	SPEED LIGHT
3-45	30
425	35
580	40
580	45
645	50
790	55

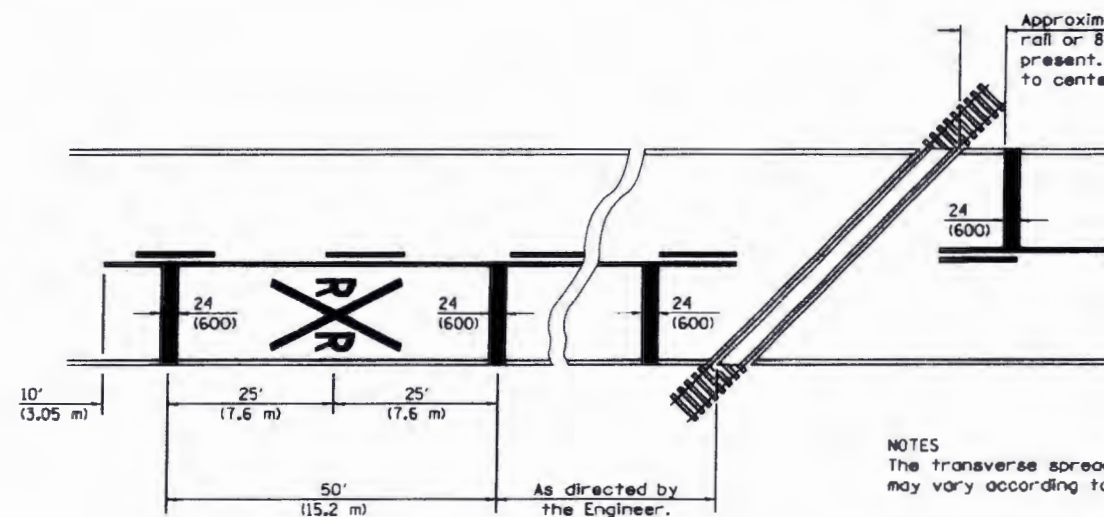
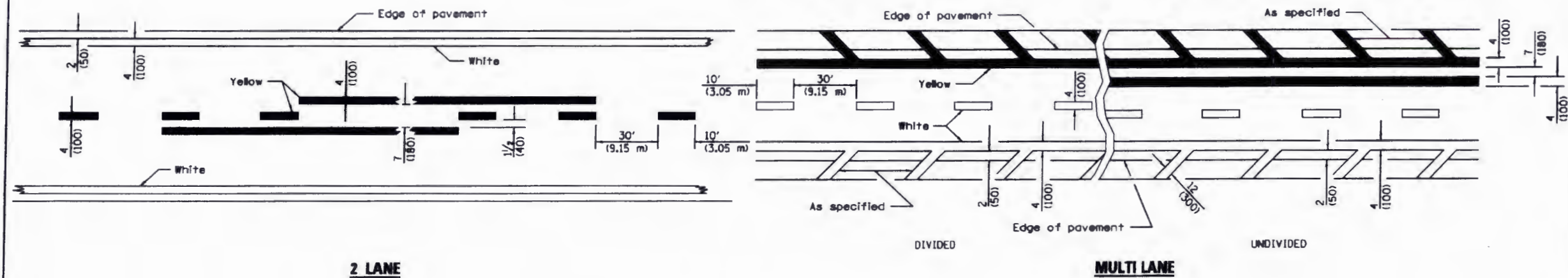
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4' 000	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4' 000	SOLID	YELLOW	11' 000 C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4' 000 2 @ 4' 000	SOLID SOLID	YELLOW YELLOW	8 1/2' 040 C-C FROM SKIP-DASH CENTERLINE 11' 000 C-C ONET SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4' 000 5' 0250 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' 000 LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4' 000	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	4' 000 LINE, FULL SIZE LETTERS & SYMBOLS @ 4' 000	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4' 000 EACH DIRECTION 8' 0250 LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH 8 1/2' 040 C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSHALE LINES (PEDESTRIAN & DIAGONAL) MARKS & SKEWED TRANS. L. (LONGITUDINAL, BANK CROWN)	2 @ 6' 000 12' 000 @ 45° 12' 000 @ 30°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 1' 000 APART 2' 000 APART SEE TYPICAL CROSSHALE MARKING DETAILS.
STOP LINES	24' 000	SOLID	WHITE	PLACE @ 6.1 m IN APPROACH OF AND PARALLEL TO CURBLINE IF PRESENT. ORIGINALLY, PLACE AT BEGINNING STOPPING POINT, PARALLEL TO CROSSHALE CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4' 000 WITH 12' 000 DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW- TWO WAY TRAFFIC WHITE- ONE WAY TRAFFIC	11' 000 C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GOVE MARKING AND CHANNELIZING LINES	8' 000 WITH 12' 000 DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 10' (4.5 m) C-C LESS THAN 30MPH (50 km/h) 30' (9 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 40' (12 m) C-C OVER 45MPH (70 km/h)
RAILROAD CROSSING	24' 000 TRANSVERSE LINES "X" IS 6' (1.8 m) LETTERS 16' (4.9 m) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "X"-3.6 SQ. FT. (0.33 m²) EACH "X"-9.6 SQ. FT. (0.9 m²)
SHOULDER DIAGONALS REQUIRED FOR SHOULDER (2' 0')	12' 000 @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	10' (3 m) C-C LESS THAN 30MPH (50 km/h) 10' (3 m) C-C 30 MPH (50 km/h) TO 45MPH (70 km/h) 10' (3 m) C-C OVER 45MPH (70 km/h)
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW CONFIGURATION 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 78000L.

