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

RESOLUTION
NO. 2024-R-025

A RESOLUTION APPROVING A CONTRACT BETWEEN THE VILLAGE OF TINLEY PARK AND D CONSTRUCTION FOR THE 94TH AVENUE RESURFACING

MICHAEL W. GLOTZ, PRESIDENT
NANCY M. O'CONNOR, VILLAGE CLERK

WILLIAM P. BRADY
WILLIAM A. BRENNAN
DENNIS P. MAHONEY
MICHAEL G. MUELLER
KENNETH E. SHAW
COLLEEN M. SULLIVAN
Board of Trustees

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

RESOLUTION NO. 2024-R-025

A RESOLUTION APPROVING A CONTRACT BETWEEN THE VILLAGE OF TINLEY PARK AND D CONSTRUCTION FOR THE 94TH AVENUE RESURFACING

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 D Construction, 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**.

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 19th day of March, 2024, by the Corporate Authorities of the Village of Tinley Park on a roll call vote as follows:

AYES: Brady, Brennan, Mahoney, Mueller, Sullivan

NAYS: None

ABSENT: Shaw

APPROVED this 19th day of March, 2024, by t[redacted]

[redacted]
Village President Pro Tem

A[redacted]
Village Clerk

EXHIBIT 1

CONTRACT WITH D CONSTRUCTION FOR THE 94TH AVENUE RESURFACING

Illinois Department of Transportation

Local Public Agency Formal Contract

Contractor's Name
D CONSTRUCTION, INC

Contractor's Address	City	State	Zip Code
1488 S BROADWAY	COAL CITY	IL	60416

STATE OF ILLINOIS

Local Public Agency	County	Section Number
VILLAGE OF TINLEY PARK	Cook	21-00069-00-RS

Street Name/Road Name	Type of Funds
94TH AVENUE RESURFACING	MFT

☒ CONTRACT BOND (when required)

[redacted]

For a Municipal Project

Submitted/Approved/Passed

Signature & Date 4/9/24

[redacted]

Official Title

Village President

Department of Transportation

☒ Concurrence in approval of award

Regional Engineer Signature & Date

[redacted].26.2024

[redacted]

[redacted]

[redacted]

Local Public Agency	Local Street/Road Name	County	Section Number
VILLAGE OF TINLEY PARK	94TH AVENUE RESURFACING	Cook	21-00069-00-RS

1. THIS AGREEMENT, made and concluded the 19th (Day) day of MARCH 2024 (Month and Year) between the Village (Local Public Agency Type) of TINLEY PARK (Local Public Agency), known as the party of the first part, and D CONSTRUCTION, INC (Contractor), its successor, and assigns, known as the party of the second part.

2. 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 this contract, the party of the second part agrees with said party of the first part, at its 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 contract.

3. 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 21-00069-00-RS (Section Number) in VILLAGE OF TINLEY PARK (Local Public Agency), approved by the Illinois Department of Transportation on 01/25/24 (Date), are essential documents of this contract and are a part hereof.

4. IN WITNESS WHEREOF, the said parties have executed this contract on the date above mentioned.

Attest:

The Village (Local Public Agency Type) of TINLEY PARK (Name of Local Public Agency)

Clerk Signature & Date 4/9/24 [redacted]

(SEAL, if required by the LPA)

Party of the First Part Signature & Date 4/9/24

By: [redacted]

(If a Corporation)

Corporate Name: D. Construction Inc.

President, Party of the Second Part Signature & Date [redacted] 4/8/24

(SEAL, if required by the LPA)

(If a Limited Liability Corporation)

LLC Name

By: Manager or Authorized Member, Party of the Second Part

(If a Partnership)

Partner Signature & Date

Attest:

Secretary Signature & Date [redacted]

Partner Signature & Date

(SEAL, if required by the LPA)

Partners doing Business under the firm name of

Party of the Second Part

(If an individual)

Party of the Second Part Signature & Date

Illinois Department of Transportation

BOND# 268018572

Contract Bond

183rd Street to 171st Street

Local Public Agency	County	Street Name/Road Name	Section Number
VILLAGE OF TINLEY PARK	COOK	94TH AVENUE RESURFACING	21-00069-00-RS

Bond information to be returned to Local Public Agency at 16250 S OAK PARK AVE, TINLEY PARK, IL 60477
Complete Address

We, D CONSTRUCTION, INC , 1488 S Broadway, Coal City, IL 60416
Contractor's Name and Address

a/an Corporation organized under the laws of the State of Illinois as PRINCIPAL, and
State

Liberty Mutual Insurance Company, 175 Berkeley Street, Boston, MA 02116
Surety Name and Address

as SURETY, are held and firmly bound unto the above Local Public Agency (thereafter referred to as "LPA") in the penal sum of

SEVEN HUNDRED FORTY SIX THOUSAND THIRTY TWO DOLLARS AND FIFTY SIX CENTS

Dollars ($746,032.56) lawful money of the United States, to be paid to said LPA, the payment of which we bind ourselves, successors and assigns jointly to pay to the LPA this sum under the conditions of this instrument.

WHEREAS, THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that the said Principal has entered into a written contract with the LPA acting through its awarding authority for the construction of work on the above sections, 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 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 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 it 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 LPA 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 shall be void; otherwise it shall 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 agents this 4th Day day of April, 2024 Month and Year.

PRINCIPAL

Company Name	Company Name
D. Construction, Inc.	
By	By
Signature & Date [redacted]	Signature & Date
Attest Kenneth Sandeno - President	Attest
Signature & Date [redacted]	Signature & Date
Tamara L Hansen - Corp Secretary	

(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 IL

COUNTY OF DuPage

I, Alexa K Costello, a Notary Public in and for said county, do hereby certify that
Notary Name

Kenneth Sandeno & Tamara L Hansen
Insert name of Individuals signing on behalf of PRINCIPAL

who is/are each personally known to me to be the same person(s) whose name(s) is/are subscribed to the foregoing instrument on behalf of PRINCIPAL, appeared before me this day in person and acknowledged respectively, that he/she/they signed and delivered said instrument freely and voluntarily for the uses and purposes therein set forth.

Given under my hand and notarial seal this 4th Day of April, 2024 Month, Year.

(SEAL)

OFFICIAL SEAL
Alexa K Costello
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires September 20, 2027
ID #978152

Notary Public Signature & Date [redacted]

Date commission expires 09/20/2027

SURETY

Name of Surety
Liberty Mutual Insurance Company

Title

By: [redacted]
James I. Moore - Attorney-in-fact

STATE OF IL

COUNTY OF DuPage

I, Sherry L Bacskai, a Notary Public in and for said county, do hereby certify that
Notary Name

James I. Moore
Insert name of Individuals signing on behalf of SURETY

who is/are each personally known to me to be the same person(s) whose name(s) is/are subscribed to the foregoing instrument on behalf of SURETY, appeared before me this day in person and acknowledged respectively, that he/she/they signed and delivered said instrument freely and voluntarily for the uses and purposes therein set forth.

Given under my hand and notarial seal this 4th Day of April, 2024 Month, Year.

(SEAL)

OFFICIAL SEAL
SHERRY L BACSKAI
NOTARY PUBLIC, STATE OF ILLINOIS
Commission No. 977639
My Commission Expires September 08, 2027

Notary Public Signature & Date [redacted]

Date commission expires 09/08/2027

Approved this 9th Day of April. 2024 Month, Year.

Attest:

Local Public Agency Clerk Signature & Date [redacted]

Village Clerk
Local Public Agency Type

Awarding Authority
Village of Tinley Park

Awarding Authority Signature & Date [redacted]

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: **8207427-285144**

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Amy Wickett; Dawn L. Morgan; Dawn Sallay; Diane M. Rubright; Grace Casaus; James I. Moore; Jennifer J. McComb; Martin Moss; Melissa Schmidt; Sherry Bacskai; Stasha King; Stephen T. Kazmer; Tariese M. Pisciotto

all of the city of Downers Grove state of IL each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 3rd day of March, 2022.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By: [redacted]
David M. Carey, Assistant Secretary

State of PENNSYLVANIA
County of MONTGOMERY ss

On this 3rd day of March, 2022 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.

Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: [redacted]
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS: Section 12. Power of Attorney.
Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII – Execution of Contracts: Section 5. Surety Bonds and Undertakings.
Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 4th day of April, 2024.

By: [redacted]
Renee C. Llewellyn, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 4/2/2024

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 have ADDITIONAL INSURED provisions or 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
Hub International Midwest
1411 Opus Place, Suite 450
Downers Grove IL 60515

CONTACT NAME:
PHONE (A/C, No, Ext): 630-468-5600 **FAX (A/C, No):**
E-MAIL ADDRESS: CSUConstruction@hubinternational.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Axis Surplus Insurance Company	26620
INSURER B : National Union Fire Insurance Company of Pittsburg	19445
INSURER C : Navigators Insurance Company	42307
INSURER D : Homesite Insurance Company	17221
INSURER E :	
INSURER F :	

INSURED DCONSTR-02
D Construction, Inc.
1488 S. Broadway
Coal City IL 60416

COVERAGES **CERTIFICATE NUMBER:** 1933412236 **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 INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
B	X COMMERCIAL GENERAL LIABILITY	Y		989-48-38	6/1/2023	6/1/2024	EACH OCCURRENCE	$2,000,000
	CLAIMS-MADE [X] OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$300,000
	X Contractual Liab						MED EXP (Any one person)	$10,000
	X XCU Cov Incl						PERSONAL & ADV INJURY	$1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$4,000,000
	POLICY [X] PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$4,000,000
	OTHER:							$
B	AUTOMOBILE LIABILITY			571-78-55	6/1/2023	6/1/2024	COMBINED SINGLE LIMIT (Ea accident)	$2,000,000
	X ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
A	UMBRELLA LIAB [X] OCCUR			P-001-000126102	6/1/2023	6/1/2024	EACH OCCURRENCE	$3,000,000
	X EXCESS LIAB CLAIMS-MADE						AGGREGATE	$3,000,000
	DED [X] RETENTION $ 0							$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N			WC015-85-3412	6/1/2023	6/1/2024	X PER STATUTE / OTH-ER	
	ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBEREXCLUDED? [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	Excess Liability (2x3)			HO23EXC751159IV	6/1/2023	6/1/2024	Each Occ/Aggregate	$2,000,000
D	Excess Liability (5x5)			CXP-019096-00	6/1/2023	6/1/2024	Each Occ/Aggregate	$5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
RE: Village of Tinley Park - Cook County - 94th Ave - 183rd Street to 171st Street - Section #: 21-00069-00-RS

Village of Tinley Park; Robinson Engineering, Ltd; Cook County Department of Transportation and Highways are included as additional insureds under General Liability, when agreed in a written contract, subject to policy terms, conditions and exclusions. The coverage and limits conform to the minimums required by Article 107.27 of the Standard Specifications for Road & Bridge Construction.

CERTIFICATE HOLDER

Village of Tinley Park
16750 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
[redacted]

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ENDORSEMENT

This endorsement, effective 12:01 A.M. forms a part of

policy No. 989-48-38 issued to D CONSTRUCTION, INC.

by NATIONAL UNION FIRE INSURANCE COMPANY OF PITTSBURGH, PA

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED- OWNERS, LESSEES, OR CONTRACTORS - SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE FORM

SCHEDULE

NAME OF PERSON OR ORGANIZATION:
"WHO IS AN INSURED" IS AMENDED TO INCLUDE A PERSON OR ORGANIZATION FOR WHICH THE NAMED INSURED IS PERFORMING OPERATIONS AND THERE IS A WRITTEN CONTRACT WHICH REQUIRES CG2010 (10/1), OR IT'S EQUIVALENT, TO ADD SUCH PERSONS OR ORGANIZATION AS ADDITIONAL INSUREDS, BUT SOLELY WITH RESPECT TO THE LOCATION(S) SPECIFIED IN SUCH WRITTEN CONTRACT.

(If no entry appears above, information required to complete this endorsement will be shown in the Declarations as applicable to the endorsement.)

A. SECTION II -WHO IS AN INSURED is amended to include as an insured;

The person or organization shown in the schedule, but only with respect to liability arising out of your ongoing operations performed for that additional insured.

B. With respect to the insurance afforded to these additional insureds, **SECTION I - COVERAGES, COVERAGE A - BODILY INJURY AND PROPERTY DAMAGE LIABILITY, 2. - Exclusions,** is amended to include the following additional exclusion;

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 remain unchanged.

[redacted]

Countersignature (in States Where Applicable)

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Insurance Services Office, Inc., with its permission.

ENDORSEMENT

This endorsement, effective 12:01A.M. forms a part of

Policy No. **989-48-38** issued to **D CONSTRUCTION, INC.**

by **NATIONAL UNION FIRE INSURANCE COMPANY OF PITTSBURGH, PA**

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED- OWNERS, LESSEES, OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE FORM

SCHEDULE

NAME OF ADDITIONAL INSURED PERSON OR ORGANIZATION:

"WHO IS AN INSURED" IS AMENDED TO INCLUDE A PERSON OR ORGANIZATION FOR YOUR WORK AND INCLUDED IN THE PRODUCTS COMPLETED OPERATIONS HAZARD AND THERE IS A WRITTEN CONTRACT WHICH REQUIRES CG2037 (10/1), OR IT'S EQUIVALENT, TO ADD SUCH PERSONS OR ORGANIZATION AS ADDITIONAL INSUREDS, BUT SOLELY WITH RESPECT TO THE LOCATION(S) SPECIFIED IN SUCH WRITTEN CONTRACT.

LOCATION AND DESCRIPTION OF COMPLETED OPERATIONS:

ADDITIONAL PREMIUM:

(If No entry appears above, information required to complete this endorsement will be shown in the Declarations as applicable to the endorsement.)

SECTION II – WHO IS AN INSURED is amended to include as an insured;

The person or organization shown in the Schedule, but only with respect to liability arising out of "your work" at the location designated and described in the schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

All other terms and conditions remain unchanged.

[redacted]

AUTHORIZED REPRESENTATIVE

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INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2023

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

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 1-1-22) (Revised 1-1-23)

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Illinois Department of Transportation

Check Sheet for Recurring Special Provisions

Local Public Agency	County	Section Number
Village of Tinley Park	Cook	21-00069-00-RS

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

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

Recurring Special Provisions

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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:

