THE VILLAGE OF TINLEY PARK
Cook County, Illinois
Will County, Illinois

RESOLUTION
NO. 2019-R-038

A RESOLUTION APPROVING A CONTRACT FOR THE 2019 PAVEMENT MANAGEMENT PROGRAM (PMP) TO GALLAGHER ASPHALT CORPORATION

JACOB C. VANDENBERG, PRESIDENT
KRISTIN A. THIRION, VILLAGE CLERK

CYNTHIA A. BERG
WILLIAM P. BRADY
WILLIAM A. BRENNAN
DIANE M. GALANTE
MICHAEL W. GLOTZ
MICHAEL G. MUELLER
Board of Trustees

Published in pamphlet form by authority of the President and Board of Trustees of the Village of Tinley Park

RESOLUTION NO. 2019-r-038

A RESOLUTION APPROVING A CONTRACT FOR THE 2019 PAVEMENT MANAGEMENT PROGRAM (PMP) TO GALLAGHER ASPHALT CORPORATION

WHEREAS, the Village of Tinley Park, Cook and Will Counties, Illinois, is a Home Rule Unit pursuant to the Illinois Constitution of 1970; and

WHEREAS, the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties, Illinois, have considered entering into a Contract with Gallagher Asphalt Corporation, a true and correct copy of such Contract being attached hereto and made a part hereof as **EXHIBIT 1**; and

WHEREAS, the Corporate Authorities of the Village of Tinley Park, Cook and Will Counties, Illinois, have determined that it is in the best interests of said Village of Tinley Park that said Contract be entered into by the Village of Tinley Park;

NOW, THEREFORE, Be It Resolved by the President and Board of Trustees of the Village of Tinley Park, Cook and Will Counties, Illinois, as follows:

Section 1: The Preambles hereto are hereby made a part of, and operative provisions of, this Resolution as fully as if completely repeated at length herein.

Section 2: That this President and Board of Trustees of the Village of Tinley Park hereby find that it is in the best interests of the Village of Tinley Park and its residents that the aforesaid "Contract" be entered into and executed by said Village of Tinley Park, with said Contract to be substantially in the form attached hereto and made a part hereof as **EXHIBIT 1**, subject to review and revision as to form by the Village Attorney.

Section 3: That the President and Clerk of the Village of Tinley Park, Cook and Will Counties, Illinois are hereby authorized to execute for and on behalf of said Village of Tinley Park the aforesaid Contract.

Section 4: That this Resolution shall take effect from and after its adoption and approval.

ADOPTED this 21st day of May, 2019, by the Corporate Authorities of the Village of Tinley Park on a roll call vote as follows:

AYES: Berg, Brady, Brennan, Galante, Glotz, Mueller

NAYS: None

ABSENT: None

APPROVED this 21st day of May, 2019, by the President of the Village of Tinley Park.

Village President

ATTEST:

Village Clerk

EXHIBIT 1

CONTRACT APPROVAL FOR THE 2019 PAVEMENT MANAGEMENT PROGRAM (PMP) TO GALLAGHER ASPHALT CORPORATION

Illinois Department of Transportation

19-R0005.01

Local Public Agency
Formal Contract

PROPOSAL SUBMITTED BY		
Gallagher Asphalt Corporation		
Contractor's Name		
18100 South Indiana Avenue		---
Street		P.O. Box
Thornton,	IL	60476
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. 19-00000-00-GM

TYPES OF FUNDS MFT and OTHER

☒ SPECIFICATIONS (required) ☒ PLANS (required)

For Municipal Projects

Submitted/Approved/Passed

☐ Mayor ☐ President of Board of Trustees ☒ Municipal Official

Date

Department of Transportation

☒ Concurrence in approval of award

Regional Engineer

6/6/19
Date

For County and Road District Projects

Submitted/Approved

Highway Commissioner

Date

Submitted/Approved

County Engineer/Superintendent of Highways

Date

County Cook and Will
Local Public Agency Village of Tinley Park
Section Number 19-00000-00-GM
Route Various

1. THIS AGREEMENT, made and concluded the 21st day of May, 2019 (Month and Year)

between the Village of Tinley Park

acting by and through its Mayor and Board of Trustees known as the party of the first part, and

Gallagher Asphalt Corporation 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 19-00000-00-GM, in Village of Tinley Park,

approved by the Illinois Department of Transportation on 04-04-2019 (Date), are essential documents of this

contract and are a part hereof.

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

Attest: _____ Clerk
Kristin A. Thirion, Village Clerk
(Seal)

The Village of Tinley Park
By _____, Mayor
Party of the First Part

(If a Corporation)

Corporate Name Gallagher Asphalt Corporation
By _____
Vice President
Party of the Second Part

(If a Co-Partnership)

Attest: _____
Secretary

_____

_____

Partners doing Business under the firm name of

_____
Party of the Second Part

(If an individual)

_____
Party of the Second Part

Illinois Department of Transportation

Bond No. 9310930

Contract Bond

2020 PMP Resurfacing Program

Route Various

County Cook and Will

Local Agency Village of Tinley Park

Section 19-00000-00-GM

We, Gallagher Asphalt Corporation

18100 S. Indiana Avenue, Thornton, IL 60476

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

as PRINCIPAL, and Fidelity and Deposit Company of Maryland

1299 Zurich Way, Schaumburg, IL 60196 as SURETY,

are held and firmly bound unto the above Local Agency (hereafter referred to as "LA") in the penal sum of Three Million Seven Hundred Seventy-Seven Thousand Seven Hundred Ninety-Four and 75/100---

--- Dollars ($3,777,794.75---), lawful money of the United States, well and truly to be paid unto said LA, for the payment of which we bind ourselves, our heirs, executors, administrators, successors, jointly to pay to the LA this sum under the conditions of this instrument.

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

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

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this 24th day of May A.D. 2019

PRINCIPAL

Gallagher Asphalt Corporation
(Company Name)

By: Vice-Pres. (Signature & Title)

Attest: Secretary (Signature & Title)

(Company Name)

By: (Signature & Title)

Attest: (Signature & Title)

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

STATE OF ILLINOIS.

COUNTY OF Kankakee

I, Karen I. Hankus, a Notary Public in and for said county, do hereby certify that

Jeffrey L. Kolmodin & Daniel J. Gallagher
(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 24th day of May A.D. 2019

My commission expires 6-11-22

Notary Public (SEAL)

OFFICIAL SEAL
KAREN I HANKUS
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:06/11/22

SURETY

Fidelity and Deposit Company of Maryland
(Name of Surety)

By: Lucianne Bischoff
(Signature of Attorney-in-Fact)
Lucianne Bischoff

(SEAL)

STATE OF ILLINOIS.

COUNTY OF Cook

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

Lucianne Bischoff
(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 24th day of May A.D. 2019

My commission expires 09/21/22

Notary Public

"OFFICIAL SEAL"
Carol A. Dougherty
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 09/21/22

Approved this ~~21st~~ 24th day of May, A.D. 2019

Attest:

Clerk
Kristin A. Thirion, Village Clerk

VILLAGE OF TINLEY PARK
(Awarding Authority)

Mayor

IL 494-0372

BLR 12321 (Rev. 7/05)

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

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by **Robert D. Murray, Vice President**, in pursuance of authority granted by Article V. Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Brien SPODEN, Lucianne BISCHOFF, Robert B. SCHULTZ, Kirk LISKIEWITZ, J.S. POHL, James L. SULKOWSKI, Carol A. DOUGHERTY, Sherene L. HEMLER, Mike POHL, Courtney A. FLASKA, Samantha BRADTKE and Christine EITEL, all of Schaumburg, Illinois, EACH,** its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings,** and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply. to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

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

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 9th day of April, A.D. 2019.

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

By: Robert D. Murray
Vice President

By: Dawn E. Brown
Secretary

State of Maryland
County of Baltimore

On this 9th day of April A.D. 2019, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same. and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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

Constance A. Dunn

Constance A. Dunn, Notary Public
My Commission Expires: July 9, 2019

EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 24th day of May, 2019.

By: Brian M. Hodges
Vice President

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

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

Robinson ENGINEERING

Municipal Expertise. Community Commitment.

April 22, 2019

VILLAGE OF TINLEY PARK
VARIOUS – FY 2020 PMP RESURFACING PROGRAM
REL PROJECT # – 19-R0005.01

ADDENDUM NO. 1

Shall consist of One (1) page of revised text.
Please acknowledge the additions/clarifications of the revised bid book sections.

PROPOSAL

1. Page 3 of 6 on BLR 12200. Line 5 date changed from 09/15/2019 to 10/31/2019
   5. The undersigned agrees to complete the work within _____ working days or by 10/31/2019 unless additional time is granted in accordance with the specifications.

If you have any questions pertaining to this Addendum No. 1 call our office at 815-806-0300.
A copy of this Addendum should be signed by each contractor and faxed back as acknowledgement that the Addendum has been received. A signed copy shall be attached to the final bid.

Very truly yours,

ROBINSON ENGINEERING, LTD.

Christopher J. King
Christopher J. King
President

Signed Acknowledgment of Receipt

Signature: [signature]

Company: Gallagher Asphalt

Date: 4/22/19

RETURN WITH BID

NOTICE TO BIDDERS

County Cook and Will
Local Public Agency Tinley Park
Section Number 19-00000-00-GM
Route Various

Sealed proposals for the improvement described below will be received at the office of Village Clerk,
16250 South Oak Park Avenue Tinley Park, IL 60477 (Address) until 10:00 AM (Time) on April 23, 2019 (Date)

Sealed proposals will be opened and read publicly at the office of Village Clerk
16250 South Oak Park Avenue Tinley Park, IL 60477 (Address) at 10:01 AM (Time) on April 23, 2019 (Date)

DESCRIPTION OF WORK

Name FY 2020 PMP Resurfacing Program Length: 59,351 feet (11.2 miles)
Location Various
Proposed Improvement Street Resurfacing by heater scarifying, removal and replacement, HMA patching, miscellaneous concrete repairs, structure adjustments & necessary restoration as directed by the Engineer

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

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

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

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

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

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

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

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

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

RETURN WITH BID

County Cook and Will
Local Public Agency Tinley Park
Section Number 19-00000-00-GM
Route Various

PROPOSAL

1. Proposal of Gallagher Asphalt Corporation
18100 S Indiana Avenue, Thornton, IL 60476
for the improvement of the above section by the construction of FY 2020 PMP Resurfacing Program
Proposed Improvement:Street resurfacing by heater scarifying, removal and replacement,
patching, miscellaneous concrete repairs, structure adjustments, striping, and necessary restoration as directed by the Engineer

a total distance of _____ feet, of which a distance of 59,351 feet, (11.2 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 10/31/2019 unless additional time is granted in accordance with the specifications.

6. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this proposal is either a bid bond if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to:

_____ Treasurer of Village of Tinley Park

The amount of the check is 5% of bid proposal (_____).

7. In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to the sum of the proposal guaranties, which would be required for each individual proposal. If the proposal guaranty check is placed in another proposal, it will be found in the proposal for: Section Number _____.

8. The successful bidder at the time of execution of the contract will be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond or check shall be forfeited to the Awarding Authority.

9. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.

10. A bid will be declared unacceptable if neither a unit price nor a total price is shown.

11. The undersigned submits herewith the schedule of prices on BLR 12200a covering the work to be performed under this contract.

12. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12200a, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.

RETURN WITH BID

Illinois Department of Transportation

REL # 19-R0005.01

SCHEDULE OF PRICES

County Cook
Local Public Agency Village of Tinley Park
Section 19-00000-00-GM
Route Streets 1-54 on map

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.) $3,777,794.75

Bidder's Proposal for making Entire Improvements	

Item No.	Items	Unit	Quantity	Unit Price	Total
1	BITUMINOUS MATERIALS (TACK COAT)	POUND	101,000	0.01	1,010.00
2	LEVELING BINDER (MACHINE METHOD), N50	TON	200	70.00	14,000.00
3	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	580	25.00	14,500.00
4	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	14,800	66.50	984,200.00
5	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	4,100	67.50	276,750.00
6	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	21,000	6.00	126,000.00
7	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	84,100	1.20	100,920.00
8	DRIVEWAY PAVEMENT REMOVAL	SQ YD	2,875	15.00	43,125.00
9	COMBINATION CURB AND GUTTER REMOVAL	FOOT	21,600	7.50	162,000.00
10	SIDEWALK REMOVAL	SQ FT	21,000	2.00	42,000.00
11	CLASS D PATCHES, TYPE II, 2 INCH	SQ YD	50	45.00	2,250.00
12	CLASS D PATCHES, TYPE IV, 2 INCH	SQ YD	225	35.00	7,875.00
13	CLASS D PATCHES, TYPE IV, 5 INCH	SQ YD	1,200	42.00	50,400.00
14	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	1,300	75.00	97,500.00
15	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	1,000	75.00	75,000.00
16	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	250	75.00	18,750.00
17	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	354	75.00	26,550.00
18	AGGREGATE SHOULDERS, TYPE B	TON	625	30.00	18,750.00
19	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1	1,750.00	1,750.00
20	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,000	27.00	27,000.00

Item No.	Items	Unit	Quantity	Unit Price	Total	
21	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1,000	1.50	1,500.00	
22	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	250	3.50	875.00	
23	PAINT PAVEMENT MARKING - LINE 4"	FOOT	18,600	0.50	9,300.00	
24	PAINT PAVEMENT MARKING - LINE 6"	FOOT	2,100	1.00	2,100.00	
25	PAINT PAVEMENT MARKING - LINE 12"	FOOT	1,025	1.75	1,793.75	
26	PAINT PAVEMENT MARKING - LINE 24"	FOOT	525	3.50	1,837.50	TWM
27	RAISED REFLECTIVE PAVEMENT MARKER	EACH	30	130.00	3,900.00	TWM
28	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	30	10.00	300.00	TWM
29	REJUVENATING AGENT	GALLON	28,300	0.01	283.00	
30	HOT IN-PLACE RECYCLING - SURFACE RECYCLING	SQ YD	218,000	3.49	760,820.00	
31	TACTILE/DETECTABLE WARNING SURFACE	SQ FT	4,200	20.00	84,000.00	
32	TOPSOIL FURNISH AND PLACE, 4" (SPECIAL)	SQ YD	12,425	0.01	124.25	
33	SODDING, SPECIAL	SQ YD	12,425	0.01	124.25	
34	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH, SPECIAL	SQ YD	1,300	65.00	84,500.00	
35	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	56,000	1.35	75,600.00	
36	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	27	100.00	2,700.00	
37	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	1,575	45.00	70,875.00	
38	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	300	270.00	81,000.00	
39	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	20	1,000.00	20,000.00	
40	COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT	FOOT	20,600	22.50	463,500.00	
41	RUBBER ADJUSTING RINGS	EACH	700	0.01	7.00	
42	STEEL ADJUSTING RINGS	EACH	25	125.00	3,125.00	
43	REPLACE FRAMES AND ADJUSTMENTS, 4"	EACH	10	400.00	4,000.00	
44	REPLACE FRAMES AND ADJUSTMENTS, 7"	EACH	28	400.00	11,200.00	
45	PIPE UNDERDRAINS, FABRIC LINED TRENCH 6"	FOOT	50	80.00	4,000.00	

RETURN WITH BID

Illinois Department of Transportation

REL # 19-R0005.01

SCHEDULE OF PRICES

County Cook
Local Public Agency Village of Tinley Park
Section 19-00000-00-GM
Route 175th Street- ALTERNATE BID

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.) $222,074.50

Bidder's Proposal for making Entire Improvements

Item No.	Items	Unit	Quantity	Unit Price	Total
1	BITUMINOUS MATERIALS (TACK COAT)	POUND	250	10.00	2,500.00
2	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	250	85.00	21,250.00
3	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,120	6.50	7,280.00
4	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	2,500	3.50	8,750.00
5	SIDEWALK REMOVAL	SQ FT	1,120	2.50	2,800.00
6	CLASS D PATCHES, TYPE IV, 2 INCH	SQ YD	500	40.00	20,000.00
7	CLASS D PATCHES, TYPE IV, 5 INCH	SQ YD	500	55.00	27,500.00
8	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	200	65.00	13,000.00
9	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	400	65.00	26,000.00
10	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	420	65.00	27,300.00
11	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	700	65.00	45,500.00
12	AGGREGATE SHOULDERS, TYPE B	TON	100	50.00	5,000.00
13	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	100	3.50	350.00
14	PAINT PAVEMENT MARKING - LINE 4"	FOOT	6,100	0.50	3,050.00
15	PAINT PAVEMENT MARKING - LINE 6"	FOOT	500	1.00	500.00
16	PAINT PAVEMENT MARKING - LINE 12"	FOOT	1,050	1.75	1,837.50
17	PAINT PAVEMENT MARKING - LINE 24"	FOOT	200	3.50	700.00
18	RAISED REFLECTIVE PAVEMENT MARKER	EACH	14	150.00	2,100.00
19	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	14	25.00	350.00
20	TACTILE/DETECTABLE WARNING SURFACE	SQ FT	150	20.00	3,000.00

Item No.	Items	Unit	Quantity	Unit Price	Total
21	TOPSOIL FURNISH AND PLACE, 4" (SPECIAL)	SQ YD	350	0.01	3.50
22	SODDING, SPECIAL	SQ YD	350	0.01	3.50
23	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	6	100.00	600.00
24	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	10	270.00	2,700.00

RETURN WITH BID

CONTRACTOR CERTIFICATIONS

County Cook and Will
Local Public Agency Tinley Park
Section Number 19-00000-00-GM
Route Various

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

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

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

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

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

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

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

RETURN WITH BID

County Cook and Will
Local Public Agency Tinley Park
Section Number 19-00000-00-GM
Route Various

SIGNATURES

(If an individual)

Signature of Bidder _____

Business Address _____

(If a partnership)

Firm Name _____

Signed By _____

Business Address _____

Inset Names and Addressed of All Partners _____

(If a corporation)

Corporate Name Gallagher Asphalt Corporation

Signed By _____
President

Business Address 18100 Indiana Avenue
Thornton, IL 60476

Insert Names of Officers
President Charles J. Gallagher
Secretary Daniel J. Gallagher
Treasurer Patrick D. Gallagher

Attest: _____
Secretary

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 5/22/2019

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
The Horton Group
10320 Orland Parkway
Orland Park IL 60467

CONTACT NAME: Certificates Team
PHONE (A/C, No, Ext): 708-845-3917 FAX (A/C, No):
E-MAIL ADDRESS: constructioncerts@thehortongroup.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Allied World Assurance Company	38318
INSURER B : Zurich American Insurance Co.	16535
INSURER C : Berkley Assurance Company	39462
INSURER D :	
INSURER E :	
INSURER F :	

INSURED GALLA-2
Gallagher Asphalt Corp Etal
18100 S. Indiana Ave.
Thornton IL 60476

COVERAGES CERTIFICATE NUMBER: 1006658173 REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
B	GENERAL LIABILITY	Y	Y	GLO1027231	5/1/2019	5/1/2020	EACH OCCURRENCE	$ 1,000,000
	X COMMERCIAL GENERAL LIABILITY						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 300,000
	CLAIMS-MADE X OCCUR						MED EXP (Any one person)	$ 10,000
	X Contractual Liab						PERSONAL & ADV INJURY	$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 2,000,000
	POLICY X PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 2,000,000
								$
B	AUTOMOBILE LIABILITY	Y	Y	BAP1027232	5/1/2019	5/1/2020	COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	X ANY AUTO						BODILY INJURY (Per person)	$
	ALL OWNED AUTOS / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS / X NON-OWNED AUTOS						PROPERTY DAMAGE (Per accident)	$
								$
A	X UMBRELLA LIAB X OCCUR	Y	Y	03113145	5/1/2019	5/1/2020	EACH OCCURRENCE	$ 10,000,000
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$ 10,000,000
	DED X RETENTION $ 10,000							$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N		Y	WC1027230	5/1/2019	5/1/2020	X WC STATU-TORY LIMITS / OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N (Mandatory in NH)	N/A					E.L. EACH ACCIDENT	$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000
C	Professional / Pollution			PCAB5004841	5/1/2019	5/1/2020	Each Claim Aggregate	5,000,000 5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)
The coverage and limits conform to the minimums required by Article 107.27 of the Standard Specifications for Road and Bridge Construction. Additional insured with respect to general liability and auto liability apply only if required by written contract. General liability and auto is primary and non-contributory only when required by written contract with a named insured. A waiver of subrogation in favor of all additional insureds applies to the general liablity, auto and workers compensation only if required by written contract. Umbrella follows form. Per project aggregate applies when required by written contact.

FY2020 PMP Resurfacing Program Section 1900000-00-GM
"GE19206" REL#19-R0005.01 Village of Tinley Park and Robinson Engineering, Ltd. are added as additional insured.

CERTIFICATE HOLDER

Village of Tinley Park
16250 South Oak Park Avenue
Tinley Park, IL 60477

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Additional Insured – Owners, Lessees Or Contractors – Ongoing Operations – Scheduled

ZURICH

Policy No.	Eff. Date of Pol.	Exp. Date of Pol.	Eff. Date of End.	Producer No.	Add'l. Prem	Return Prem.
GLO1027231	05/01/2019	05/01/2020		30319000	INCL	

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the:

Commercial General Liability Coverage Part

SCHEDULE

Name of Person or Organization:	Location and Description of Ongoing Operations:	Additional Premium:
Any person or organization, other than an architect, engineer or surveyor, whom you are required to add as an additional insured under this policy under a written contract or written agreement executed prior to loss, except where such requirement is prohibited by law and where that contract specifically requires the ISO CG2010 10/2001 edition form or the equivalent of same	Any Location or project, other than a wrap-up or other consolidated insurance program location or project for which insurance is otherwise separately provided to you by a wrap-up or other consolidated insurance program	INCL

A. Section II – Who Is An Insured is amended to include as an insured any person or organization shown in the Schedule of this endorsement, but only with respect to liability arising out of your ongoing operations performed for that insured at or from the corresponding location designated and described in the Schedule.

However, if you have entered into a construction contract with an additional insured person or organization shown in the Schedule of this endorsement, the insurance afforded to such additional insured only applies to the extent permitted by law.

B. With respect to the insurance afforded to any additional insured shown in the Schedule of this endorsement, the following additional exclusion applies:This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the site of the covered operations has been completed; or
2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

All other terms and conditions of this policy remain unchanged.

Additional Insured – Owners, Lessees Or Contractors – Completed Operations – Scheduled

ZURICH

Policy No.	Eff. Date of Pol.	Exp. Date of Pol.	Eff. Date of End.	Producer No.	Add'l. Prem	Return Prem.
GLO1027231	05/01/2019	05/01/2020		30319000	INCL	

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the:

Commercial General Liability Coverage Part

SCHEDULE

Name of Person or Organization:	Location and Description of Completed Operations:	Additional Premium:
Any person or organization, other than an architect, engineer or surveyor, whom you are required to add as an additional insured under this policy under a written contract or written agreement executed prior to loss, except where such requirement is prohibited by law and where that contract specifically requires the ISO CG2037 10/2001 edition form or the equivalent of same	Any Location or project, other than a wrap-up or other consolidated insurance program location or project for which insurance is otherwise separately provided to you by a wrap-up or other consolidated insurance program	INCL

Section II – Who Is An Insured is amended to include as an insured any person or organization shown in the Schedule of this endorsement, but only with respect to liability arising out of "your work" at or from the corresponding location designated and described in the Schedule performed for that insured and included in the "products-completed operations hazard".

However, if you have entered into a construction contract with an additional insured person or organization shown in the Schedule of this endorsement, the insurance afforded to such additional insured only applies to the extent permitted by law.

All other terms and conditions of this policy remain unchanged.

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2019

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

ERRATA Standard Specifications for Road and Bridge Construction
(Adopted 4-1-16) (Revised 1-1-19)

SUPPLEMENTAL SPECIFICATIONS

Illinois Department of Transportation

Check Sheet For Recurring Special Provisions

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

Recurring Special Provisions

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1	☐	Additional State Requirements for Federal-Aid Construction Contracts	75
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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
FY 2020 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 # 19-00000-00-GM, in Cook and Will County, and in case of conflict with any part, or parts, of said specifications, the said special provisions shall take precedence and shall govern.

==========

SPECIAL PROVISION

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

The Standard Specifications are amended as follows:

Section 101 Definition of Terms

Article 101.09A is added:

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

Article 101.16 is revised to read:

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

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

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

Art. 101.19 is revised to read:

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

Section 105 Control of Work

Article 105.01 Authority of the Engineer

Article 105.01 is amended to include the following:

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

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

SCOPE OF WORK

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

Base Bid: Streets 1 through 54 as shown in red on the cover page location map and various patching throughout the community as directed by the Engineer

Alternate Bid: 175th Street as shown in orange on the cover page location map.

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

AWARD OR REJECTION

THIS PROJECT SHALL BE AWARDED TO ONLY ONE (1) CONTRACTOR. The Village of Tinley Park reserves the right to award the contract to the lowest responsible Bidder for the Base Bid or the lowest responsible Bidder for the Base Bid plus the Alternate Bid in the schedule of prices, based upon which lowest bid is in the best financial interest of the Village. Providing the lowest bid on the BASE BID or the ALTERNATE BID does not guarantee the Contractor will be awarded the contract, as the Contractor will need to be the lowest bidder on the OPTION the Village ultimately selects at its own discretion.

Each Bidder must submit bids for the BASE BID and the ALTERNATE BID to be eligible for the award of the contract. Failure to do so may result in the rejection of the Contractor's Bid.

Accompanying the proposal is either a bid bond on Department form BLR 12230 or a proposal guarantee check, complying with the specifications made payable to the Village Treasurer, with the amount being 5% of the bid amount for the total of the BASE BID amount plus the ALTERNATE BID amount combined.