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

FILE NAME =	USER NAME = jasonj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-07
j:\VLS\483RDINTS\11\mca.gov\FIDOT\Drawings\100T OFF road\Sheet 1 V.Fra to 10.0		60000000 CAD0000\CAD0000\1013.dgn	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50.000' / in.	CHECKED -		REVISED - C. JUCIUS 12-21-15
Default	PLOT DATE = 4/13/2016	DATE = 03-19-90	REVISED - C. JUCIUS 04-12-16

DISTRICT ONE					F.A.	SECTION	COUNTY	TOTAL	SHE
TYPICAL PAVEMENT MARKINGS					RT.			SHEETS	ME
SCALE: NONE					TC-13		CONTRACT NO.		
SHEET 1 OF 1 SHEETS STA. TO STA.					ILLINOIS FED. AID PROJECT				

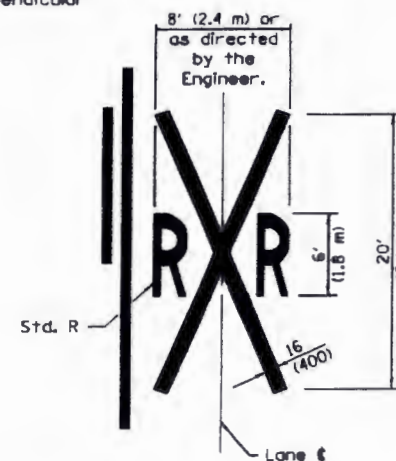


NOTES

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 RRR 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.