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√	Dir	File Name	Spec Title	Spec Dates
X	DES\	104. Maintenance of Roadways.docx	Maintenance of Roadways (D1)	E 9/30/85 R 11/1/96
	DES\	104. Status Of Utilities.docx	Status of Utilities (D1)	E 06/01/2016 R 01/01/2020
	DES\	105. Construction Layout Special for resurfacing with ADA and stand alone ADA.docx	Construction Layout Special for Resurfacing with ADA and Stand Alone ADA (D1)	E 01/01/17 R 04/17/17
	DES\	107. Public Convenience and Safety.docx	Public Convenience and Safety (D1)	E 05/01/12 R 07/15/12
	DES\	107. Tollway Permit and Bond.docx	Tollway Permit and Bond (D1)	E 01/13/89
	DES\	108. Completion Date Plus Working Days.docx	Completion Date Plus Working Days (D1)	E 09/30/85 R 01/01/07
	DES\	108. Failure to Complete Work on Time.docx	Failure to Complete the Work on Time (D1)	E 09/30/85 R 01/01/07
	DES\	108. Incentive Payment Plan.docx	Incentive Payment Plan (D1)	E 10/01/95 R 01/01/07
	DES\	202. Lightweight Cellular Concrete Fill.docx	Lightweight Cellular Concrete Fill (D-1)	E 11/11/01 R 06/18/18
	DES\	205. Embankment I.docx	Embankment I (D1)	E 03/01/11 R 11/01/13
	DES\	205. Embankment II.docx	Embankment II (D1)	E 03/01/11 R 11/01/13
	DES\	208. Coarse Aggregate for Backfill, Trench Backfill and Bedding (D-1).docx	Coarse Aggregate for Backfill, Trench Backfill and Bedding (D1)	E 11/01/11 R 11/01/13
	DES\	208. RAP for Non-Porous Embankment and Backfill.docx	RAP For Non-Porous Embankment and Backfill (D1)	E 04/01/01 R 01/01/07
	DES\	400. Temporary Pavement.docx	Temporary Pavement (D1)	E 03/01/03 R 04/10/08
	DES\	402. Aggregate Surface Course for Temporary Access.docx	Aggregate Surface Course for Temporary Access (D1)	E 04/01/01 R 01/02/07
X	DES\	406. HMA Binder and Surface Course.docx	HMA Binder and Surface Course (D1)	E 11/01/19 R 12/01/21
	DES\	406. Pavement Rehabilitation by Hot In-Place Recycling.docx	Pavement Rehabilitation by Hot In-Place Recycling (D1)	E 07/11/03 R 05/05/14
	DES\	406. Winterized Temporary Access.docx	Winterized Temporary Access (D1)	E 01/01/12 R 03/05/12
	DES\	424. Detectable Warnings (Special) in City of Chicago.docx	Detectable Warnings (Special) in City of Chicago (D1)	E 07/20/17
	DES\	440. Pavement Removal, Special.docx	Pavement Removal, Special (D1)	E 01/13/89 R 01/01/07
	DES\	442. Class D Patches (Special).docx	CLASS D PATCHES (SPECIAL)	E R
	DES\	481. Grading and Shaping Shoulders.docx	Grading and Shaping Shoulders (D1)	E 12/28/01 R 01/01/07
	DES\	502. Cofferdam (Type 1) (In-Stream Wetland Work).docx	Cofferdam (Type 1) (In-Stream/Wetland Work) (D1)	E 01/01/19 R 08/15/22
	DES\	502. Rock Excavation for Structures, Special.docx	Rock Excavation for Structures, Special (D1)	E 09/30/85 R 01/01/07
	DES\	503. Concrete Noise Abatement Walls (Absorptive & Reflective).docx	Concrete Noise Abatement Walls (Absorptive & Reflective) (D1)	E 09/05/08 R 12/18/18
	DES\	522. Rustication Finish For Retaining Walls.docx	Rustication Finish For Retaining Walls (D1)	E 05/01/90 R 01/01/07
	DES\	550. Storm Sewer Adjacent to or Crossing Water Main.docx	Storm Sewer Adjacent to or Crossing Water Main (D1)	E 02/01/96 R 01/01/07
	DES\	550. Storm Sewers & Sewer Connections to City of Chicago Sewers.docx	Storm Sewers & Sewer Connections to City of Chicago Sewers	E 09/30/85 R 03/10/21
	DES\	600. Slotted Drain.docx	Slotted Drain (D1)	E 09/30/85 R 01/01/07
	DES\	602. Cleaning Existing Drainage Structures.docx	Cleaning Existing Drainage Structures (D1)	E 09/30/85 R 05/01/22
X	DES\	603. Adjustments-Reconstructs.docx	Adjustments and Reconstructions (D1)	E 03/15/11
X	DES\	603. Drainage and Inlet Protection Under Traffic.docx	Drainage and Inlet Protection Under Traffic (D1)	E 04/01/11 R 04/02/11
	DES\	606. Concrete Curb, Type B (Modified).docx	Concrete Curb, Type B (Modified) (D1)	E 09/30/85 R 01/01/07
	DES\	606. Curb or Combination Curb and Gutter Removal and Replacement.docx	Curb or Combination Curb and Gutter Removal and Replacement (D1)	E 01/01/20 R 09/01/22

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	DES\	606. Stabilized Median Surface.docx	Stabilized Median Surface (D1)	E 09/30/85 R 03/02/17
	DES\	637. Aggregate For Concrete Barrier (D-1).docx	Aggregate for Concrete Barrier (D1)	E 03/11/04 R 01/24/08
	DES\	670. Engineers Field Office Type A (D1).docx	Engineer's Field Office Type A (D1)	E 01/01/22
	DES\	670. Engineers Field Office Type A (Special) (D1).docx	Engineer's Field Office Type A (Special) (D1)	E 12/01/11 R 05/01/13
	DES\	701. Traffic Control & Protection (Arterials).docx	Traffic Control & Protection (Arterials) (D1)	E 02/01/96 R 03/01/11
	DES\	701. Traffic Control Plan.docx	Traffic Control Plan (D1)	E 09/30/85 R 01/01/07
X	DES\	1004. Friction Aggregate.docx	Friction Aggregate (D1)	E 01/01/11 R 12/01/21
	DES\	1005. Rockfill (D-1).docx	Rockfill	E 01/01/10 R 04/01/22
	DES\	1020. Slipform Paving.docx	Slipform Paving (D1)	E 11/01/14
	DES\	1030. HMA - Mixture Design Verification & Production.docx	HMA - Mixture Verification & Production (Modified for I-FIT) (D1)	E 01/01/19 R 12/01/21
		Bureau of Electrical Special Provisions		
	ELE\	810.02-UNDERGROUND RACEWAYS.docx	Underground Raceways	E 3/1/2015
	ELE\	Combination_Controller_2018.docx	Combination Lighting Controller	E 2/1/2015 R 4/1/2018
	ELE\	Elec_Serv_Disc_lgt_sig_2012.docx	Electric Service Disconnect, Lighting And Traffic Signal	E: 1/1/2012
	ELE\	Fiber Optic Cable_SM_2013_v2.docx	Fiber Optic Cable	E 3/15/2013
	ELE\	Fiber Optic Cable_SM_Micro_2018_v1.docx	Fiber Optic Cable	E 2/1/18
	ELE\	Fiber Optic Cable_Splice_2014_v1.docx	Fiber Optic Cable	E 6/1/2014
	ELE\	General_Electrical_Provisions_2021.docx	General Electrical Requirements GPS	E 6/1/2021
	ELE\	HighMast_Luminaire_LED_2021.docx	Luminaire, LED, Highmast	E 7/1/21
	ELE\	HPS_Underpass_2012.docx	Underpass Luminaire, Hps, Stainless Steel Housing	E 1/1/2012
	ELE\	Innerduct_v4_2014.docx	Wire and Cable	E 10/1/2014
	ELE\	Junction_Box_Embedded_2012.docx	Junction Box Embedded in Structure	E 1/1/2012
	ELE\	Light_Tower_2016_Galvanized_AASHTO_exception_v2.docx	Light Tower	E 4/1/2016
	ELE\	Lighting_Controller_SCADA_2012.docx	Lighting Controller, Radio Control, Duplex, Console Type	E 1/1/2012
	ELE\	Lighting_Maint_2017.docx	Maintenance of Lighting Systems	E 3/1/2017
	ELE\	Luminaire_safety_cable_2012.docx	Luminaire Safety Cable Assembly	E 1/1/2012
	ELE\	Microduct_2018_v2.docx	Underground Conduit, Multi-Duct, 16mm Microducts	E 10/1/18
	ELE\	Protect_Underpass_LightingSystem_2012.docx	Protect & Maintain Underpass Luminaires	E 1/1/2012
	ELE\	Raceway_Exposed_2012.docx	Exposed Raceways	E 1/1/2012
	ELE\	Roadway_Luminaire_LED_2021.docx	Roadway Luminaire, LED	E 7/1/21
	ELE\	Service_Connection_2012.docx	Electric Utility Service Connection (ComEd)	E 1/1/2012
	ELE\	Service_Install_2012.docx	Electric Service Installation	E 1/1/2012
	ELE\	Temp_light_SingleLaneStg_2022.docx	Temporary Lighting For Single Lane Staging	E 01/01/2021
	ELE\	Temp_pole_install_2012.docx	Temporary Wood Pole, Install Only	E 1/1/2012
	ELE\	Underpass_Luminaire_LED_2021.docx	Underpass Luminaire, LED	E 06/1/2021
	ELE\	Unit_Duct_2012.docx	Unit Duct	E 1/01/2012
	ELE\	Wire_Cable_2012.docx	Wire and Cable	E 1/1/2012

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Guide Bridge Special Provisions

	GBS\	gbsp13.doc	High Load Multi-Rotational Bearings	E 10/13/88 R 09/02/22
	GBS\	gbsp14.doc	Jack and Remove Existing Bearings	E 4/20/94 R 4/13/18
	GBS\	gbsp15.doc	Three Sided Precast Concrete Structure	E 7/12/94 R 12/21/16
	GBS\	gbsp16.doc	Jacking Existing Superstructure	E 1/11/93 R 4/13/18
	GBS\	gbsp18.doc	Modular Expansion Joint	E 5/19/94 R 12/9/22
	GBS\	gbsp21.doc	Cleaning and Painting Contact Surfaces of Existing Steel Structures	E 6/30/03 R 10/23/20
	GBS\	GBSP25.doc	Cleaning and Painting Existing Steel Structures	E 10/02/01 R 10/23/20
	GBS\	GBSP26.doc	Containment and Disposal of Lead Paint Cleaning Residues	E 10/02/01 R 04/22/16
	GBS\	gbsp28.doc	Deck Slab Repair	E 5/15/95 R 4/13/18
	GBS\	gbsp29.doc	Bridge Deck Microsilica Concrete Overlay	E 5/15/95 R 04/30/21
	GBS\	gbsp30.doc	Bridge Deck Latex Concrete Overlay	E 5/15/95 R 04/30/21
	GBS\	gbsp31.doc	Bridge Deck HRM Concrete Overlay	E 1/21/00 R 04/30/21
	GBS\	gbsp33.doc	Pedestrian Truss Superstructure	E 1/13/98 R 12/9/22
	GBS\	GBSP34.doc	Concrete Wearing Surface	E 6/23/94 R 10/04/16
	GBS\	gbsp4.doc	Polymer Modified Portland Cement Mortar	E 6/7/94 R 04/01/16
	GBS\	GBSP45.doc	Bridge Deck Thin Polymer Overlay	E 05/07/97 R 02/06/13
	GBS\	GBSP53.doc	Structural Repair of Concrete	E 03/15/06 R 8/9/19
	GBS\	GBSP55.doc	Erection of Curved Steel Structures	E 06/01/07 R
	GBS\	GBSP59.docx	Diamond Grinding and Surface Testing	E 12/06/04 R 04/15/22
	GBS\	GBSP60.doc	Containment and Disposal of Non Lead Paint Cleaning Residues	E 11/25/04 R 04/15/22
	GBS\	GBSP61.doc	Slipform Parapet	E 06/01/07 R 03/01/19
	GBS\	GBSP67.doc	Structural Assessment Reports for Contractor's Means and Methods	E 03/06/09 R 10/05/15
	GBS\	GBSP71.doc	Aggregate Column Ground Improvement	E 01/15/09 R 10/15/11
	GBS\	GBSP72.doc	Bridge Deck Fly Ash or Ground Granulated Blast-Furnace Concrete Overlay	E 1/18/11 R 04/30/21
	GBS\	GBSP78.doc	Bridge Deck Construction	E 10/22/13 R 12/21/16
	GBS\	GBSP79.doc	Bridge Deck Grooving (Longitudinal)	E 12/29/14 R 3/29/17
	GBS\	GBSP81.docx	Membrane Waterproofing for buried Structures	E 10/04/16 R 3/1/19
	GBS\	GBSP82.docx	Metallizing of Structural Steel	E 10/4/16 R 10/20/17
	GBS\	GBSP83.docx	Hot Dip Galvanizing for Structural Steel	E 6/22/99 R 10/20/17
	GBS\	GBSP85.docx	Micropiles	E 04/19/96 R 10/23/20
	GBS\	GBSP86.doc	Drilled Shafts	E 10/05/15 R 10/04/16
	GBS\	GBSP87.doc	Lightweight Cellular Concrete Fill	E 11/11/01 R 04/01/16
	GBS\	GBSP88.doc	Corrugated Structural Plate Structures	E 4/22/16 R 4/13/18
	GBS\	GBSP89.docx	Preformed Pavement Joint Seal	E 10/4/16 R 10/23/20
	GBS\	GBSP90.doc	Three Sided Precast Concrete Structure	E 12/21/16 R 4/13/18
	GBS\	GBSP91.docx	Crosshole Sonic Logging Testing of Drilled Shafts	E 04/20/16 R 8/9/19
	GBS\	GBSP92.docx	Thermal Integrity testing of Drilled Shafts	E 04/20/16 R
	GBS\	GBSP93.docx	Preformed Bridge Joint Seal	E 12/21/16 R 10/23/20
	GBS\	GBSP94.doc	Warranty for Cleaning and Painting Steel Structures	E 3/3/00 R 11/24/04
	GBS\	GBSP96.doc	Erection of Bridge Girders	E 8/9/19 R

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	GBS\	GBSP97.docx	Folded/Formed PVC Pipeliner	E 4/15/22 R
	GBS\	GBSP98.docx	Cured-in-Place Pipe Liner	E 4/15/22 R
	GBS\	GBSP99.docx	Spray-Applied Pipe Liner	E 4/15/22 R
	GBS\	GBSP100.doc	Bar Splicers	E 9/2/22 R 12/9/22
	GBS\	GBSP101.docx	Noise Abatement Wall, Ground Mounted	E 12/9/22 R
	GBS\	GBSP102.docm	Noise Abatement Wall, Structure Mounted	E 12/9/22 R
	GBS\	GBSP103.docm	Noise Abatement Wall Anchor Rod Assembly	E 12/9/22 R
	GBS\	index.doc	GBSP Check Sheet	
		Bridge and Roadway Maintenance Special Provisions		
	MNT1\	ADJRCK.doc	Adjust Rocker and Sole Plate	E 01/23/95 R 01/01/07
	MNT1\	APPR_SLAB_REM&REPL.doc	Approach Slab Removal & Replacement	E 12/28/01 R 08/01/15
	MNT1\	APSLRP.DOC	Approach Slab Repair	E 3/13/97 R 04/12/18
	MNT1\	Bmstrt.doc	Beam Straightening	E 12/06/94 R 01/01/07
	MNT1\	Brgpad.doc	Bearing Pad Adjustment	E 07/27/94 R 01/01/07
	MNT1\	Bridge_Drain_Sys_Repair.doc	Bridge Drainage System Repairs	E 11/16/10 R 09/15/11
	MNT1\	BRR.doc	Bridge Rail Removal	E 04/15/99 R 01/01/07
	MNT1\	Cleaning Drainage System.doc	Cleaning Drainage System	E 06/21/04 R 08/30/10
	MNT1\	Concscar.doc	Concrete Bridge Deck Scarification [W/New Hma Overlay W/O Wms]	E 11/22/02 R 01/01/07
	MNT1\	CWS.DOC	Concrete Wearing Surface [Use on Slab Bridges - for PPC Dk Bms use GBSP34]	E 06/23/94 R 01/01/07
	MNT1\	Debris_Removal.doc	Debris Removal	E 06/27/02
	MNT1\	dowelrp.doc	Dowel Repair	E 07/27/94 R 01/01/07
	MNT1\	EPXINJ.DOC	Epoxy Injection	E 12/06/94 R 01/01/07
	MNT1\	Fldrex.doc	Floor Drain Extension	E 02/01/96 R 04/07/98
	MNT1\	Grade_Shape_Foreslope.doc	Grading And Shaping Foreslopes	E 04/01/08
	MNT1\	Groutrp.doc	Grout Repair	E 07/27/94 R 01/01/07
	MNT1\	HMArm1.doc	Hot-Mix Asphalt Surface Removal Complete	E 12/08/93 R 01/01/07
	MNT1\	HMArm2.DOC	Hot-Mix Asphalt Surface Removal [Use w/ PPC Deck Beams]	E 07/27/94 R 01/01/07
	MNT1\	HMArm3.doc	Hot-Mix Asphalt Surface Removal (Deck)	E 04/29/96 R 01/01/07
	MNT1\	HMArm4.doc	Hot-Mix Asphalt Surface Removal [Use w/Deck Slab Repairs]	E 07/27/94 R 01/01/07
	MNT1\	Jckcrb.doc	Jacking and Cribbing	E 10/05/99 R 01/01/07
	MNT1\	JKRPBR.DOC	Jack and Reposition Bearings	E 12/15/93 R 07/15/96
	MNT1\	Keep_Toll_Open_To_Traffic.doc	Keeping the Tollway Open to Traffic	E 03/22/96 R 10/12/10
	MNT1\	Keywyrp.doc	Keyway Repair	E 07/27/94 R 08/12/11
	MNT1\	NIGHT_WZ_LIGHT(D1).doc	Nighttime Work Zone Lighting (D1)	E 11/01/08 R 06/15/10
	MNT1\	PINLNK.DOC	Pin and Link Replacement	E 11/20/95 R 06/20/96
	MNT1\	PINRR.DOC	Pin Replacement	E 06/11/96 R 06/20/96
	MNT1\	plexdd.doc	Plug Existing Deck Drains	E 11/06/96 R 01/01/07
	MNT1\	PPROSH.DOC	Permanent Protective Shield System	E 10/03/96 R 06/27/08
	MNT1\	PrGrAng.doc	Pressure Grouting Angles	E 06/01/93 R 01/01/07
	MNT1\	reancr.doc	Re-Anchor Existing Expansion Joint Angles	E 02/20/98
	MNT1\	REBAR.DOC	Cleaning and Painting Exposed Rebar	E 03/20/97 R 01/01/07
	MNT1\	RECIBm.doc	Removal of Existing Concrete I-Beam	E 07/09/98 R 05/05/99
	MNT1\	REXPPCDB.doc	Removal of Existing Precast Prestressed Concrete Deck Beams	E 10/28/98 R 01/01/07
	MNT1\	RREXRL.DOC	Removing and Re-Erecting Existing Railing	E 10/31/96 R 01/01/07