The Owner reserves the right to accept or reject any and all proposals or to waive technicalities or to accept or reject any item of any proposal, and to disregard any informality on the bids and bidding, when in it is opinion the best interest of the Village will be served by such actions. After the bid opening time, no bid shall be withdrawn or canceled for a period of sixty (60) calendar days. All bidders must submit a Bid for all items included in the BASE BID and the ALTERNATE BID to have a responsive bid. Failure to comply with all items of this provision will be a basis for rejecting the Bid.

COMPLETION DATE

The contractor is advised that all paving work shall be completed on or before October 15, 2019, all striping work shall be completed by October 20, 2019, all restoration work shall be completed by October 20, 2019, all punch list work by October 31, 2019. Should the contractor fail to comply with the listed dates, the provisions of Section 108.09 shall be applied.

WAGE RATES

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

MATERIAL INSPECTION – REPORTS

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

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

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

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

WORK HOURS

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

MAINTENANCE OF ROADWAYS, ALLEYS, AND DRIVEWAYS

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

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

COORDINATION/SCHEDULING OF WORK

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

At the end of each working day, the contractor shall provide a steel plate, barricades, warning tape and any other safety measures deemed necessary by the Village/Engineer over the excavated area so that traffic, parking or access is not impeded during non-working hours. Access to the property shall be maintained at all times. Placement of temporary aggregate in the roadway and in driveway areas disturbed by the construction shall be used until final conditions are met.

Street clean up and sweeping is also required at the end of each working day. The cost for materials and traffic control items necessary to meet these requirements shall be considered incidental to the contract.

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

PUBLIC UTILITIES

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

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

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

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

TRAFFIC CONTROL PLAN

Effective: September 30, 1985
Revised: January 1, 2007

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

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

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

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

DISTRICT ONE DETAILS: TC-10, TC-13

SPECIAL PROVISIONS: Traffic Control Plan, Maintenance of Roadways

The Contractor shall not remove any traffic control or safety devices until the entire job is complete. The Contractor shall obtain, erect, maintain and remove all signs, barricades, flagmen and other traffic control devices as may be necessary for the purpose of regulating, warning or guiding traffic. Placement and maintenance of all traffic control devices shall be in accordance with the applicable parts of Article 107.14 of the Standard Specifications and the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways and the attached special provisions. The Contractor is solely

responsible for ensuring all traffic control devices are installed and maintained in accordance with applicable state standards.

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

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

SAW CUT JOINTS

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

QUANTITIES FOR PAVEMENT PATCHING

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

PATCHING LIMITATIONS

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

CLASS D PATCHES

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

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

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

AGGREGATE SHOULDERS, TYPE B

This work shall consist of removal and replacement of the existing aggregate shoulder section in accordance with the applicable sections of Article 481 of the Standard Specifications at locations as directed by the Engineer in the field. The aggregate shoulder shall be placed four inches (4") in depth and two feet (2') in width. Any removal of material or earth excavation necessary to place the four inch (4") aggregate shoulder shall be included in the cost of this item. This work shall be paid for at the contract unit price per TON for AGGREGATE SHOULDERS, TYPE B.

TACTILE/DETECTABLE WARNING SURFACE

This item shall consist of the placement of detectable warning plates in accordance with the IDOT Standard for Perpendicular Curb Ramps for Sidewalks and Mid-Block Curb Ramps for Sidewalks in accordance with Article 424.09 of the Standard Specifications. The detectable warning plate(s) shall be polymer composite material Federal Standard brick red in color cast in place non-replaceable design and meet the Village of Tinley Park Standards. No hardware shall

be present on the tile and the tiles shall be installed such that at least one inch of concrete surrounds the outer edges of the tile. 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.

TOPSOIL FURNISH AND PLACE, 4" (SPECIAL)

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

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

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

SODDING, SPECIAL

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

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

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

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

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

PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH, SPECIAL

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

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

HOT-MIX ASPHALT SURFACE REMOVAL

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

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

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

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

VALVE BOXES TO BE ADJUSTED, (SPECIAL)

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

HOT MIX ASPHALT DRIVEWAY PAVEMENT, 6"

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

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

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

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

DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED OR RECONSTRUCTED

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

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

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

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

STEEL ADJUSTING RINGS

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

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

RUBBER ADJUSTING RINGS

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

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

REPLACE FRAMES AND ADJUSTMENTS, [SPECIFIED SIZE]

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

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

COMBINATION CONCRETE CURB AND GUTTER REPLACEMENT

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

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

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

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

PIPE UNDERDRAINS FABRIC LINED TRENCH, 6"

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

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

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

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

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

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

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

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

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

DRAINAGE AND INLET PROTECTION UNDER TRAFFIC (DISTRICT 1)

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

Add the following to Article 603.02 of the Standard Specifications:

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

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

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

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

Revise Article 603.07 of the Standard Specifications to read:

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

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

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

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

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

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

Placement shall be according to the manufacturer's specifications.

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

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

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

Revise Section 1031 of the Standard Specifications to read:

"SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Engineer will notify the Contractor of observed deficiencies.

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

Test Parameter	Acceptable Limits of Precision

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

1/ Based on washed extraction.

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

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

1031.05 Quality Designation of Aggregate in RAP and FRAP.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Max Asphalt Binder Replacement for FRAP with RAS Combination

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) Dryer Drum Plants.

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

b. HMA mix number assigned by the Department.

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

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

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

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

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

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

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

j. Accumulated mixture tonnage.

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

(2) Batch Plants.

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

b. HMA mix number assigned by the Department.

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

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

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

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

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

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

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

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

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

ADJUSTMENTS AND RECONSTRUCTIONS
Effective: March 15, 2011

Revise the first paragraph of Article 602.04 to read:

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

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

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

Revise Article 603.05 to read:

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

Revise Article 603.06 to read:

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

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

Revise the first sentence of Article 603.07 to read:

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

HMA MIXTURE DESIGN REQUIREMENTS (D-1)

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

1) Design Composition and Volumetric Requirements

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

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

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

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

1/ CA 16 or CA 13 may be blended with the gradations listed.
2/ The coarse aggregates used shall be capable of being combined with stone sand, slag sand, or steel slag sand meeting the FA/FM 20 gradation and mineral filler to meet the approved mix design and the mix requirements noted herein.
3/ CA 13 shall be 100 percent passing the 1/2 in. (12.5mm) sieve.

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

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

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

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

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

"High ESAL	IL-19.0 binder; IL-9.5 surface; IL-4.75; SMA-12.5, SMA-9.5
Low ESAL	IL-19.0L binder; IL-9.5L surface; Stabilized Subbase (HMA)[1/]; HMA 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 Ndesign = 90.

3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.

4/ The maximum percent passing the #635 (20 µm) sieve shall be ≤ 3 percent.

5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above the percentage stated on the table.

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

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

"(1) High ESAL Mixtures. The target value for the air voids of the HMA shall be 4.0 percent and for IL-4.75 it shall be 3.5 percent at the design number of gyrations. The VMA and VFA of the HMA design shall be based on the nominal maximum size of the aggregate in the mix, and shall conform to the following requirements.

VOLUMETRIC REQUIREMENTS High ESAL				
	Voids in the Mineral Aggregate (VMA), % minimum			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 at the beginning of each construction year according to the Manual of Test Procedures for Materials "Hot Mix Asphalt Test Strip Procedures". At the request of the Producer, the Engineer may waive the test strip if previous construction during the current construction year has demonstrated the constructability of the mix using Department test results."

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

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

Method of Measurement:

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

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

Basis of Payment.

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

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

Maintenance of Roadways

Effective: September 30, 1985 Revised: November 1, 1996

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

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

FRICTION AGGREGATE (D-1)

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

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

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

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

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

Use	Mixture	Aggregates Allowed	
HMA High ESAL Low ESAL	C Surface and Leveling Binder IL-9.5 or IL-9.5L SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination</u> [5/]: Crushed Gravel Carbonate Crushed Stone[2/] Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag[4/] Crushed Concrete[3/]	
HMA High ESAL	D Surface and Leveling Binder IL-9.5 SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination</u> [5/]: Crushed Gravel Carbonate Crushed Stone (other than Limestone)[2/] Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag[4/] Crushed Concrete[3/]	
		<u>Other Combinations Allowed:</u>	
		Up to...	*With...*
		25% Limestone	Dolomite
		50% Limestone	Any Mixture D aggregate other than Dolomite
		75% Limestone	Crushed Slag (ACBF) or Crushed Sandstone
HMA High ESAL	E Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> [5/ 6/]: Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		Up to...	*With...*

Use	Mixture	Aggregates Allowed	
		50% Dolomite[2/]	Any Mixture E aggregate
		75% Dolomite[2/]	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone
		75% Crushed Gravel[2/] or Crushed Concrete[3/]	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag
HMA High ESAL	F Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> [5/ 6/]: Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed</u>:	
		Up to...	*With...*
		50% Crushed Gravel[2/], Crushed Concrete[3/], or Dolomite[2/]	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

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

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

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

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

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

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

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

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

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

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

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

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

Add the following note to 1030.02 of the Standard Specifications:

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

BDE SPECIAL PROVISIONS
For the April 26, 2019 and June 14, 2019 Lettings

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

File Name	#		Special Provision Title	Effective	Revised
80099	1	☐	Accessible Pedestrian Signals (APS)	April 1, 2003	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	Aug. 1, 2017
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
80404	10	☐	Coarse Aggregate Quality for Micro-Surfacing and Cape Seals	Jan. 1, 2019	
* 80384	11	☐	Compensable Delay Costs	June 2, 2017	April 1, 2019
80198	12	☐	Completion Date (via calendar days)	April 1, 2008	
80199	13	☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293	14	☐	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
80311	15	☐	Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
80277	16	☐	Concrete Mix Design – Department Provided	Jan. 1, 2012	April 1, 2016
80261	17	☑	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80387	18	☐	Contrast Preformed Plastic Pavement Marking	Nov. 1, 2017	
* 80029	19	☐	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	March 2, 2019
80402	20	☐	Disposal Fees	Nov. 1, 2018	
80378	21	☐	Dowel Bar Inserter	Jan. 1, 2017	Jan. 1, 2018
80405	22	☐	Elastomeric Bearings	Jan. 1, 2019	
80388	23	☐	Equipment Parking and Storage	Nov. 1, 2017	
80229	24	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
80304	25	☐	Grooving for Recessed Pavement Markings	Nov. 1, 2012	Nov. 1, 2017
80246	26	☑	Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	Aug. 1, 2018
80398	27	☐	Hot-Mix Asphalt – Longitudinal Joint Sealant	Aug. 1, 2018	Jan. 1, 2019
80406	28	☐	Hot-Mix Asphalt – Mixture Design Verification and Production (Modified for I-FIT Projects)	Jan. 1, 2019	
80399	29	☐	Hot-Mix Asphalt – Oscillatory Roller	Aug. 1, 2018	Nov. 1, 2018
80347	30	☐	Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	Aug. 1, 2018
80383	31	☐	Hot-Mix Asphalt – Quality Control for Performance	April 1, 2017	Jan. 1, 2019
80376	32	☑	Hot-Mix Asphalt – Tack Coat	Nov. 1, 2016	
80392	33	☐	Lights on Barricades	Jan. 1, 2018	
80336	34	☐	Longitudinal Joint and Crack Patching	April 1, 2014	April 1, 2016
* 80411	35	☐	Luminaires, LED	April 1, 2019	
* 80393	36	☐	Manholes, Valve Vaults, and Flat Slab Tops	Jan. 1, 2018	March 1, 2019
80400	37	☐	Mast Arm Assembly and Pole	Aug. 1, 2018	
80045	38	☐	Material Transfer Device	June 15, 1999	Aug. 1, 2014
80394	39	☐	Metal Flared End Section for Pipe Culverts	Jan. 1, 2018	April 1, 2018
80165	40	☐	Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
80349	41	☐	Pavement Marking Blackout Tape	Nov. 1, 2014	April 1, 2016
80371	42	☐	Pavement Marking Removal	July 1, 2016	
80390	43	☑	Payments to Subcontractors	Nov. 2, 2017	
80389	44	☑	Portland Cement Concrete	Nov. 1, 2017	
80359	45	☐	Portland Cement Concrete Bridge Deck Curing	April 1, 2015	Nov. 1, 2017

80300	46	☐	Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
80328	47	☐	Progress Payments	Nov. 2, 2013	
3426I	48	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
80157	49	☐	Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
80306	50	☐	Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	Jan. 1, 2019
80407	51	☐	Removal and Disposal of Regulated Substances	Jan. 1, 2019	
80395	52	☐	Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018	
80340	53	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2017
80127	54	☐	Steel Cost Adjustment	April 2, 2004	Aug. 1, 2017
80408	55	☐	Steel Plate Beam Guardrail Manufacturing	Jan. 1, 2019	
80397	56	☐	Subcontractor and DBE Payment Reporting	April 2, 2018	
* 80391	57	☑	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
80317	58	☐	Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	April 1, 2016
80298	59	☐	Temporary Pavement Marking	April 1, 2012	April 1, 2017
20338	60	☐	Training Special Provisions	Oct. 15, 1975	
80403	61	☐	Traffic Barrier Terminal, Type 1 Special	Nov. 1, 2018	
80409	62	☐	Traffic Control Devices - Cones	Jan. 1, 2019	
80410	63	☐	Traffic Spotters	Jan. 1, 2019	
80318	64	☐	Traversable Pipe Grate for Concrete End Sections	Jan. 1, 2013	Jan. 1, 2018
80288	65	☐	Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
80302	66	☐	Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
80071	67	☐	Working Days	Jan. 1, 2002	

The following special provisions are in the 2019 Supplemental Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location(s)	Effective	Revised
80382	Adjusting Frames and Grates	Articles 602.02(s) and (t), 1043.04, and1043.05	April 1, 2017	
80366	Butt Joints	Article 406.08(c)	July 1, 2016	
80386	Calcium Aluminate Cement for Class PP-5 Concrete Patching	Article 1001.01(e)	Nov. 1, 2017	
80396	Class A and B Patching	Articles 442.06(a)(1) and (2)	Jan. 1, 2018	Nov. 1, 2018
80377	Portable Changeable Message Signs	Articles 701.20(h) and 1106.02(i)	Nov. 1, 2016	April 1, 2017
80385	Portland Cement Concrete Sidewalk	Article 424.12	Aug. 1, 2017	

The following special provision has been deleted from use.

File Name	Special Provision Title	Effective	Revised
80401	Portland Cement Concrete Pavement Connector for Bridge Approach Slab	Aug. 1, 2018	

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

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

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010
Revised: November 1, 2014

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

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

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

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

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

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

a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (http://www.epa.gov/cleandiesel/verification/verif-list.htm), or verified by the California Air Resources Board (CARB) (http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm); or

b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit

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

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

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

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

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

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

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

Diesel Retrofit Deficiency Deduction

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

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

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

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

80261

HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)

Effective: January 1, 2010
Revised: August 1, 2018

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.

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

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

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

SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%"

80246

HOT-MIX ASPHALT – TACK COAT (BDE)

Effective: November 1, 2016

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

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

80376

PAYMENTS TO SUBCONTRACTORS (BDE)

Effective: November 2, 2017

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

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

80390

PORTLAND CEMENT CONCRETE (BDE)

Effective: November 1, 2017

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

"TABLE 1. CLASSES OF CONCRETE AND MIX DESIGN CRITERIA		
Class of Conc.	Use	Air Content %
PP	Pavement Patching Bridge Deck Patching (10)	
	PP-1	4.0 - 8.0"
	PP-2	
	PP-3	
	PP-4	
	PP-5	

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

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

80389

SUBCONTRACTOR MOBILILATION PAYMENTS (BDE)

Effective: November 2, 2017

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

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

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

80391

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

SPECIAL PROVISION FOR INSURANCE

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

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

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

Village of Tinley Park

Robinson Engineering, Ltd.

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

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

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

Effective: January 1, 2012

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

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

Materials. Materials shall be according to the following.

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

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

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

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

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

Equipment. Equipment shall be according to the following.

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

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

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

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

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

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

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

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

CONSTRUCTION REQUIREMENTS

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

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

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

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

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

TABLE 1 - MINIMUM ROLLER REQUIREMENTS FOR HIR – SURFACE RECYCLING			
Breakdown Roller (one of the following)[1]	Intermediate Roller	Final Roller (one or more of the following)[1]	Density Requirement
V_D, P	--	V_S, T_B, T_F	95 - 102 percent of the target density obtained on the growth curve

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

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

Method of Measurement.

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

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

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

The HMA surface will be paid for according to Article 406.14

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

Prevailing Wage Rates for Cook County - effective August 15, 2018

County	Trade Title	Region	Type	Class	Base Wage	Foreman Wage	OT M-F	OT Sa	OT Su	OT Hol	H/W	Pension	Vacation	Training	Other Fringe Benefit
Cook	ASBESTOS ABT-	All	ALL		42.72	43.72	1.5	1.5	2	2	14.9	12.57	0	0.68	0
Cook	ASBESTOS ABT-	All	BLD		37.88	40.38	1.5	1.5	2	1.5	12.92	11.82	0	0.72	0
Cook	BOILERMAKER	All	BLD		49.46	53.91	1.5	1.5	2	2	6.97	20.4	0	1.6	0
Cook	BRICK MASON	All	BLD		46.19	50.8	1.5	2	2	2	10.65	17.92	0	1.77	0
Cook	CARPENTER	All	ALL		47.35	49.35	1.5	1.5	2	2	11.79	20.41	0	0.63	0
Cook	CEMENT MASC	All	ALL		45.25	47.25	2	1.5	2	2	14.25	17.03	0	1.1	1.36
Cook	CERAMIC TILE F	All	BLD		39.56		2	1.5	2	2	10.75	12.02	0	0.97	0
Cook	COMM. ELECT.	All	BLD		43.96	46.76	1.5	1.5	2	2	9.85	13.26	1.25	0.85	0
Cook	ELECTRIC PWR	All	ALL		51.9	56.9	1.5	1.5	2	2	12.04	17.18	0	3.23	0
Cook	ELECTRIC PWR	All	ALL		39.39		1.5	1.5	2	2	3.77	24.62	0	0	0
Cook	ELECTRIC PWR	All	ALL		50.5	55.5	1.5	1.5	2	2	11.69	17.2	0	2.61	0
Cook	ELECTRICIAN	All	ALL		48.35	51.35	1.5	1.5	2	2	15.13	16.52	1.25	1.28	0
Cook	ELEVATOR CON	All	BLD		54.85		2	2	2	2	15.43	16.61	4.39	0.61	0
Cook	FENCE ERECTO	All	ALL		40.88	42.88	1.5	1.5	2	1.5	13.59	14.76	0	0.65	0
Cook	GLAZIER	All	BLD		43.85	45.35	1.5	2	2	2	14.37	21.11	0	0.94	0
Cook	HT/FROST INSL	All	BLD		50.5	53	1.5	1.5	2	2	12.92	13.16	0	0.87	0
Cook	IRON WORKER	All	ALL		48.33	51.83	2	2	2	2	14.15	23.28	0	0.35	0
Cook	LABORER	All	ALL		42.72	44.32	1.5	1.5	2	2	14.9	12.57	0	0.72	0
Cook	LATHER	All	ALL		47.35	49.35	1.5	1.5	2	2	11.79	20.41	0	0.63	0
Cook	MACHINIST	All	BLD		48.38	50.88	1.5	1.5	2	2	7.23	8.95	1.85	1.32	0
Cook	MARBLE FINISH	All	ALL		34.65	47.7	1.5	1.5	2	2	10.65	16.46	0	0.49	0
Cook	MARBLE MASO	All	BLD		45.43	49.97	1.5	1.5	2	2	10.65	17.39	0	0.61	0
Cook	MATERIAL TES	All	ALL		32.72		1.5	1.5	2	2	13.77	13.7	0	0.72	0
Cook	MATERIALS TE	All	ALL		40.37		1.5	1.5	2	2	18.55	8.85	0	1.1	1.5
Cook	MILLWRIGHT	All	ALL		46.35	48.35	1.5	1.5	2	2	13.05	18.87	0	0	0
Cook	OPERATING EN	All	BLD	1	51.1		2	2	2	2	18.8	14.35	2	1.3	0
Cook	OPERATING EN	All	BLD	2	48.8		2	2	2	2	18.8	14.35	2	1.3	0
Cook	OPERATING EN	All	BLD	3	46.75		1.5	1.5	2	2	15.05	19.13	2	1.3	0
Cook	OPERATING EN	All	BLD	4	44.5		2	2	2	2	18.8	14.35	2	1.3	0
Cook	OPERATING EN	All	BLD	5	54.85	55.1	2	2	2	2	19.65	15.1	2	1.4	0
Cook	OPERATING EN	All	BLD	6	53.1		2	2	2	2	0	0	0	0	36.45
Cook	OPERATING EN	All	BLD	7	54.1	55.1	2	2	2	2	19.65	15.1	2	1.4	0
Cook	OPERATING EN	All	FLT	1	57.05	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
Cook	OPERATING EN	All	FLT	2	55.55	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
Cook	OPERATING EN	All	FLT	3	49.45	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
Cook	OPERATING EN	All	FLT	4	41.1	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
Cook	OPERATING EN	All	FLT	5	58.55	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
Cook	OPERATING EN	All	FLT	6	38	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
Cook	OPERATING EN	All	HWY	1	48.3		1.5	1.5	2	2	18.8	12.05	2	4.63	0
Cook	OPERATING EN	All	HWY	2	48.75		1.5	1.5	2	2	19.65	15.1	2	1.4	0
Cook	OPERATING EN	All	HWY	3	48.7		1.5	1.5	2	2	19.65	12.55	2	5	0
Cook	OPERATING EN	All	HWY	4	51.2		1.5	1.5	2	2	18	21.28	1.5	0.15	0
Cook	OPERATING EN	All	HWY	5	43.1		1.5	1.5	2	2	18.8	14.35	2	1.3	0
Cook	OPERATING EN	All	HWY	6	52.3		1.5	1.5	2	2	19.65	15.1	2	1.4	0
Cook	OPERATING EN	All	HWY	7	50.3		1.5	1.5	2	2	19.65	15.1	2	1.4	0
Cook	ORNAMNTL IR	All	ALL		48.05	50.55	2	2	2	2	14.09	20.59	0	1.25	0.38
Cook	PAINTER	All	ALL		46.55	47.55	1.5	1.5	1.5	2	11.81	11.94	0	2.24	0
Cook	PAINTER SIGNS	All	BLD		39.24	0	1.5	1.5	1.5	2	2.6	3.18	0	0	0
Cook	PILEDRIVER	All	ALL		47.35	49.35	1.5	1.5	2	2	11.79	20.41	0	0.63	0

Cook	PIPEFITTER	All	BLD		48.5	51.5	1.5	1.5	2	1.5	10.05	18.94	0	2.54	0
Cook	PLASTERER	All	BLD		43.25	45.85	1.5	1.5	2	2	14.25	16.69	0	1.35	0
Cook	PLUMBER	All	BLD		50.25	53.25	1.5	1.5	2	1.5	14.34	14.42	0	1.7	0
Cook	ROOFER	All	BLD		43.65	47.65	1.5	1.5	2	2	9.73	12.44	0	0.53	0
Cook	SHEETMETAL W	All	BLD		44.25	47.79	1.5	1.5	2	2	11.35	24.68	0	1.68	0
Cook	SIGN HANGER	All	BLD		31.31		1.5	1.5	2	2	4.85	3.28	0	0	0
Cook	SPRINKLER FITT	All	BLD		48.1	50.6	1.5	1.5	2	2	13.25	15.9	0	0.68	0
Cook	STEEL ERECTOR	ALL	ALL		42.07	44.07	2	2	2	2	13.45	19.59	0	0.35	0
Cook	STONE MASON	All	BLD		46.19	50.81	1.5	1.5	2	2	10.65	17.92	0	0.92	0
Cook	TERRAZZO FINI	All	BLD		41.54	44.54	1.5	1.5	2	2	10.75	13.47	0	0.4	0
Cook	TERRAZZO MA	All	BLD		45.38	48.38	1.5	1.5	2	2	10.75	15.89	0	0.4	0
Cook	TILE MASON	All	BLD		46.49		2	1.5	2	2	10.75	14.99	0	1.13	0
Cook	TRAFFIC SAFET	All	HWY		37	38.6	1.5	1.5	2	2	8.9	9.27	0	0.5	0
Cook	TRUCK DRIVER	E	ALL	1	35.6		1.5	1.5	2	2	8.6	10.61	1	0.15	1
Cook	TRUCK DRIVER	E	ALL	2	36.7	37.1	1.5	1.5	2	2	9.68	13.25	0	0.15	0
Cook	TRUCK DRIVER	E	ALL	3	36.9		1.5	1.5	2	2	9.68	13.25	0	0.15	0
Cook	TRUCK DRIVER	E	ALL	4	37.1		1.5	1.5	2	2	9.68	13.25	0	0.15	0
Cook	TRUCK DRIVER	W	ALL	1	37.69		1.5	1.5	2	2	10.5	8.5	0	0.15	0
Cook	TRUCK DRIVER	W	ALL	2	36.13		1.5	1.5	2	2	18.85	8.85	0	2.6	0
Cook	TRUCK DRIVER	W	ALL	3	40.34		1.5	1.5	2	2	10.47	12.5	0	0.5	2.81
Cook	TRUCK DRIVER	W	ALL	4	38.16		1.5	1.5	2	2	8.9	11.16	0	0.5	0
Cook	TUCKPOINTER	All	BLD		46	48	1.5	1.5	2	2	8.34	16.81	0	1.76	0

Explanations COOK COUNTY

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

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

EXPLANATION OF CLASSES

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

CERAMIC TILE FINISHER

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

COMMUNICATIONS ELECTRICIAN

Installation, operation, inspection, maintenance, repair and service of radio, television, recording, voice sound vision production and reproduction, telephone and telephone interconnect, facsimile, data apparatus, coaxial, fibre optic and wireless equipment, appliances and systems used for the transmission and reception of signals of any nature, business, domestic, commercial, education, entertainment, and residential purposes, including but not limited to, communication and telephone, electronic and sound equipment, fibre optic and data communication systems, and the performance of any task directly related to such installation or service whether at new or existing sites, such

tasks to include the placing of wire and cable and electrical power conduit or other raceway work within the equipment room and pulling wire and/or cable through conduit and the installation of any incidental conduit, such that the employees covered hereby can complete any job in full.