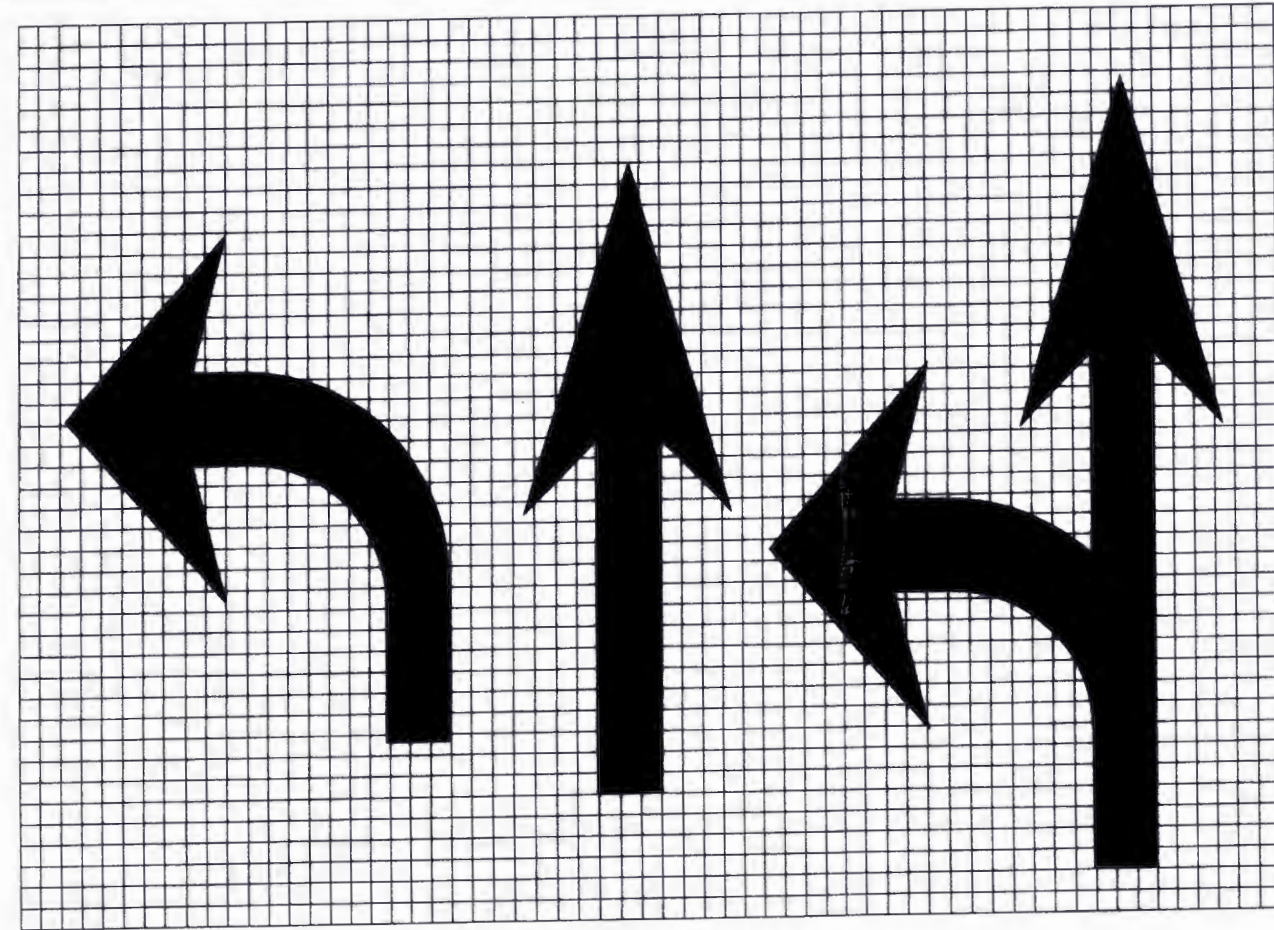
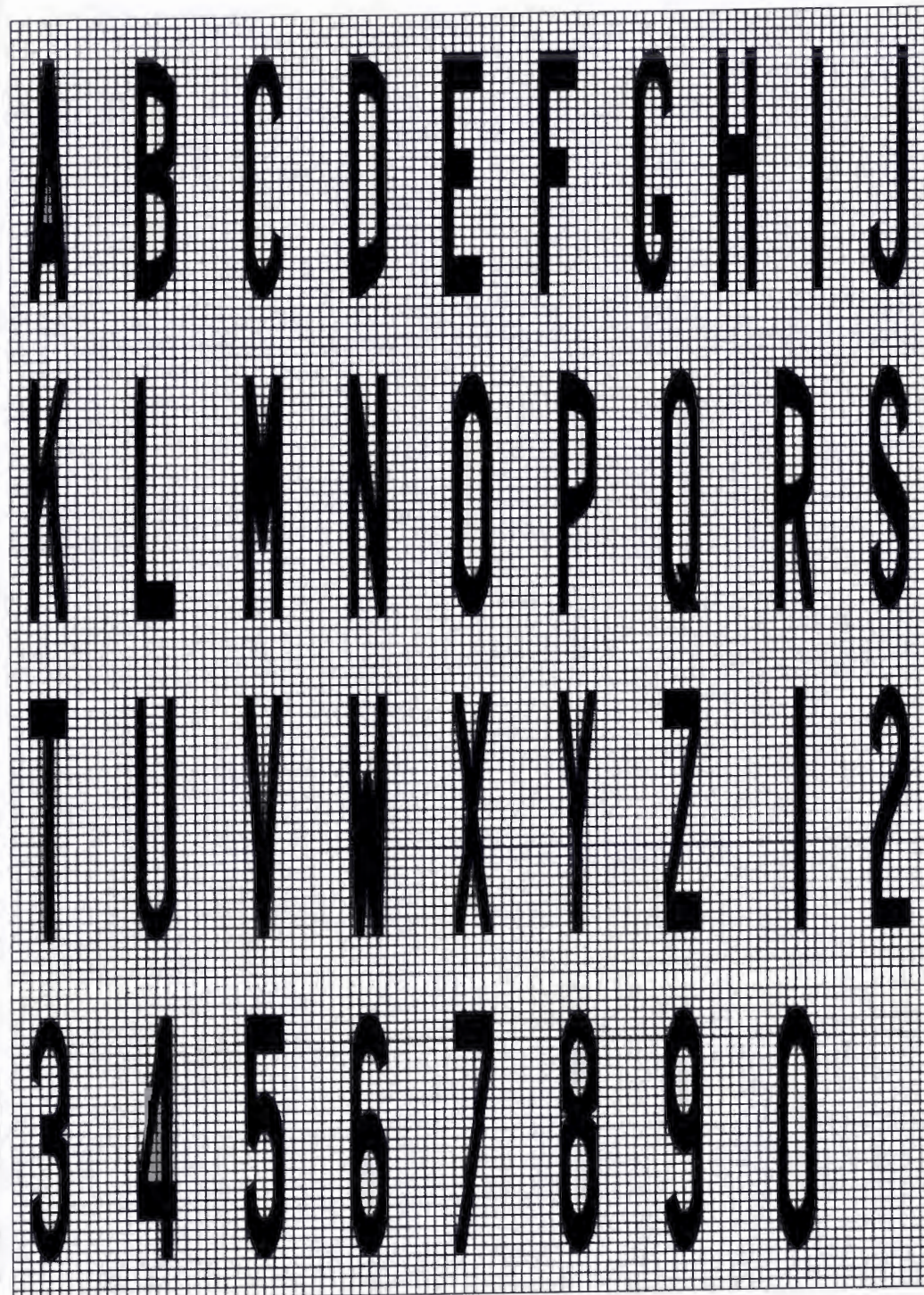
Illinois Department of Transportation	
APPROVED	January 1, 2015
ENGINEER OF OPERATIONS	
APPROVED	January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT	