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	MNT1\	Scarify.doc	Concrete Bridge Deck Scarification	E 05/15/95 R 01/01/07
	MNT1\	SteelRem.doc	Structural Steel Removal	E 10/03/97 R 01/01/07
	MNT1\	steelrep.doc	Structural Steel Repair	E 12/15/00 R 01/01/07
	MNT1\	STRBM.DOC	Straighten Bent Members	E 01/23/97 R 06/19/06
	MNT1\	StructRepConcr(SP).doc	Structural Repair Of Concrete (Special)	E 04/02/07
	MNT1\	Tmpsh1.doc	Temporary Shoring & Cribbing [when req'd for damaged beam replacement; requires SE]	E 06/16/92 R 03/11/03
	MNT1\	Tmpsh1a.doc	Temporary Shoring & Cribbing [when "May be req'd" for or Day Labor beam replacement; No SE req'd]	E 06/16/92 R 04/22/03
	MNT1\	Tmpsh2.doc	Temporary Shoring and Cribbing [for use w/longitudinal joint. closure on slab bridges]	E 07/27/94 R 03/11/03
	MNT1\	TMPSH3.DOC	Temporary Shoring and Cribbing [Use during Pile Repair]	E 07/16/92 R 03/11/03
	MNT1\	TMPSH4.DOC	Temporary Shoring and Cribbing [Use to support Beams over substructure repair]	E 7/16/92 R 10/17/11
	MNT1\	TMPSH5.DOC	Temporary Shoring and Cribbing [Support Slab Bridge during Joint reconstruction]	E 07/16/92 R 03/11/03
	MNT1\	TMPSH6.DOC	Temporary Shoring and Cribbing [support effected beam during beam end repairs]	E 10/22/04 R 11/09/04
	MNT1\	TMPSLB.DOC	Temporary Slab Support System [use with beam replacement]	E 07/27/94 R 03/11/03
	MNT1\	TMPSP1.DOC	Temporary Support System [Use for Pin & Link Replacement]	E 11/20/95 R 04/04/97
	MNT1\	TMPSP2.DOC	Temporary Support System [Use if Pins over RR]	E 11/20/95 R 03/11/03
	MNT1\	Work_Zone_Traff_Ctrl(D1-M).doc	Work Zone Traffic Control (D-1 Maintenance)	E 05/30/96 R 06/15/10
	MNT2\	COARSE SAND PLACEMENT.doc	Coarse Sand Placement	E 02/07/07
	MNT2\	GENERAL REQUIREMENTS FOR WEED CONTROL SPRAYING.doc	General Requirements For Weed Control Spraying	E 02/07/07
	MNT2\	MULCH PLACEMENT FOR WOODY PLANTS.doc	Mulch Placement For Woody Plants	E 02/07/07
	MNT2\	Pruning-safety.doc	Pruning For Safety And Equipment Clearance	E 10/31/06
	MNT2\	SELECTIVE CLEARING.docx	Selective Clearing	E 02/08/07 R 09/01/22
	MNT2\	WEED CONTROL PRE-EMERGENT GRANULAR HERBICIDE.doc	Weed Control, Pre-Emergent Granular Herbicide	E 07/29/02 R 02/07/07
	MNT2\	WEED CONTROL, NON-SELECTIVE AND NON-RESIDUAL.doc	Weed Control, Non-Selective And Non-Residual	E 02/07/07
	MNT2\	WEED CONTROL, TEASEL (POUND).doc	Weed Control, Teasel (Pound)	E 02/07/07
		Bureau of Traffic Special Provisions		
	TRF\	701.01T-KEEPING THE EXPRESSWAY OPEN TO TRAFFIC.doc	Keeping The Expressway Open To Traffic	E 03/22/96 R 10/9/20
	TRF\	701.02T-FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC.docx	Failure To Open Traffic Lanes To Traffic	E 03/22/96 R 02/09/05
	TRF\	701.03T-TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).doc	Traffic Control And Protection (Expressways)	E 03/08/96 R 04/01/19
	TRF\	701.04T-TRAFFIC CONTROL SURVIELLANCE (EXPRESSWAYS).doc	Traffic Control Surveillance (Expressways)	E 10/25/95 R 01/21/15
	TRF\	701.06T-TEMPORARY INFORMATION SIGNING.docx	Temporary Information Signing	E 11/13/96 R 01/29/20

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	TRF\	701.07T-TRAFFIC CONTROL FOR WORK ZONE AREAS.docx	Traffic Control For Work Zone Areas	E 09/14/95 R 01/01/07
	TRF\	701.08Ta-KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (LANE CLOSURES ONLY).docx	Keeping Arterial Roadways Open to Traffic (Lane Closures Only)	E 01/22/03 R 08/10/17
	TRF\	701.08Tb-KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (WITH 15 MIN FULL STOPS).docx	Keeping Arterial Roadways Open to Traffic (With 15 MIN Full Stops)	E 01/22/03 R 08/10/17
	TRF\	701.15T-SPEED DISPLAY TRAILER (D1).docx	Speed Display Trailer (D1)	E 4/01/15; R 4/1/21
	TRF\	701.16T-SMART TRAFFIC MONITORING SYSTEM.docx	Smart Traffic Monitoring System	E 09/01/21
	TRF\	720.01TS-MAST ARM SIGN PANELS.docx	Mast Arm Sign Panels	E 05/22/02 R 07/01/15
	TRF\	720.02TS-SIGN SHOP DRAWING SUBMITTAL.docx	Sign Shop Drawing Submittal	E 01/22/13 R 07/01/15
	TRF\	733.09T-OVERHEAD SIGN STRUCTURE BRIDGE MOUNTED.docx	Overhead Sign Structure - Bridge Mounted	E 07/01/15 R 3/1/2017
	TRF\	780.01T-45 MIL HOT SPRAY THERMOPLASTIC PAVEMENT MARKING.docx	45 Mil Hot Spray Thermoplastic Pavement Marking	E 02/28/94 R 12/18/12
	TRF\	800.01TS-TRAFFIC SIGNAL GENERAL REQUIREMENTS.docx	Traffic Signal General Requirements	E 05/22/02 R 03/25/16
	TRF\	800.02TS-OPTIMIZE TRAFFIC SIGNAL SYSTEM.docx	Optimize Traffic Signal System	E 05/22/02 R 07/01/15
	TRF\	800.03TS-RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM.docx	Re-Optimize Traffic Signal System	E 05/22/02 R 07/01/15
	TRF\	805.01TS-SERVICE INSTALLATION (TRAFFIC SIGNALS).docx	Service Installation (Traffic Signals)	E 05/22/02 R 06/15/16
	TRF\	806.01TS-GROUNDING OF TRAFFIC SIGNAL SYSTEMS.docx	Grounding Of Traffic Signal Systems	E 05/22/02 R 07/01/15
	TRF\	810.01TS-COILABLE NON-METALLIC CONDUIT.docx	Coilable Non-Metallic Conduit	E 05/22/02 R 07/01/15
	TRF\	810.02TS-UNDERGROUND RACEWAYS.docx	Underground Raceways	E 05/22/02 R 07/01/15
	TRF\	810.03TS-ROD AND CLEAN EXISTING CONDUIT.docx	Rod And Clean Existing Conduit	E 01/01/15 R 07/01/15
	TRF\	814.01TS-HANDHOLES.docx	Handholes	E 01/01/02 R 07/01/18
	TRF\	817.02TS-FIBER OPTIC TRACER CABLE.docx	Fiber Optic Tracer Cable	E 05/22/02 R 07/01/15
	TRF\	850.01TS-MAINTENANCE OF EXISTING TRAFFIC SIGNAL AND FLASHING BEACON INSTALLATION.docx	Maintenance Of Existing Traffic Signal Installation	E 05/22/02 R 07/01/15
	TRF\	851.01TS-TRAFFIC SIGNAL PAINTING.docx	Traffic Signal Painting	E 05/22/02 R 07/01/15
	TRF\	857.01TS-FULL-ACTUATED CONTROLLER (SPECIAL).docx	Full-Actuated Controller (Special)	E 09/26/95 R 11/01/20
	TRF\	857.02TS-FULL-ACTUATED CONTROLLER AND CABINET.docx	Full-Actuated Controller And Cabinet	E 01/01/02 R 11/01/20
	TRF\	857.03TS-RAILROAD, FULL-ACTUATED CONTROLLER AND CABINET.docx	Railroad, Full-Actuated Controller And Cabinet	E 01/01/02 R 11/01/20
	TRF\	860.01TS-MASTER CONTROLLER.docx	Master Controller	E 05/22/02 R 01/01/19
	TRF\	862.01TS-UNINTERRUPTABLE POWER SUPPLY, SPECIAL.docx	Uninterruptable Power Supply, Special	E 01/01/13 R 05/19/16
	TRF\	862.02TS-UNINTERRUPTABLE POWER SUPPLY, GROUND MOUNTED.docx	Uninterruptable Power Supply, Ground Mounted	E 01/01/12 R 07/01/15

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	TRF\	871.01TS-FIBER OPTIC CABLE.docx	Fiber Optic Cable	E 05/22/02 R 07/01/15
	TRF\	873.01TS-ELECTRIC CABLE.docx	Electric Cable	E 05/22/02 R 07/01/15
	TRF\	873.02TS-GROUNDING EXISTING HANDHOLE FRAME AND COVER.docx	Grounding Existing Handhole Frame And Cover	E 05/22/02 R 07/01/15
	TRF\	873.03TS-EVP SYSTEM LINE SENSOR CABLE, NO. 20 3C.docx	Emergency Vehicle Priority System Line Sensor Cable, No. 20 3/C	E 01/01/13 R 07/01/15
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	TRF\	875.01TS-TRAFFIC SIGNAL POST.docx	Traffic Signal Post	E 05/22/02 R 07/14/21
	TRF\	875.02TS-PEDESTRIAN SIGNAL POST.docx	Pedestrian Signal Post	E 01/01/20 R
	TRF\	877.01TS-MAST ARM ASSEMBLY AND POLE.docx	Mast Arm Assembly And Pole	E 05/22/02 R 07/01/15
	TRF\	878.01TS-CONCRETE FOUNDATIONS.docx	Concrete Foundations	E 05/22/02 R 11/01/18
	TRF\	878.02TS-REMOVE AND REPLACE ANCHOR BOLTS.docx	Remove And Replace Anchor Bolts	E 01/01/14 R 07/01/15
	TRF\	878.03TS-CONCRETE FOUNDATION, PEDESTRIAN POST.docx	Concrete Foundation, Pedestrian Post	E 05/22/02 R 11/01/20
	TRF\	880.01TS-LED SIGNAL HEAD AND OPTICALLY PROGRAMMED LED SIGNAL HEAD.docx	Light Emitting Diode (Led) Signal Head And Optically Programmed Led Signal Head	E 05/22/02 R 07/01/15
	TRF\	880.02TS-FLASHING BEACON INSTALLATION, RELOCATION AND REMOVAL.docx	Flashing Beacon Installation, Relocation And Removal	E 01/01/07 R 07/01/15
	TRF\	880.03TS-LED SIGNAL FACE, LENS COVER.docx	Led Signal Face, Lens Cover	E 07/01/21
	TRF\	880.04TS-LED SIGNAL FACE, VISOR HEATER.docx	Led Signal Face, Visor Heater	E 07/01/21
	TRF\	881.01TS-LED PEDESTRIAN SIGNAL HEAD.docx	Light Emitting Diode (Led) Pedestrian Signal Head	E 05/22/02 R 07/01/15
	TRF\	882.01TS-TRAFFIC SIGNAL BACKPLATE.docx	Traffic Signal Backplate	E 05/22/02 R 07/01/21
	TRF\	886.01TS-DETECTOR LOOP.docx	Detector Loop	E 05/22/02 R 07/01/18
	TRF\	886.02TS-DETECTOR LOOP REPLACEMENT AND OR INSTALLATION.docx	Detector Loop Replacement And/Or Installation (Roadway Grinding, Resurfacing, & Patching Operations)	E 01/01/85 R 01/05/16
	TRF\	886.03TS-RADAR VEHICLE DETECTION SYSTEM.docx	Radar Vehicle Detection System	E 07/01/15 R 05/09/17
	TRF\	886.04TS-VIDEO VEHICLE DETECTION SYSTEM.docx	Video Vehicle Detection System	E 01/01/20
	TRF\	887.01TS-EMERGENCY VEHICLE PRIORITY SYSTEM.docx	Emergency Vehicle Priority System	E 05/22/02 R 07/01/15
	TRF\	887.02TS-RELOCATE EXISTING EVP SYSTEM, DETECTOR UNIT.docx	Relocate Existing Emergency Vehicle Priority System, Detector Unit	E 01/01/02 R 07/01/15
	TRF\	887.03TS-RELOCATE EXISTING EVP SYSTEM, PHASING UNIT.docx	Relocate Existing Emergency Vehicle Priority System, Phasing Unit	E 01/01/02 R 07/01/15
	TRF\	888.01TS-PEDESTRIAN PUSH-BUTTON.docx	Pedestrian Push-Button	E 05/22/02 R 07/01/15
	TRF\	888.02TS-ACCESSIBLE PEDESTRIAN SIGNALS.docx	Accessible Pedestrian Signals	E 04/01/03 R 07/01/15
	TRF\	890.01TS-TEMPORARY TRAFFIC SIGNAL INSTALLATION.docx	Temporary Traffic Signal Installation	E 05/22/02 R 01/01/17
	TRF\	890.02TS-TEMPORARY TRAFFIC SIGNAL TIMING.docx	Temporary Traffic Signal Timing	E 05/22/02 R 07/01/15

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	TRF\	891.01TS-ILLUMINATED SIGN, LED.docx	Illuminated Sign, Led	E 05/22/02 R 07/01/15
	TRF\	891.02TS-LED INTERNALLY ILLUMINATED STREET NAME SIGN.docx	Led Internally Illuminated Street Name Sign	E 05/22/02 R 07/01/21
	TRF\	895.01TS-MODIFY EXISTING CONTROLLER CABINET.docx	Modify Existing Controller Cabinet	E 05/22/02 R 07/01/15
	TRF\	895.02TS-REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.docx	Remove Existing Traffic Signal Equipment	E 05/22/02 R 07/01/15
	TRF\	895.03TS-MODIFY EXISTING TYPE D FOUNDATION.docx	Modify Existing Type "D" Foundation	E 01/01/02 R 07/01/15
	TRF\	895.04TS-REBUILD EXISTING HANDHOLE.docx	Rebuild Existing Handhole	E 01/01/02 R 07/01/15
	TRF\	895.05TS-REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE.docx	Rebuild Existing Handhole To Heavy-Duty Handhole	E 01/01/02 R 07/01/15
	TRF\	895.06TS-RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON.docx	Relocate Existing Pedestrian Push-Button	E 08/04/17

FOLLOWING ARE THE CURRENT BDE SPECIAL PROVISIONS ISSUED BY THE CENTRAL BUREAU OF DESIGN AND ENVIRONMENT. PRELIMINARY AND FINAL SPECIAL PROVISIONS THAT ARE DISTRIBUTED FOR DISTRICT OR OUTSIDE AGENGY REVIEW SHOULD INCLUDE A COPY OF EACH APPLICABLE BDE SPECIAL PROVISION. FINAL SUBMITTAL TO THE CENTRAL OFFICE SHOULD ONLY INCLUDE THE BDE SPECIAL PROVISION CHECK SHEET WITH THE APPLICABLE SPECIAL PROVISIONS CHECKED