MARBLE FINISHER

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

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

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

OPERATING ENGINEER - BUILDING

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

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

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

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

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

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

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

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

Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster; Hydro Excavating (excluding hose work); Laser Screed; All Locomotives, Dinky; Off-Road Hauling Units (including articulating) Non Self-Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and

Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper - Single/Twin Engine/Push and Pull; Scraper - Prime Mover in Tandem (Regardless of Size); Tractors pulling attachments, Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

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

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

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

Class 6. Field Mechanics and Field Welders

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

OPERATING ENGINEER - FLOATING

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

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

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

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

Class 5. Friction or Lattice Boom Cranes.

Class 6. ROV Pilot, ROV Tender

TERRAZZO FINISHER

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

TRAFFIC SAFETY

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

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

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

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

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

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

Other Classifications of Work:

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

LANDSCAPING

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

MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

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

Will County Prevailing Wages as of August 15, 2018 *(printed 03.19.2019)*

Effective Date	County	Trade Title	Region	Type	Class	Base Wage	Foreman Wage	OT M-F	OT Sa	OT Su	OT Hol	H/W	Pension	Vacation	Training	Other Fringe Benefit
8/15/2018	Will	ASBESTOS ABT-GEN	All	ALL		42.72	43.72	1.5	1.5	2	2	14.9	12.57	0	0.72	0
8/15/2018	Will	BOILERMAKER	All	BLD		49.46	53.91	2	2	2	2	6.97	20.41	0	0.4	0
8/15/2018	Will	CARPENTER	All	ALL		47.35	52.09	1.5	1.5	2	2	11.99	20.95	0	0.63	0
8/15/2018	Will	CERAMIC TILE FNSHER	All	BLD		39.56	39.56	1.5	1.5	2	2	10.75	12.02	0	0.77	0
8/15/2018	Will	ELECTRIC PWR EQMT OP	All	ALL		51.9	56.9	1.5	1.5	2	2	12.04	17.18	0	3.23	0
8/15/2018	Will	ELECTRIC PWR LINEMAN	All	ALL		51.9	56.9	1.5	1.5	2	2	12.04	17.18	0	3.23	0
8/15/2018	Will	ELEVATOR CONSTRUCTOR	All	BLD		54.85	61.71	1.5	2	2	2	15.43	9.71	4.39	0.61	6.9
8/15/2018	Will	IRON WORKER	All	ALL		43	44	2	2	2	2	11.26	24.59	0	0.85	0
8/15/2018	Will	LATHER	All	ALL		47.35	52.09	2	2	2	2	11.99	22.49	0	0.63	0
8/15/2018	Will	MACHINIST	All	BLD		47.56		1.5	1.5	2	2	7.05	8.95	1.85	1.47	0
8/15/2018	Will	MARBLE FINISHERS	All	ALL		34.65	47.7	1.5	1.5	2	2	10.65	16.46	0	0.49	0
8/15/2018	Will	MILLWRIGHT	All	ALL		47.35	52.09	2	2	2	2	11.99	22.49	0	0.63	0
8/15/2018	Will	OPERATING ENGINEER	All	BLD	1	51.3		1.5	1.5	2	1.5	15.65	16.55	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	BLD	2	48.8		2	2	2	2	0	0	0	0	38.45
8/15/2018	Will	OPERATING ENGINEER	All	BLD	3	47.25	55.1	2	2	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	BLD	4	44.5		1.5	1.5	1.5	1.5	18.8	14.35	2	1.3	0
8/15/2018	Will	OPERATING ENGINEER	All	BLD	5	54.85	55.1	2	2	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	BLD	6	52.1	55.1	2	2	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	BLD	7	53.1		2	2	2	2	0	0	0	0	36.45
8/15/2018	Will	OPERATING ENGINEER	All	FLT	1	57.05	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
8/15/2018	Will	OPERATING ENGINEER	All	FLT	2	55.55	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
8/15/2018	Will	OPERATING ENGINEER	All	FLT	3	49.45	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
8/15/2018	Will	OPERATING ENGINEER	All	FLT	4	41.1	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
8/15/2018	Will	OPERATING ENGINEER	All	FLT	5	58.55	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
8/15/2018	Will	OPERATING ENGINEER	All	FLT	6	38	57.05	1.5	1.5	2	2	18.8	14.35	2	1.3	0
8/15/2018	Will	OPERATING ENGINEER	All	HWY	3	46.7	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	HWY	4	45.3	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	HWY	6	52.3	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	OPERATING ENGINEER	All	HWY	7	50.3	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
8/15/2018	Will	PAINTER SIGNS	All	BLD		38.2	43.25	1.5	1.5	2	2	2.6	3.25	0	0	0
8/15/2018	Will	PILEDRIVER	All	ALL		47.35	52.09	2	2	2	2	11.99	22.49	0	0.63	0
8/15/2018	Will	SPRINKLER FITTER	All	BLD		48.1	50.6	1.5	1.5	2	2	13.35	15.5	0	1.28	0
8/15/2018	Will	STONE MASON	All	BLD		46.19	50.81	1.5	1.5	2	2	10.65	17.92	0	0.92	0
8/15/2018	Will	TILE MASON	All	BLD		46.49	50.49	1.5	1.5	2	2	10.75	14.99	0	0.9	0
8/15/2018	Will	TRAFFIC SAFETY WRKR	All	HWY		37	38.6	1.5	1.5	2	2	8.9	9.27	0	0.5	0
8/15/2018	Will	TRUCK DRIVER	All	ALL	1	38.41		1.5	1.5	2	2	9.15	10.43	0	0.15	0
8/15/2018	Will	TRUCK DRIVER	All	ALL	2	38.06		1.5	1.5	2	2	8.1	7.97	0	0.15	0
8/15/2018	Will	TRUCK DRIVER	All	ALL	3	39.8		1.5	1.5	2	2	9	9.17	0	0.15	0
8/15/2018	Will	TRUCK DRIVER	All	ALL	4	38.96	38.96	1.5	1.5	2	2	9.15	10.43	0	0.15	0
8/15/2018	Will	TUCKPOINTER	All	BLD		46	47	1.5	1.5	2	2	8.34	16.81	0	0.93	0
10/26/2018	Will	ELECTRIC PWR GRNDMAN	All	ALL		40.48	56.9	1.5	1.5	2	2	9.39	13.4	0	2.51	0
10/26/2018	Will	LABORER	All	ALL		42.72	43.72	1.5	1.5	2	2	14.9	12.57	0	0.72	0
10/26/2018	Will	MATERIALS TESTER II	All	ALL		37.72	37.72	1.5	1.5	2	2	14.9	12.57	0	0.72	0
10/26/2018	Will	OPERATING ENGINEER	All	HWY	5	44.1	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
10/26/2018	Will	PLUMBER	All	BLD		50.25	53.25	1.5	1.5	2	2	14.34	14.42	0	1.31	0
10/26/2018	Will	ROOFER	All	BLD		43.65	47.65	1.5	1.5	2	2	9.73	12.44	0	0.53	0
11/5/2018	Will	ASBESTOS ABT-MEC	All	BLD		37.88	40.38	1.5	1.5	2	2	12.92	11.82	0	0.72	0
11/5/2018	Will	HT/FROST INSULATOR	All	BLD		50.5	53	1.5	1.5	2	2	12.92	13.16	0	0.72	0
11/5/2018	Will	OPERATING ENGINEER	All	HWY	1	49.3	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
11/5/2018	Will	OPERATING ENGINEER	All	HWY	2	48.75	53.3	1.5	1.5	2	2	19.65	15.1	2	1.4	0
11/5/2018	Will	PLASTERER	All	BLD		43.25	45.85	1.5	1.5	2	2	14.25	16.69	0	1.45	0
11/9/2018	Will	ELECTRICIAN	All	BLD		43.5	47.42	1.5	1.5	2	2	15.72	18.34	4	1.2	0
11/9/2018	Will	MATERIAL TESTER I	ALL	ALL		32.72	32.72	1.5	1.5	2	2	14.9	12.57	0	0.72	0
11/16/2018	Will	BRICK MASON	All	BLD		46.19	50.81	1.5	1.5	2	2	10.65	17.92	0	0.92	0
11/16/2018	Will	MARBLE MASON	All	BLD		45.53	49.97	1.5	1.5	2	2	10.65	17.39	0	0.61	0
11/16/2018	Will	PAINTER	All	ALL		46.55	49.46	1.5	1.5	1.5	2	11.81	11.94	0	1.87	0

11/16/2018 Will	PIPEFITTER	All	BLD	48.5	51.5	1.5	1.5	2	2	10.05	18.85	0	2.54	0
11/16/2018 Will	SHEETMETAL WORKER	All	BLD	48.02	50.42	1.5	1.5	2	2	10.75	16.19	0	1.03	3.5
11/16/2018 Will	TERRAZZO FINISHER	All	BLD	41.54	44.54	1.5	1.5	2	2	10.75	13.71	0	0.86	0
11/16/2018 Will	TERRAZZO MASON	All	BLD	45.38	48.88	1.5	1.5	2	2	10.75	15.17	0	0.89	0
1/15/2019 Will	COMMUNICATION TECH	All	BLD	36	37.5	1.5	1.5	2	2	14.92	13.44	1.5	0.72	0
2/8/2019 Will	GLAZIER	All	BLD	43.85	45.35	1.5	2	2	2	14.17	21.11	0	0.94	0
2/22/2019 Will	CEMENT MASON	All	ALL	42	44	2	1.5	2	2	10.25	26.02	0	0.5	0

Explanations WILL COUNTY

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

EXPLANATION OF CLASSES

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

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

CERAMIC TILE FINISHER

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

COMMUNICATIONS TECHNICIAN

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

MARBLE FINISHER

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

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

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

OPERATING ENGINEER - BUILDING

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

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

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

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

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

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

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

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

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

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

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

Class 6. Field Mechanics and Field Welders

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

OPERATING ENGINEER - FLOATING

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

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

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

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

Class 5. Friction or Lattice Boom Cranes.

Class 6. ROV Pilot, ROV Tender

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

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

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

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

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

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

TERRAZZO FINISHER

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

Other Classifications of Work:

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

LANDSCAPING

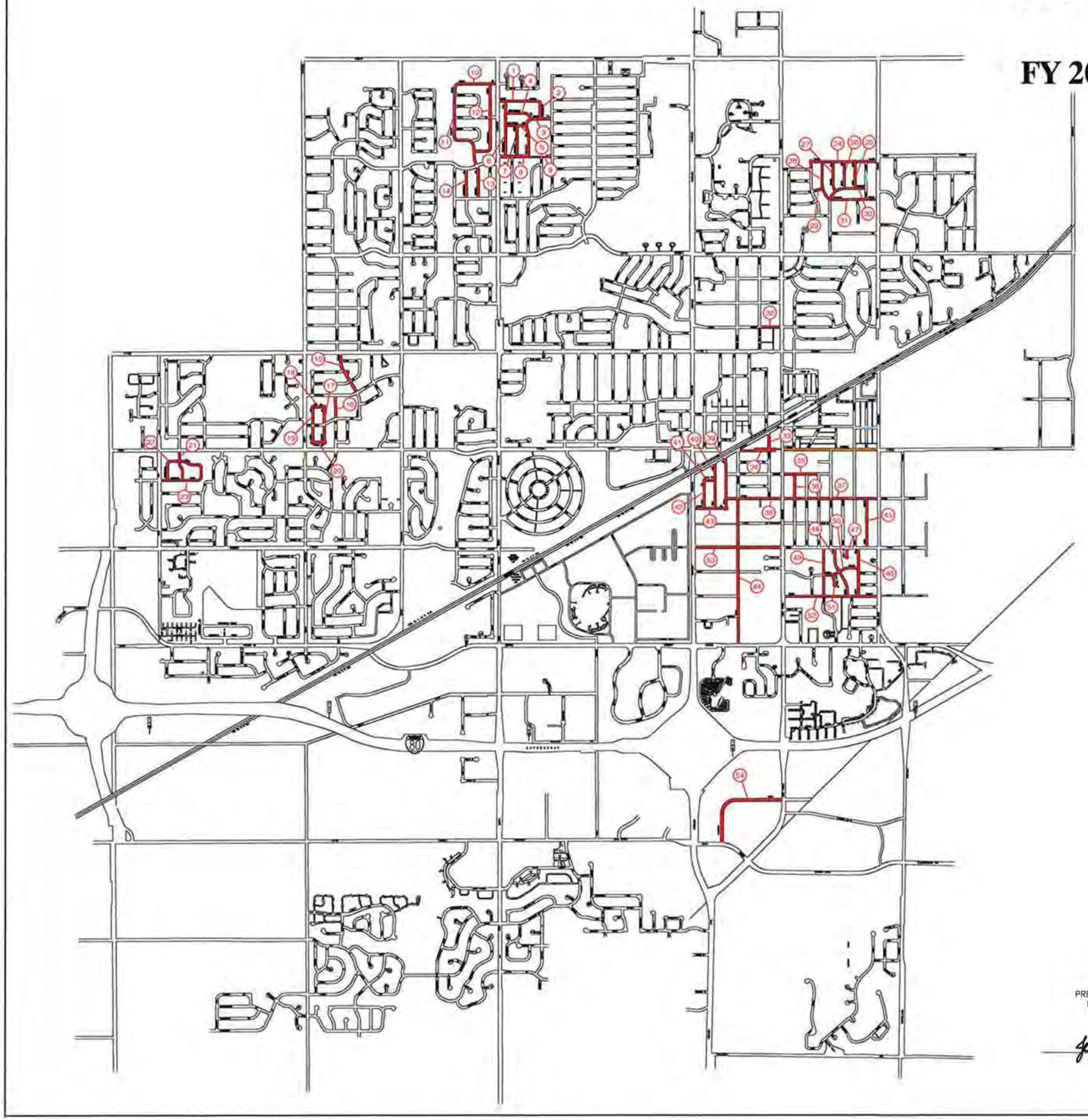
Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or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

MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

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

VILLAGE *of* TINLEY PARK

M.F.T. 19-00000-00-GM
FY 2020 PAVEMENT MANAGEMENT PROGRAM
PROPOSED RESURFACING



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VILLAGE OF TINLEY PARK IL. 1892

VILLAGE PRESIDENT
JACOB C. VANDENBERG

VILLAGE CLERK
KRISTIN A. THIRION

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

Tinley Park FY2020 PMP Proposed Street Resurfacing (19-R0005.01)

	Location No.		Location Name	From	To	Length
	1		161st Street	80th Avenue	Kensington Avenue	1086
	2		Kensington Avenue	161st Street	161st Place	432
	3		161st Place	Ozark Avenue	Whittington Drive	736
	4		Whittington Drive	Princeton Avenue	161st Place	716
	5		Arlington Drive	Princeton Avenue	Everdon Drive	503
	6		Princeton Avenue	161st Street	163rd Street	1424
	7		Hamilton Avenue	Arlington Drive	163rd Street	763
	8		Everdon Drive	Arlington Drive	163rd Street	841
*	9		163rd Street	Ozark Avenue	80th Avenue	1394
	10		160th Street	80th Avenue	Bonnet Drive	1078
	11		Bonnet Drive	160th Street	163rd Street	2575
	12		Alexandria Drive	160th Street	Bonnet Drive	2086
	13		Bonnet Drive	163rd Street	Nottingham Drive	820
	14		Evergreen Drive	163rd Street	Nottingham Drive	747
	15	✓	Valley Drive	171st Street	Carriage Lane	1106
	16		Humber Lane	Carriage Lane	Raintree Road	563
	17		Tamar Lane	Dee Court	Trent Court	762
	18		Dee Court	Tamar Lane	Avon Lane	206
	19		Avon Lane	Dee Court	Trent Court	754
	20		Trent Court	Tamar Lane	Avon Lane	215
	21		Cambridge Place	175th Street	Windsor Parkway	648
	22		Drummond Drive	Windsor Parkway	Windsor Parkway	1412
	23		Windsor Parkway	Drummond Drive	94th Avenue	1467
*	24	✓	163rd Place	Ridgeland Avenue	66th Court	1897
	25	✓	65th Avenue	163rd Place	164th Place	650
*	26	✓	65th Court	163rd Place	164th Place	655
*	27	✓	Clark Lane	163rd Place	164th Place	751
*	28	✓	66th Avenue	163rd Place	Terrace Drive	1034
	29	✓	164th Place	66th Avenue	66th Court	244
*	30	✓	164th Place	64th Court	Terrace Drive	1061
*	31	✓	Terrace Drive	66th Avenue	Ridgeland Avenue	1302
	32		170th Street	Oak Park Avenue	New England Avenue	535
	33		68th Court	Hickory Street	175th Street	405
	34		175th Street	East Dead End	70th Avenue	966
	35		176th Street	66th Court	Oak Park Avenue	941
	36	✓	67th Court	176th Street	177th Street	570
	(37)		177th Street	Ridgeland Avenue	Oak Park Avenue	2583
*	(38)	✓	177th Street	Oak Park Avenue	70th Court	1473
	39		70th Court	Hickory Street	177th Place	1300
*	40		71st Avenue	Hickory Street	177th Place	1189
	41		176th Street	71st Avenue	71st Court	207
	42		71st Court	176th Street	177th Place	771
	43		177th Place	70th Court	Harlem Avenue	885
**	(44)	✓	Sayre Avenue	177th Street	183rd Street	3882
*	45		64th Court	177th Street	179th Street	1268
	46		65th Avenue	179th Street	181st Street	1251
	47		65th Court	177th Street	End Cul De Sac	182
	48		66th Avenue	179th Street	181st Street	1336
	49		66th Court	179th Street	181st Street	1244
*	50		180th Street	65th Avenue	66th Court	876
	51		Pin Oak Court	180th Street	End Cul De Sac	226
*	52		181st Street	Ridgeland Avenue	Oak Park Avenue	2549
	(53)		179th Street	Oak Park Avenue	Harlem Avenue	2324
	(54)		Prosperi Drive	Oak Park Avenue	191st Street	2460

59,351 FT=11.2 MILES

MAP LEGEND

- STREET TO BE RESURFACED – BASE BID
- STREET TO BE PATCHED ONLY – BASE BID
- STREET TO BE RESURFACED/PATCHED – ALTERNATE BID

TABLE LEGEND

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

PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:

Jennifer P. Prinz

JENNIFER S. PRINZ
62-57587
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

LICENSE EXPIRES: 11/30/19

PREPARED BY:

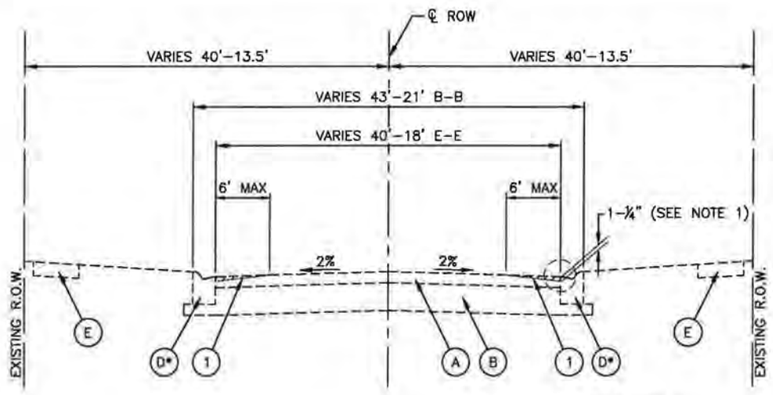
Robinson ENGINEERING

ILLINOIS DESIGN FIRM REGISTRATION NO: 184001128

PROJECT NO. 19-R0005.01

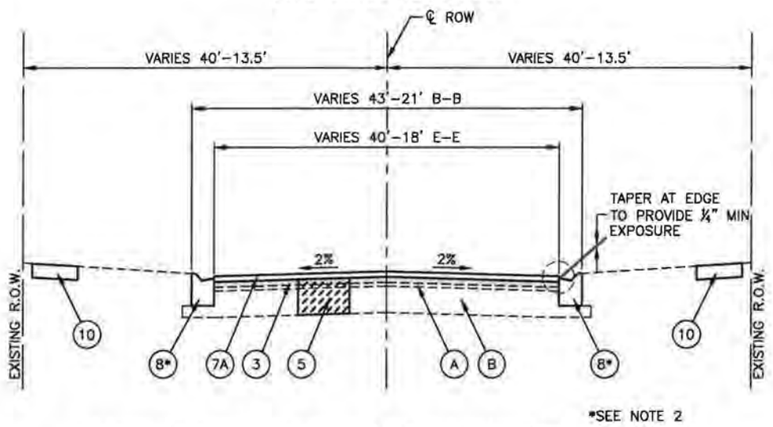
SHEET NO. 1 OF 5

19-R0005_01-PLAN-01 - C02



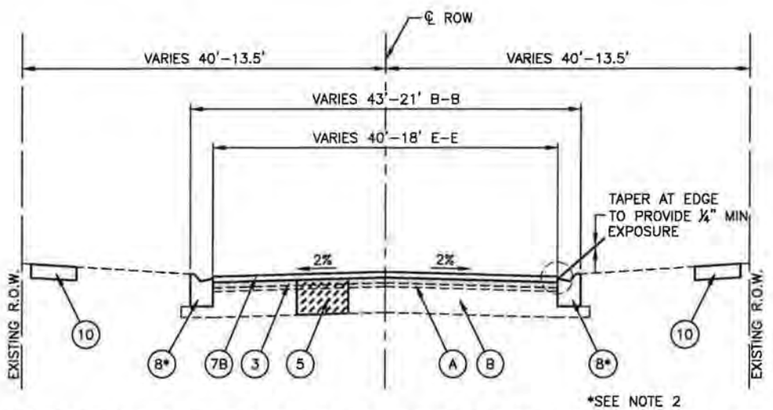
*SEE NOTE 2

EXISTING TYPICAL SECTION
CURB AND GUTTER STREET



*SEE NOTE 2

PROPOSED TYPICAL SECTION - HOT IN PLACE RECYCLING - N50 SURFACE
CURB AND GUTTER STREET



*SEE NOTE 2

PROPOSED TYPICAL SECTION - HOT IN PLACE RECYCLING - N70 SURFACE (*SEE NOTE 4)
CURB AND GUTTER STREET

LEGEND

- (A) EXISTING HMA SURFACE COURSE
- (B) EXISTING SUBBASE
- (C) EXISTING AGGREGATE SHOULDER, TYPE B
- (D) EXISTING CURB AND GUTTER
- (E) EXISTING PCC SIDEWALK
- ITEM TO BE REMOVED

- (1) HOT MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (2) HOT MIX ASPHALT SURFACE REMOVAL, 1 1/2" MINIMUM
- (3) HEATING, SCARIFICATION, ADDING REJUVENATING AGENT AND RECOMPACTING, ¾" MINIMUM DEPTH
- (5) CLASS "D" PATCHES
- (6) LEVELING BINDER (MACHINE METHOD), N50 (VARIES 3/4" MIN TO 1")
- (7A) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1-1/2"
- (7B) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
- (8) CURB AND GUTTER (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
- (9) PROPOSED AGGREGATE SHOULDERS, TYPE B (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
- (10) PROPOSED PCC SIDEWALK, 5" (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
- (11) TOPSOIL FURNISH AND PLACE, 4", SPECIAL AND SODDING, SPECIAL AS DETERMINED BY THE ENGINEER IN THE FIELD

NOTES:

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

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

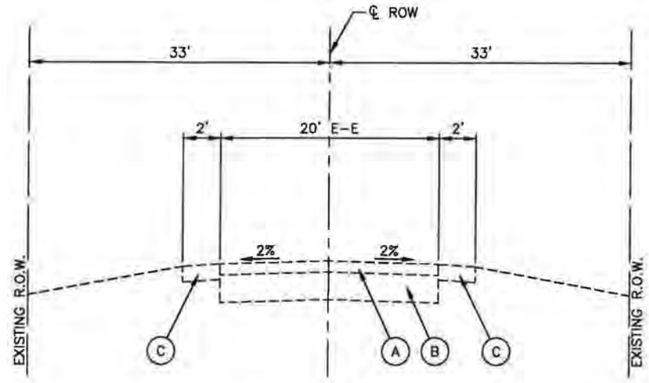
LOCATION NO.	LOCATION NAME
9	163RD STREET
44	SAYRE AVENUE (PARTIAL)
54	PROSPERI DRIVE

LOCATION NO.	LOCATION NAME
1	CENTENNIAL CIRCLE

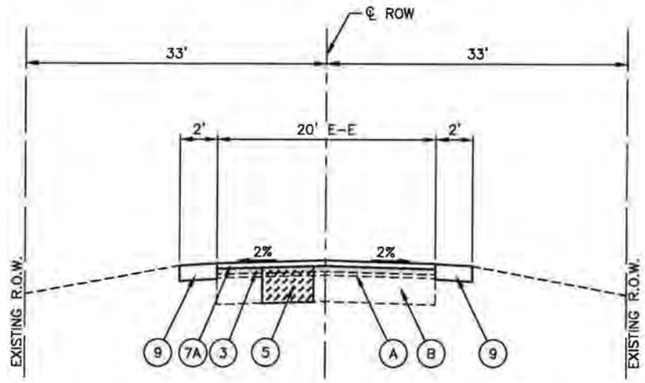
3. GRIND AT GUTTER EDGE TO PROVIDE FOR 1/4" HMA SURFACE EXPOSURE.
4. N-70 MIX TO BE USED ON THE FOLLOWING STREETS:

LOCATION NO.	LOCATION NAME
37	177TH STREET
38	177TH STREET
44	SAYRE AVENUE
53	175TH STREET
54	PROSPERI DRIVE

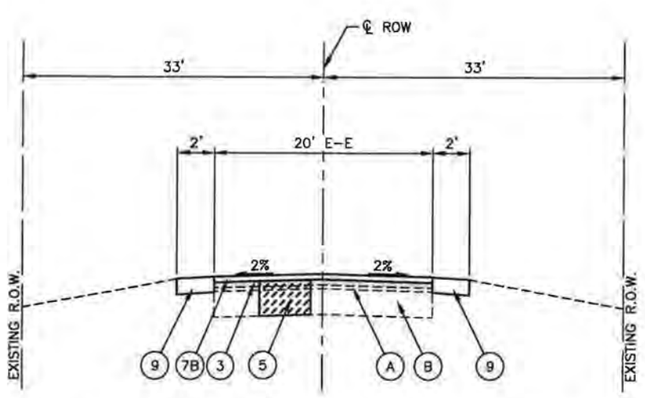
NOTE:
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50 WILL BE USED FOR STREETS WITH ADT 0-10,000
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70 WILL BE USED FOR STREETS WITH ADT >10,000



EXISTING TYPICAL SECTION
SHOULDER STREETS

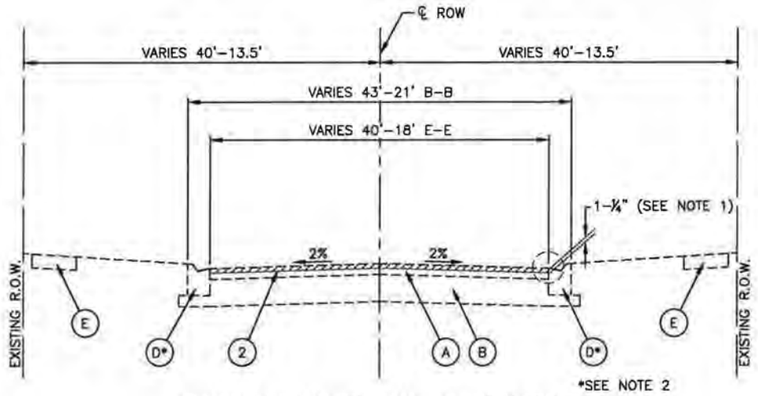


PROPOSED TYPICAL SECTION - HOT IN PLACE RECYCLING - N50 SURFACE
SHOULDER STREETS

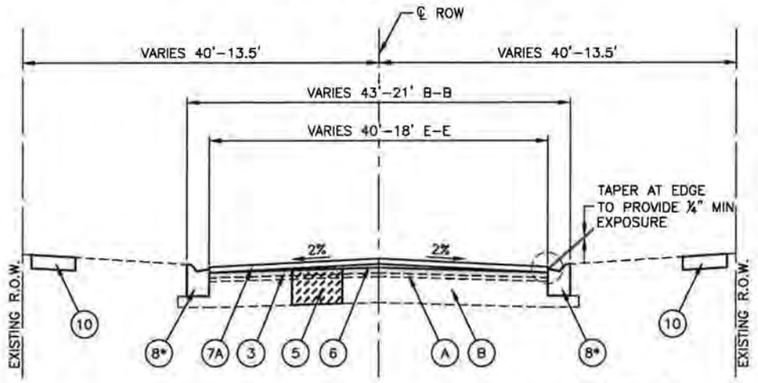


PROPOSED TYPICAL SECTION - HOT IN PLACE RECYCLING - N70 SURFACE (*SEE NOTE 4)
SHOULDER STREETS

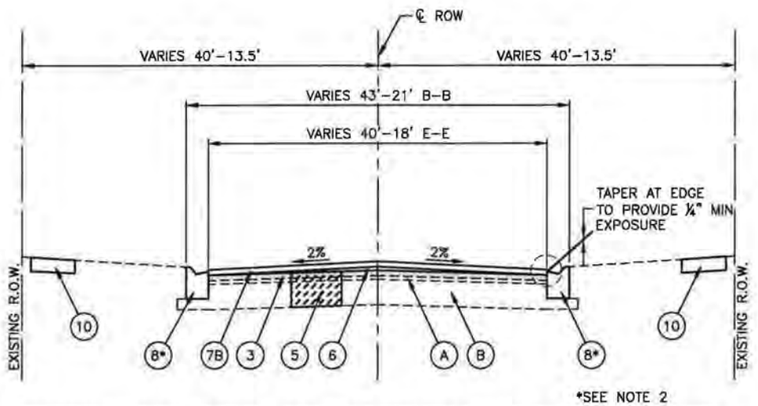
DATE	= 02-27-19	DESIGNED	= JSP	REVISED	= 03/29/2019 IDOT	Robinson ENGINEERING	M.F.T. 19-00000-00-GM EXISTING AND PROPOSED TYPICAL CROSS SECTIONS HOT IN PLACE RECYCLING	VILLAGE of TINLEY PARK	SHEET NO. 2 of 5
SCALE	= N/A	CHECKED	= ###	REVISED	=				
PROJECT NO	= 19-R0005.01	DRAWN	= RG	REVISED	=				
FILE NAME	= 19-R0005_01-TYPX-01	CHECKED	= AG	REVISED	=				



EXISTING TYPICAL SECTION - FULL WITH GRIND
CURB AND GUTTER STREET



PROPOSED TYPICAL SECTION - GRIND AND RESURFACE - N50 SURFACE
CURB AND GUTTER STREET



PROPOSED TYPICAL SECTION - GRIND AND RESURFACE - N70 SURFACE (*SEE NOTE 4)
CURB AND GUTTER STREET

LEGEND

A	EXISTING HMA SURFACE COURSE
B	EXISTING SUBBASE
C	EXISTING AGGREGATE SHOULDER, TYPE B
D	EXISTING CURB AND GUTTER
E	EXISTING PCC SIDEWALK
▨	ITEM TO BE REMOVED
1	HOT MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
2	HOT MIX ASPHALT SURFACE REMOVAL, 1 1/2" MINIMUM
3	HEATING, SCARIFICATION, ADDING REJUVENATING AGENT AND RECOMPACTING, ¾" MINIMUM DEPTH
5	CLASS "D" PATCHES
6	LEVELING BINDER (MACHINE METHOD), N50 (VARIES 3/4" MIN TO 1")
7A	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1-1/2"
7B	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
8	CURB AND GUTTER (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
9	PROPOSED AGGREGATE SHOULDERS, TYPE B (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
10	PROPOSED PCC SIDEWALK, 5" (TO BE REPLACED AS DIRECTED BY THE ENGINEER)
11	TOPSOIL FURNISH AND PLACE, 4", SPECIAL AND SODDING, SPECIAL AS DETERMINED BY THE ENGINEER IN THE FIELD

NOTES:

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

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

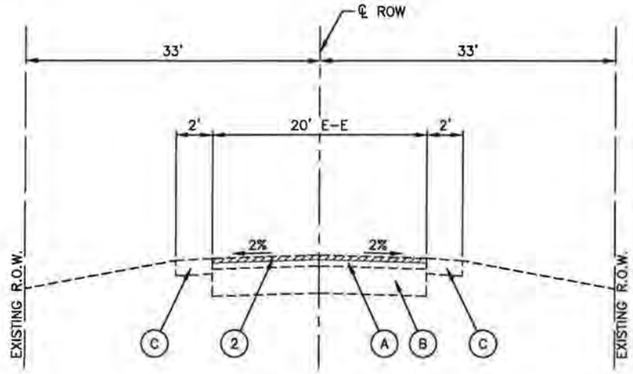
LOCATION NO.	LOCATION NAME
9	163RD STREET
44	SAYRE AVENUE (PARTIAL)
54	PROSPERI DRIVE

LOCATION NO.	LOCATION NAME
1	CENTENNIAL CIRCLE

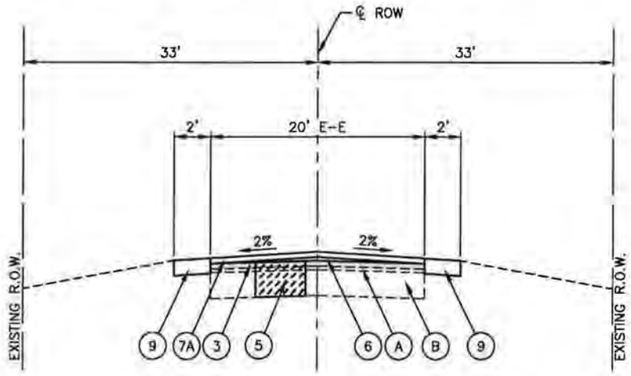
3. GRIND AT GUTTER EDGE TO PROVIDE FOR 1/4" HMA SURFACE EXPOSURE.
4. N-70 MIX TO BE USED ON THE FOLLOWING STREETS:

LOCATION NO.	LOCATION NAME
37	177TH STREET
38	177TH STREET
44	SAYRE AVENUE
53	175TH STREET
54	PROSPERI DRIVE

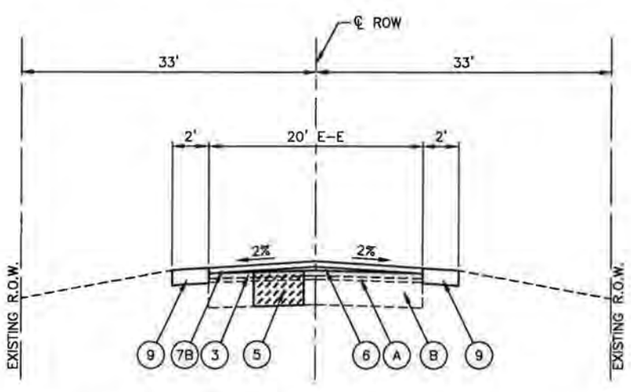
NOTE:
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50 WILL BE USED FOR STREETS WITH ADT 0-10,000
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70 WILL BE USED FOR STREETS WITH ADT >10,000



EXISTING TYPICAL SECTION - FULL WIDTH GRIND
SHOULDER STREETS

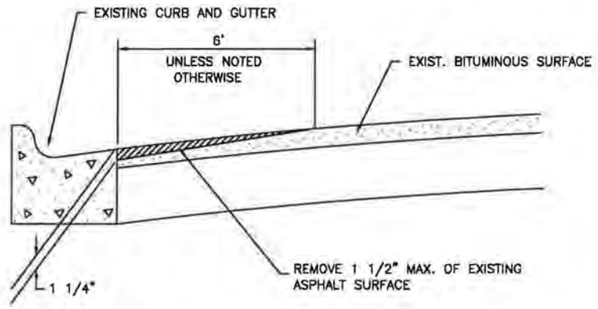


PROPOSED TYPICAL SECTION - GRIND AND RESURFACE - N50 SURFACE
SHOULDER STREETS

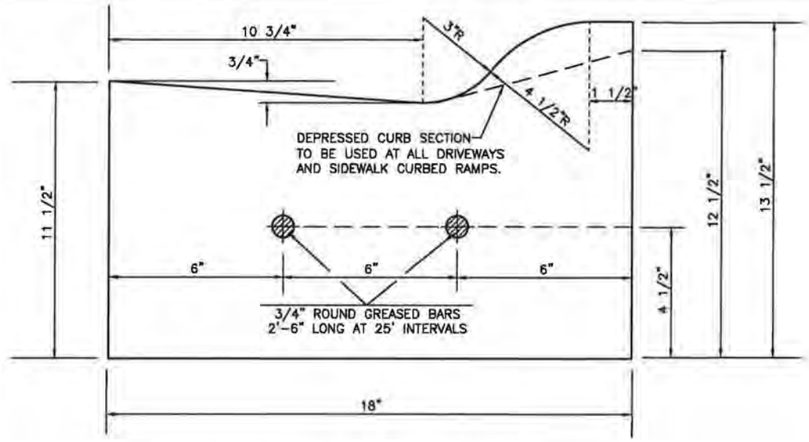


PROPOSED TYPICAL SECTION - GRIND AND RESURFACE - N70 SURFACE (*SEE NOTE 4)
SHOULDER STREETS

DATE = 02-27-19	DESIGNED – JSP	REVISED – 03/28/2019 IDOT	Robinson ENGINEERING	M.F.T. 19-00000-00-GM EXISTING AND PROPOSED TYPICAL CROSS SECTIONS GRIND AND RESURFACE	VILLAGE of **TINLEY PARK**	SHEET NO. 3 of 5
SCALE = N/A	CHECKED – ###	REVISED –				
PROJECT NO = 19-R0005.01	DRAWN – RG	REVISED –				
FILE NAME = 19-R0005_01-TYPX-01	CHECKED – AG	REVISED –				

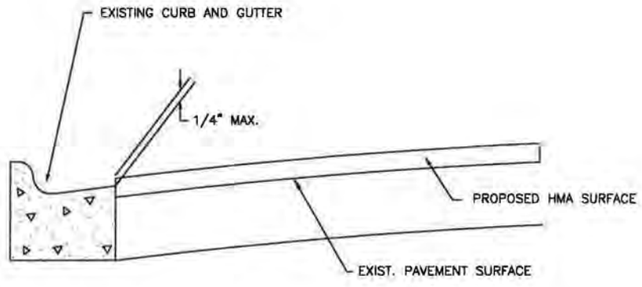


EDGE GRINDING DETAIL



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

TYPE 2 CURB AND GUTTER DETAIL



DETAIL OF SURFACING AT
CURB AND GUTTER

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

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

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

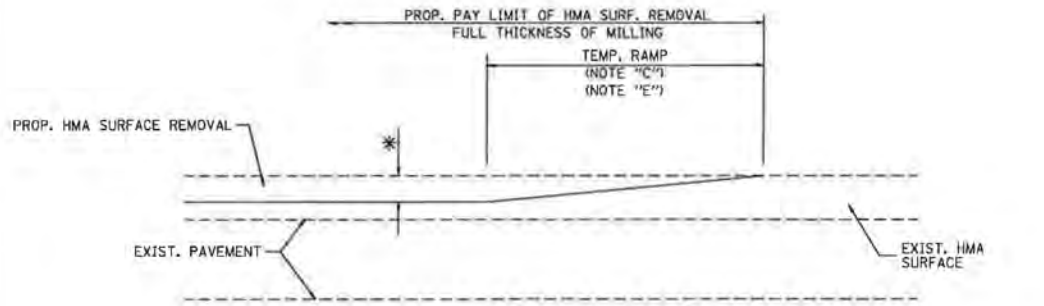
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

DATE = 02-27-19	DESIGNED - JSP	REVISED -	
SCALE = N/A	CHECKED - ###	REVISED -	
PROJECT NO = 19-R0005.01	DRAWN - RG	REVISED -	
FILE NAME = 19-R0005_01-TYPX-01	CHECKED - AG	REVISED -	

Robinson ENGINEERING

M.F.T. 19-00000-00-GM
FY 2020 PAVEMENT MANAGEMENT PROGRAM
DETAILS & HOT-MIX ASPHALT MIXTURE REQUIREMENTS CHART

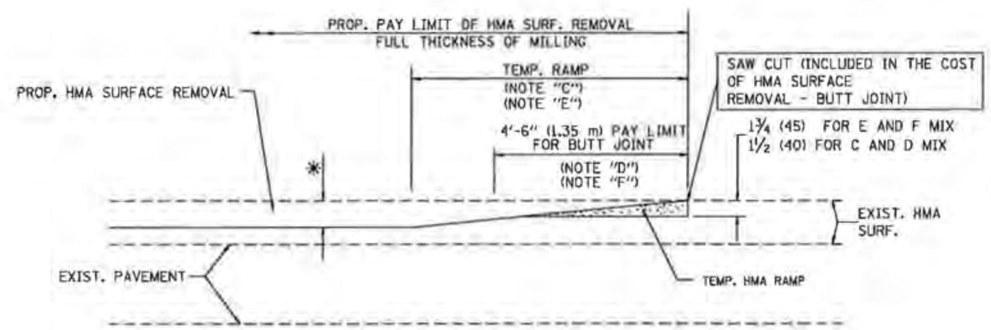
VILLAGE of **TINLEY PARK**



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

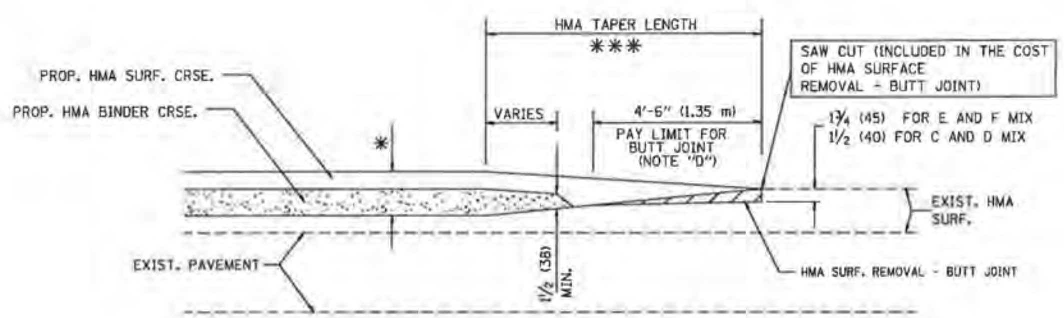


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

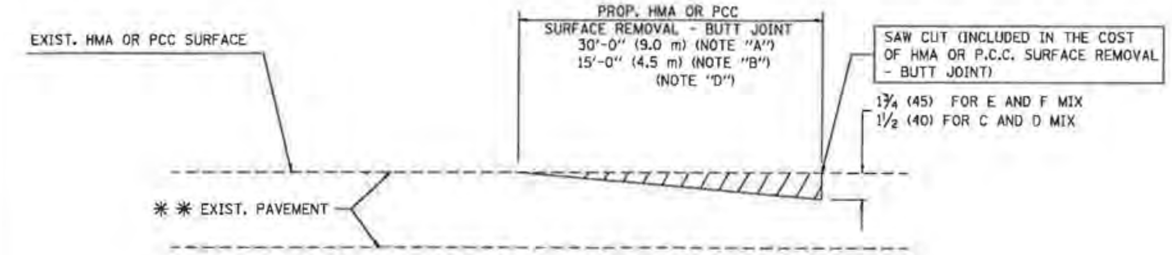
OPTION 2

TYPICAL TEMPORARY RAMP

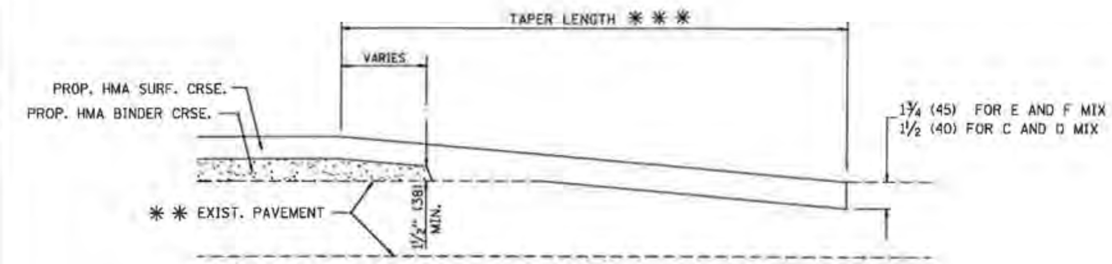


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gagloanobs	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2006	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD400-05 BD32	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

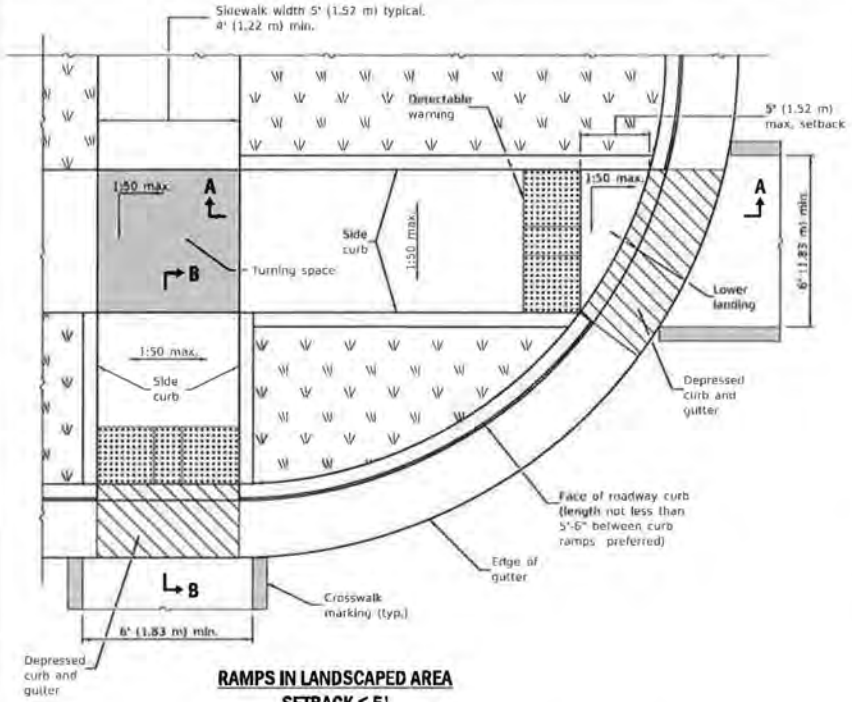
DATE = 02-27-19	DESIGNED — JSP	REVISED —
SCALE = N/A	CHECKED — ###	REVISED —
PROJECT NO = 19-R0005.01	DRAWN — R.G.	REVISED —
FILE NAME = 19-R0005_01-DTLS-01	CHECKED — AG	REVISED —

Robinson ENGINEERING

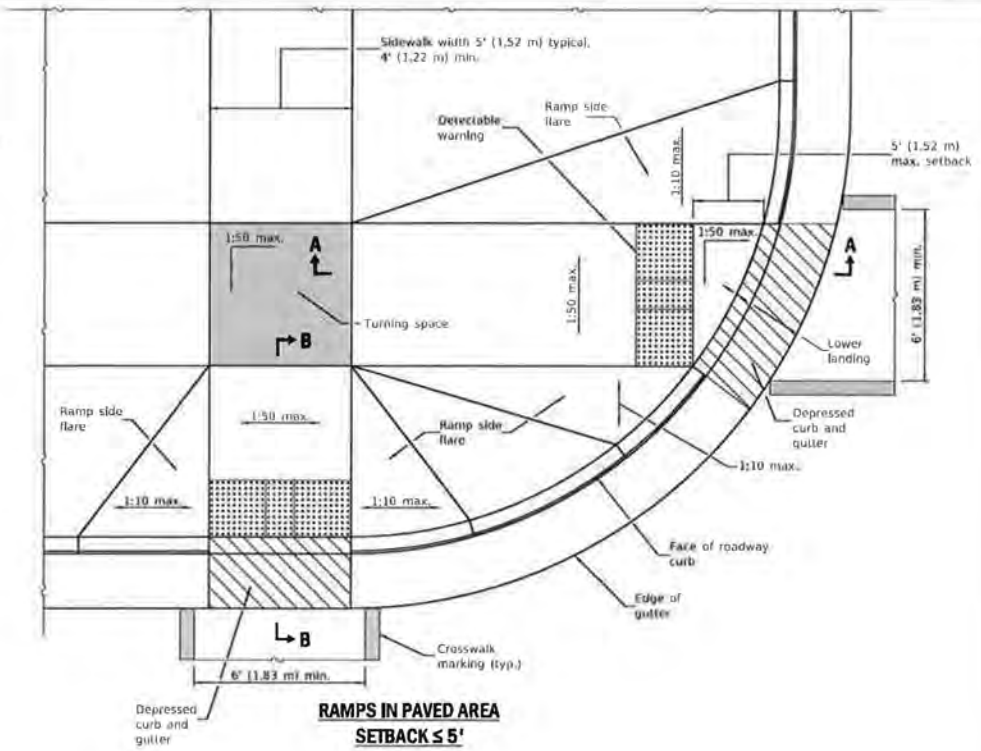
M.F.T. 19-00000-00-GM
FY 2020 PAVEMENT MANAGEMENT PROGRAM
PROPOSED RESURFACING-CONSTRUCTION DETAILS

VILLAGE of TINLEY PARK

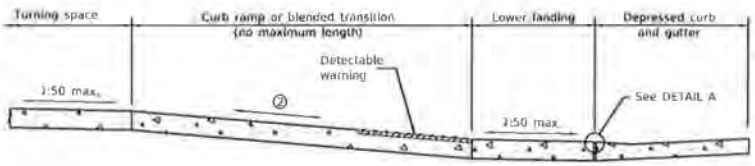
SHEET NO. 5 of 5



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

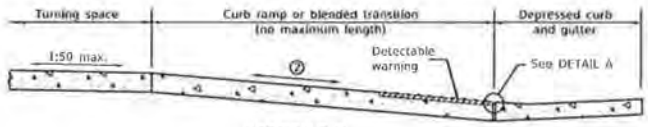


RAMPS IN PAVED AREA
SETBACK ≤ 5'



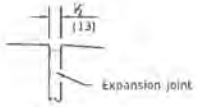
SECTION A-A

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

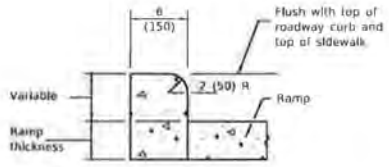


SECTION B-B

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



DETAIL A



SIDE CURB DETAIL

See Sheet 2 for GENERAL NOTES.