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

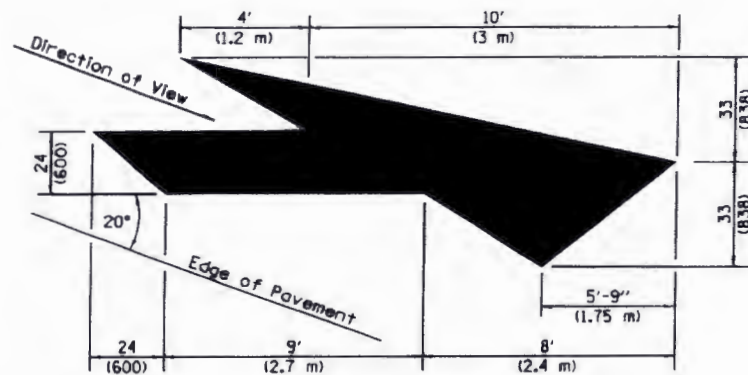
APPROVED January 1, 2015 2015
 ENGINEER OF OPERATIONS
 APPROVED January 1, 2015 2015
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

TYPICAL PAVEMENT MARKINGS

(Sheet 2 of 3)

STANDARD 780001-05



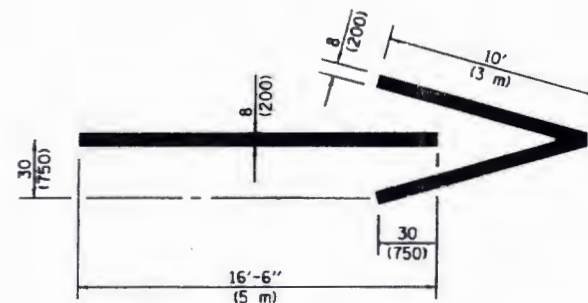
LANE-REDUCTION ARROW
Right lane-reduction arrow shown.
Use mirror image for left lane.



20' (6 m): urban
50' (15 m): rural
(Between arrow
and word or
between words)

ONLY

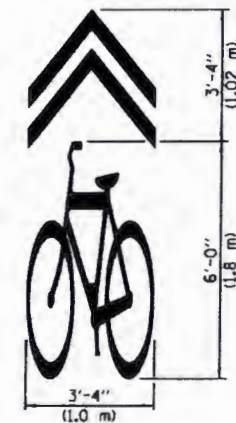
WORD AND ARROW LAYOUT



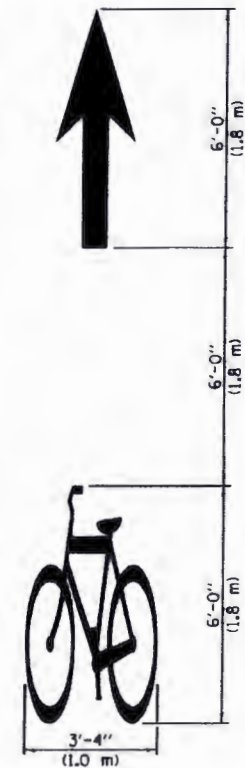
WRONG WAY ARROW



**INTERNATIONAL
SYMBOL OF
ACCESSIBILITY**



**SHARED LANE
SYMBOL**



BIKE SYMBOL
(Arrow is optional.)

Illinois Department of Transportation	
APPROVED <u>January 1, 2015</u> ENGINEER OF OPERATIONS APPROVED <u>January 1, 2015</u> ENGINEER OF DESIGN AND ENVIRONMENT	ISSUED 15-1-1

**TYPICAL PAVEMENT
MARKINGS**

(Sheet 3 of 3)

STANDARD 780001-05



Illinois Department of Transportation

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

Affidavit of Availability
For the Letting of 3/3/2017
(Letting date)

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

Part I. Work Under Contract

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

	1	2	3	4	Awards Pending	
Contract Number	60T08	61A75				
Contract With	IDOT	IDOT	JOLIET PARK	JOLIET	WILMINGTON	
Estimated Completion Date	8/1/17	5/15/17	6/1/17	6/1/17	9/1/17	
Total Contract Price	3,085,370.00	4,784,597.00	440,874.00	1,443,729.00	2,164,103.00	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	2,972,870.00	885,056.00	440,874.00	103,500.00	2,164,103.00	6,566,403.00
Uncompleted Dollar Value if Firm is the Subcontractor						0.00
Total Value of All Work						6,566,403.00

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	753,985.00	50,000.00		50,000.00	583,900.00	1,437,885.00
Portland Cement Concrete Paving						0.00
HMA Plant Mix	861,804.00	216,500.00	137,500.00		525,500.00	1,741,304.00
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces	237,347.00	28,200.00	30,000.00		163,900.00	459,447.00
Highway, R.R. and Waterway Structures						0.00
Drainage	119,565.00		19,700.00		112,700.00	251,965.00
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction	12,589.00	22,000.00	18,000.00		101,300.00	153,889.00
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling	125,400.00				28,700.00	154,100.00
Demolition						0.00
Pavement Markings (Paint)						0.00
Other Construction (Misc)	170,498.00		56,074.00		53,003.00	279,575.00
Other Construction (Mobilization)	37,500.00	21,000.00			115,000.00	173,500.00
Other Construction (Traffic Control)						0.00
Totals	2,318,688.00	337,700.00	261,274.00	50,000.00	1,684,003.00	4,651,665.00