	ZD&E\	20338.docx	TRAINING SPECIAL PROVISIONS	E 10/15/75 R 09/02/21
	ZD&E\	3426I.docx	RAILROAD PROTECTIVE LIABILITY INSURANCE	E 12/01/86 R 01/01/22
	ZD&E\	5026I.docx	BUILDING REMOVAL WITH ASBESTOS ABATEMENT	E 09/01/90 R 08/01/22
	ZD&E\	5053I.docx	BUILDING REMOVAL	E 09/01/90 R 08/01/22
	ZD&E\	80029.docx	DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION	E 09/01/00 R 03/2/19
	ZD&E\	80045.docx	MATERIAL TRANSFER DEVICE	E 06/15/99 R 01/01/22
	ZD&E\	80071.doc	WORKING DAYS	E 01/01/02
	ZD&E\	80099.docx	ACCESSIBLE PEDESTRIAN SIGNALS (APS)	E 04/01/03 R 01/01/21
	ZD&E\	80127.docx	STEEL COST ADJUSTMENT	E 04/02/04 R 01/01/22
	ZD&E\	80173.doc	BITUMINOUS MATERIALS COST ADJUSTMENTS	E 11/2/06 R 08/01/17
	ZD&E\	80192.docx	AUTOMATED FLAGGER ASSISTANCE DEVICES	E 01/01/08 R 04/01/23
	ZD&E\	80198.doc	COMPLETION DATE (VIA CALENDAR DAYS)	E 04/01/08
	ZD&E\	80199.doc	COMPLETION DATE (VIA CALENDAR DAYS) PLUS WORKING DAYS	E 04/01/08
	ZD&E\	80229.doc	FUEL COST ADJUSTMENT	E 04/01/09 R 08/01/17
	ZD&E\	80241.doc	BRIDGE DEMOLITION DEBRIS	E 07/01/09
	ZD&E\	80261.doc	CONSTRUCTION AIR QUALITY-DIESEL RETROFIT	E 06/01/10 R 11/01/14
	ZD&E\	80274.docx	AGGREGATE SUBGRADE IMPROVEMENT	E 04/01/12 R 04/01/22
	ZD&E\	80302.docx	WEEKLY DBE TRUCKING REPORTS	E 06/02/12 R 11/01/21
	ZD&E\	80318.doc	TRAVERSABLE PIPE GRATE FOR CONCRETE END SECTIONS	E 01/01/13 R 01/01/18
	ZD&E\	80340.docx	SPEED DISPLAY TRAILER	E 04/02/14 R 01/01/22
	ZD&E\	80384.docx	COMPENSABLE DELAY COSTS	E 06/02/17 R 04/01/19

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	ZD&E\	80391.docx	SUBCONTRACTOR MOBILIZATION PAYMENTS	E 11/02/17 R 04/01/19
	ZD&E\	80397.docx	SUBCONTRACTOR AND DBE PAYMENT REPORTING	E 04/02/18
	ZD&E\	80410.docx	TRAFFIC SPOTTERS	E 01/01/19
	ZD&E\	80422.docx	HIGH TENSION CABLE MEDIAN BARRIER	E 01/01/20 R 01/01/22
	ZD&E\	80426.docx	BITUMINOUS SURFACE TREATMENT WITH FOG SEAL	E 01/01/20 R 01/01/22
	ZD&E\	80427.docx	WORK ZONE TRAFFIC CONTROL DEVICES	E 03/02/20
	ZD&E\	80429.docx	ULTRA-THIN BONDED WEARING COURSE	E 04/01/19 R 01/01/22
	ZD&E\	80433.docx	GREEN PREFORMED THERMOPLASTIC PAVEMENT MARKINGS	E 01/01/21 R 01/01/22
	ZD&E\	80434.docx	CORRUGATED PLASTIC PIPE (CULVERT AND STORM SEWER)	E 01/01/21
	ZD&E\	80435.docx	SURFACE TESTING OF PAVEMENTS – IRI	E 01/01/21 R 01/01/23
	ZD&E\	80436.docx	BLENDED FINELY DIVIDED MINERALS	E 04/01/21
	ZD&E\	80437.docx	SUBMISSION OF PAYROLL RECORDS	E 04/01/21 R 11/01/22
	ZD&E\	80438.docx	ILLINOIS WORKS APPRENTICESHIP INITIATIVE – STATE FUNDED CONTRACTS	E 06/02/21 R 09/02/21
	ZD&E\	80439.docx	VEHICLE AND EQUIPMENT WARNING LIGHTS	E 11/01/21 R 11/01/22
	ZD&E\	80440.docx	WATERPROOFING MEMBRANE SYSTEM	E 11/01/21
	ZD&E\	80441.docx	PERFORMANCE GRADED ASPHALT BINDER	E 01/01/23
	ZD&E\	80443.docx	HIGH TENSION CABLE MEDIAN BARRIER REMOVAL	E 04/01/22
	ZD&E\	80445.docx	SEEDING	E 11/01/22
	ZD&E\	80446.docx	HOT-MIX ASPHALT - LONGITUDINAL JOINT SEALANT	E 11/01/22
	ZD&E\	80447.docx	GRADING AND SHAPING DITCHES	E 01/01/23
	ZD&E\	80448.docx	SOURCE OF SUPPLY AND QUALITY REQUIREMENTS	E 01/02/23

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STATE OF ILLINOIS

VILLAGE OF TINLEY PARK
94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
SPECIAL PROVISIONS

The following Special Provisions supplements the "Standard Specifications for Road and Bridge Construction", adopted January 1, 2022 (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 in Cook 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, superseding 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 milling and resurfacing, curb and gutter removal and replacement, sidewalk removal and replacement, driveway removal and replacement, drainage structure adjustments/reconstructions, aggregate shoulders, pavement patching, detector loop replacement, maintenance of traffic signals and all associated restoration at the locations shown on the accompanying location map and typical sections.

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

COMPLETION DATE

The contractor is advised that all paving work shall be completed on or before June 15, 2024, all striping work shall be completed by June 22, 2024, all restoration work shall be completed by June 29, 2024, all punch list work by July 15, 2024. Should the contractor fail to comply with the listed dates, the provisions of Section 108.09 shall be applied.

FUNDING LIMITS

The quantities called for in this contract indicate the approximate amount of work to be expected. The actual amounts for the various items may vary depending upon actual field conditions. The Village reserves the right to reduce or increase the scope of project quantities and to delete entire line items. It shall be understood and agreed upon that the unit prices for these items shall prevail throughout the period of the contract and that no additional compensation per unit price or otherwise will be allowed for any increase or decrease in the quantities including, but not limited to, decreases due to the deletion of an entire location/section of the improvement. No increase in unit price will be allowed if method of construction changes due to decreased quantity.

PREQUALIFICATION

The Contractor shall be IDOT prequalified for roadway. A copy of the current IDOT Prequalification shall be presented at the time of bid document pick up. If this information is not supplied or on file, the bid documents shall be withheld.

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. 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 Payment Estimate by the District Bureau of Local Roads and Streets.

PUBLIC CONSTRUCTION ACT, 30 ILCS 557/1

Pursuant to the home rule powers of the Village, Public Construction Act 30 ILCS 557/1 shall not be applicable to this contract.

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. Machine startup shall not commence before 7:00 a.m. without prior approval of the Village.

PERMITS

This improvement requires a CCDOTH permit (directly following the Special Provisions). All coordination, permit and bond and insurance requirements are the responsibility of the Contractor to secure.

Specific attention is to be given to the General Conditions and CCDOTH Construction Notes of the permit and are to be adhered to.

Upon awarding of a contract for this job, the contractor must deposit a Performance and Right Of Way Restoration Bond in the amount of $20,000.00, with said Permit Office prior to the start of work within the County Right Of Way.

This work will not be paid for but shall be considered included in the cost of the Contract.

NOTIFICATION COORDINATION

If the Contractor is required to impede access to any driveway/property for any reason during the course of this project, the Contractor shall provide 24 hour advance written notice to the affected properties. The notification shall be of a form and method as approved by the Village of Tinley Park.

VIDEO OF CONSTRUCTION ROUTE

Prior to the start of any construction or excavation, the contractor shall video record the existing conditions in the area of the construction route. The video shall be done on standard color DVD. The contractor shall supply the Village or Authorized Representative with two copies of the video prior to starting construction. The video shall include the following:

1. Full right-of-way
2. Parkway condition
3. Pavement condition
4. Curb condition
5. Driveway condition
6. Existing manholes

7. Fire hydrants 8. Fences 9. Trees and landscaped areas

The video recordings shall also supply a continuous audio record of the location (preferably with address), all anticipated problem areas, items, and features for the complete area to be affected by the construction. The video recording shall be made on a DVD or other approved equal, and shall conform to Japan Electronics and Information Technology Industries Association (JEITA) standards. The format of recording and type of media used shall remain the same throughout the project. When the recorded video information is replayed and reviewed, it shall be free of electrical interference.

The audio portion of the composite signal shall be sufficiently free of electrical interference, background noise, and heavy foreign or regional accents to provide an oral report that is clear and complete and easily discernible. The audio portion of the video report shall be recorded by the operating technician on the video as they are being produced and shall include references to the street address and type of construction to be performed at the site as specified in the plans. Audio comments pertaining to special circumstances, which may arise during the excavation, shall also be included. Dubbing the audio information onto the video tract after the video is completed will not be permitted.

Video recordings shall be enclosed in vinyl plastic containers, which shall clearly indicate the date the video was taken, the designated section(s) of construction contained on the tape, and the label "VILLAGE OF TINLEY PARK 94TH AVENUE: 183RD STREET TO 171ST STREET" (Project #20-R0005.03)." One (1) copy of the finished video shall be delivered to the Village or Authorized Representative prior to commencing excavation.

The surface condition of excavated areas after final restoration shall be the same or better than the pre-construction site conditions as shown in the video. The cost of video and log preparation shall not be compensated for separately but shall be considered included in the cost of the contract.

MAINTENANCE OF ROADWAYS, ALLEYS, AND DRIVEWAYS

Beginning on the date that the Contractor begins work on this project, they 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 but shall be included in the cost of 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. The Contractor shall also be advised that the final order in which streets are to be completed shall be approved by the Village at the Preconstruction Meeting.

All equipment parking and work in general must be coordinated with the Village event schedule. Equipment parking locations shall be approved by the Village before the end of each working day and the engineer shall be notified. Contractor shall provide Village with a map indicating machine parking locations.

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

Tacking of the streets must be done on the day of paving. Residents and the Village must be notified of tack coat placement 24 hours prior to placement.

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

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.

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 curb ramps and sidewalks through driveways shall be 8 inches thick and shall be paid for as part of the PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH pay item. All sidewalk replacement requires a minimum four inches (4") of cushion of AGGREGATE BASE COURSE, TYPE B 4" which shall be considered included in the cost of sidewalk pay items. Any excavation required to construct sidewalk to proper grade shall be considered included in the cost of the removal items.

Concrete trucks shall washout into washout pits and the cost of washout pits shall be considered included in the cost of various concrete pay items.

Any stamped and colored hot-mix asphalt driveways shall be restored to their original condition. The cost of restoring these driveways shall be considered included in the cost of HOT MIX ASPHALT DRIVEWAY PAVEMENT 6'.

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. **All sprinkler systems are to be repaired or reconfigured in the ROW regardless of sidewalk ADA ramp grade changes. Sprinkler system repair cost shall be considered included in the cost of 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 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 included in the cost of the contract. All stockpiles and construction debris shall be cleaned up before the weekends and holidays.

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 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 included in the cost of the contract.

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

Equipment shall be staged at locations approved by the Village.

PUBLIC AND PRIVATE 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 lawn irrigation, 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 Cook County, 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 included in the cost of 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:	701001-02	701011-04	701201-05	701301-04	701311-03
	701501-06	701502-09	701701-10	701801-06	701901-08

DISTRICT ONE DETAILS: TC-10, TC-11

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 included in the cost of 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.

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 and phone number of the Contractor's intended CCDD facility or non-CCDD private disposal facility to the Owner (or Engineer) at the pre-construction meeting prior to the commencement of any construction activities.
2. The Owner (or Engineer) will conduct the Potentially Impacted Property (PIP) evaluation to identify nearby regulated facilities and properties that have potential or known subsurface contamination to determine if an IEPA LPC-662 (Source Site Certification by Owner or Operator) and/or an IEPA LPC-663 (Uncontaminated Soil Certification by a Licensed Professional Engineer or Licensed Professional Geologist) certification is required for the project.
3. If requested, the Contractor must 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 is prohibited from conducting the sampling and testing of the soil unless specially authorized by the Owner (or Engineer).
5. The samples will be analyzed at an IEPA accredited laboratory with a standard 5 to 7 working day turnaround time unless a rush is required by the Contractor. If requested, the Contractor will be responsible for additional fees associated with fast-tracking the samples.
6. The soil testing results will be summarized in a tabular format with comparison to the IEPA *Summary of Maximum Allowable Concentrations of Chemical Constituents In Uncontaminated Soil Used as Fill Material At Regulated Fill Operations 35 IAC 1100.Subpart F revised August 27, 2012*).
7. Once the appropriate certification(s) has been prepared by the Owner (or Engineer), the Contractor will be responsible for all hauling/disposal of material to the CCDD facility or private clean fill disposal site.
8. Rejection of truck loads of soil at the gate of the CCDD facility, for any reason as determined by the CCDD facility, shall be handled in accordance with the requirements of the CCDD regulation.

For a project that warrants a LPC-663 Certification, at a minimum, the Owner (or Engineer) will test the soil at one or more locations for the following parameters: VOC's, SVOC's, RCRA 8 Total Metals and pH. If necessary, TCLP or SPLP RCRA Metals testing and/or other contaminant testing may be performed on the sample(s) as deemed appropriate by the Owner (or Engineer). For a LPC-663 Certification, if the Contractor elects to utilize a CCDD facility or non-CCDD private disposal facility that requires additional testing beyond what is deemed appropriate by the Owner (or Engineer), the Contractor will be responsible for paying additional laboratory testing costs.

The work contained within this special provision shall be considered incidental to the various removal items contained within this contract.

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.

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.

Class D patches, 10 inch, shall consist of 10 inches of binder in three lifts.

AGGREGATE WEDGE SHOULDER, 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. This work shall also include just placement of additional aggregate shoulder 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 WEDGE SHOULDER, TYPE B.

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 sidewalk removal (special), sidewalk replacement and curb replacement regardless of the schedule for the seed or 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 must 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.

All construction debris shall be removed before topsoil is placed.

A minimum four inches (4") of topsoil must be used to restore lawn areas disturbed by construction. The quality of the delivered topsoil shall be certified per IDOT specification 1081.05 (a). Removal of existing soils required to place the 4" of topsoil shall be considered included in the cost of this pay item.
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

A Professional Landscaping Company, approved by the Project Engineer prior to the start of work, must perform all permanent restoration procedures. This work shall be in accordance with Sections 211 and 252 of the Standard Specifications except as modified herein.

Sodding limits are required to be approved by the Engineer. Existing areas not disturbed by construction that are in good condition as determined by the Engineer shall not be removed. These areas shall remain in place and new sod planted adjacent to it.

All construction debris shall be removed before sod is placed.

A minimum four inches (4") of topsoil must be used to restore lawn areas disturbed by construction. The quality of the delivered topsoil shall be certified per IDOT specification 1081.05 (a). Removal of existing soils required to place the 4" of topsoil shall be considered included in the cost of the TOPSOIL FURNISH AND PLACE, 4" (SPECIAL) pay item.

Sod: Use top quality, 12 to 18-month-old bluegrass sod consisting of a minimum of 3 varieties of Bluegrass evenly blended, such as Adelphi, Rugby, Glade, Parade or equivalent. Sod shall be ¾-inch thick and 18 inches wide (minimum) with each piece being of uniform size and thickness for proper installation.

Sod shall be properly moist at the time of cutting and shall be laid within 24 hours of cutting to prevent excessive heat buildup. **The minimum width of restoration shall be 18"**. Lay sod with ends staggered by a minimum of 1-foot. Adjust the sod so seams are firmly butted together and curled edges are laid flat. Water thoroughly until subsoil is wet and whenever sod shows signs of drying or wilting. Sprinklers or nozzle hoses are acceptable. Continue watering until the project is accepted. Watering shall be in accordance with Section 252. Fertilize immediately prior to placement. Fertilizer shall be in accordance with article 252.03 and shall be applied via mechanical spreader. Sod operations shall be repeated until a satisfactory uniform stand of grass is obtained as determined by the Engineer.

A well-made lawn is desired and the Contractor must perform the Work in accordance with the best lawn making practice. In the absence of rain, all sodded areas must be watered thoroughly. The Contractor must supply a watering truck at no additional cost to the Contract. Contractor shall furnish all hoses, meters, back flow preventers, and any other connections necessary to perform watering needs. The direct use of Tinley Park Hydrants shall not be permitted for acquiring water for watering the restoration. Water must be obtained at the hydrant at Public Works Annex and Garage located at 7980 W. 183rd Street and shall be coordinated through the Village Public Works Department.

This work shall be paid for at the contract unit price, per SQUARE YARD, for SODDING, SPECIAL, which price shall include all labor, material and equipment to perform the work specified above.

HOT-MIX ASPHALT SURFACE REMOVAL, 2"

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

This work will be paid for at the contract unit price bid per SQUARE YARD of HOT-MIX ASPHALT SURFACE REMOVAL, 2" for those streets being ground down and resurfaced and per SQUARE YARD of HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT for the butt joints for those locations as required for the resurfacing.

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 and a half inches (4.5") 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 one and half inches (1.5") 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 included in the cost of 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 included in the cost of 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 in accordance with Article 603 of the Standard Specifications.