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

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

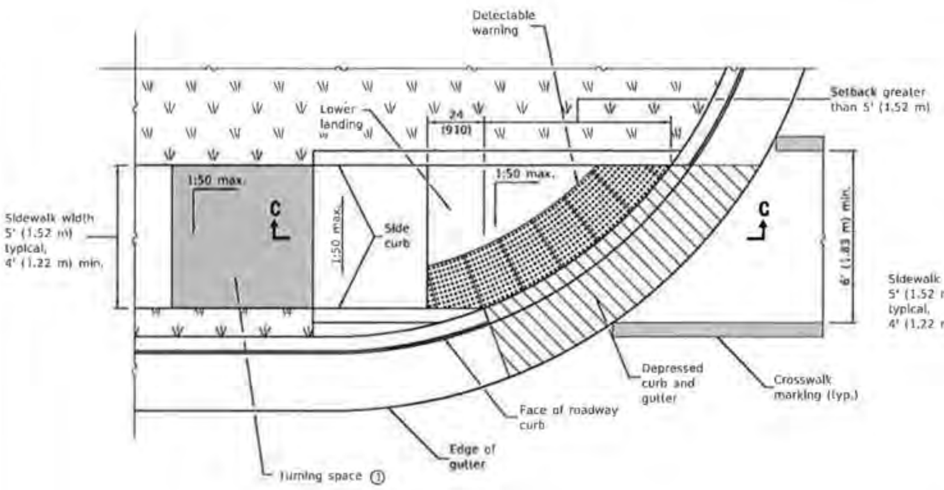
STANDARD 424001-11

Illinois Department of Transportation

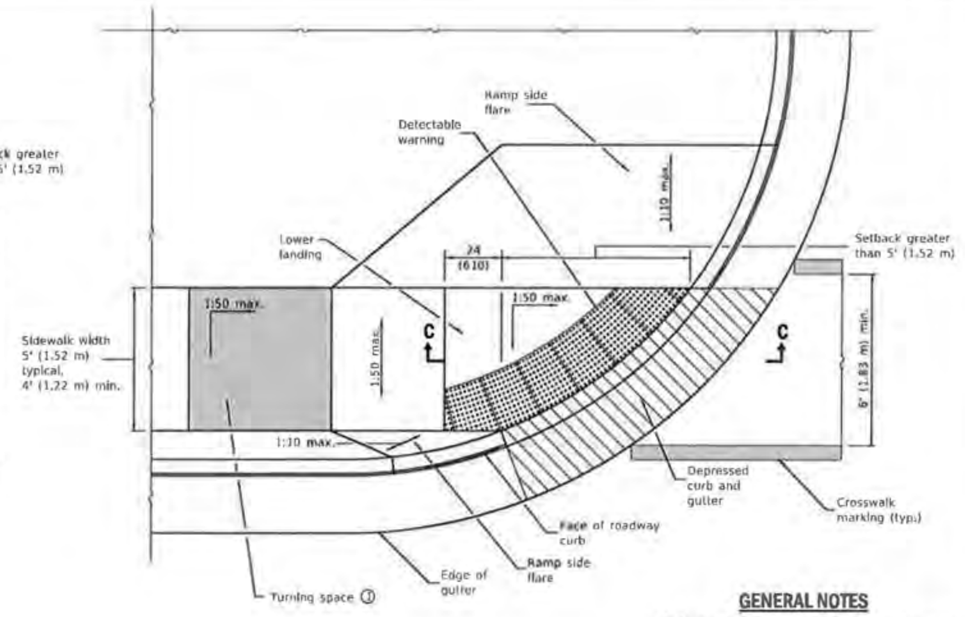
PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
ENGINEER OF BUREAU OF DESIGN AND ENVIRONMENT

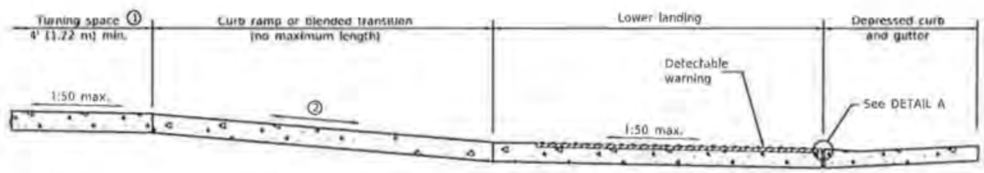
BDE/IDP 10-01



RAMP IN LANDSCAPED AREA SETBACK > 5'



RAMP IN PAVED AREA SETBACK > 5'



SECTION C-C

① This turning space not required for blended transitions.

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

GENERAL NOTES

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

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

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

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

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

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

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

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

Illinois Department of Transportation

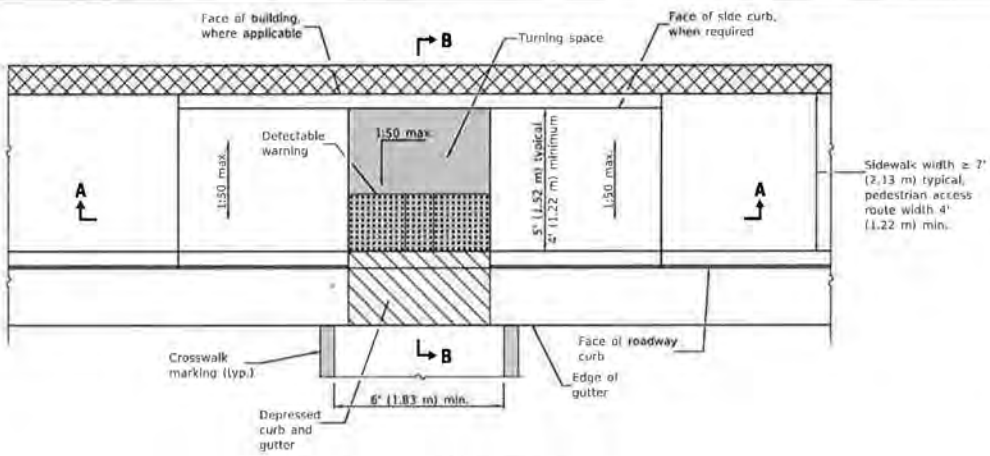
PASSED January 1, 2019 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019 ENGINEER OF DESIGN AND ENVIRONMENT

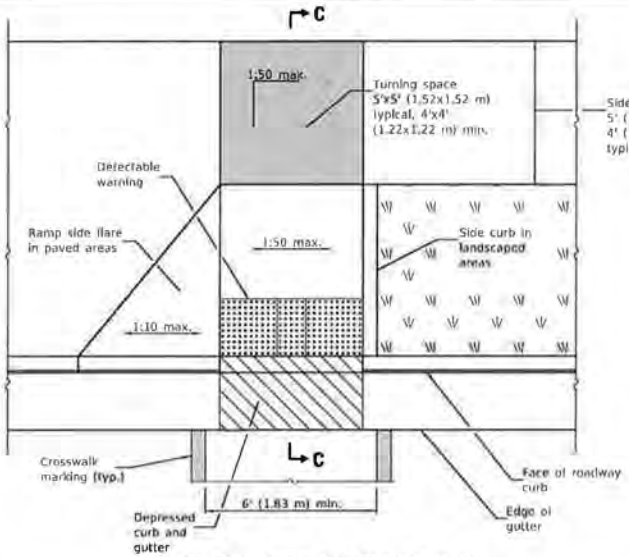
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

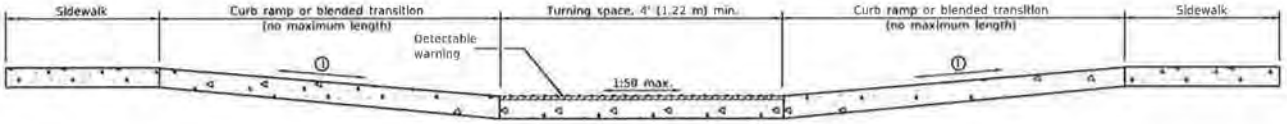
STANDARD 424001-11



PARALLEL MID-BLOCK CURB RAMP

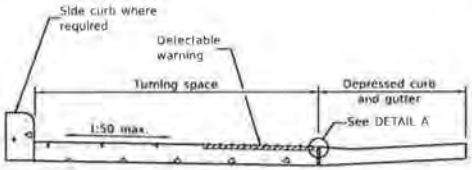


PERPENDICULAR MID-BLOCK CURB RAMP

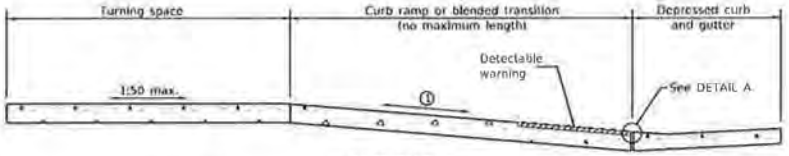


SECTION A-A

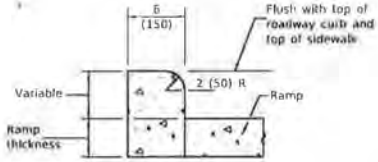
① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



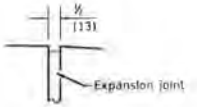
SECTION B-B



SECTION C-C



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

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

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

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

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

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

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

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

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

Illinois Department of Transportation

PASSED January 3, 2019
ENGINEER OF POLICY AND PROCEDURES

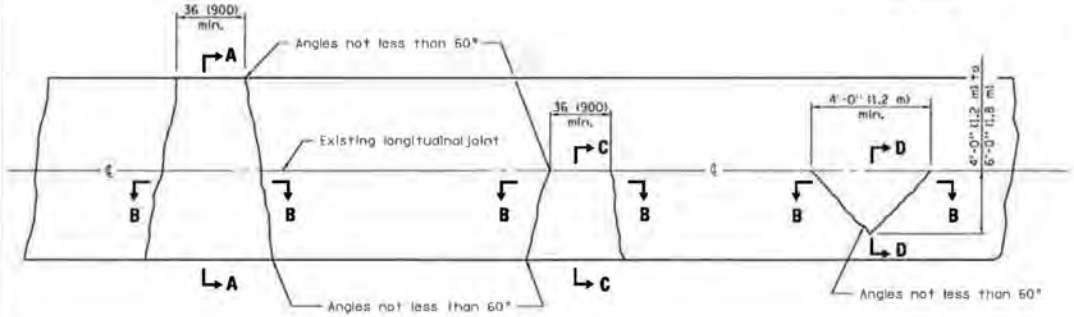
APPROVED January 3, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

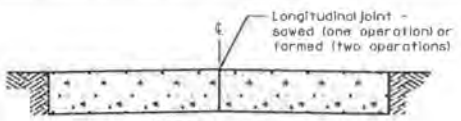
DATE	REVISIONS
1-1-19	Removed upper landing, added
	blended transitions and detectable
	warning tolerances.
1-1-18	Omitted diagonal slope at
	turning spaces and upper
	landings.

MID-BLOCK CURB RAMPS FOR SIDEWALKS

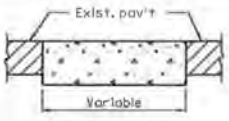
STANDARD 424016-05

CLASS C

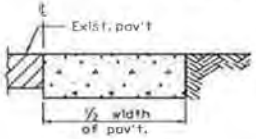




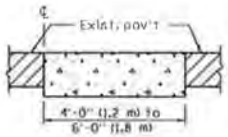
SECTION A–A



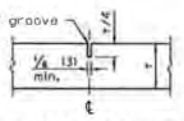
SECTION B–B



SECTION C–C



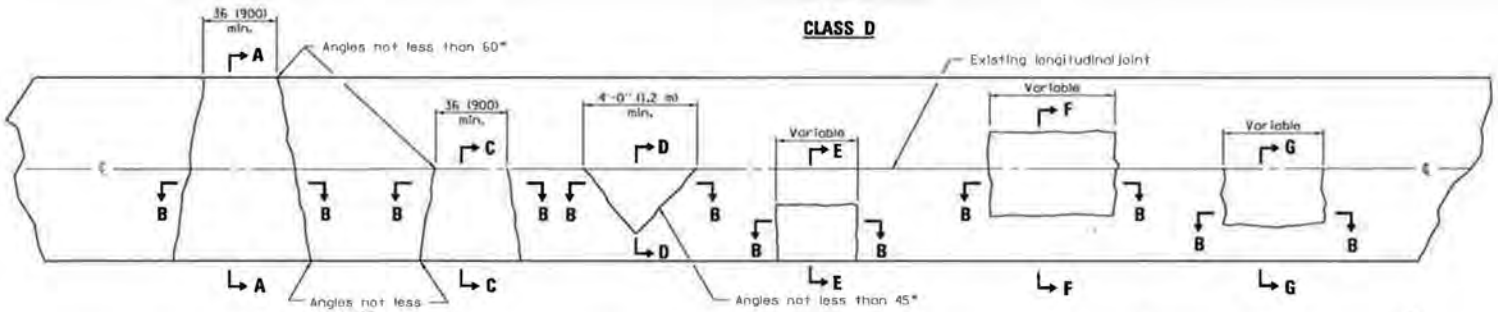
SECTION D–D

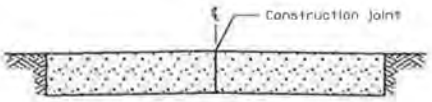


DETAIL OF SAWED CONTRACTION JOINT

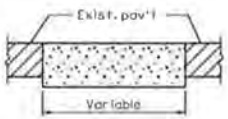
Note:
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.

CLASS D

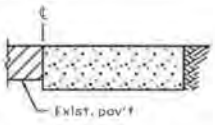




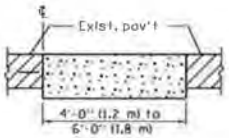
SECTION A–A
(Built in two operations)



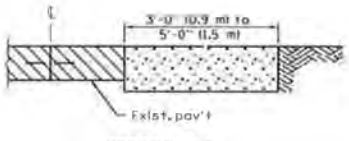
SECTION B–B



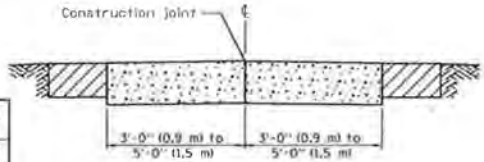
SECTION C–C



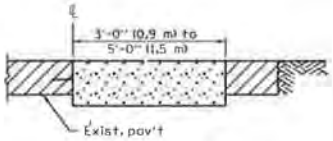
SECTION D–D



SECTION E–E



SECTION F–F
(Built in two operations)



SECTION G–G

GENERAL NOTES

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

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

Illinois Department of Transportation

PASSED January 1, 2008
ENGINEER OF POLICY AND PROCEDURES

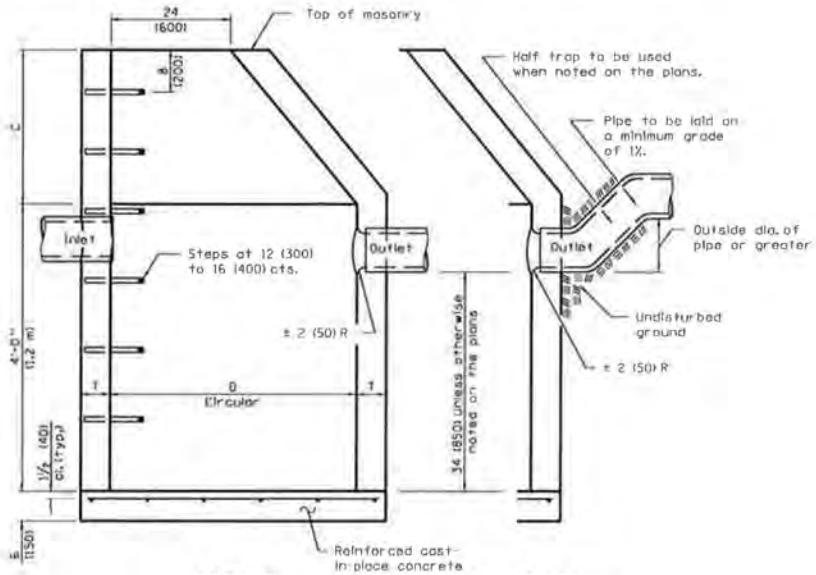
APPROVED January 1, 2008
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-08

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

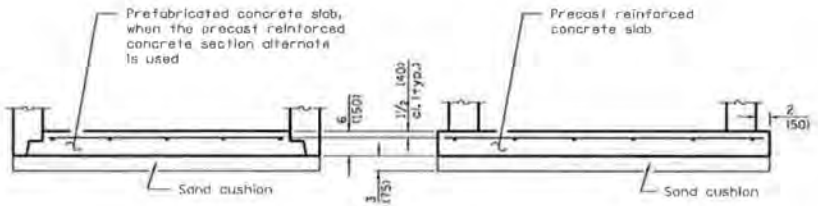
CLASS C and D PATCHES

STANDARD 442201-03



ELEVATION
(Standard Outlet)

ELEVATION
(Half Trap)



ALTERNATE BOTTOM SLAB

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

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

GENERAL NOTES

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

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

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

See Standard 602701 for details of steps.

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

Illinois Department of Transportation

PASSED January 1, 2011
ENGINEER OF POLICY AND PROCEDURES

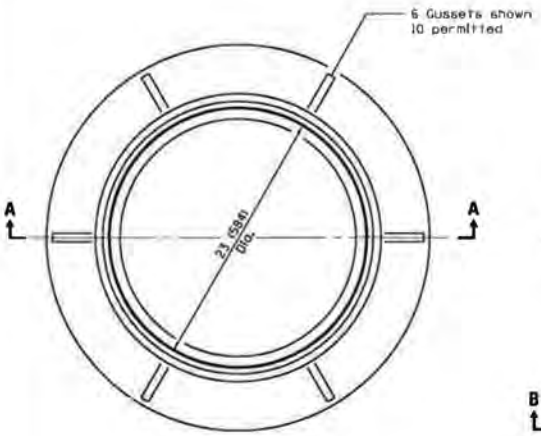
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

155610 029551

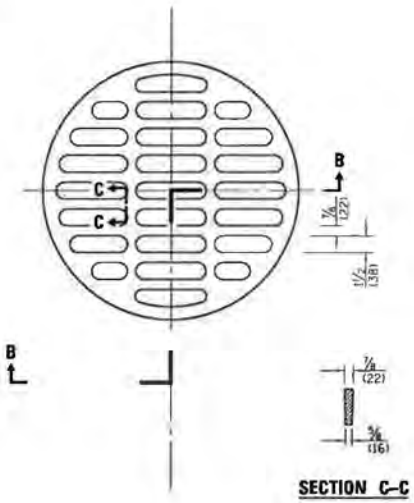
DATE	REVISIONS
1-1-11	Added 'Outside' to half trap note. Detail rein. in slabs.
	Revised general notes.
1-1-09	Switched units to English (metric).

CATCH BASIN TYPE A

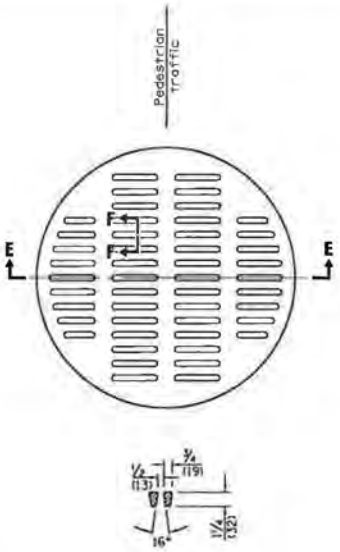
STANDARD 602001-02



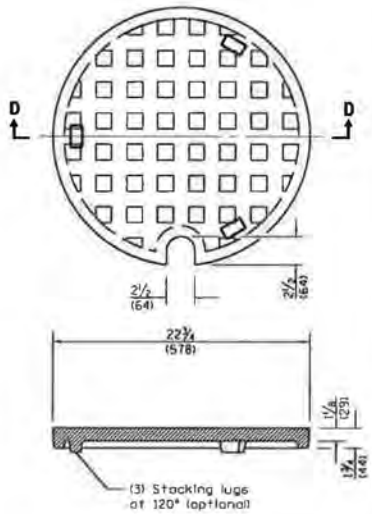
CAST FRAME



SECTION C-C

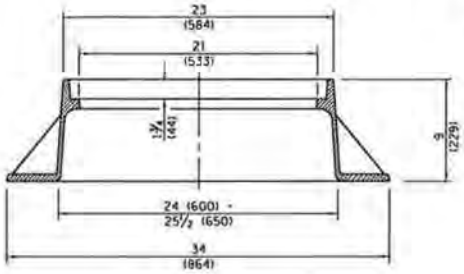


SECTION F-F

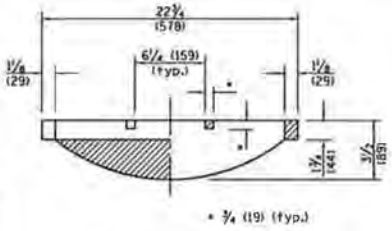


SECTION D-D

CAST CLOSED LID
Gray Iron Lid

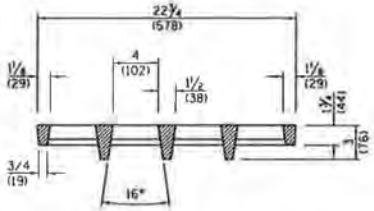


SECTION A-A
Gray Iron



SECTION B-B

CAST OPEN LID



SECTION E-E

ADA COMPLIANT
CAST OPEN LID

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

Illinois Department of Transportation

PASSED _____ JANUARY 1, 2015
ENGINEER OF POLICY AND PROCEDURES

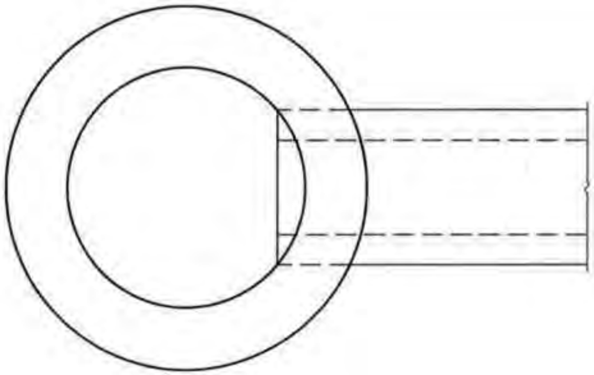
APPROVED _____ JANUARY 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

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

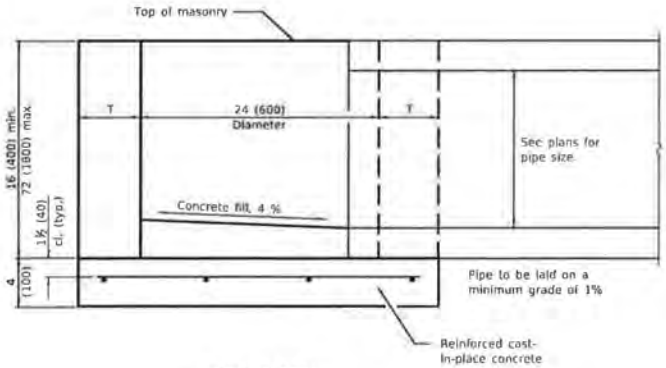
FRAME AND LIDS TYPE 1

STANDARD 604001-04

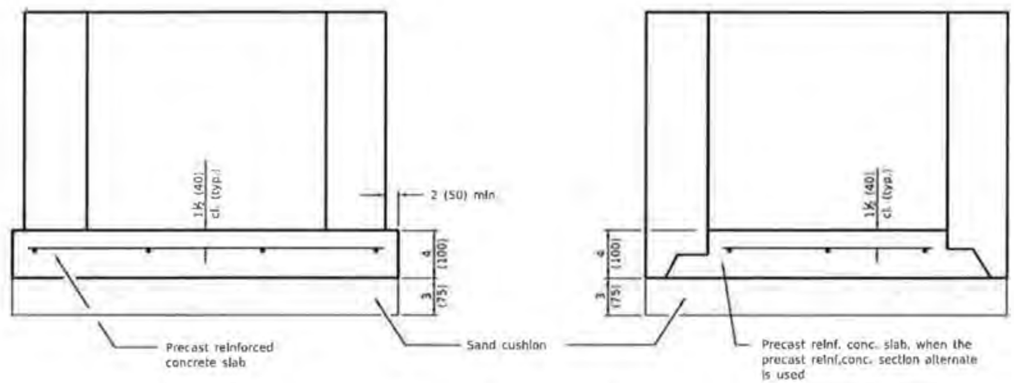
ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)



PLAN



ELEVATION



ALTERNATE METHODS

GENERAL NOTES

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

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

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

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

Illinois Department of Transportation

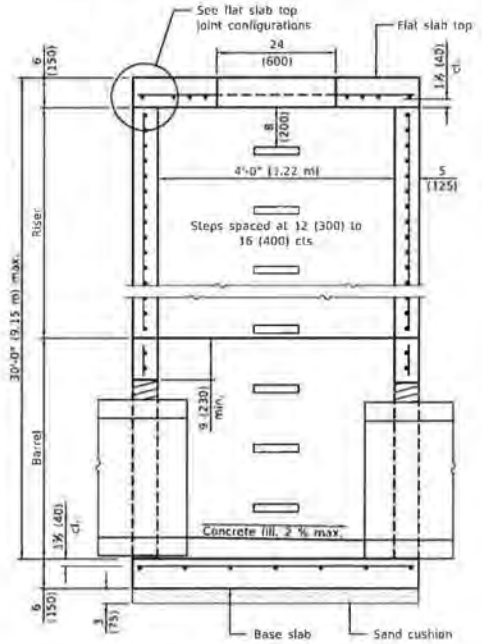
PASSED January 1, 2014
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

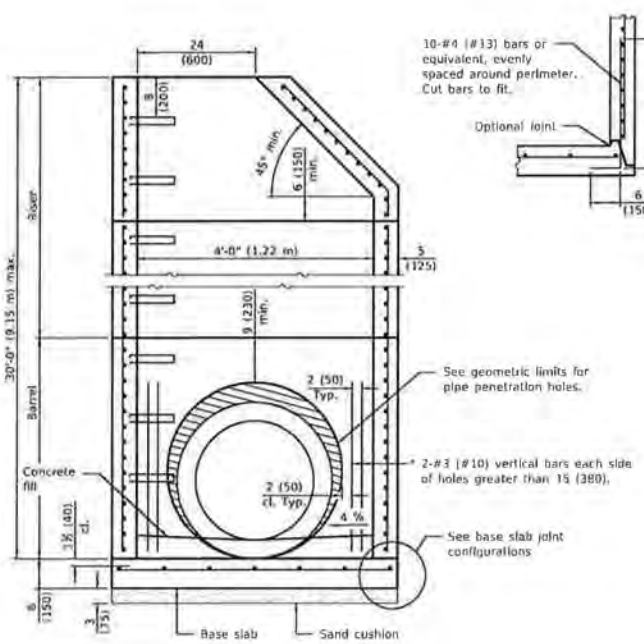
ISSUED 1-1-97

INLET - TYPE A

STANDARD 602301-04

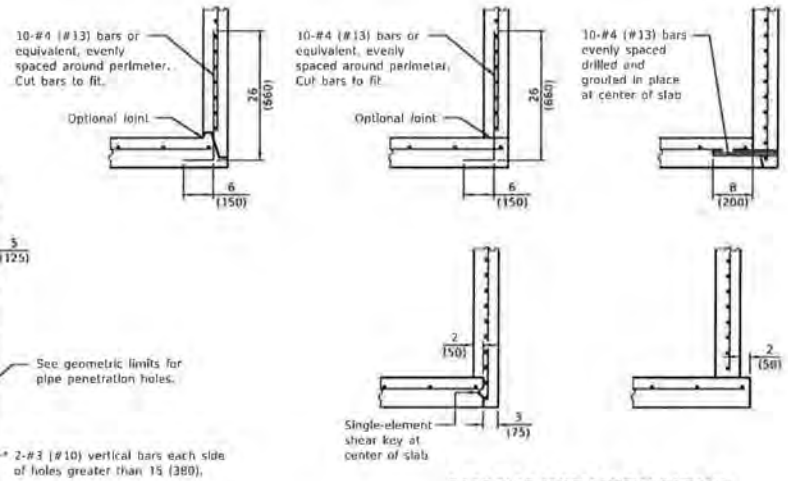


SECTION PARALLEL TO PIPE
(Without conical top riser)

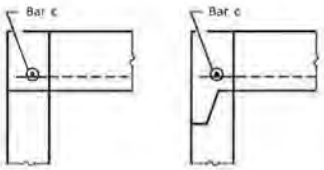


SECTION PERPENDICULAR TO PIPE
(With conical top riser)

* As an alternate, the barrel wall reinforcement may be reduced to riser wall reinforcement with #3 (#10) bars placed around the pipe penetration holes as shown. This option may be utilized when the pipe penetration holes are formed as opposed to cored.