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Illinois Department of Transportation

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

Affidavit of Availability
For the Letting of 3/3/2017
(Letting date)

Instructions: Complete this form by either typing or using black ink.
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Part I. Work Under Contract

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

	1	2	3	4	Awards Pending	
Contract Number	60L72	60L71			61D33	
Contract With	JULAU	JUDLAU	DIAMOND		IDOT	
Estimated Completion Date	8/15/17	8/15/17	8/1/17		10/31/17	
Total Contract Price	1,994,200.00	5,784,500.00	126,606.00		1,223,322.00	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor					1,223,322.00	7,789,725.00
Uncompleted Dollar Value if Firm is the Subcontractor	1,041,800.00	3,662,200.00	126,606.00			4,830,606.00
Total Value of All Work						12,620,331.00

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					133,900.00	1,571,785.00
Portland Cement Concrete Paving						0.00
HMA Plant Mix	1,028,800.00	3,623,200.00	76,800.00		284,800.00	6,754,904.00
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces			47,750.00		112,600.00	619,797.00
Highway, R.R. and Waterway Structures						0.00
Drainage					349,000.00	600,965.00
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction					138,800.00	292,689.00
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling					29,700.00	183,800.00
Demolition						0.00
Pavement Markings (Paint)						0.00
Other Construction (Misc)			2,056.00		41,722.00	323,353.00
Other Construction (Mobilization)	13,000.00	39,000.00			48,000.00	273,500.00
Other Construction (Traffic Control)						0.00
Totals	1,041,800.00	3,662,200.00	126,606.00	0.00	1,138,522.00	10,620,793.00

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Illinois Department of Transportation

Bureau of Construction
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Part I. Work Under Contract

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

	1	2	3	4	Awards Pending	
Contract Number	61D14					
Contract With	IDOT	LOCKPORT	PARK FOREST	WILMINGTON	JOLIET	
Estimated Completion Date	7/1/17	8/1/17	7/1/17	8/1/17	12/1/17	
Total Contract Price	177,488.00	323,620.00	4,886,215.00	2,345,207.00	3,084,310.00	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	177,488.00	323,620.00	2,172,115.00	2,345,207.00	3,084,310.00	15,892,465.00
Uncompleted Dollar Value if Firm is the Subcontractor						4,830,606.00
Total Value of All Work						20,723,071.00

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	29,000.00	26,000.00	41,800.00	378,000.00		2,046,585.00
Portland Cement Concrete Paving						0.00
HMA Plant Mix	3,838.00	75,000.00	512,970.00	347,000.00	666,440.00	8,360,152.00
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces	16,400.00	33,000.00		155,000.00		824,197.00
Highway, R.R. and Waterway Structures						0.00
Drainage	38,700.00	13,500.00	1,264,600.00	357,000.00	2,105,870.00	4,380,635.00
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction	59,700.00	29,000.00	178,700.00	233,000.00	162,000.00	955,089.00
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling		4,500.00				188,300.00
Demolition						0.00
Pavement Markings (Paint)						0.00
Other Construction (Misc)		18,620.00	34,445.00	124,807.00		501,225.00
Other Construction (Mobilization)	6,000.00	30,000.00		140,000.00		449,500.00
Other Construction (Traffic Control)		10,000.00	85,000.00		60,000.00	155,000.00
Totals	153,638.00	239,620.00	2,117,515.00	1,734,807.00	2,994,310.00	17,860,683.00

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Part I. Work Under Contract

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

	1	2	3	4	Awards Pending	
Contract Number						
Contract With	CARLSON	BUILTECH	KEELEY	KEELEY		
Estimated Completion Date	6/1/17	6/1/17	6/1/17	6/1/17		
Total Contract Price	291,800.00	197,400.00	741,500.00	1,690,000.00		Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor					0.00	15,892,465.00
Uncompleted Dollar Value if Firm is the Subcontractor	64,900.00	197,400.00	147,700.00	184,000.00		5,424,606.00
Total Value of All Work						21,317,071.00

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				50,000.00	2,096,585.00
Portland Cement Concrete Paving					0.00
HMA Plant Mix	54,900.00	98,950.00	121,200.00		8,635,202.00
HMA Paving					0.00
Clean & Seal Cracks/Joints					0.00
Aggregate Bases & Surfaces		90,950.00			915,147.00
Highway, R.R. and Waterway Structures					0.00
Drainage					4,380,635.00
Electrical					0.00
Cover and Seal Coats					0.00
Concrete Construction			16,500.00	10,000.00	981,589.00
Landscaping					0.00
Fencing					0.00
Guardrail					0.00
Painting					0.00
Signing					0.00
Cold Milling, Planning & Rotomilling					188,300.00
Demolition					0.00
Pavement Markings (Paint)					0.00
Other Construction (Misc)	10,000.00	7,500.00	10,000.00		528,725.00
Other Construction (Mobilization)					449,500.00
Other Construction (Traffic Control)					155,000.00
Totals	64,900.00	197,400.00	147,700.00	60,000.00	0.00
					18,330,683.00