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, 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 considered included in the cost of the Drainage and Utility Structures to be Adjusted pay item.***

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 considered included in the cost of the adjustment and reconstruction pay items. 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 in accordance with Article 1006.04 of the Standard Specifications.

This work will be considered included in the cost of the DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED and DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED pay items. These pay items shall include the cost of the material and installation of 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. 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 considered included in the cost of the DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED and DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED pay items. These pay items shall include the cost of the material and installation of steel adjusting rings.

FRAMES AND GRATES, TYPE 11

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 type 11 frame as well as the labor required to install it. All frames being replaced shall be delivered to Tinley Park Public Works.

This work, labor, and materials will be paid for at the contract unit price EACH for FRAMES AND GRATES, TYPE 11.

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12/M-4.12

This item shall consist of the replacement of combination concrete curb and gutter **in kind** with abutting curb and gutter regardless of shapes and sizes, in accordance with Sections 606 and 440 of the Standard Specifications 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. The combination curb and gutter shall have a minimum bedding of four inches of CA-7, which shall be included in the cost of the pay item.

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. Contractor shall place TEMPORARY EROSION CONTROL SEEDING if sod can't be placed within the same 14-day period of the curb being poured. **If this topsoil and temporary seeding 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). All debris shall be removed from behind the curb before topsoil is placed behind curb.

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 lifts** with a patch consisting of Hot-Mix Binder Course, Mix D, N70 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 not be paid for separately but shall be included in the cost of this pay item. The material, any temporary aggregate, CA-7 bedding, 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 for COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12 and per FOOT for COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12.

ADJUSTMENTS AND RECONSTRUCTIONS (DISTRICT 1)
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."

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."

FRICTION AGGREGATE (DISTRICT 1)
Effective: January 1, 2011
Revised: December 1, 2021

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

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

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

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	Allowed Alone or in Combination [5/]: Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA Low ESAL	Stabilized Subbase or Shoulders	Allowed Alone or in Combination [5/]: Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag[1/] Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L SMA Binder	Allowed Alone or in Combination [5/ 6/]: Crushed Gravel Carbonate Crushed Stone[2/] Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete[3/]
HMA High ESAL Low ESAL	C Surface and Binder IL-9.5 IL-9.5FG or IL-9.5L	Allowed Alone or in Combination [5/]: Crushed Gravel Carbonate Crushed Stone[2/] Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag[4/] Crushed Concrete[3/]

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

Use	Mixture	Aggregates Allowed	
		50% Crushed Gravel[2/] or Dolomite[2/]	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

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

HOT-MIX ASPHALT BINDER AND SURFACE COURSE (DISTRICT 1)
Effective: November 1, 2019
Revised: December 1, 2021

Revise Article 1004.03(c) to read:

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

Use	Size/Application	Gradation No.
Class A-1, A-2, & A-3	3/8 in. (10 mm) Seal	CA 16 or CA 20
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & A-3	Cover Coat	CA 14
HMA High ESAL	IL-19.0; Stabilized Subbase IL-19.0	CA 11 [1/]
	SMA 12.5 [2/]	CA 13[4/], CA 14, or CA 16
	SMA 9.5 [2/]	CA 13[3/4/] or CA 16[3/]
	IL-9.5	CA 16, CM 13[4/]
	IL-9.5FG	CA 16
HMA Low ESAL	IL-19.0L	CA 11 [1/]
	IL-9.5L	CA 16

1/ CA 16 or CA 13 may be blended with the CA 11.
2/ The coarse aggregates used shall be capable of being combined with the fine aggregates and mineral filler to meet the approved mix design and the mix requirements noted herein.
3/ The specified coarse aggregate gradations may be blended.
4/ CA 13 shall be 100 percent passing the 1/2 in. (12.5mm) sieve."

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

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

Revise the "High ESAL" portion of the table in Article 1030.01 to read:

"High ESAL	Binder Courses	IL-19.0, IL-9.5, IL-9.5FG, IL-4.75, SMA 12.5, Stabilized Subbase IL-19.0
	Surface Courses	IL-9.5, IL-9.5FG, SMA 12.5, SMA 9.5"

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

"Item Article/Section

(g)Performance Graded Asphalt Binder (Note 6) 1032
(h) Fibers (Note 2)

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

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

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

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

1/ Based on percent of total aggregate weight.
2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign = 90.
3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.
4/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above the percentage stated on the table.
5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.
6/ When the mixture is used as a binder, the maximum shall be increased by 0.5 percent passing."

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

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

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

1/ Maximum draindown shall be 0.3 percent according to Illinois Modified AASHTO T 305.
2/ The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30°F.
3/ Applies when specific gravity of coarse aggregate is ≥ 2.760.
4/ Applies when specific gravity of coarse aggregate is < 2.760.
5/ For surface course, the coarse aggregate can be crushed steel slag, crystalline crushed stone or crushed sandstone. For binder course, coarse aggregate shall be crushed stone (dolomite), crushed gravel, crystalline crushed stone, or crushed sandstone"

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

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

Add after third sentence of Article 1030.09(b) to read:

"If the Contractor and Engineer agree the nuclear density test method is not appropriate for the mixture, cores shall be taken at random locations determined according to the QC/QA document "Determination of Random Density Test Site Locations". Core densities shall be determined using the Illinois Modified AASHTO T 166 or T 275 procedure."

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

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

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

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

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

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

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

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

"When a test strip is constructed, the Contractor shall collect and split the mixture according to the document "Hot-Mix Asphalt Test Strip Procedures". The Engineer, or a representative, shall deliver split sample to the District Laboratory for verification testing. The Contractor shall complete mixture tests stated in Article 1030.09(a). Mixture sampled shall include enough material for the Department to conduct mixture tests detailed in Article 1030.09(a) and in the document "Hot-Mix Asphalt Mixture Design Verification Procedure" Section 3.3. The mixture test results shall meet the requirements of Articles 1030.05(b) and 1030.05(d), except Hamburg wheel tests will only be conducted on High ESAL mixtures during production."

DETECTABLE WARNINGS (SPECIAL) (CCDOTH)

Effective: *10/01/18 (Modification of IDOT D1 Special Provision for Detectable Warnings (Special) in City of Chicago)*
Revised: *4/13/21 (added Galvanized and Stainless Steel material options)*

Description. Work under this item shall consist of installing cast iron or steel detectable warning tiles as shown on the plans. Work shall be performed according to Section 424 of the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, except as herein modified.

Materials. Detectable warning tiles shall be of uniform quality, and free of surface defects. The detectable warnings shall be constructed out of one of the following:

1) Cast iron meeting requirements of ASTM A 48 Class 30 or better.
2) Galvanized steel – 10 gauge, G90 galvanization or better
3) Stainless steel – 10 gauge or better

The dome size and spacing of the detectable warnings shall meet all requirements of sections R305.1.1 and R305.1.2 of PROWAG.

The color of the detectable warning tiles is to be approved by the Engineer unless otherwise specified in the plans and comply with the requirements of section R305.1.3 of PROWAG.

If a concrete border is required for installation of the detectable warnings, it shall comply with section R305.2 of PROWAG.

Responsibility of the Contractor. The contractor shall verify all dimensions with the product manufacturer. If using radial units, the contractor shall verify that the radius of the detectable warnings supplied by the manufacturer matches that of the curb radius.

The contractor shall ensure that the supplied detectable warnings allow placement of the rows of domes that are aligned parallel with the path of travel. Where detectable warnings are radial, dome orientation is not significant.

The contractor shall ensure a maximum vertical transition of ¼" between the edge of the detectable warnings and adjacent concrete.

Measurement and Payment. This work will be paid for at the contract unit price per SQUARE FOOT for DETECTABLE WARNINGS (SPECIAL).

TRAFFIC SIGNAL WORK GENERAL (CCDOTH)

Effective: 01/01/18
Revised: 5/1/21 (Revised Phone Number)

All work and equipment performed and installed under this contract, shall be governed and shall comply to the State of Illinois "Standard Specifications for Road and Bridge Construction" latest edition, herein referred to as the Standard Specifications and the "District One Standard Design Details"; the State of Illinois "Manual on Uniform Traffic Control Devices for Streets and Highways", latest edition; the "National Electrical Code" latest edition herein referred to as the NEC; the National Electrical Manufacturers Association, herein referred to as NEMA (all publications for traffic control items) latest editions; the International Municipal Signal Association, herein referred to as IMSA "Official Wire & Cable Specifications Manual" latest edition; the Institute of Transportation Engineers, herein referred to as the ITE, Technical Report No.1, "A Standard for Adjustable Face Vehicular Traffic Control Heads"; AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals" and the "Supplemental Specifications" and "Recurring Special Provisions" noted herein.

The following Special Provisions supplement the above specifications, manuals, and code. The intent of these Special Provisions is to prescribe the materials and construction methods commonly used for traffic signal installations. All material furnished shall be new unless otherwise noted herein. The locations and the details of all installations shall be as indicated on the Plans or as directed by the Engineer. Traffic signal construction and maintenance work shall be performed by personnel holding IMSA Traffic Signal Technician Level II certification. The work to be done under this contract consists of furnishing and installing all traffic signal work as specified in the Plans and as specified herein in a manner acceptable and approved by the Engineer. In case of conflict with any part or parts of said documents, these Special Provisions shall take precedence and shall govern.

In order to reduce possible vehicular conflicts with fixed objects and avoid public criticism, it is necessary to require that no posts, poles, heads, or controller cabinets be installed until all traffic signal control equipment is brought to and located on the job site.

The construction, installation and/or removal work shall be accomplished at all the intersections within the limits of this project or as shown in the plans.

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

Control of Traffic Signal Materials.

All work shall meet the requirements of the "Standard Specifications for Road and Bridge Construction", except as follows:

The controller and all control equipment shall be of a manufacturer that is approved by this Department. All equipment shall have a representative and shop located in the six (6) county Chicago areas. All equipment installed in the controller cabinet shall be from a single supplier. The supplier shall be responsible for service and support for this equipment.

The intent of this Section is to prescribe the materials and construction methods commonly used for traffic signal installations. All material furnished shall be new unless otherwise noted herein. Traffic materials and equipment shall bear the U.L. label whenever such labeling is available.

All iron and steel products, which are to be incorporated into work shall be domestically manufactured or produced and fabricated. The contractor shall obtain from the iron or steel producer and/or fabricator, in addition to the mill analysis, a certification that all iron or steel materials meet these domestic source requirements.

The application of all coatings, epoxy, galvanizing, painting, etc., to metal products shall be domestically applied.
Metal material other than iron and steel, which are not domestically produced, may be accepted provided:

(a) The contractor notifies the Department in advance of his/her intension to use other than domestically manufactured or produced material.

(b) Written evidence is provided in English of compliance with all requirements of the specifications.

(c) Physical tests conducted by the department verify the acceptability of the material.

Before any signal equipment, including mast arm assemblies, poles, controller cabinets, all control equipment and signal heads, are delivered to the job site, the Contractor shall obtain and forward to the Engineer a certified, notarized statement from the manufacturer, containing the catalog numbers of the equipment and/or material, guaranteeing that the equipment and/or material, after manufacture, comply in all respects with the requirements of the Specifications and these Special Provisions.

All material approval requests shall be within thirty (30) consecutive calendar days after the Contract is awarded, or at the pre-construction meeting, whichever is first. A list of major traffic signal items can be found in Article 801.05. Material or equipment which is similar or identical shall be the product of the same manufacturer, unless necessary for system continuity. Traffic signal materials and equipment shall bear the U.L. label whenever such labeling is available.

All cost of work and materials required to comply with the above requirements shall be included in the pay item bid prices, under which the subject materials and signal equipment are paid, and no additional compensation will be allowed. Materials and signal equipment not complying with the above requirements that have been installed on the job will be done at the Contractor's own risk and may be subject to removal and disposal at the Contractor's expense.

The Contractor must submit the following for approval by the Engineer:

- Four (4) complete set of manufacturer's descriptive literature, drawings, and specifications of the traffic signal equipment, handholes, junction box, cable, conduit and all associated items that will be installed on the contract. If the literature contains more than one item, the Contractor shall indicate which item or items will be furnished.

- Partial or incomplete submittal will be returned without review.

- The contractor shall supply samples of all wire and cable, and shall make up and supply samples of each type of cable splice proposed for use in the work for the-Engineer's approval.

- Seven (7) complete shop drawings of the mast arm assemblies and poles including combination mast arm poles are required, showing in detail the fabrication, anchor bolts, reinforcing materials, design material, thickness of sections and weld sizes. These drawing shall be approved by IDOT at least 11" x 17" (275mm x 425mm) in size and adequate quality for microfilming.

- Certain non-standard mast arm poles and assemblies will require additional review. The Contractor shall account for additional review time in their schedule.

- Seven (7) copies of a letter from the Traffic Signal Contractor on company letterhead listing contract number or permit number, project location limits, pay item number and description and listing the manufacturer's name and

model numbers of the proposed equipment to be supplied and stating that the proposed equipment meets all Contract requirements. The letter will be reviewed by the Engineer to determine whether the equipment to be used is approvable. The letters will be stamped as approved or not approved accordingly and returned to the Contractor.

- Five (5) copies of a letter from the Traffic Signal Contractor listing the System Coordination and Timing (SCAT) consultant's name shall be supplied. The letter will be reviewed by the Engineer to determine whether the SCAT consultant to be used is approved. The letters will be stamped as approved or not approved accordingly and returned to the Contractor.

- Where certifications and/or warranties are specified. The information submitted for approval shall include certifications and warranties. Certifications involving inspections and/or tests of material shall be complete with all test data, dates and times.

- All above shall be stamped with the Section Number, Permit Number, or Contract Number and Intersection(s) name(s). Pay item numbers shall also be included. If the above required information is not on each sheet of the above literature or letters, the equipment and material cuts will not be reviewed and shall be returned to the Contractor.

- All submitted items reviewed and marked 'APPROVED AS SUBMITTED', 'APPROVED AS NOTED', 'DISAPPROVED', 'INCOMPLETE' or ' NOT REVIEW' are to be resubmitted in their entirety, unless otherwise indicated within the submittal comments, with a disposition of previous comments to verify contract compliance at no additional cost to the contract.

- Exceptions, Deviations and Substitutions. In general, exceptions to and deviations from the requirements of the Contract Documents will not be allowed. It is the Contractor's responsibility to note any deviations from Contract requirements at the time of submittal and to make any requests for deviations in writing to the Engineer. In general, substitutions will not be acceptable. Requests for substitutions must demonstrate that the proposed substitution is superior to the material or equipment required by the Contract Documents. No exceptions, deviations or substitutions will be permitted without the approval of the Engineer.

- After the engineer reviews the submittals for conformance with the design concept of the project, the Engineer will stamp the drawings indicating their status. The Engineer's review is for conformance with design concept only. It is the Contractor's responsibility to coordinate the various items into a working system as specified. The Contractor shall not be relieved from responsibility for errors or omissions in the shop working, layout drawings, or other documents by the Departments approval thereof. The Contractor must be in full compliance with contract and specification requirements.

- Contractor shall not order major equipment such as mast arm assemblies prior to Engineer approval of the Contractor marked proposed traffic signal equipment locations to assure proper placement of contract required traffic signal displays, push buttons and other facilities. Field adjustments may require changes in proposed mast arm length and other coordination.

Marking Proposed Locations.

Revise the following to Article 801.09 of the Standard Specifications:

Revise "Marking Proposed Locations for Highway Lighting System" to read "Marking Proposed Locations for Highway Lighting System and Traffic Signals."

It shall be the contractor's responsibility to verify all dimensions and conditions existing in the field prior to ordering materials and beginning construction. This shall include locating the mast arm foundations and verifying the mast arms lengths.

Maintenance and Responsibility.