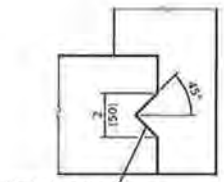
BASE SLAB JOINT CONFIGURATIONS



FLAT SLAB TOP JOINT CONFIGURATIONS
(Shown at access hole)

GEOMETRIC LIMITS FOR PIPE PENETRATION HOLES

1. A minimum of 9 (230) of monolithic reinforced concrete shall be maintained above pipe penetration holes > 24 (600).
2. A minimum 12 (300) inside arc length of reinforced concrete shall be maintained between pipe penetration holes > 15 (380).
3. A maximum of 60 percent of the inside perimeter of the reinforced concrete manhole walls may be removed.
4. Horizontal joints that intersect pipe penetration holes > 15 (380) shall have one joint splice for every location around the perimeter of the joint where the inside arc length between pipe penetration holes is < 24 (600). See joint splice detail.
5. The recommended pipe penetration hole is equal to the O.D. of the pipe plus 4 (100).
6. Only pipe penetration holes ≤ 15 (380) are allowed in riser sections.



SHEAR KEY GEOMETRY
(Reinforcement not shown for clarity)

GENERAL NOTES

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

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

See Standard 602701 for details of manhole steps.

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

Illinois Department of Transportation

PASSED May 1 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED May 1 2019
ENGINEER OF BUREAU OF DESIGN AND ENVIRONMENT

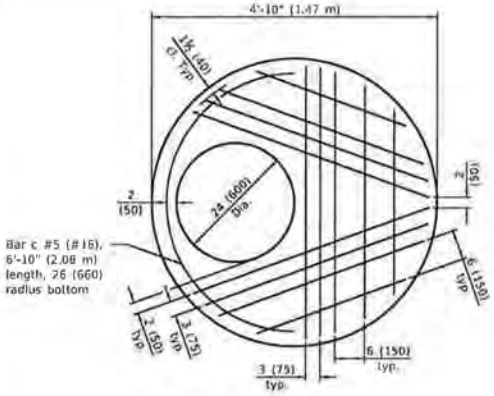
SHEET 1 OF 2

DATE	REVISIONS
3-1-19	Moved wall reinforcement from
	inside face to middle.
1-1-19	Expanded / refined reinforcement
	options. Increased manhole depths.

PRECAST MANHOLE TYPE A 4' (1.22 m) DIAMETER

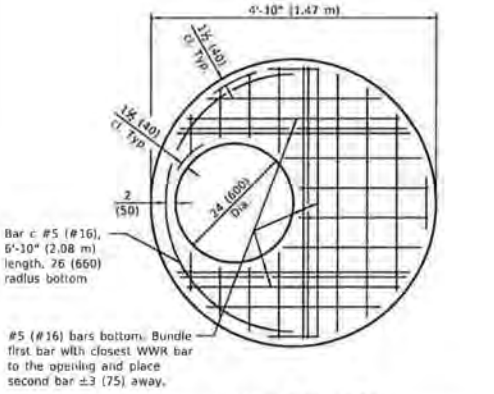
(Sheet 1 of 2)

STANDARD 602401-06



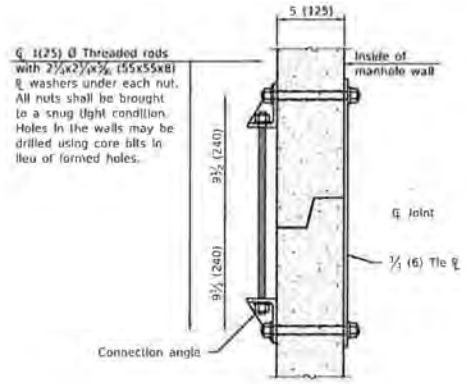
PLAN - FLAT SLAB TOP

(Showing layout of reinforcement bars and c bars)

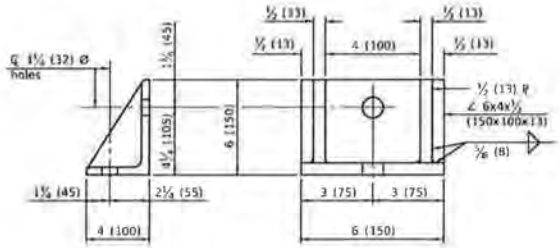


PLAN - FLAT SLAB TOP

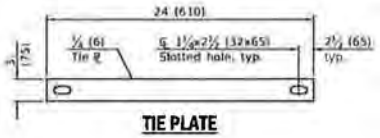
(Showing layout of welded wire reinforcement and c bars)



JOINT SPLICE



CONNECTION ANGLE



TIE PLATE

FLAT SLAB TOP REINFORCEMENT

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

** Only one layer of WWR permitted to avoid congestion.

WALL REINFORCEMENT

Location	Orientation	WWR or Rebar	
		A_s (min.)	Spacing (max.)
Riser	Circumferential	0.12 sq. in./ft. (254 sq. mm/m)	6 (150)
	Vertical	0.045 sq. in./ft. (95 sq. mm/m)	8 (200)
Barrel	Circumferential	0.12 sq. in./ft. (254 sq. mm/m)	6 (150)
	Vertical	0.16 sq. in./ft. (339 sq. mm/m)	4 (100)

BASE SLAB REINFORCEMENT

Location	Total Height	WWR or Rebar (each direction)	
		A_s (min.)	Spacing (max.)
Top Mat	≤ 20 ft. (6.10 m)	0.24 sq. in./ft. (508 sq. mm/m)	10 (250)
	> 20 ft. (6.10 m)	0.24 sq. in./ft. (508 sq. mm/m)	10 (250)

Illinois Department of Transportation

PASSED March 1, 2019
ENGINEER OF POLICY AND PROCEDURES

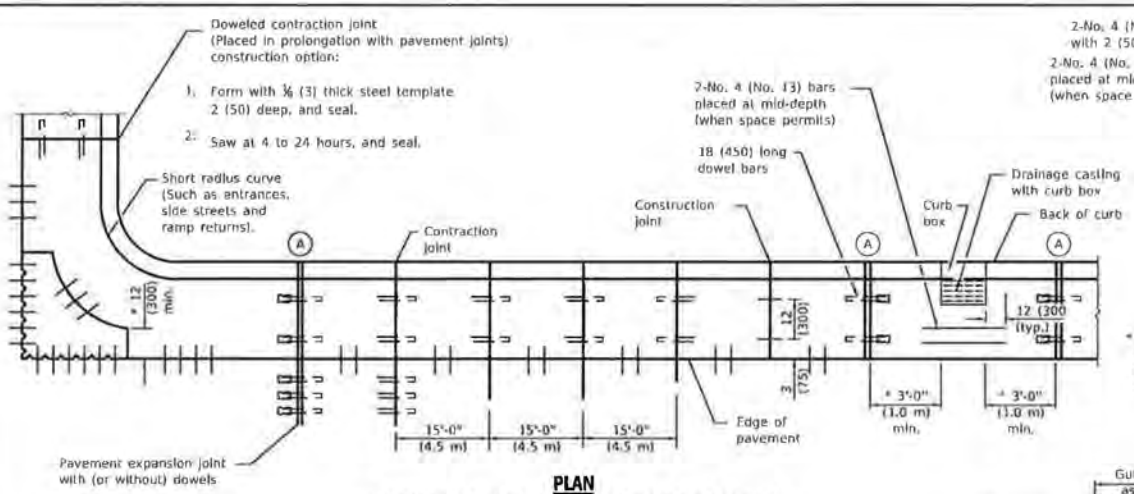
APPROVED March 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19

PRECAST MANHOLE TYPE A 4' (1.22 m) DIAMETER

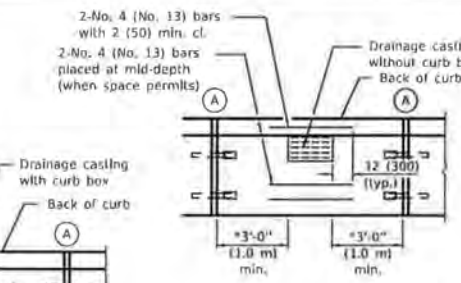
(Sheet 2 of 2)

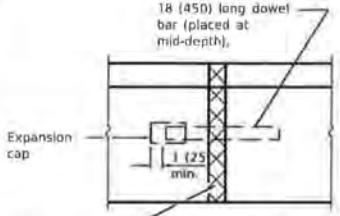
STANDARD 602401-06



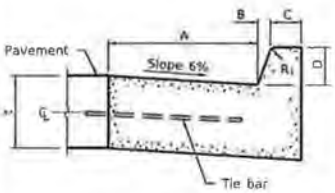
PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

* This dimension shall be adjusted to align with joint on the adjacent pavement

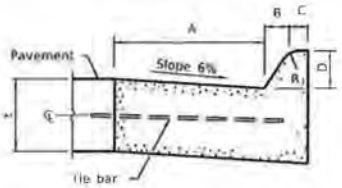




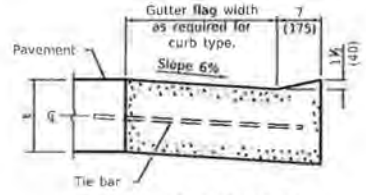
DETAIL (A)
EXPANSION JOINT



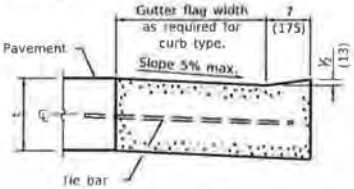
BARRIER CURB



MOUNTABLE CURB



DEPRESSED CURB (TYPICAL)

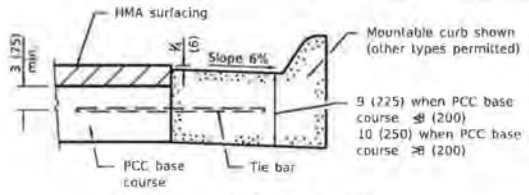


DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED

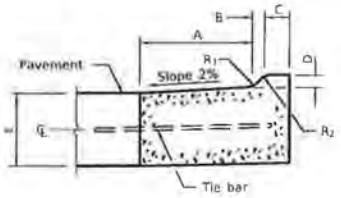
TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R_1
B-6.06 * (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.12 (B-22.30)	12 (300)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

* For corner islands only.

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



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



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

GENERAL NOTES

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

t = Thickness of pavement.

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

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

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

See Standard 606301 for details of corner islands.

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

Illinois Department of Transportation

PASSED January 1, 2018
Engineer of Policy and Procedures

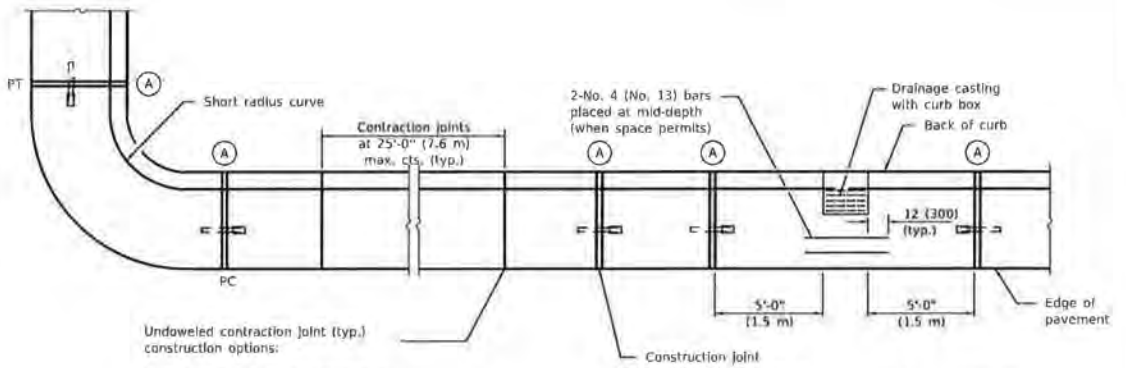
APPROVED January 1, 2018
Engineer of Design and Environment

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

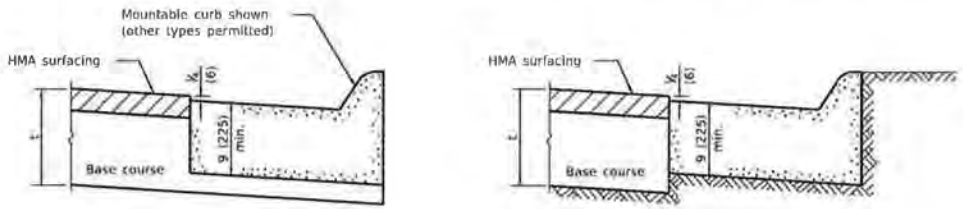
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

STANDARD 606001-07

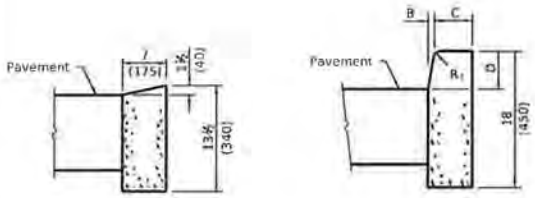


PLAN



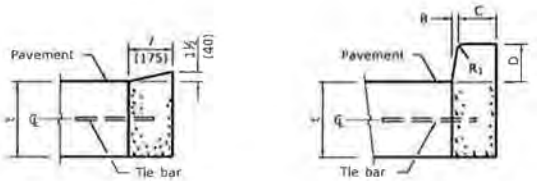
ON DISTURBED SUBGRADE **ON UNDISTURBED SUBGRADE**

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB **BARRIER CURB**

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB **BARRIER CURB**

ADJANCENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

Illinois Department of Transportation

PASSED January 1, 2018
ENGINEER OF POLICY AND PROCEDURES

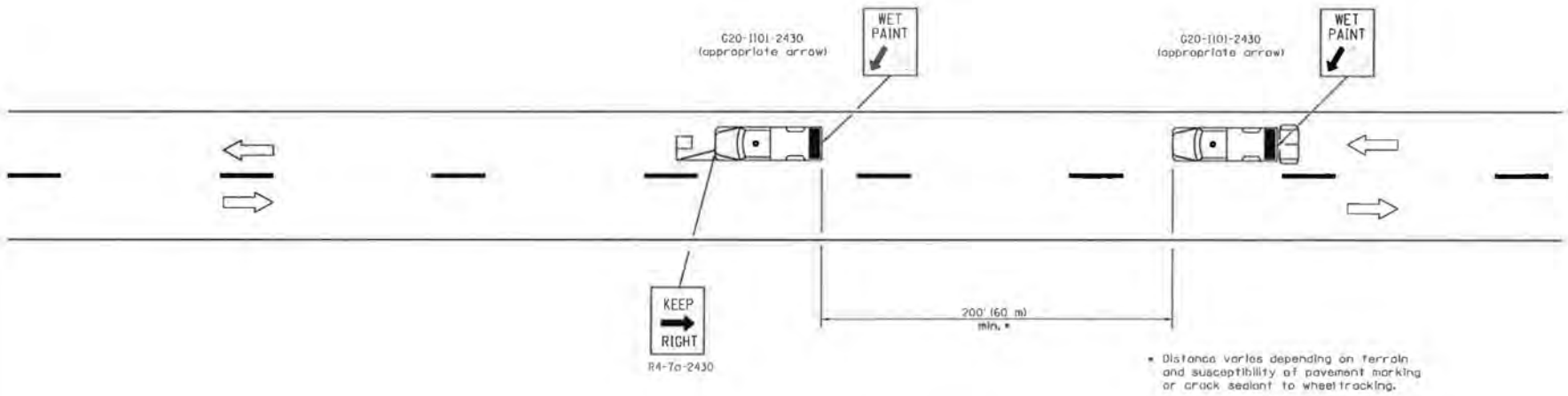
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED: 1-1-07

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

STANDARD 606001-07



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 January 1, 2009
ENGINEER OF OPERATIONS

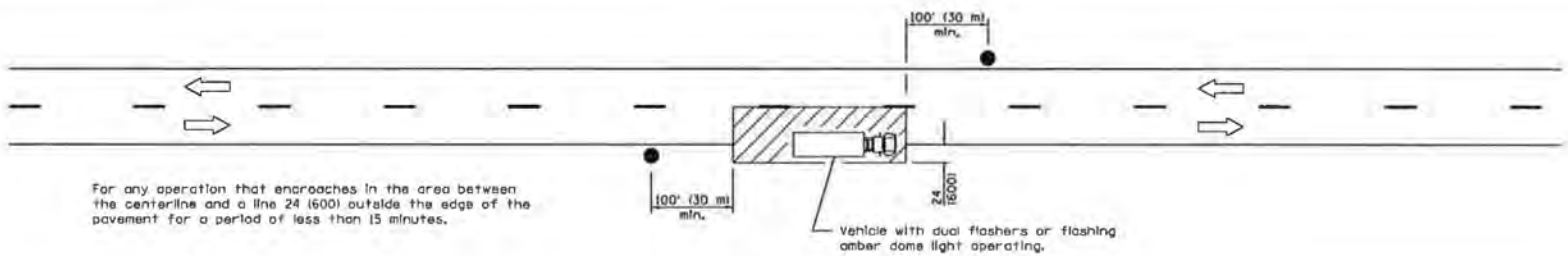
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

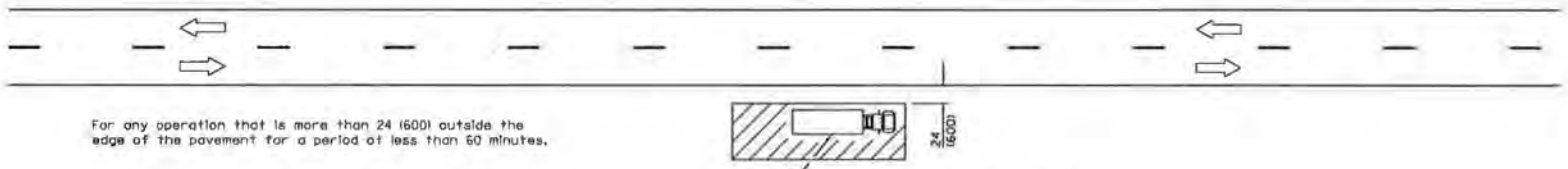
DATE	REVISIONS
1-1-09	Switched units to
	English (metric). Omitted
	Pass With Care sign.
1-1-00	Elim. speed restrictions
	in Standard title.

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

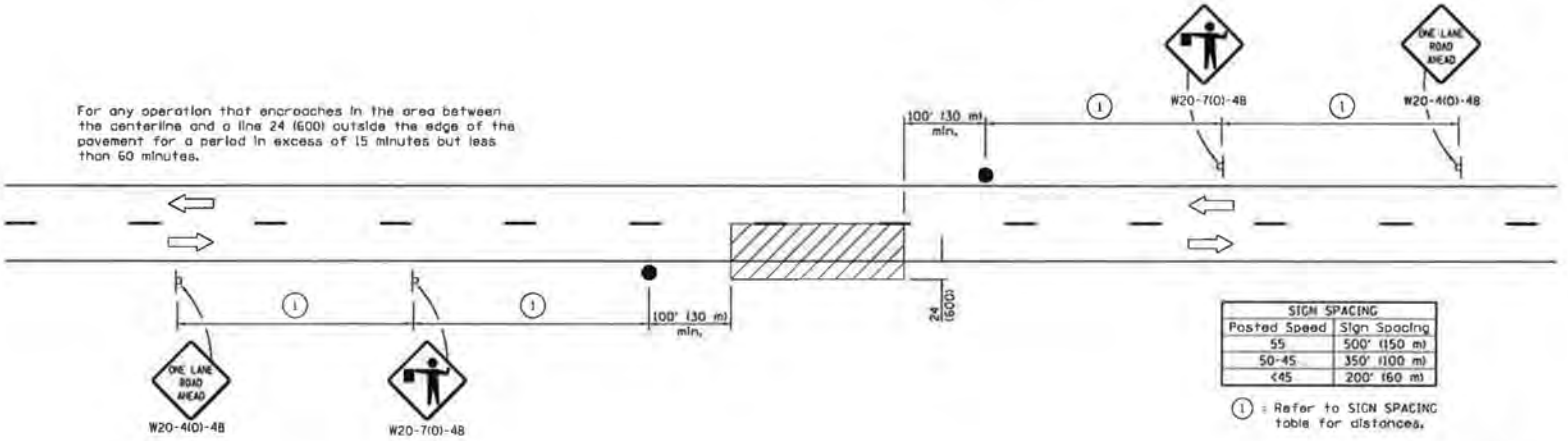
STANDARD 701311-03



For any operation that encroaches in the area between the centerline and a line 24 (600) outside the edge of the pavement for a period of less than 15 minutes.



For any operation that is more than 24 (600) outside the edge of the pavement for a period of less than 60 minutes.



For any operation that encroaches in the area between the centerline and a line 24 (600) outside the edge of the pavement for a period in excess of 15 minutes but less than 60 minutes.