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Illinois Department of Transportation

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Part I. Work Under Contract

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	1	2	3	4	Awards Pending	
Contract Number						
Contract With	GRAEFEN	MORGAN WYATT				
Estimated Completion Date	8/1/17	8/1/17				
Total Contract Price	1,090,000.00	700,762.00				Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor			0.00	0.00	0.00	15,892,465.00
Uncompleted Dollar Value if Firm is the Subcontractor	984,600.00	331,700.00				6,740,906.00
Total Value of All Work						22,633,371.00

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		50,500.00				2,147,085.00
Portland Cement Concrete Paving						0.00
HMA Plant Mix	667,000.00	126,800.00				9,429,002.00
HMA Paving						0.00
Clean & Seal Cracks/Joints						0.00
Aggregate Bases & Surfaces						915,147.00
Highway, R.R. and Waterway Structures						0.00
Drainage		31,300.00				4,411,935.00
Electrical						0.00
Cover and Seal Coats						0.00
Concrete Construction	295,200.00	36,200.00				1,312,989.00
Landscaping						0.00
Fencing						0.00
Guardrail						0.00
Painting						0.00
Signing						0.00
Cold Milling, Planning & Rotomilling		7,200.00				195,500.00
Demolition						0.00
Pavement Markings (Paint)						0.00
Other Construction (Misc)	22,400.00					551,125.00
Other Construction (Mobilization)						449,500.00
Other Construction (Traffic Control)						155,000.00
Totals	984,600.00	252,000.00	0.00	0.00	0.00	19,567,283.00

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Part III. Work Subcontracted to Others

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

	1	2	3	4	Awards Pending
Subcontractor	R POWER	NAT CREATIONS	TBA	MARK-IT	TBA
Type of Work	ELECTRIC	LANDSCAPING	LANDSCAPE	PAVT MARKING	LANDSCAPING
Subcontract Price	201,394.00	288,170.00	67,900.00	18,385.00	38,500.00
Amount Uncompleted	201,394.00	215,450.00	67,900.00	0.00	38,500.00
Subcontractor	DEL TORO	CITY LIGHTS	TBA	WORK ZONE	TBA
Type of Work	LANDSCAPE	ELECTRIC	EXCAVATING	TRAFFIC	PAVT MKING
Subcontract Price	186,685.00	421,863.00	102,900.00	45,500.00	34,600.00
Amount Uncompleted	186,685.00	242,567.00	102,900.00	0.00	34,600.00
Subcontractor	INDUSTRIAL	INDUSTRIAL	TBA	ALLIED	WORK ZONE
Type of Work	FENCE	FENCE	PAVT MKING	LANDSCAPE	TRAFFIC
Subcontract Price	23,693.00	4,490.00	2,000.00	107,050.00	62,200.00
Amount Uncompleted	23,693.00	0.00	2,000.00	53,500.00	62,200.00
Subcontractor	D2K TRAFFIC	D2K TRAFFIC	TBA		TBA
Type of Work	TRAFFIC	TRAFFIC	GATE		ELECTRIC
Subcontract Price	127,116.00	152,414.00	6,800.00		344,800.00
Amount Uncompleted	127,116.00	89,339.00	6,800.00		344,800.00
Subcontractor	C3	C3			
Type of Work	LAYOUT	LAYOUT			
Subcontract Price	25,500.00	37,400.00			
Amount Uncompleted	25,500.00	0.00			
Subcontractor	HOMER TREE	HOMER TREE			
Type of Work	TREE REM	TREE REM			
Subcontract Price	15,212.00	22,731.00			
Amount Uncompleted	15,212.00	0.00			
Subcontractor	GARDENSCAPE				
Type of Work	UNDERDRAIN				
Subcontract Price	74,582.00				
Amount Uncompleted	74,582.00				
Total Uncompleted	654,182.00	547,356.00	179,600.00	53,500.00	480,100.00

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 _____, 20____.

Type or Print Name Gary S. Schumal
Officer or Director

President
Title

Notary Public

Signed _____

My commission expires: _____

Company Austin Tyler Construction, Inc

Address 23343 S Ridge Road

Elwood, IL 60421

(Notary Seal)

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					TBA
Type of Work					LANDSCAPING
Subcontract Price					79,800.00
Amount Uncompleted					79,800.00
Subcontractor					TBA
Type of Work					PAVT MKING
Subcontract Price					4,000.00
Amount Uncompleted					4,000.00
Subcontractor					TBA
Type of Work					TRAFFIC
Subcontract Price					10,000.00
Amount Uncompleted					1,000.00
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					
Total Uncompleted	0.00	0.00	0.00	0.00	84,800.00

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

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this ____ day of _____, 20____.