Revise Article 801.11 to read as follows.

a) Existing traffic signal installations and/or any electrical facilities at all or various locations may be altered or reconstructed totally or partially as part of the work on this Contract. The Contractor is hereby advised that all traffic control equipment, presently installed at these locations, may be the property of the State of Illinois, Department of Transportation, Division of Highways, Cook County Highway Department, Private Developer, or the Municipality in which they are located. Once the Contractor has begun any work on any portion of the project all traffic signals within the limits of this contract or those which have the item "Maintenance of Existing Traffic Signal Installation", "Temporary Traffic Signal Installation(s)" and/or "Maintenance of Existing Flashing Beacon Installation", shall become the full responsibility of the Contractor. Automatic Traffic Enforcement equipment is not owned by the County and the Contractor shall not be responsible for maintaining it during construction. The Contractor shall supply the engineer and the Department's Electrical Maintenance Contractor a 24-hour emergency contact name and telephone number.

b) When the project has a pay item for "Maintenance of Existing Traffic Signal Installation", "Temporary Traffic Signal Installation(s)" and/or "Maintenance of Existing Flashing Beacon Installation", the Contractor must notify both the Design Engineer at (312) 603-1734 and the Department's Electrical Maintenance Contractor, of their intent to begin any physical construction work on the Contract or any portion thereof. This notification must be made a minimum of seven (7) working days prior to the start of construction to allow sufficient time for inspection of the existing traffic signal installation(s) and transfer of maintenance to the Contractor. If work is started prior to an inspection, maintenance of the traffic signal installation(s) will be transferred to the Contractor without an inspection. The Contractor will become responsible for repairing or replacing all equipment that is not operating properly or is damaged at no cost to the owner of the traffic signal. Final repairs or replacement of damaged equipment must meet the approval of the Engineer prior to or at the time of final inspection otherwise the traffic signal installation will not be accepted.

c) Regional transit, County and other agencies may also have equipment connected to existing traffic signal or peripheral equipment such as PTZ cameras, switches, transit signal priority (TSP and BRT) servers and other devices that shall be included with traffic signal maintenance at no additional cost to the contract.

d) Contracts such as pavement grinding or patching which result in the destruction of traffic signal loops will require a maintenance transfer. The Contractor is required to notify of intent to work and an inspection. A minimum of seven (7) working days prior to the loop removal, the Contractor shall notify the Design Engineer at (312) 603-1734, the Department's Electrical Maintenance Contractor and the owner of automatic traffic enforcement prior to the loop removal, at which time arrangements will be made to adjust the traffic controller timing to compensate for the absence of detection. Damaged Automatic Traffic Enforcement equipment, including cameras, detectors, or other peripheral equipment, shall be replaced by others, per Permit agreements or other agreements, at no cost to the contract except for City of Chicago projects in which the detectors shall be replaced. See additional requirements in these specifications under Inductive Loop Detector.

e) The Contractor is further advised that the existing traffic signal(s), and/or the existing temporary installation(s), must remain in operation during all construction stages except for the most essential down time. Any shutdown of the traffic signal installation(s), for a period to exceed fifteen (15) minutes, must have the prior approval of the Engineer. Such approval will generally only be granted during the period extending from 10:00 a.m. to 3:00 p.m. on weekdays. Shutdowns will not be allowed during inclement weather or during Holiday periods. Any other traffic signal shutdown, either for periods in excess of one (1) hour or outside of the 10:00 a.m. to 3:00 p.m. weekday period must have prior approval of the Engineer. The Contractor, prior to the commencement of his work, shall notify the State Electrical Maintenance Contractor, the Cook County Electrical Maintenance Contractor, or the concerned Municipality, of his intent to perform this work.

f) The Contractor shall be fully responsible for the safe and efficient operation of the traffic signals. Any inquiry, complaint or request by the Department, the Department's Electrical Maintenance Contractor or the public, shall be investigated and repairs begun within one hour. Failure to provide this service will result in liquidated damages of $1000 per day per occurrence. In addition, the Department reserves the right to assign any work not completed within this timeframe to the Electrical Maintenance Contractor. All costs associated to repair this uncompleted work shall be the responsibility of the Contractor. Failure to pay these costs to the Electrical Maintenance Contractor within one month after the incident will result in additional liquidated damages of $1000 per month per occurrence. Unpaid bills will be deducted from the cost of the Contract. The Department's Electrical Maintenance Contractor may inspect any signalizing device on the Department's highway system at any time without notification.

g) Any proposed activity in the vicinity of a highway-rail grade crossing must adhere to the guidelines set forth in the current edition of the Manual on Uniform Traffic Control Devices (MUTCD) regarding work in temporary traffic control zones in the vicinity of highway-rail grade crossings which states that lane restrictions, flagging, or other operations shall not create conditions where vehicles can be queued across the railroad tracks. If the queuing of vehicles across the tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the crossing to prevent vehicles from stopping on the tracks, even if automatic warning devices are in place.

h) The Contractor shall be responsible to clear snow, ice, dirt, debris or other condition that obstructs visibility of any traffic signal display.

i) The Contractor shall maintain the traffic signal in normal operation during short or long-term loss of utility or battery back-up power at critical locations designated by the Engineer. Critical locations may include traffic signals interconnected to railroad warning devices, expressway ramps, intersection with an SRA route, critical corridors or other locations identified by the Engineer. Temporary power to the traffic signal must meet applicable NEC and OSHA guidelines and may include portable generators and/or replacement batteries.

Damage to Traffic Signal System.

Add the following to Article 801.12(b).

a) Any damaged equipment or equipment not operating properly from any cause whatsoever shall be replaced with new equipment provided by the contractor at no additional cost to the Contract and/or owner of the traffic signal system all as approved by the Engineer. Final repairs or replacement of damaged equipment must meet the approval of the Engineer prior to or at the time of final inspection otherwise the traffic signal will not be accepted. Cable splices outside the controller cabinet will not be allowed.

b) Temporary replacement of damaged or knockdown of a mast arm pole assembly shall require construction of a full or partial span wire signal installation or other method approved by the Engineer to assure signal heads are located overhead and over traveled pavement. Temporary replacement of mast arm mount signals with post mount signals will not be permitted.

c) Automatic Traffic Enforcement equipment, such as Red-Light Enforcement cameras, detectors, and peripheral equipment, damaged or not operating properly from any cause whatsoever, shall be the responsibility of the municipality or the Automatic Traffic Enforcement Company per Permit agreement or other agreements.

Traffic Signal Inspection (Turn – On).

Revise Article 801.15b to read as follows.

a) The Contractor must have all electric work completed, the electrical service installation connected by the utility company and equipment field tested by the Vendor prior to the Department's "turn-on" field inspection. If in the event the Engineer determines the work is not complete and the inspection will require more than two (2) hours to

complete, the inspection shall be canceled and the Contractor will be required to reschedule at another date. The maintenance of the traffic signals will not be accepted until all punch list work is corrected and re-inspected. The Department will not grant a field inspection until written certification is provided from the Contractor stating the equipment has been field tested and the intersection is operating according to Contract requirements.

b) When the road is open to traffic, except as otherwise provided in Section 850 of the Standard Specification, the Contractor may request a turn-on and inspection of the completed traffic signal installation at each separate location. This request must be made to the Design Engineer at (312) 603-1734 a minimum of seven (7) working days prior to the time of the requested inspection. The Department will not grant a field inspection until notification is provided from the Contractor that the equipment has been field tested and the intersection is operating according to Contract requirements. The Contractor must invite local fire department personnel to the turn-on when Emergency Vehicle Pre-emption (EVP) is included in the project. When the contract includes the item RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM, OPTIMIZE TRAFFIC SIGNAL SYSTEM, or TEMPORARY TRAFFIC SIGNAL TIMINGS, the Contractor must notify the SCAT Consultant of the turn-on schedule, as well as stage changes and phase changes during construction.

c) The Contractor must have all traffic signal work completed and the electrical service installation connected by the utility company prior to requesting an inspection and turn-on of the traffic signal installation. The Contractor shall be responsible to provide a Police Officer to direct traffic at the time of testing.

d) The Contractor shall provide a representative from the control Equipment Vendor's office to attend the traffic signal inspection for both permanent and temporary traffic signal turn-ons. Upon demonstration that the signals are operating and all work is completed in accordance with the Contract and to the satisfaction of the Engineer, the Engineer will then allow the signals to be placed in continuous operation. The Agency that is responsible for the maintenance of each traffic signal installation will assume the maintenance upon successful completion of this inspection.

e) Acceptance of the traffic signal equipment by the Department shall be based upon inspection results at the traffic signal turn-on, completeness of the required documentation and successful operation during a minimum 72 hour "burn-in" period following activation of the traffic signal. If approved, traffic signal acceptance shall be verbal at the turn-on inspection followed by written correspondence from the Engineer. The Contractor shall be responsible for all traffic signal equipment and associated maintenance thereof until Departmental acceptance is granted.

f) All equipment and/or parts to keep the traffic signal installation operating shall be furnished by the Contractor. No spare traffic signal equipment is available from the Department.

g) All punch list work shall be completed within two (2) weeks after the final inspection. The Contractor shall notify the Design Engineer at (312) 603-1734 to inspect all punch list work. Failure to meet these time constraints shall result in liquidated damage charges of $500 per month per incident.

h) All cost of work and materials required to comply with the above requirements shall be included in the pay item bid prices under which the subject materials and signal equipment are paid and no additional compensation will be allowed. Materials and signal equipment not complying with the above requirements that have been installed on the job will be at the Contractor's own risk and shall be subject to removal and disposal at the Contractor's expense.

i) The Contractor shall furnish the Cook County Highway Department with any special tools or wrenches that may be required for assembling or maintaining the control equipment and traffic control signal head assemblies.

j) All control cable, when complete in place but before permanent connection, shall be subject to insulation tests at the discretion of the Engineer. The tests shall be made with approved insulation resistance testing equipment rated at 500 volts D.C. and witnessed by the Engineer. Results of these tests shall be submitted to the Department in

written form, bearing the Engineers signature and shall become part of the project records. A final inspection of the traffic signal installation shall not be held until results of this insulation test have been received.

k) All equipment such as new controllers and allied central equipment with the exception of cable, conduit, and other materials which require the use of the State of Illinois Materials Testing Laboratories, shall be built in the suppliers shop and inspected by a representative of this Department prior to the installation of such equipment, and upon approval of this equipment an inspection ticket will be issued to the Contractor by the inspection agency (State of Illinois Material Testing Laboratory or the Cook County Highway Mechanical-Electrical Section). The controller and allied control equipment shall be prepared in the suppliers shop and run under a load of a minimum of 500 watts per phase for at least 48 hours before it is inspected for proper operation and sequencing. After it passes this test an inspection ticket will be issued by the Cook County Highway Mechanical-Electrical Section representative and it can then be delivered to the job site for installation.

l) Upon completion of the installation, a final inspection will be carried out by qualified representatives of the Highway Agencies involved.

m) If the Contractor fails to comply with any of the requirements, the County shall impose such sanction as it may determine to be appropriate including but not limited to withholding all payments to the Contractor on this contract until the provisions of this special provision are complete with and/or implementation of article 108.10 of the standard specifications.

At the final inspection it will be required that the Contractor will have submitted to the Engineer all necessary inspection tickets for all new equipment and materials installed under this Contract. If the Contractor has not obtained the inspection tickets on any portion of the new equipment and materials, the representative of this Department will have the authority to postpone the final inspection until the above has been satisfied. Any postponement of the final inspection for this reason shall not relieve the Contractor of his full maintenance responsibilities until such time as the installation is re-inspected and accepted by the County.

The County requires the following Final Project Documentation from the Contractor at traffic signal turn-ons in electronic format in addition to hard copies where noted. A CD/DVD shall be submitted with separate folders corresponding to each numbered title below. The CD/DVD shall be labelled with date, project location, company and contract or permit number. Record Drawings, Inventory and Material Approvals shall be submitted prior to traffic signal turn-on for review by the Department as described here-in.

The County requires the following from the Contractor at traffic signal turn-on.

1) The Contractor shall, at the turn-on furnish one hard copy set of signal plans (24"x36") of record with field revisions marked in red ink to the maintaining agency.

2) Field Testing. Written notification from the Contractor and the equipment vendor of satisfactory field testing with corresponding material performance measurements, such as for detector loops and fiber optic systems (see Article 801.13). One hard copy of all contract required performance measurement testing shall also be provided.

3) A knowledgeable representative of the controller equipment supplier shall be required at the permanent and temporary traffic signal turn-on. The representative shall be knowledgeable of both cabinet design and controller functions and shall have sufficient test and spare equipment to make the traffic signal installation operational.

4) Pictures. Digital pictures of a minimum 12M pixels of each intersection approach showing all traffic signal displays and equipment. Pictures shall include controller cabinet equipment in enough detail to clearly identify manufacture and model of major equipment.

5) Materials Approval. The material approval letter. A hard copy shall also be provided.

6) Manuals. Operation and service manuals of the signal controller and associated control equipment. One hard copy shall also be provided.

7) Cabinet Wiring Diagram and Cable Logs. Five (5) hard copies 11" x 17" of the cabinet wiring diagrams shall be provided along with electronic pdf and dgn files of the cabinet wiring diagram. Five hard copies of the cable logs and electronic excel files shall be provided with cable #, number of conductors and spares, connected device/signal head and intersection location.

8) Controller Programming Settings. The traffic signal controller's timings; backup timings; coordination splits, offsets, and cycles; TBC Time of Day, Week and Year Programs; Traffic Responsive Program, Detector Phase Assignment, Type and Detector Switching; and any other functions programmable from the keyboard. The controller manufacturer shall also supply a printed form, not to exceed 11" x 17" for recording that data noted above. The form shall include a location, date, manufacturer's name, controller model and software version. The form shall be approved by the Engineer and a minimum of three (3) copies must be furnished at each turn-on. The manufacturer must provide all programming information used within the controller at the time of turn-on.

9) All Manufacturer and Contractor warranties and guaranties required by Article 801.14.

10) GPS coordinate of traffic signal equipment as describe in the Record Drawings section herein.

RECORD DRAWINGS

The requirements listed for Electrical Installation shall apply for Traffic Signal Installations in Article 801.16. Revise the 2nd paragraph of Article 801.16 of the Standard Specifications to read:

a. When the work is complete, and seven days before the request for a final inspection, the full-size set of contract drawings. Stamped "RECORD DRAWINGS", shall be submitted to the Engineer for review and approval and shall be stamped with the date and the signature of the Contractor's supervising Engineer or electrician. The record drawings shall be submitted in PDF format on CDROM as well as hardcopy for review and approval. If the contract consists of multiple intersections, each intersection shall be saved as an individual PDF file with TS# and location name in its file name.

b. In addition to the record drawings, copies of the final catalog cuts which have been Approved or Approved as Noted shall be submitted in PDF format along with the record drawings. The PDF files shall clearly indicate the pay item either by filename or PDF Table of Contents referencing the respective pay item number for multi-item PDF files. Specific part or model numbers of items which have been selected shall be clearly visible."

Add the following to Article 801.16 of the Standard Specifications:

"In addition to the specified record drawings, the Contactor shall record GPS coordinates of the following traffic signal components being installed, modified or being affected in other ways by this contract:

- All Mast Arm Poles and Posts
- Traffic Signal Wood Poles
- Rail Road Bungalow
- UPS
- Handholes
- Conduit roadway crossings
- Controller Cabinets
- Communication Cabinets
- Electric Service Disconnect locations
- CCTV Camera installations

- Fiber Optic Splice Locations
- Conduit Crossings

Datum to be used shall be North American 1983.

Data shall be provided electronically and in print form. The electronic format shall be compatible with MS Excel. Latitude and Longitude shall be in decimal degrees with a minimum of 6 decimal places. Each coordinate shall have the following information:

1. File shall be named: TSXXX-YY-MM-DD (i.e. TS22157_15-01-01)
2. Each intersection shall have its own file
3. Row 1 should have the location name (i.e. 103rd Street at Central Avenue)
4. Row 2 is blank
5. Row 3 is the headers for the columns
6. Row 4 starts the data
7. Column A (Date) – should be in the following format: MM/DD/YYYY
8. Column B (Item) – as shown in the table below
9. Column C (Description) – as shown in the table below
10. Column D and E (GPS Data) – should be in decimal form, per the County special provisions

Examples:

Date	Item	Description	Latitude	Longitude
01/01/2015	MP (Mast Arm Pole)	NEQ, NB, Dual, Combination Pole	41.580493	-87.793378
01/01/2015	HH (Handhole)	Heavy Duty, Fiber, Intersection, Double	41.558532	-87.792571
01/01/2015	ES (Electrical Service)	Ground mount, Pole mount	41.765532	-87.543571
01/01/2015	CC (Controller Cabinet)		41.602248	-87.794053
01/01/2015	RSC (Rigid Steel Crossing	IL 31 east side crossing south leg to center HH at Klausen	41.611111	-87.790222
01/01/2015	PTZ (PTZ)	NEQ extension pole	41.593434	-87.769876
01/01/2015	POST (Post)		41.651848	-87.762053
01/01/2015	MCC (Master Controller Cabinet)		41.584593	-87.793378
01/01/2015	COMC (Communication Cabinet)		41.584600	-87.793432
01/01/2015	BBS (Battery Backup System)		41.558532	-87.792571

Prior to the collection of data, the contractor shall provide a sample data collection of at least six data points of known locations to be reviewed and verified by the Engineer to be accurate within 1 feet. Upon verification, data collection can begin. Data collection can be made as construction progresses, or can be collected after all items are installed. If the data

is unacceptable the contractor shall make corrections to the data collection equipment and or process and submit the data for review and approval as specified.