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

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

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

TYPICAL APPLICATIONS

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

SYMBOLS

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

Illinois Department of Transportation

APPROVED _____ 2011
ENGINEER OF SAFETY ENGINEERING

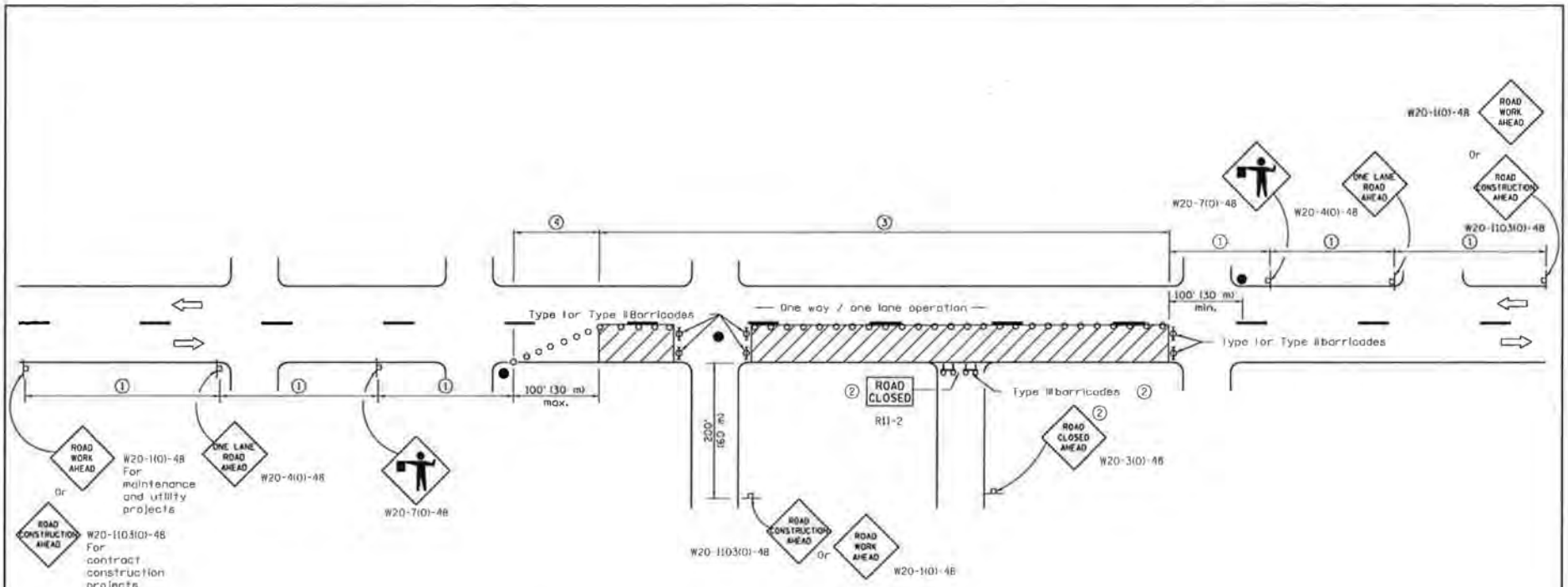
APPROVED _____ 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

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

STANDARD 701301-04



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

SYMBOLS

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

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

GENERAL NOTES

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

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

Illinois Department of Transportation

APPROVED January 4, 2011
ENGINEER OF SAFETY ENGINEERING

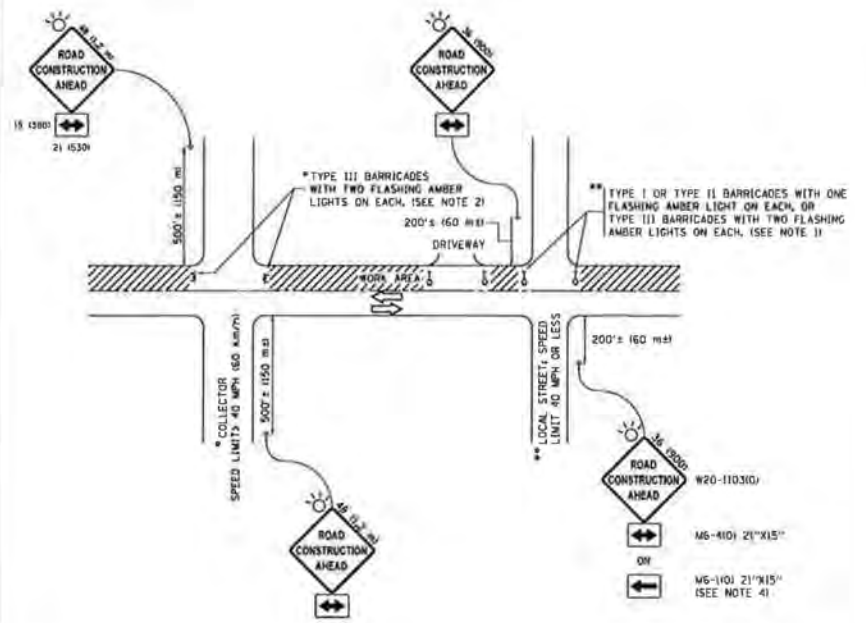
APPROVED January 5, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06



NOTES:

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

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

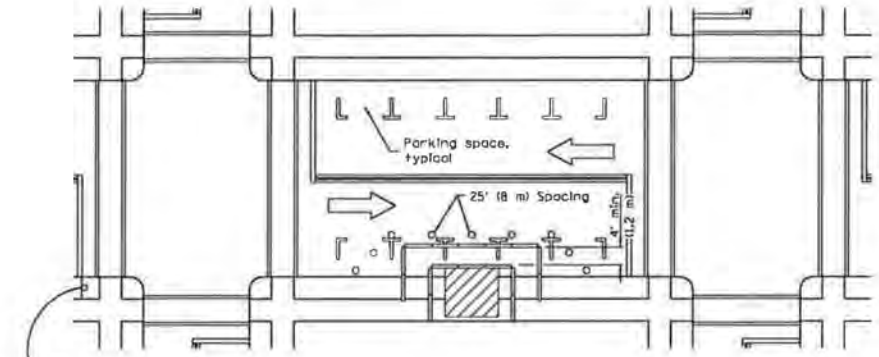
FILE NAME =	USER NAME =	DESIGNED - L.M.A.	REVISED - A. HOUSEN 10-15-96
		DRAWN -	REVISED - T. HAMMACHER 01-06-00
	PLOT SCALE = 36.000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
Default	PLOT DATE = 4/15/2015	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

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



① Omit whenever duplicated by road work traffic control.

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

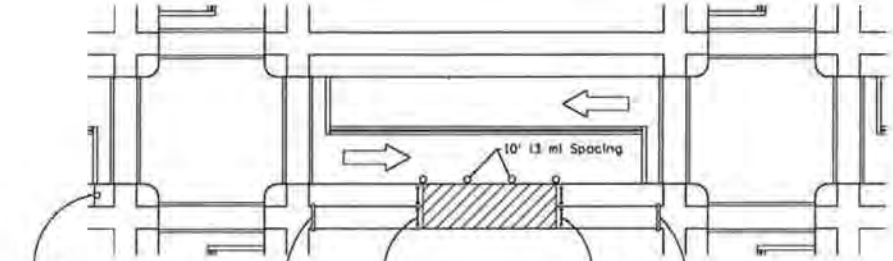
Or

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

SIDEWALK DIVERSION

SYMBOLS

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



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

Or

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

SIDEWALK CLOSURE

GENERAL NOTES

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

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

Temporary facilities shall be detectable and accessible.

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

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

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

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

Illinois Department of Transportation

APPROVED Apr 8 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED Apr 8 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

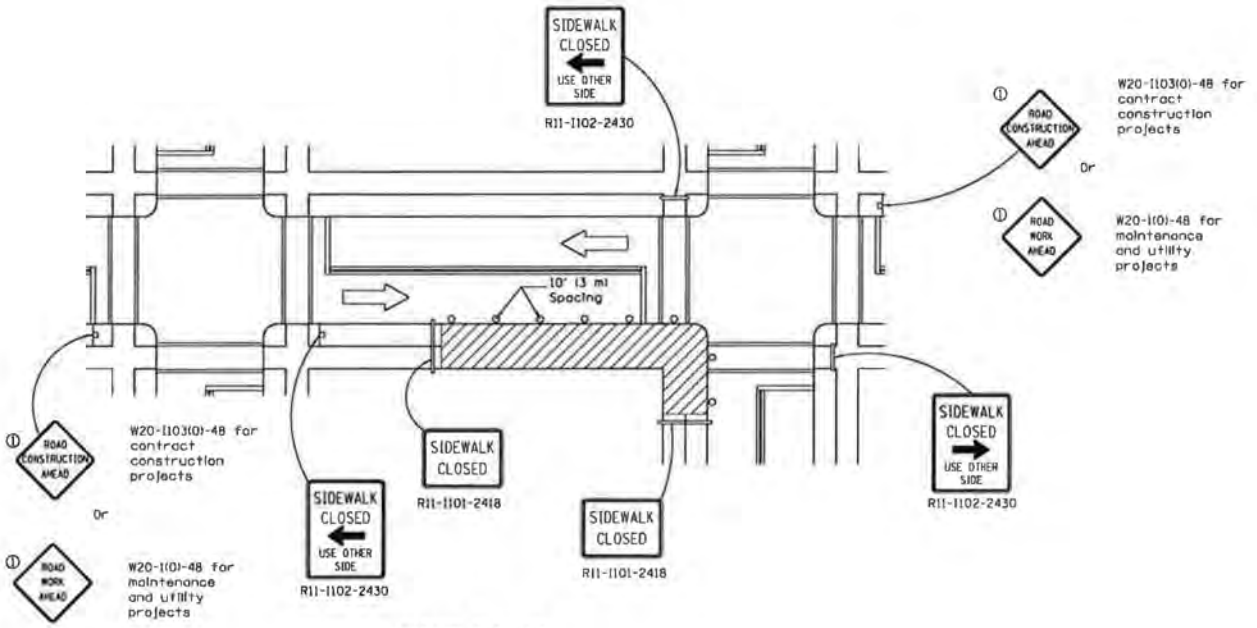
ISSUED 1-1-97

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

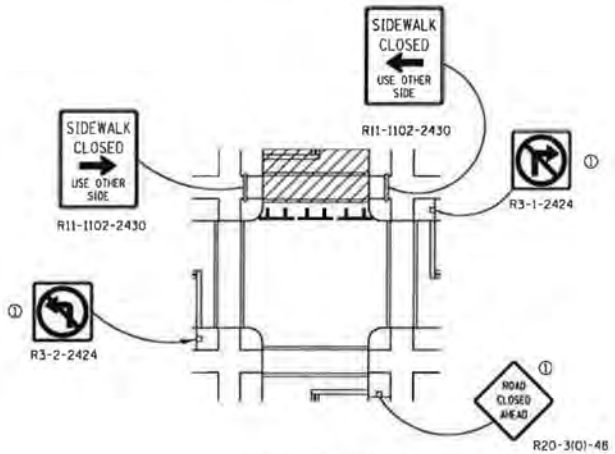
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



CORNER CLOSURE



CROSSWALK CLOSURE

Illinois Department of Transportation

APPROVED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

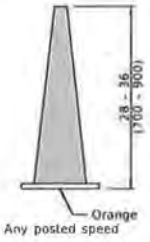
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

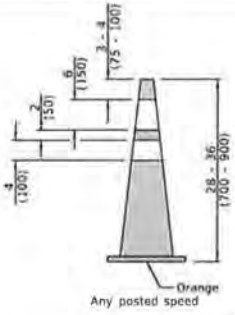
STANDARD 701801-06

Posted speed < 45 mph

DAYTIME USE

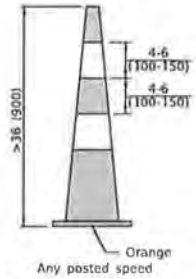


Any posted speed



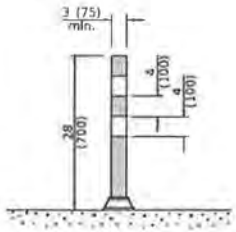
Any posted speed

CONES

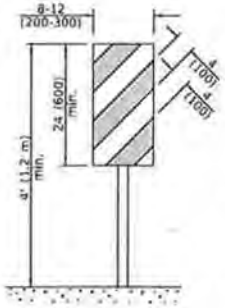


Any posted speed

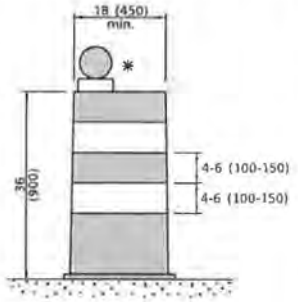
DAY OR NIGHTTIME USE



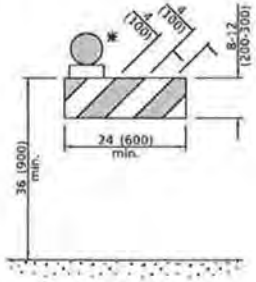
TUBULAR MARKER



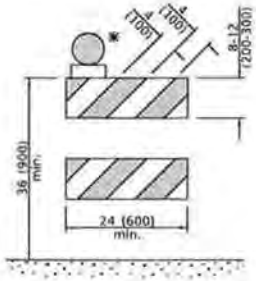
VERTICAL PANEL
POST MOUNTED



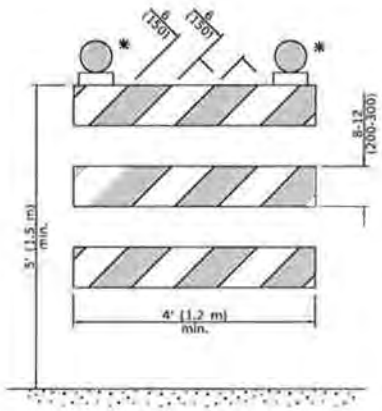
DRUM



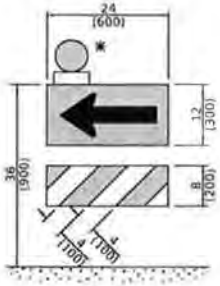
TYPE I BARRICADE



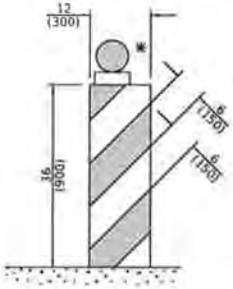
TYPE II BARRICADE



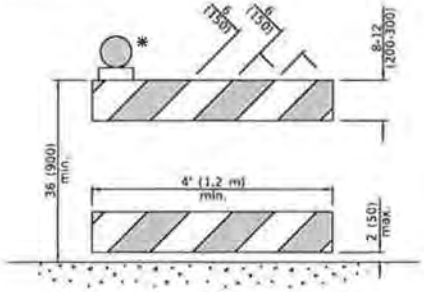
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

* Warning lights (if required)

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, 2019
ENGINEER OF SAFETY, TRAFFIC AND ENGINEERING

APPROVED January 1, 2019
ENGINEER OF BUREAU OF ROADS AND ENVIRONMENT

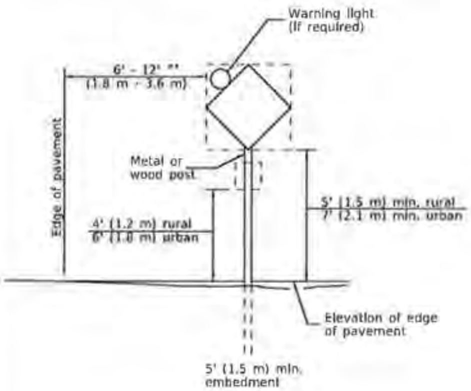
ISSUED 1-1-19

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

TRAFFIC CONTROL DEVICES

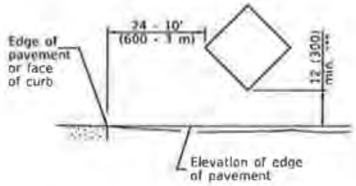
(Sheet 1 of 3)

STANDARD 701901-08



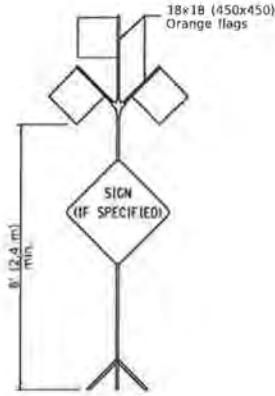
POST MOUNTED SIGNS

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

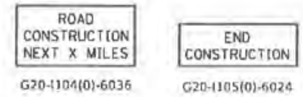


SIGNS ON TEMPORARY SUPPORTS

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



HIGH LEVEL WARNING DEVICE



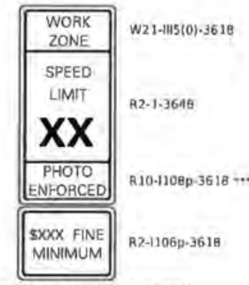
This signing is required for all projects 2 miles (3200 m) or more in length.

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

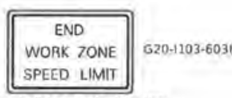
END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

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.



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

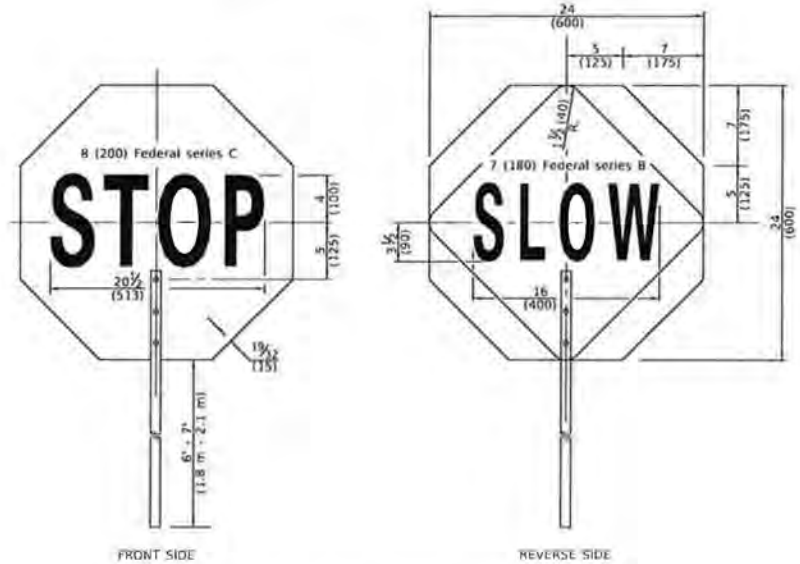
HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

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

W12-I103-4848

WIDTH RESTRICTION SIGN

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



FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation

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

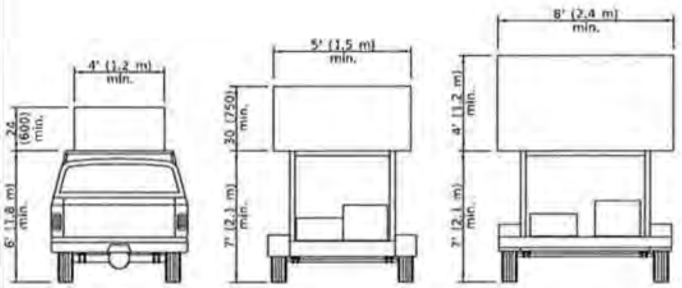
APPROVED January 1, 2019 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901-08

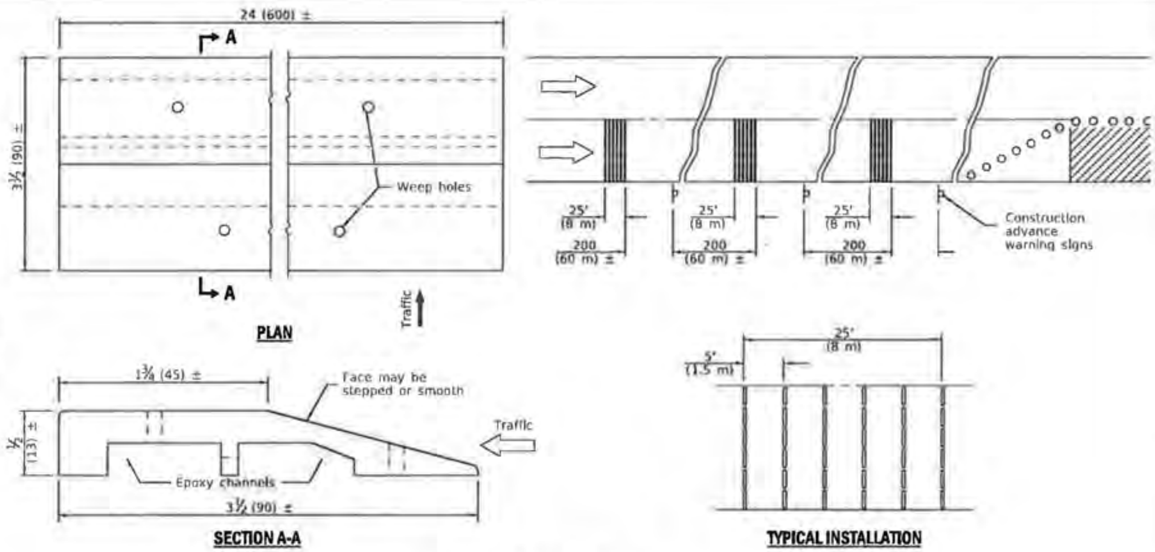


TYPE A ROOF MOUNTED

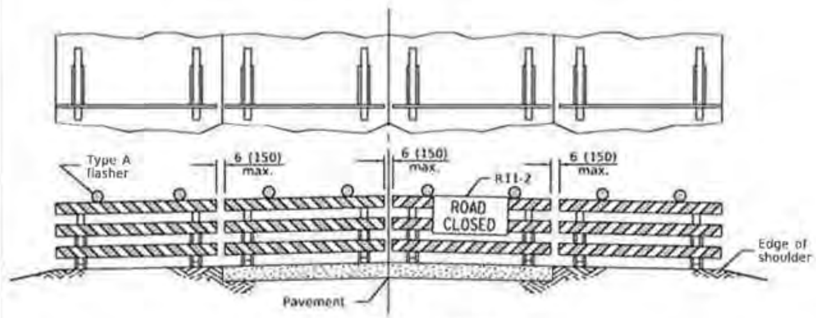
TYPE B ROOF OR TRAILER MOUNTED

TYPE C TRAILER MOUNTED

ARROW BOARDS

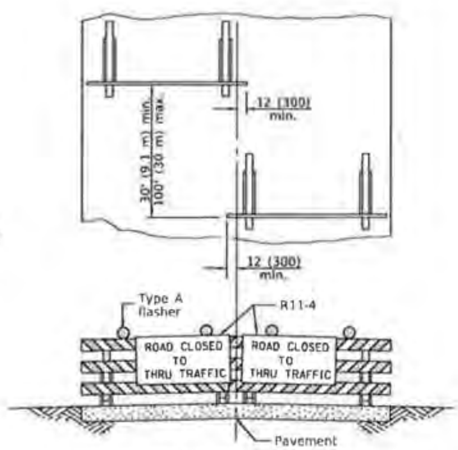


TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

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



ROAD CLOSED TO THRU TRAFFIC

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

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

Illinois Department of Transportation

APPROVED January 1, 2018

ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2018

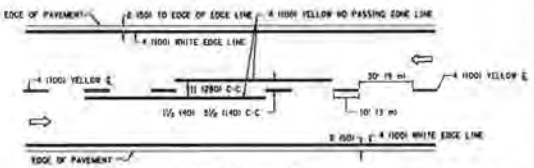
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

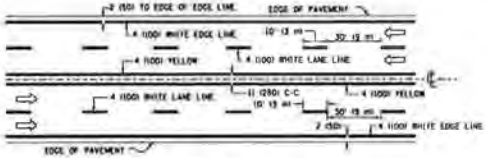
TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

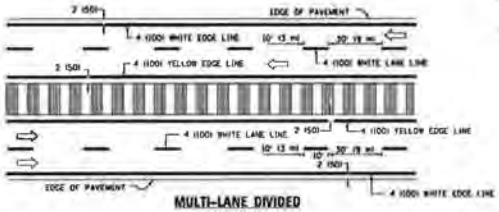
STANDARD 701901-08



2–LANE ROADWAY

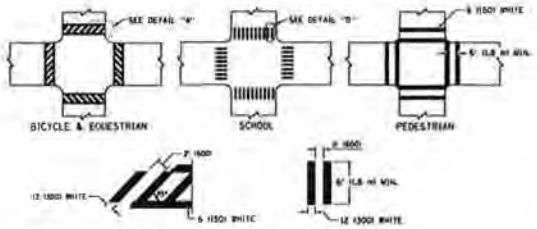


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

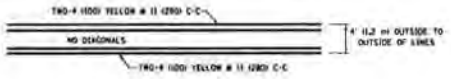
TYPICAL LANE AND EDGE LINE MARKING



DETAIL "A" DETAIL "B"

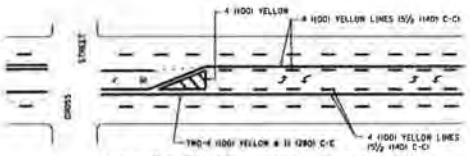
TYPICAL CROSSWALK MARKING

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



4' (1.2 m) WIDE MEDIANS ONLY

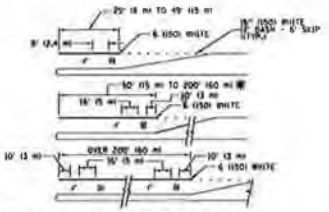
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

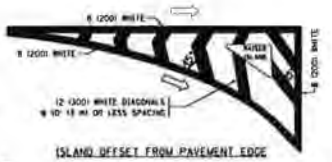


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m²) | ↑ AREA = 20.6 SQ. FT. (1.9 m²)

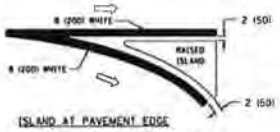
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



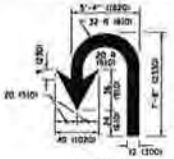
ISLAND OFFSET FROM PAVEMENT EDGE



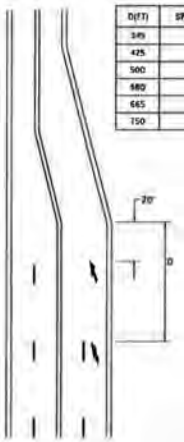
ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

COMBINATION LEFT AND U–TURN



U–TURN



LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/3 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 6 (150) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 4' (1.2 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO-WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/3 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 25' (8 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS, 16 (400) LINE FOR "R"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.8 SQ. FT. (0.33 m²) EACH "R"=54.9 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

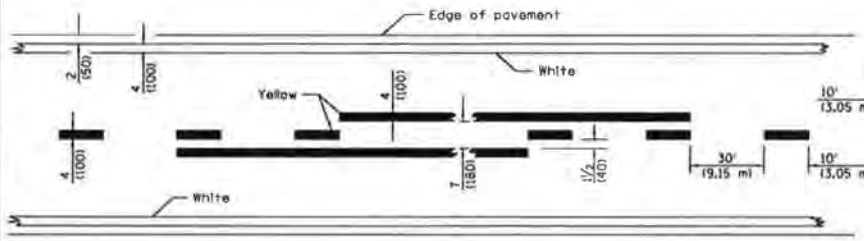
FILE NAME =	USER NAME = bayer	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	
		DRAWN -	REVISED - C. JUCIUS 07-01-13	
	PLOT SCALE = 58.888 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
Default	PLOT DATE = 6/23/2017	DATE - 03-18-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