Type or Print Name Gary S. Schumal
Officer or Director

President
Title

Notary Public

Signed _____

My commission expires: _____

Company Austin Tyler Construction, Inc

Address 23343 S Ridge Road

Elwood, IL 60421

(Notary Seal)

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	TBA	NORTHERN	ALLIED	ALLIED	TBA
Type of Work	LANDSCAPE	GUARDRAIL	LANDSCAPE	LANDSCAPE	LANDSCAPE
Subcontract Price	14,200.00	38,000.00	54,600.00	49,000.00	40,000.00
Amount Uncompleted	14,200.00	38,000.00	54,600.00	49,000.00	40,000.00
Subcontractor	TBA	SEASONS		H&H	HOMER
Type of Work	PAVT MKING	LANDSCAPE		ELECTRIC	TREE REM
Subcontract Price	2,900.00	46,000.00		374,400.00	4,500.00
Amount Uncompleted	2,900.00	46,000.00		374,400.00	4,500.00
Subcontractor	WORK ZONE			NORTHERN	TBA
Type of Work	TRAFFIC			GUARDRAIL	PAVT MKING
Subcontract Price	6,750.00			39,000.00	15,500.00
Amount Uncompleted	6,750.00			39,000.00	15,500.00
Subcontractor				WORK ZONE	TBA
Type of Work				TRAFFIC	TRAFFIC
Subcontract Price				129,000.00	30,000.00
Amount Uncompleted				129,000.00	30,000.00
Subcontractor				MKG SPL	
Type of Work				PAVT MARKING	
Subcontract Price				19,000.00	
Amount Uncompleted				19,000.00	
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Total Uncompleted	23,850.00	84,000.00	54,600.00	610,400.00	90,000.00

I, being duly sworn, do hereby declare this affidavit is a true and correct statement relating to ALL uncompleted contracts of the undersigned for Federal, State, 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 _____, 20____.

Type or Print Name Gary S. Schumal

President

Officer or Director

Title

Notary Public

Signed _____

My commission expires: _____

Company Austin Tyler Construction, Inc

Address 23343 S Ridge Road

Elwood, IL 60421

(Notary Seal)

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				UTILITY	
Type of Work				ELECTRIC	
Subcontract Price				155,000.00	
Amount Uncompleted				50,000.00	
Subcontractor				WORK ZONE	
Type of Work				TRAFFIC	
Subcontract Price				13,000.00	
Amount Uncompleted				5,000.00	
Subcontractor				MARK-IT	
Type of Work				PAVT MARKING	
Subcontract Price				20,000.00	
Amount Uncompleted				10,000.00	
Subcontractor				ALLIED	
Type of Work				LANDSCAPE	
Subcontract Price				118,000.00	
Amount Uncompleted				59,000.00	
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Total Uncompleted	0.00	0.00	0.00	124,000.00	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 _____ day of _____, 20____.

Type or Print Name Gary S. Schumal

President

Officer or Director

Title

Notary Public

Signed _____

My commission expires: _____

Company Austin Tyler Construction, Inc

Address 23343 S Ridge Road

Elwood, IL 60421

(Notary Seal)

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		VAN MACK			
Type of Work		ELECTRIC			
Subcontract Price		22,800.00			
Amount Uncompleted		22,800.00			
Subcontractor		MARK-IT			
Type of Work		PVT MKING			
Subcontract Price		17,700.00			
Amount Uncompleted		17,700.00			
Subcontractor		TBA			
Type of Work		LANDSCAPE			
Subcontract Price		39,200.00			
Amount Uncompleted		39,200.00			
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					
Total Uncompleted	0.00	79,700.00	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

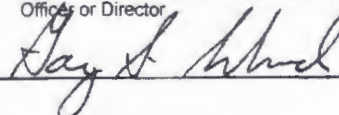
Subscribed and sworn to before me

this 2nd day of MARCH, 2017


Notary Public

Type or Print Name Gary S. Schumal President
Officer or Director Title

Signed



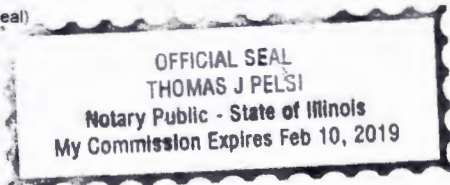
My commission expires: FEB. 10, 2019

Company Austin Tyler Construction, Inc

Address 23343 S Ridge Road

Elwood, IL 60421

(Notary Seal)





Local Agency Proposal Bid Bond

Route	Various
County	Cook and Will
Local Agency	Tinley Park
Section	17-00000-00-GM

RETURN WITH BID

PAPER BID BOND

WE Austin Tyler Construction, Inc., 23343 S. Ridge Rd., Elwood, IL 60421 as PRINCIPAL

and Hudson Insurance Company, 100 William St., New York, NY 10038 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 23rd day of February, 2017.

Austin Tyler Construction Inc.

By:

Gary S Schumal, President (Sign)

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

Hudson Insurance Company

(Name of Surety)

STATE OF ILLINOIS.

COUNTY OF Cook

Dawn Denise Szpisjak

do hereby certify that Gary S Schumal and Lynn M. Blaylock

(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 23rd day of February 2017

My commission expires _____

March 10, 2018

Ben-Ami Israel

_____(Notary Public)

DAWN DENISE SZPISJAK
"OFFICIAL SEAL"

My Commission Expires
March 10, 2018

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.)