Accuracy. Data collected is to be mapping grade. A handheld mapping grade GPS device shall be used for the data collection. The receiver shall support differential correction and data shall have a minimum 1-foot accuracy after post processing GPS receivers integrated into cellular communication devices, recreational and automotive GPS devices are not acceptable.

The GPS shall be the product of an established major GPS manufacturer having been in the business for a minimum of 6 years."

Location of Underground State and County Maintained Facilities.

Revise Article 803 to read as follows.

County traffic signal facilities are not part of any of the one-call locating service such as J.U.L.I.E or Digger. If this contract requires the services of an electrical contractor, the Contractor shall be responsible at his/her own expense for locating existing IDOT and CCHD facilities prior to performing any work. If this contract does not require the services of electrical contractor, the Contractor may request one free locate for existing IDOT and CCHD electrical facilities from the Electrical Maintenance Contractor(s) prior to the start of any work. Additional requests may be at the expense of the Contractor. The location of underground traffic facilities does not relieve the Contractor of their responsibility to repair any facilities damaged during construction at their expense.

The exact location of all utilities shall be field verified by the Contractor before the installation of any components of the traffic signal system. For locations of utilities, locally owned equipment, and leased enforcement camera system facilities, the local Counties or Municipalities may need to be contacted, in the City of Chicago contact D.I.G.G.E.R. at (312) 744-7000 and for all other locations contact J.U.L.I.E. at 1-800-892-0123.

Restoration. All areas and plant material damaged by the installation of Traffic Signal posts, mast arm poles, underground cables or conduits, handholes and control cabinets shall be replaced as follows:

- Grass Areas: Replace top soil to a depth of four (4) inches (100 mm), re-grade shoulders, ditch slopes, and open areas back to former existing grades, fertilize, seed and mulch all damaged areas.
- Sod Areas (areas adjacent to residential, commercial and industrial properties and any other areas as directed by the engineer): Fertilize and re-sod damaged areas.
- Plant Materials: Remove and replace damaged trees, shrubs and vines with the same varieties that existed prior to damage.
- Shoulders other than Stabilized and Backslopes, medians, sidewalks, pavement, etc.: Replace shoulder to original condition and restore edge of backslope to original lines and grades. Medians, sidewalks and pavement shall be replaced in kind.
- All brick pavers disturbed in the work area shall be restored to their original configuration or as directed by the Engineer. All damaged brick pavers shall be replaced with a comparable material approved by the Engineer

All damaged landscape shall be replaced in accordance with Section 250 through 254 of the Standard Specifications.

Any damage, due to the installation of traffic signal equipment; or necessary removal at handholes, jacking pits, and inspection openings, of sidewalks, curbs, gutters, median and island paving, and/or pavement, shall be repaired or replaced by the Contractor. Repair or replacement shall be made with a like material of like thickness to the existing surface. Restoration of traffic signal work area shall be included in related pay items such as foundation, conduit, handhole, trench and backfill, etc.

Bagging Signal Heads. Light tan colored traffic and pedestrian signal reusable covers shall be used to cover dark/un-energized signal sections and visors. Covers shall be made of outdoor fabric with urethane coating for repelling water, have elastic fully sewn around the cover ends for a tight fit over the visor, and have a minimum of two straps with buckles to secure the cover to the backplate. A center mesh strip allows viewing without removal for signal status testing purposes. Covers shall include a message indicating the signal is not in service.

DETECTOR LOOP (CCDOTH)

Effective: 7/1/16
Revised: N/A

This work shall consist of furnishing and installing detector loop in accordance with the requirements of Section 886 and 1079 of the Standard Specifications, except as follows:

Description. This work shall consist of furnishing and installing a detector loop in the pavement.

Procedure. A minimum of seven (7) working days prior to the Contractor cutting loops, the Contractor shall have the proposed loop locations marked and contact the CCHD Design Engineer at (312) 603-1730 to inspect and approve the layout. When preformed detector loops are installed, the Contractor shall have them inspected and approved prior to the pouring of the portland cement concrete surface, using the same notification process as above.

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

Installation. Each loop lead-in shall be placed in a separate conduit from edge of pavement to handhole. Loop detectors shall be installed according to the requirements of the "District 1 Standard Traffic Signal Design Details". Saw-cuts (homerun on preformed detector loops) from the loop to the edge of pavement shall be made perpendicular to the edge of pavement when possible in order to minimize the length of the saw cut (homerun on preformed detector loops) unless directed otherwise by the Engineer or as shown on the plans. Spacing between the lead-ins (holes drilled in the pavement) shall not be less than one (1) foot (300 mm) and shall be located one (1) foot (300 mm) from the edge of pavement. Loop lead-in wires should be twisted to provide a minimum of five (5) turns per foot (fifteen [15] turns per meter) from the loop to the splice.

The cable splice connection of the detector loop and the lead-in cable to the controller shall conform to Section 873 of the Standard Specifications or the requirements set forth in the "District 1 Standard Traffic Signal Design Details".

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

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

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

Type I:

- All loops installed in new asphalt pavement shall be installed in the binder course and not in the surface course. The edge of pavement or the curb shall be cut with a 1/4" (6.3 mm) x 4" (100 mm) long sawcut to mark the location of each loop lead-in.

- Loop sealant shall be a two-component thixotropic chemically cured polyurethane from an approved vender. The sealant shall be installed 1/8" (3 mm) below the pavement surface, if installed above the surface the overlap shall be removed immediately.

- The corners of all loops shall be core drilled with a two (2) inch (50 mm) bit. All joints and cracks in the pavement that the loop crosses must be core drilled.

Preformed:

This work shall consist of furnishing and installing a rubberized heat resistant preformed traffic signal loop in accordance with the Standard Specifications, except for the following:

- Preformed detector loops shall be installed in new pavement constructed of portland cement concrete using mounting chairs or tied to re-bar or the preformed detector loops may be placed in the sub-base. Loop lead-ins shall be extended to a temporary protective enclosure near the proposed handhole location. The protective enclosure shall provide sufficient protection from other construction activities and may be buried for additional protection.

- Handholes shall be placed next to the shoulder or back of curb when preformed detector loops enter the handhole. Non-metallic coilable duct, included in this pay item, shall be used to protect the preformed lead-ins from back of curb to the handhole.

- Preformed detector loops shall be factory assembled with ends capped and sealed against moisture and other contaminants. Homeruns and interconnects shall be pre-wired and shall be an integral part of the loop assembly. The loop configurations and homerun lengths shall be assembled for the specific application. The loop and homerun shall be constructed using 11/16" (17.2 mm) outside diameter (minimum), 3/8" (9.5 mm) inside diameter (minimum) Class A oil resistant synthetic cord reinforced hydraulic hose with 250 psi (1,720 kpa) internal pressure rating or a similar sized XLPE cable jacket. Hose for the loop and homerun assembly shall be one continuous piece. No joints or splices shall be allowed in the hose except where necessary to connect homeruns or interconnects to the loops. This will provide maximum wire protection and loop system strength. Hose tee connections shall be heavy duty high temperature synthetic rubber. The tee shall be of proper size to attach directly to the hose, minimizing glue joints. The tee shall have the same flexible properties as the hose to insure that the whole assembly can conform to pavement movement and shifting without cracking or breaking. For XLPE jacketed preformed loops, all splice connections shall be soldered, sealed, and tested before being sealed in a high impact glass impregnated plastic splice enclosure. The wire used shall be #16 THWN stranded copper.

  The number of turns in the loop shall be application specific. Homerun wire pairs shall be twisted a minimum of four turns per foot. No wire splices will be allowed in the preformed loop assembly. The loop and homeruns shall be filled and sealed with a flexible sealant to insure complete moisture blockage and further protect the wire. The preformed loops shall be constructed to allow a minimum of 6.5 feet of extra cable in the handhole. Six foot (1.8 m) round loop(s) may be substituted for six foot (1.8 m) by six foot (1.8 m) square loop(s) and shall be paid for as 24 feet (7.2 m) of detector loop.

Method of Measurement. This work will be measured for payment in feet (meters) in place. Type I detector loop will be measured along the sawed slot in the pavement containing the loop and lead-in, rather than the actual length of the wire. Preformed detector loops will be measured along the detector loop and lead-in embedded in the pavement, rather than the actual length of the wire. Detector loop measurements shall include the sawcut and the length of the loop lead-in leading to the edge of pavement. The lead-in wire, including all necessary connections for proper operations, from the edge of pavement to the handhole, shall be included in the price of the detector loop. Unit duct, trench and backfill, cable splicing and drilling of pavement or handholes shall be included in this item.

Basis of Payment. This work will be paid for at the contract unit price per FOOT (METER) of DETECTOR LOOP, TYPE I or PREFORMED DETECTOR LOOP, as specified in the plans, which price shall be payment in full and for furnishing, installing and testing the Detector Loop and all related connections for proper operation.

COILABLE NON-METALLIC CONDUIT (CCDOTH)
Effective: 7/1/16
Revised: N/A

This work shall consist of furnishing and installing empty Coilable Non-Metallic Conduit (CNC) in trench of the type and size specified. The installation of CNC shall meet all applicable requirements of the Standard Specifications of Section 810, 811 and 1088.01 (c). Polyethylene duct shall be used for all detector loop raceways to handholes. All duct shall be placed a minimum depth of 30 inches (750 mm) or as shown on the contract plans or standard details.

The conduit shall be a polyethylene duct which is intended for underground use and which can be manufactured and coiled or reeled in continuous transportable lengths and uncoiled for further processing and/or installation without adversely affecting its properties of performance. The conduit and its manufacture shall conform to the standards of NEMA Publication TC7, ASTM Standard Specifications D3485 and NEC Article 353.

On temporary traffic signal installations with detector loops, CNC shall be used for detector loop raceways from the saw-cut to 10 feet (3 m) up the wood pole, unless otherwise shown on the plans.

As specified in NEMA TC7, the conduit shall be clearly and durably marked at least every 10 feet (3 meters) with the material designation (HDPE for high density polyethylene), nominal size of the conduit and the name and/or trademark of the manufacturer.

Basis of Payment. All installations of CNC for loop detection shall be included in pay item of DETECTOR LOOP, as specified and not paid for separately.

ELECTRIC CABLE (CCDOTH)
Effective: 7/1/16
Revised: 4/26/19 (added cable that is not solid)

The installation of an electric cable shall meet the requirements of Section 873, 1088.01 and 1076.04 of the Standard Specifications and District One Standard Traffic Signal Design Details with the addition as the following:

The jacket for electric cable in this contract shall be of the polyvinyl chloride type meeting the requirements of IMSA 19-1. (Traffic signal cable shall be solid copper No. 14 unless otherwise specified in the plans or these Special Provisions). No other type of jacket will be allowed, except as follows:

The service cable may have a XLP jacket. Service cable may be single or multiple conductor cable.
Communications and lead-in cable shall have a gray or chrome jacket.

Electric cable sized No. 12 AWG and smaller shall be solid except for railroad cable, loop detector lead-in cable, emergency vehicle priority system line sensor cable and LED internally illuminated street name sign cable.

The length of cable slack shall be in accordance with District One Standard Traffic Signal Design Details.

The cable splice connection of the detector loop and the lead-in cable to the controller shall conform to Section 873 of the Standard Specifications or to the requirements set forth in the "District 1 Standard Traffic Signal Design Details ".

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

Basis of Payment. This work will be paid for at the contract unit price per FOOT (METER) for ELECTRIC CABLE of the type, size and number of conductors as specified., which price shall be payment in full for furnishing the material and making all electrical connections and installing the cable complete, measured as specified.

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION (CCDOTH)
Effective: 1/1/18
Revised: N/A

This item shall consist of maintaining the existing traffic signal installation at an intersection as shown on the plans and as described herein. Full maintenance responsibility shall start as soon as the Contractor begins any physical work on the contract or any portion thereof. If Contract work is started prior to a traffic signal inspection, maintenance of the traffic signal installation(s) will be transferred to the Contractor without an inspection. The energy charges for the operation of the traffic signal installation shall be paid for by others. The maintenance of an existing traffic signal installation shall meet the requirements of Section 801.11 and 850 of the Standard Specifications except as follows:

This item shall include maintenance of all traffic signal equipment at the intersection, including emergency vehicle pre-emption equipment, master controllers, uninterruptible power supply (UPS and batteries), telephone service installations, communications cables, flashing beacons, PTZ cameras, vehicle detection, handholes, lighted signs and conduit to adjacent intersections, and other traffic signal equipment, but shall not include Automatic Traffic Enforcement equipment, such as Red Light Enforcement cameras, detectors, or peripheral equipment, not owned by the State and County. This equipment is operated and maintained by the local municipality and should be de-activated while on contractor maintenance.

Regional transit, County, State and other agencies may also have equipment connected to existing traffic signal or peripheral equipment such as PTZ cameras, switches, transit signal priority (TSP and BRT) servers, radios and other devices that shall be included with traffic signal maintenance at no additional cost to the contract.

Seven days prior to assuming maintenance of the existing traffic signal installation(s) under this contract, the Contractor shall request that the Resident Engineer contact the Cook County Design Engineer at (312) 603-1730 for an inspection of the installation(s). The Design Engineer shall establish a date and time of inspection and at this time shall check the installation to determine if any corrective work should be done by the State, the County, or the Municipalities Electrical Maintenance Contractor prior to the Contractor taking over the maintenance of the installation(s). The Resident Engineer, the Design Engineer, and the State, County, or Municipality Maintenance Contractor and the Contractor shall mutually agree on the date of maintenance transfer to the Contractor for this contract.

Maintenance Procedures The Contractor shall perform the following maintenance procedures for each existing installation designated to remain in operation during construction:

- Have on staff electricians with IMSA Level II certification to provide signal maintenance. A copy of the certification shall be immediately available upon request of the Engineer.

- Patrol and inspect each installation every two (2) weeks for proper alignment of signal heads, light detectors, lamp failures, and general operation of the traffic signal.

- Check all controllers every two (2) weeks, which will include visually inspecting all timing intervals, relays, detectors, and pre-emption equipment to ensure that they are functioning properly. This item includes, as routine maintenance, all portions of emergency vehicle pre-emption equipment. The Contractor shall check signal system communications and phone lines to assure proper operation. This item includes, as routine maintenance, all portions of emergency vehicle pre-emption equipment. Prior to the traffic signal maintenance transfer, the contractor shall supply a detailed maintenance schedule that includes dates, locations, names of electricians providing the required checks and inspections along with any other information requested by the Engineer.

- Provide immediate corrective action to replace burned out lamps or damaged sockets. When lamps are replaced, the reflector and lens shall be cleaned. All replacement lamps shall meet the approval of the Engineer. The Contractor shall repair or replace all defective equipment from any cause whatsoever.
- Maintain in stock at all times a sufficient amount of materials and equipment to provide effective temporary and permanent repairs.

- Provide immediate corrective action when any part or parts of the system fail to function properly. Two far side heads facing each approach shall be considered the minimum acceptable signal operation pending permanent repairs. A near right signal must also be maintained. When repairs at a signalized intersection require that the controller be disconnected or otherwise removed from normal operation, and power is available, the Contractor shall place the traffic signal installation on flashing operation. The signals shall flash RED for all directions unless a different indication has been specified by the Engineer. The Contractor is required to place stop signs (R1-1-36) at each approach to the intersection as a temporary means of regulating traffic. When the signals operate in flash, the Contractor shall furnish and equip all his vehicles assigned to the maintenance of traffic signal installations with a sufficient number of Stop Signs as specified herein. The Contractor shall maintain sufficient number of spare Stop Signs in stock at all times to replace Stop Signs which may be damaged or stolen.

- Replace defective or damaged equipment. If the proper sequence with full detection cannot be obtained immediately, a controller which will provide the proper sequence and full detection shall be installed within twelve (12) hours of removal of the original controller.

- The Contractor shall be required to maintain the existing type of equipment and sequence of operations during the period that the original control equipment is being overhauled

- Provide the Engineer with the names, addresses, and telephone numbers of two (2) persons qualified and assigned to the maintenance of the traffic signal installation. These people must be made available 24 hours per day, each day of the year for emergency calls by the Engineer.

- Respond to all emergency calls from the Department or others within one hour after notification and provide immediate corrective action. When equipment has been damaged or becomes faulty beyond repair, the Contractor shall replace it with new and identical equipment. The cost of furnishing and installing the replaced equipment shall be borne by the Contractor at no additional charge to the State or County. The Contractor may institute action to recover damages from a responsible third party. If at any time the Contractor fails to perform all work as specified herein to keep the traffic signal installation in proper operating condition or if the Engineer cannot contact the Contractor's designated personnel, the Engineer shall have the State's or the County's Electrical Maintenance Contractor perform the maintenance work required. The State's or County's Electrical Maintenance Contractor shall bill the Contractor for the total cost of the work. The Contractor shall be responsible for all of the Electrical Maintenance Contractor's cost and liquidated damages of $1000 per day per occurrence. The contractor shall pay this bill within thirty (30) days of the date of receipt of the invoice or the cost of such work will be deducted from the amount due the Contractor. The Contractor shall allow the Electrical Maintenance Contractor to make reviews of the Existing Traffic Signal Installation that has been transferred to the Contractor for Maintenance.