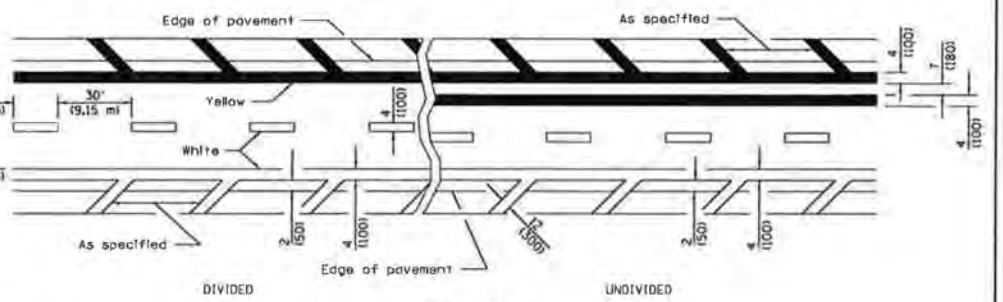
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

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

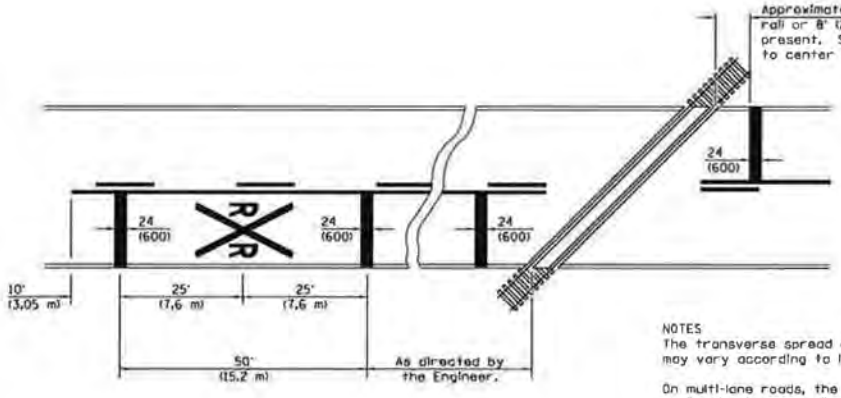


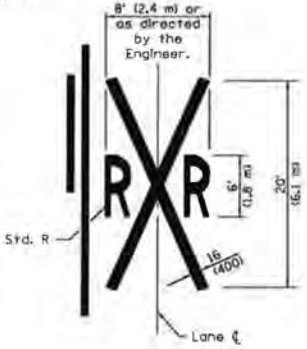
2 LANE



MULTI LANE

LANE AND EDGE LINES





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

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

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

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

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

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)

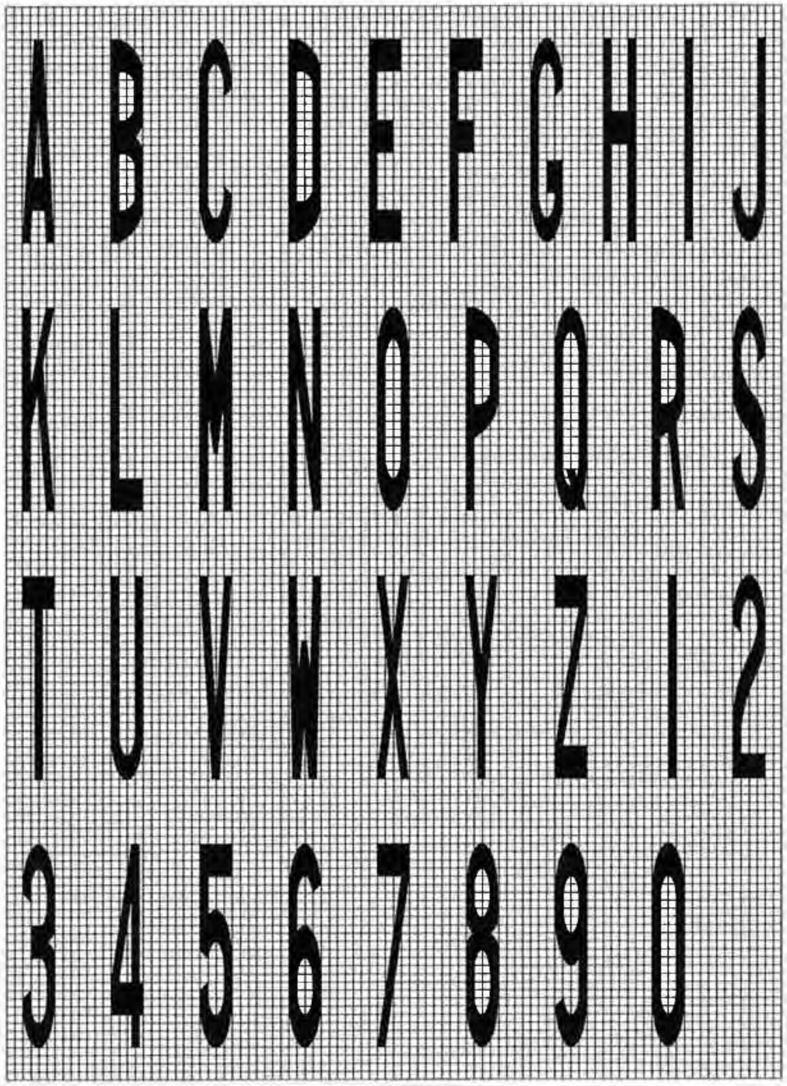
STANDARD 780001-05

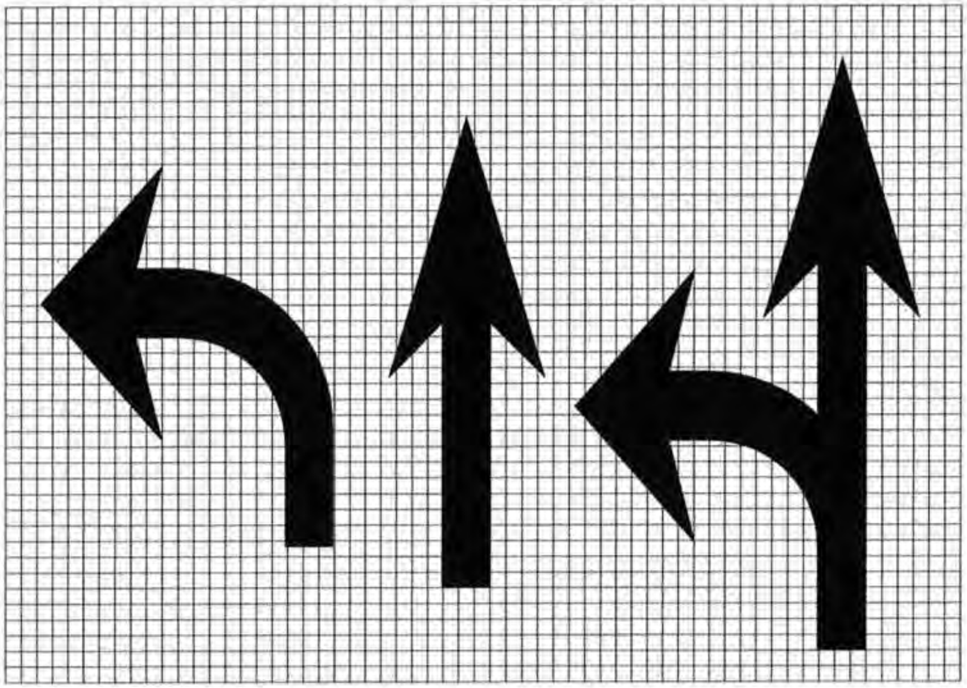
Illinois Department of Transportation

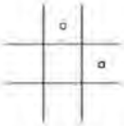
APPROVED January 1, 2015
ENGINEER OF OPERATIONS

APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97







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

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

LETTER AND ARROW GRID SCALE

Illinois Department of Transportation

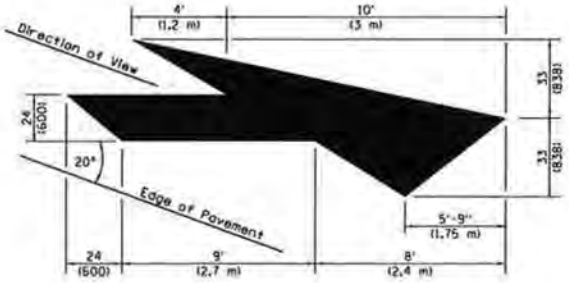
APPROVED January 1, 2015
ENGINEER OF OPERATIONS
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

TYPICAL PAVEMENT MARKINGS

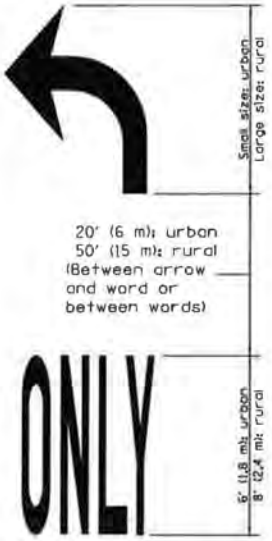
(Sheet 2 of 3)

STANDARD 780001-05



LANE-REDUCTION ARROW

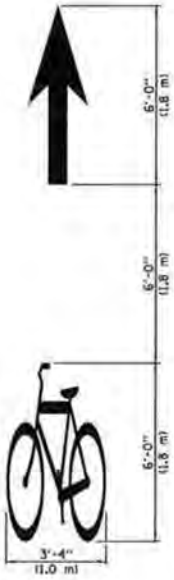
Right lane-reduction arrow shown.
Use mirror image for left lane.



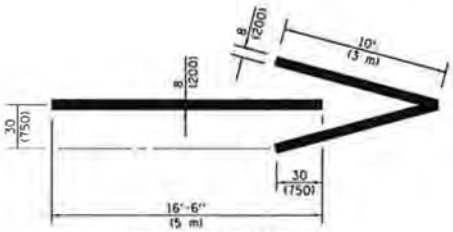
WORD AND ARROW LAYOUT

INTERNATIONAL SYMBOL OF ACCESSILITY

SHARED LANE SYMBOL



BIKE SYMBOL
(Arrow is optional.)



WRONG WAY ARROW

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS

APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

TYPICAL PAVEMENT MARKINGS

(Sheet 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 4/26/2019
(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.

	GE18104	GE18603	GE18604	GW18607	19802	
	1	2	3	4	Awards Pending	
Contract Number	62F76	Fed Ex	NS - Calumet EX	I-55 Logistic Park	Pending	
Contract With	IDOT	Poerio	Dyer Construction	Clayco Corp	CCHD	
Estimated Completion Date	Apr-2019	Apr-2019	Jun-2019	May-2019	May-2020	
Total Contract Price	$374,458	$734,723	$1,569,979	$2,789,381	$2,651,829	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	$1,000				$2,651,829	$2,652,829
Uncompleted Dollar Value if Firm is the Subcontractor		$734,723	$1,263,879	$387,599		$2,386,201
				Total Value of All Work		$5,039,030

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

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

						Accumulated Totals
Earthwork						$0
Portland Cement Concrete Paving						$0
HMA Plant Mix		$649,522	$1,250,000	$175,000	$1,088,660	$3,163,182
HMA Paving (& Patching)						$0
Clean & Seal Cracks/Joints						$0
Aggregate Bases & Surfaces						$0
Highway, R.R. and Waterway Structures						$0
Drainage						$0
Electrical						$0
Cover and Seal Coats						$0
Concrete Construction						$0
Landscaping					$29,300	$29,300
Fencing						$0
Guardrail						$0
Painting						$0
Signing						$0
Cold Milling, Planing & Rotomilling					$260,949	$260,949
Demolition (Removals)						$0
Pavement Markings (Paint)						$0
Other Construction (Mob/Misc)					$278,406	$278,406
Other Construction (Traffic Control)					$71,942	$71,942
Other Construction (HIP Recycling)						$0
Totals	$0	$649,522	$1,250,000	$175,000	$1,729,257	$3,803,779

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

BC 57 (Rev. 08/17/10)

Printed 3/29/2019

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	J&J Newell	Pavement Sysyem	Pavement System	Pavement Sysyems	Integrity Envir
Type of Work	Concrete / Sewer	Striping	Pavement Marking	Pavement Marking	CCDD
Subcontract Price	$38,775	$85,201	$13,879	$19,042	$21,690
Amount Uncompleted		$85,201	$13,879	$19,042	$21,690
Subcontractor	Hawk Enterprises			JAN Electric	Rula's Enterprises
Type of Work	Electric			Electric	Conc / Sewer
Subcontract Price	$12,903			$193,557	$588,053
Amount Uncompleted				$193,557	$588,053
Subcontractor	Sincere Landscape				City Lights LTD
Type of Work	Landscaping				Electric
Subcontract Price	$2,885				$209,045
Amount Uncompleted	$1,000				$209,045
Subcontractor	Pro Tack				Northern Contracting
Type of Work	Joint Sealant				Guardrail
Subcontract Price	$19,748				$27,040
Amount Uncompleted					$27,040
Subcontractor	A-K Underground				Maintenance Coat
Type of Work	Sewer Cleaning				Thermoplastic
Subcontract Price	$2,250				$76,744
Amount Uncompleted					$76,744
Subcontractor	Traffic Control Co.				
Type of Work	Thermo / Traffic				
Subcontract Price	$8,799				
Amount Uncompleted					
Subcontractor	CSD Environmental				
Type of Work	CCDD Testing				
Subcontract Price	$7,900				
Amount Uncompleted					
Total Uncompleted	$1,000	$85,201	$13,879	$212,599	$922,572

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 Submitted and rejected before the estimated completion dates

this _____ day of _____, 20____.

Type or Print Name Jeffery L. Kolmodin — Officer or Director

Vice President — Title

_____
Notary Public

Signed _____

My commission expires: _____

Company Gallagher Asphalt Corporation

(Notary Seal)

Address 18100 South Indiana Avenue

Thornton, IL 60476

Illinois Department of Transportation

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

Affidavit of Availability

For the Letting of 4/26/2019
(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.

	GI19301	GW19601	GI19701	GE19102	GK19103	
	1	2	3	4	Awards Pending	
Contract Number	Gates of St. John	Prologis	Centennial Village	61F21	KA048	
Contract With	Lotton Development	Meridian Design Build	Core Construction	IDOT	IDOT	
Estimated Completion Date	May-2019	Aug-2019	Jul-2019	110 WD	25 WD	
Total Contract Price	$94,147	$1,423,555	$144,000	$1,793,572	$642,700	Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor	$94,147			$1,793,572	$642,700	$5,183,248
Uncompleted Dollar Value if Firm is the Subcontractor		$1,423,555	$144,000			$3,953,756
				Total Value of All Work		$9,137,004

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				$139,121	$42,750	$181,871
Portland Cement Concrete Paving						$0
HMA Plant Mix	$94,147	$714,955	$77,970	$390,101	$273,180	$4,713,535
HMA Paving (& Patching)						$0
Clean & Seal Cracks/Joints						$0
Aggregate Bases & Surfaces		$404,000	$59,540	$113,145	$49,310	$625,995
Highway, R.R. and Waterway Structures						$0
Drainage						$0
Electrical						$0
Cover and Seal Coats						$0
Concrete Construction		$281,000		$27,745		$308,745
Landscaping				$44,843		$74,143
Fencing						$0
Guardrail						$0
Painting						$0
Signing						$0
Cold Milling, Planing & Rotomilling			$2,312	$4,990	$55,968	$324,219
Demolition (Removals)				$95,087		$95,087
Pavement Markings (Paint)		$11,800				$11,800
Other Construction (Mob/Misc)			$1,940	$135,777	$112,892	$529,015
Other Construction (Traffic Control)						$71,942
Other Construction (HIP Recycling)						$0
Totals	$94,147	$1,411,755	$141,762	$950,809	$534,100	$6,936,352

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

Part III. Work Subcontracted to Others

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

	1	2	3	4	Awards Pending
Subcontractor		Pavement Systems	Pavement Systems	CSD Enviromental	Freehill Asphalt
Type of Work		Pavement Markings	Striping	CCDD	Crackfilling
Subcontract Price		$11,800	$2,238	$26,900	$21,428
Amount Uncompleted		$11,800	$2,238	$26,900	$21,428
Subcontractor				Humir Construction	Earthworks by Lavicka
Type of Work				Concrete	Landscaping
Subcontract Price				$130,474	$12,384
Amount Uncompleted				$130,474	$12,384
Subcontractor				H & H Electric	Varsity Striping
Type of Work				Electric	Pavement Marking
Subcontract Price				$326,027	$11,873
Amount Uncompleted				$326,027	$11,873
Subcontractor				Northern Contrac	Work Zone Safety
Type of Work				Guardrail	Traffic Control
Subcontract Price				$20,405	$8,460
Amount Uncompleted				$20,405	$8,460
Subcontractor				Traffic Control Co	R&R, Inc.
Type of Work				Traffic Control Co	Underground
Subcontract Price				$55,985	$54,455
Amount Uncompleted				$55,985	$54,455
Subcontractor				Homer Tree Service	
Type of Work				Tree Removal	
Subcontract Price				$2,700	
Amount Uncompleted				$2,700	
Subcontractor				M & J Underground	
Type of Work				Sewer	
Subcontract Price				$280,272	
Amount Uncompleted				$280,272	
Total Uncompleted	$0	$11,800	$2,238	$842,763	$108,600

I, being duly swom, 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 swom to before me

this _____ day of _____, 20____.

Type or Print Name Jeffrey L. Kolmodin (Officer or Director) Vice-President (Title)

_____
Notary Public

Signed _____

My commission expires: _____

Company Gallagher Asphalt Corporation

(Notary Seal)

Address 18100 South Indiana Avenue

Thornton, IL 60476

Illinois Department of Transportation

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

Affidavit of Availability

For the Letting of 4/26/2019
(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.

	GI19601	GE19107	GE19202	0		
	1	2	3	4	Awards Pending	
Contract Number		62G80				
Contract With	Becknell Ind	IDOT	South Holland			
Estimated Completion Date		Oct-2019	Aug-2019			
Total Contract Price	$848,152	$3,053,618	$2,524,761			Accumulated Totals
Uncompleted Dollar Value if Firm is the Prime Contractor		$3,053,618	$2,524,761			$10,761,627
Uncompleted Dollar Value if Firm is the Subcontractor	$848,152					$4,801,908
				Total Value of All Work		$15,563,535

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			$13,954			$195,825
Portland Cement Concrete Paving						$0
HMA Plant Mix	$524,636	$1,600,202	$1,397,018			$8,235,391
HMA Paving (& Patching)						$0
Clean & Seal Cracks/Joints						$0
Aggregate Bases & Surfaces	$311,830		$21,323			$959,148
Highway, R.R. and Waterway Structures						$0
Drainage		$38,740				$38,740
Electrical						$0
Cover and Seal Coats						$0
Concrete Construction						$308,745
Landscaping		$6,874	$24,000			$105,017
Fencing						$0
Guardrail						$0
Painting						$0
Signing						$0
Cold Milling, Planing & Rotomilling		$201,488	$219,978			$745,685
Demolition (Removals)						$95,087
Pavement Markings (Paint)						$11,800
Other Construction (Mob/Misc)		$158,680	$153,923			$841,618
Other Construction (Traffic Control)						$71,942
Other Construction (HIP Recycling)						$0
Totals	$836,466	$2,005,984	$1,830,196	$0	$0	$11,608,998

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

Part III. Work Subcontracted to Others

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

	1	2	3	4	Awards Pending
Subcontractor	Pavement Systems	CSD Enviromental	J 7 J Newell		
Type of Work	Striping	CCDD	Concrete		
Subcontract Price	$11,686	$29,700	$672,211		
Amount Uncompleted	$11,686	$29,700	$672,211		
Subcontractor		J & J Newell	Hawk Enetrprises		
Type of Work		Concrete	Electric		
Subcontract Price		$689,852	$5,120		
Amount Uncompleted		$689,852	$5,120		
Subcontractor		Home Towne Elec	Traffic Controll Co		
Type of Work		Electric	Pavement Marking		
Subcontract Price		$74,848	$17,234		
Amount Uncompleted		$74,848	$17,234		
Subcontractor		Robinson Eng			
Type of Work		Layout			
Subcontract Price		$6,726			
Amount Uncompleted		$6,726			
Subcontractor		Precision Pavement			
Type of Work		Thermoplastic			
Subcontract Price		$83,423			
Amount Uncompleted		$83,423			
Subcontractor		Highway Safety			
Type of Work		Traffic Control			
Subcontract Price		$58,245			
Amount Uncompleted		$58,245			
Subcontractor		Rula's Enterprises			
Type of Work		Underground			
Subcontract Price		$104,840			
Amount Uncompleted		$104,840			
Total Uncompleted	**$11,686**	**$1,047,634**	**$694,565**	**$0**	**$0**

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 29th day of March, 2019.

Notary Public

My commission expires: 6-11-22

(Notary Seal) OFFICIAL SEAL
KAREN I HANKUS
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:06/11/22

Type or Print Name Jeffrey L. Kolmodin — Officer or Director

Vice-President — Title

Signed

Company Gallagher Asphalt Corporation

Address 18100 South Indiana Avenue

Thornton, IL 60476

RETURN WITH BID

Illinois Department of Transportation

Affidavit of Illinois Business Office

County Cook and Will
Local Public Agency Tinley Park
Section Number 19-00000-00-GM
Route Various

State of Illinois)
) ss.
County of Cook)

I, Jeffrey Kolmodin (Name of Affiant) of Thornton (City of Affiant), Illinois (State of Affiant),

being first duly sworn upon oath, states as follows:

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

(Signature)
Jeffrey Kolmodin
(Print Name of Affiant)

This instrument was acknowledged before me on 23rd day of April, 2019.

(SEAL)

OFFICIAL SEAL
KAREN I HANKUS
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:06/11/22

(Signature of Notary Public)

Illinois Department of Transportation

Apprenticeship or Training Program Certification

Return with Bid

Route	Various
County	Cook and Will
Local Agency	Tinley Park
Section	19-00000-00-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.

International Union of Operating Engineers Apprenticeship Program

Laborer's International Union Training Program

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: Gallagher Asphalt Corporation By: _____ (Signature)

Address: 18100 Indiana Ave Thornton, IL 60476 Title: Vice President

Illinois Department of Transportation

Local Agency Proposal Bid Bond

RETURN WITH BID

Route: Various
County: Cook and Will
Local Agency: Tinley Park
Section: 19-00000-00-GM

PAPER BID BOND

WE Gallagher Asphalt Corporation as PRINCIPAL,

and Fidelity and Deposit Company of Maryland 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 April, 2019

Principal

Gallagher Asphalt Corporation (Company Name)

By: _____ Vice Pres (Signature and Title)

_____ (Company Name)

By: _____ (Signature and Title)

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

Surety

Fidelity and Deposit Company of Maryland (Name of Surety)

By: _____ Lucianne Bischoff (Signature of Attorney-in-Fact)

STATE OF ILLINOIS,
COUNTY OF Kankakee
I, Karen I. Hankus, a Notary Public in and for said county,
do hereby certify that Jeffrey Kolmodin
(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 ~~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 April, 2019

My commission expires 6/11/22

_____ (Notary Public)

OFFICIAL SEAL
KAREN I HANKUS
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:6/11/22

ELECTRONIC BID BOND

☐ **Electronic bid bond is allowed (box must be checked by LA if electronic bid bond is allowed)**

The Principal may submit an electronic bid bond, in lieu of completing the above section of the Proposal Bid Bond Form. By providing an electronic bid bond ID code and signing below, the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the LA under the conditions of the bid bond as shown above. (If PRINCIPAL is a joint venture of two or more contractors, an electronic bid bond ID code, company/Bidder name title and date must be affixed for each contractor in the venture.)

Electronic Bid Bond ID Code

_____ (Company/Bidder Name)

_____ (Signature and Title) _____ Date

BLR 12230 (Rev. 7/05

Surety Company Acknowledgement

STATE OF **ILLINOIS**
COUNTY OF **COOK** SS:

On this **23rd day of April, 2019,** before me personally appeared **Lucianne Bischoff ,** to me known, who, being by me duly sworn, did depose and say: that (s)he resides at **Schaumburg, Illinois**, that (s)he is the **Attorney in Fact** of **Fidelity and Deposit Company of Maryland,** the corporation described in and which executed the annexed instrument; that (s)he knows the corporate 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; that (s)he signed his/her name thereto by like order; and that the liabilities of said corporation do not exceed its assets as ascertained in the manner provided by law.

Notary Public in and for the above County and State

My Commission Expires: **09/21/22**

"OFFICIAL SEAL"
Carol A. Dougherty
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 09/21/22

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

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by **Robert D. Murray, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Brien SPODEN, Lucianne BISCHOFF, Robert B. SCHULTZ, Kirk LISKIEWITZ, J.S. POHL, James L. SULKOWSKI, Carol A. DOUGHERTY, Sherene L. HEMLER, Mike POHL, Courtney A. FLASKA, Samantha BRADTKE and Christine EITEL, all of Schaumburg, Illinois, EACH**, its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings,** and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

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

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 9th day of April, A.D. 2019.

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

By: Robert D. Murray
Vice President

By: Dawn E. Brown
Secretary

State of Maryland
County of Baltimore

On this 9th day of April A.D. 2019, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

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

Constance A. Dunn, Notary Public
My Commission Expires: July 9, 2019

EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 23rd day of April, 2019.

Brian M Hodges

By: Brian M. Hodges
Vice President

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

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