[illegible]

Electronic Bid Bond ID Code

(Company/Bidder Name)

(Signature and Title)

Date _____



HUDSON
INSURANCE GROUP

BID BOND POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That HUDSON INSURANCE COMPANY, a corporation of the State of Delaware, with offices at 100 William Street, New York, New York, 10038, has made, constituted and appointed, and by these presents, does make, constitute and appoint

**Lewis M. Spangler, Lynn M. Blaylock,
Dawn-Denise Szpisjak and Maureen Rott**

its true and lawful Attorney(s)-in-Fact, at New York City in the State of New York, each of them alone to have full power to act without the other or others, to make, execute and deliver on its behalf, as Surety, bid bonds for any and all purposes.

Such bid bonds, when duly executed by said Attorney(s)-in-Fact, shall be binding upon said Company as fully and to the same extent as if signed by the President of said Company under its corporate seal attested by its Secretary.

In Witness Whereof, HUDSON INSURANCE COMPANY has caused these presents to be of its Executive Vice President thereunto authorized, on this 3rd day of March, 2014 at New York, New York.



Attest
Dina Daskalakis, Corporate Secretary

HUDSON INSURANCE COMPANY

By:
Christopher T. Suarez, Executive Vice President

STATE OF NEW YORK
COUNTY OF NEW YORK SS.

On the 3rd day of March, 2014 before me personally came Christopher T. Suarez to me known, who being by me duly sworn did depose and say that he is an Executive Vice President of HUDSON INSURANCE COMPANY, the Company described herein and which executed the above instrument, that he knows the seal of said Company, that the seal affixed to said instrument is the corporate seal of said Company, that it was so affixed by order of the Board of Directors of said Company, and that he signed his name thereto by like order

(Notarial Seal)



ANN M. MURPHY
Notary Public, State of New York
No. 01MU6067553
Qualified in Nassau County
Commission Expires December 10, 2017

STATE OF NEW YORK
COUNTY OF NEW YORK

CERTIFICATION

The undersigned Dina Daskalakis hereby certifies

THAT the original resolution, of which the following is a true and correct copy, was duly adopted by unanimous written consent of the Board of Directors of Hudson Insurance Company dated July 27th, 2007, and has not since been revoked, amended or modified

"RESOLVED, that the President, the Executive Vice Presidents, the Senior Vice Presidents and the Vice Presidents shall have the authority and discretion, to appoint such agent or agents, or attorney or attorneys-in-fact, for the purpose of carrying on this Company's surety business, and to empower such agent or agents, or attorney or attorneys-in-fact, to execute and deliver under this Company's seal or otherwise, bonds obligations, and recognizances, whether made by this Company as surety thereon or otherwise, indemnity contracts, contracts and certificates, and any and all other contracts and undertaking made in the course of this Company's surety business, and renewals, extensions, agreements, waivers, consents or stipulations regarding undertakings so made; and

FURTHER RESOLVED, that the signature of any such Officer of the Company and the Company's seal may be affixed by facsimile to any power of attorney or certification given for the execution of any bond, undertaking, recognizance, contract of indemnity or other written obligation in the nature thereof or related thereto, such signature and seal when so used whether heretofore or hereafter, being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed"

THAT the above and foregoing is a full, true and correct copy of Power of Attorney issued by said Company, and of the whole of the original and that the said Power of Attorney is still in full force and effect and has not been revoked, and furthermore that the Resolution of the Board of Directors, set forth in the said Power of Attorney is now in force



Form 100 8 2010 (v1)

In Witness the hand of the undersigned and the seal of said Company this 23rd day of February, 2017

By:
Dina Daskalakis, Corporate Secretary



**Illinois Department
of Transportation**

**Apprenticeship or Training
Program Certification**

Return with Bid

Route Various
County Cook and Will
Local Agency Tinley Park
Section 17-00000-00-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.

LABORERS LOCAL 75 - IL017-0402

OPERATORS LOCAL 150 - IL00878013

CEMENT FINISHERS LOCAL 11 - IL004890005

- 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: Austin Tyler Construction, Inc.

Address: 23343 S Ridge Road
Elwood, IL 60421

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 17-00000-00-GM
Route Various

State of ILLINOIS)
County of WILL) ss.

I, Gary S. Schumal of ELWOOD, ILLINOIS,
(Name of Affiant) (City of Affiant) (State of Affiant)

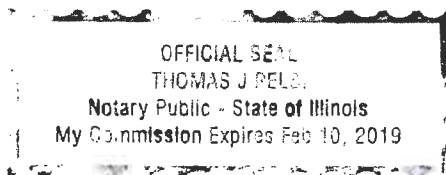
being first duly sworn upon oath, states as follows:

1. That I am the President of Austin Tyler Construction, Inc.
officer or position bidder
2. That I have personal knowledge of the facts herein stated.
3. That, if selected under this proposal, Austin Tyler Construction, Inc., will maintain a
(bidder)
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.

Gary S. Schumal
(Signature)
Gary S. Schumal
(Print Name of Affiant)

This instrument was acknowledged before me on 2ND day of MARCH, 2017.

(SEAL)



Thomas J. Pelcz
(Signature of Notary Public)