- Traffic signal equipment which is lost or not returned to the Department for any reason shall be replaced with new equipment meeting the requirements of the Standard Specifications and these special provisions.

- Any proposed activity in the vicinity of a highway-rail grade crossing must adhere to the guidelines set forth in the current edition of the Manual on Uniform Traffic Control Devices (MUTCD) regarding work in temporary traffic control zones in the vicinity of highway-rail grade crossings which states that lane restrictions, flagging, or other operations shall not create conditions where vehicles can be queued across the railroad tracks. If the queuing of vehicles across the tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the crossing to prevent vehicles from stopping on the tracks, even if automatic warning devices are in place.

- Equipment included in this item that is damaged or not operating properly from any cause shall be replaced with new equipment meeting current District One traffic signal specifications and provided by the Contractor at no additional cost to the Contract and/or owner of the traffic signal system, all as approved by the Engineer. Final replacement of damaged equipment must meet the approval of the Engineer prior to or at the time of final inspection otherwise the traffic signal installation will not be accepted. Cable splices outside the controller cabinet shall not be allowed.

- Automatic Traffic Enforcement equipment, such as Red-Light Enforcement cameras, detectors, and peripheral equipment, damaged or not operating properly from any cause, shall be the responsibility of the municipality or the Automatic Traffic Enforcement Company per Permit agreement.

- The Contractor shall be responsible to clear snow, ice, dirt, debris or other condition that obstructs visibility of any traffic signal display.

- The Contractor shall maintain the traffic signal in normal operation during short or long-term loss of utility or battery back-up power at critical locations designated by the Engineer. Critical locations may include traffic signals interconnected to railroad warning devices, expressway ramps, intersection with an SRA route, critical corridors or other locations identified by the Engineer. Temporary power to the traffic signal must meet applicable NEC and OSHA guidelines and may include portable generators and/or replacement batteries.

- Temporary replacement of damaged or knockdown of a mast arm pole assembly shall require construction of a full or partial span wire signal installation or other method approved by the Engineer to assure signal heads are located overhead and over traveled pavement. Temporary replacement of mast arm mount signals with post mount signals will not be permitted.

- Any shutdown of the traffic signal installation, which exceeds fifteen (15) minutes, must have prior approval of the Engineer. Approval to shut down the traffic signal installation will only be granted during the period extending from 10:00 a.m. to 3:00 p.m. on weekdays. Shutdowns shall not be allowed during inclement weather or holiday periods.

Basis of Payment. This work will be paid for at the contract unit price EACH for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION, which price shall be payment in full for all materials, equipment, and labor necessary to maintain the existing traffic signals. Each intersection shall be paid for separately. Maintenance of a standalone and or not connected flashing beacon shall be paid for at the contract unit price EACH for MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION. Each flashing beacon will be paid for separately. Following the completion of the traffic signal maintenance transfer to the Contractor, 30 percent of the bid price will be paid. Following the traffic signal maintenance transfer to County, state and/or local agency, 30 percent of the bid price will be paid. The remaining 40 percent will be paid when all items on the punch list are done to the satisfaction of the engineer.

Department of Transportation and Highways

PERMIT FOR WORK

Permit Division: George W. Dunne Cook County Office Building
69 W. Washington, 24th floor
Chicago, Illinois 60602
hwy.permits@cookcountyil.gov
Office: 312-603-1670

Permit Number	2023-02478
Issue Date	
Expiration Date	
Bond Number	

1. Owner(s) Village of Tinley Park

2. Description CONSTRUCTION - GOVERNMENT

3. Permit Type *CONSTRUCTION*

4. Emergency Permit *No*

5. Pavement Breaks *Yes*

6. Affected Routes

ROUTE	START	END	NAME	FROM (OR CROSS)	TO LIMIT
W26	*7*	*8*	*94TH AVE*	*183RD ST*	*171ST ST*

7. Permissions

The Cook County Transportation and Highways Department hereby grants permission and authority for work as stated in item 3 above in Cook County; on County Highway(s) stated in item 6 above subject to the general conditions and any special conditions attached to this permit, and subject to the Public Way Ordinance, as well as all laws defined therein and in comformance with all submittals made pursuant to the application process, as modified at the request of the Cook County Department of Transportaion and Highways, per the plans detail noted below.

Submited Date *08/24/2023*
Project Number 21-00069-00-RS
Plan Title VILLAGE of TINLEY PARK, ILLINOIS
94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
MFT SECTION 21-00069-00-RS
Plan Prepared By Robinson Engineering, Ltd.
Finalized Date 08/24/2023

CONTINUES TO NEXT PAGE

PERMIT FOR WORK

8. Approved Work

Work Type	Level	Fee
Aggregate Shoulder		$ -
Combination Curb and Gutter Removal and Replacement		$ -
Detector Loops		$ -
Frame and Lid Adjustment		$ -
Lane Closures		$ -
Pavement Widen/Rehabilitation (HMA/PCC)		$ -
Com. Entrance Removal and Replacement		$ -
Sidewalk Removal and Replacement		$ -
Aggregate Shoulder		$ -
Combination Curb and Gutter Removal and Replacement		$ -
	Total Fee	$ -

This Permit will not be issued until receipt of all applicable fees is confirmed by the Cook County Department of Revenue

CONTINUES TO NEXT PAGE

9. Note (Additional Rules and Specifications as Follows)

This permit includes and is subject to the "General Conditions and CCDOTH Construction Notes for Permit Work" attached hereto and incorporated into this Permit.

1. *All proposed curb ramps shall be inspected after construction. IDOT form D1 PD0031 shall be filled out for each location. If there are any deficiencies the deficiencies shall be fixed and the form refilled out for the location until the curb ramp is compliant. A copy of the final form signed by the maintaining agency (i.e. the Municipality) shall be submitted to the CCDOTH Permits office at hwy.permits@cookcountyil.gov for the permit file. CCDOTH Permits office will forward the completed forms to the Cook County ADA Coordinator for the Cook County ADA file. The submittal of the IDOT form/s D1 PD0031 is a requirement before the permit can be closed out.*

2. *The sidewalk (crosswalk) called for herein shall be ramped in compliance with the Illinois State Design Manual and current ADA requirements.*

3. *New sidewalk or existing sidewalk to be removed and replaced walk shall be 8" thick within driveway limits and ADA curb ramps.*

4. *Cook County Right-of-Way to be restored with 4" topsoil, fertilizer and sod.*

5. *The general contractor, before starting the job, will deposit with the Cook County Transportation and Highways Department, Permit Office, insurance as required on Form "A".*

6. *Upon awarding a contract for the above mentioned installations, the applicant must direct its contractor to deposit a Performance and Right Of Way Restoration Bond in the amount of $20,000.00, with said Permit Office prior to the start of work within the County Right Of Way.*

7. *The Owner assumes all responsibility and acknowledges the County of Cook is free from any liabilities that may occur during or as a result of this installation.*

8. *The Village of Tinley Park hereby accepts full responsibility for the future maintenance, replacement, removal relocation and liability of the sidewalk mentioned herein. The Village of Tinley Park will be responsible for the trimming of any tree branches which overhang the sidewalk causing an obstruction for pedestrians or bicyclists.*

9. *Provide as-built drawings within 45 days of project completion.*

CONTINUES TO NEXT PAGE

10. *1) The existing traffic signal and interconnect plans for 94th Avenue at 171st Street are included for reference.*

2) On plan sheet #2 under the TRAFFIC SIGNAL NOTES, revise note #2 to: "A minimum of five (5) working days prior to the Contractor cutting loops, the Contractor shall have the proposed loop locations marked and contact the CCHD Design Engineer at (312) 603-1734 to inspect and approve the layout."

3) The exact locations of all utilities shall be field verified by the contractor before the installation of any components of the traffic signal system. For the locations of the utilities, call JULIE toll free 1-800-892-0123.

4) The County is not part of JULIE for location of traffic signal equipment. The Contractor shall be responsible at his/her own expense for locating existing IDOT and CCDOTH facilities prior to performing any work. The location of underground traffic facilities does not relieve the Contractor of their responsibility to repair any facilities damaged during construction at their expense.

5) The Traffic Signal work shall be installed by an Electrical Contractor approved by the Cook County Department of Transportation and Highways.

6) All traffic signal equipment shall be of the type and brand that is acceptable to the Cook County Highway Department. One (1) copy of all approved catalog cuts to be furnished to the County prior to installation.

7) Care is to be taken as not to damage any of the existing traffic signal conduits, fiber cables and equipment. If any of the traffic signal conduits, cables and/or equipment is damaged, the Contractor shall repair and/or replace the conduits, cables and/or equipment at no cost to the County.

8) Add Pay Item "Temporary Traffic Signal Timing" 2 EA per IDOT Standard Specification for Road and Bridge Construction applicable sections of article 190.04, Agreed Unit Price process or Time and Material process.

9) Attached is the Cook County Special Provision for "Temporary Traffic Signal Timing" to be included in this permit.

10) No push button extensions for Traffic Signal Pedestrian Heads will be allowed. In lieu of push button extensions, sidewalks must be widened to accommodate the ADA reach requirements. Any variance shall be approved by Cook County Mechanical, Electrical and Landscape Architecture Division.

11) Attached are IDOT Standards TS-05 and TS-07. The shall supersede any standard in the attached plans.

10. Applicant The work authorized by this Permit shal be completed by the expiration data as shown on page one (1) or above; otherwise this Permit becomes null and void.

_____ _____

Owner's Signature Date

Village of Tinley Park

_____ _____

Owner's Name (Printed) Owner's Title

11. Authorization Applicable Fee(s) Received. Application approved and Permit Granted by:

_____ _____

Superintendent of Transportation and Highways Approved Date

CONTINUES TO NEXT PAGE

12. General Conditions and CCDOTH Construction Notes for Permit Work

General Conditions

1. **A COPY OF THIS PERMIT MUST BE KEPT ON THE JOB SITE DURING CONSTRUCTION.**
2. Definition of "Owner": The "Owner" is the Name/s listed on the Cook County Transportation and Highways Department (CCDOTH) Permit as "Owner/s". The "Owner" is the "Grantee" listed in the Public Way Regulatory Ordinance (the "Ordinance"), Chapter 66.
3. Capitalized terms used in this Permit and not otherwise defined herein shall have the meanings ascribed to them in the Public Way Regulatory Ordinance (the "Ordinance"), Chapter 66, Article III, and Sections 50 et seq. of the Cook County Code. Requirements set forth in these General Conditions are in addition to and not in limitation of the requirements of the Ordinance.
4. The CCDOTH Permit is only applicable for the work shown on the final approved submitted plans on Cook County Right of Way (ROW). The permit does not release the Owner from fulfilling the requirements of any other laws or other required permitting relating to the permitted work. It is the responsibility of the Owner to acquire all other applicable approvals and/or permits required for the proposed work in the submitted plans. Copies of the applicable approvals and/or permits shall be submitted to CCDOTH for the permit file.
5. The Owner shall fulfill all requirements set forth in the permit application and its instructions, including without limitation, permit fees, insurance and bonding are a condition of this Permit. Issuance of this Permit, without the fulfillment of all requirements by Owner shall not act as a waiver of Owner's obligation to comply with such requirements, unless approval in writing of such change is given by the Cook County Superintendent of Transportation and Highways.
6. The Permit can be revoked pursuant to the terms of the Ordinance or at the discretion of the Cook County Superintendent of Transportation and Highways.
7. The Owner shall provide two days advance notice prior to the start of work to the CCDOTH Permit Office. Email the notice to hwy.permits@cookcountyil.gov.
8. No changes, alterations, or revisions to the Permitted Work are allowed unless approved in writing by the Cook County Superintendent of Transportation and Highways or his designee.
9. If Owner discovers during the progress of the Permitted Work that subterranean conditions prohibit the construction of said improvement in and along the alignment as outlined in the plans, it is expressly understood that all Permitted Work shall cease until a proposed revised alignment has been approved by the CCDOTH and the Permit has been modified.
10. The Owner shall furnish all material to do all work required and pay all costs which may be incurred in connection with such work and shall prosecute the same diligently and without delay to completion. See Ordinance for additional requirements as to work in the Public Way.
11. All construction methods and construction materials shall be in accordance with the latest version of the Illinois Department of Transportation (IDOT) Standard Specifications for Road and Bridge Construction, IDOT Supplemental Specifications and Recurring Special Provisions, IDOT Standards, Cook County Special Provisions and Cook County Standards.
12. Upon completion of the Permitted Work, Owner shall in a timely manner, (but in no event more than 30 days unless another time frame is directed by the CCDOTH Permits Division) restore the Public Way substantially to the same condition in which it was before the Permitted Work started. The work includes but is not limited to removing all debris, rubbish, materials, apparatus, tools, and equipment, as well as all excess excavated materials, from the Public Way.
13. Should future construction and operation of the highways by CCDOTH require alteration or relocation of the Owner's Facilities, such change shall be made by the Owner, its successor or assigns upon the written request of the Superintendent of CCDOTH without expense to said County or State. Requirements for any such requested alteration or relocation are further detailed in the Ordinance.
14. The Owner, its successor and assigns, assume all risk and liability for accidents and damages that may accrue to persons and property, during the prosecution of the work or any time thereafter, by reason of the location, construction, installation, operation, maintenance, repair and work referred to herein, and the Owner, by acceptance of the Permit, agrees to indemnify and save harmless Cook County from any such claims for damages and from all costs and expenses incurred on account thereof and in connection therewith.
15. In accordance with the Ordinance, and agreement by the Owner, the Owner acknowledges and agrees that the Permit is null and void if the Owner is delinquent in the payment of any tax or fee administered by the Cook County.

CONTINUES TO NEXT PAGE

16. The Owner shall furnish the CCDOTH Permits Division one as-built PDF in 22"x34" format. The issued permit plans and any issued addendum plans will become the as-built plans if the owner on this permit does not submit as-built plans by the expiration date of the permit or by the last permit extension date.
17. Notify CCDOTH Permits office in writing for final inspection. The letter can be emailed to hwy.permits@cookcountyil.gov.

CCDOTH Construction Notes

Curb and Gutter (PCC)

1. PCC Pavement mix designs shall be per the IDOT Standard Specifications for Road and Bridge Construction art 1020.04
2. In the removal of curb and gutter, the use of any type of concrete breaker that will damage the underground structures will not be permitted.
3. Saw cut the full depth of curb and gutter at the limits of removal.
4. Construct curb and gutter in accordance with IDOT standard 606001. Provide a tied longitudinal construction joint in accordance with IDOT standard 420001, using 30" long #6 (3/4" Dia.) deformed epoxy coated tie bars at 36-inch centers.

Drainage

5. The drainage systems shall always be kept clean and free of debris.
6. The Owner shall be responsible for providing positive drainage.
7. CCDOTH reserves the right to make connections to the proposed storm sewer for the purpose of draining the highway.
8. As a condition of granting this permit, which includes the point discharge of storm water onto the Cook County Transportation and Highways Right Of Way, the Owner hereby grants permission to the Cook County Transportation and Highways Department to enter onto private property to inspect the detention control structure.

Erosion Control and Landscaping

9. The parkway shall always be kept clean and free of debris.
10. Any disturbed areas within Cook County ROW require erosion control blanket prior to final landscaping per current Illinois Environmental Protection Agency (IEPA) standards.
11. Cook County Right-of-Way to be restored with 4" topsoil, fertilizer and sod. This note supersedes any note in the plans.

Excavation and Backfill

12. The Owner shall manage the excavation, transport, and disposal of all excavated materials (i.e. soil, debris, etc.) in accordance with local, state, and federal regulations.
13. As a condition of this permit, the Owner shall request CCDOTH to identify sites in the Right-of-Way where a Highway Authority Agreement governs access to soil that exceeds the Tier 1 residential remediation objectives of 35 Ill. Adm. Code 742. The Owner shall take all measures necessary to protect human health (including worker safety) and the environment during and after any access to such soil.
14. All trenches within Cook County ROW shall be trench backfilled with FA-6 sand in accordance with Method 1 in accordance with Article 550.07 of the (IDOT) Standard Specifications for Road and Bridge Construction.

Median (PCC)

15. PCC Pavement mix designs shall be per the IDOT Standard Specifications for Road and Bridge Construction art 1020.04
16. In the removal of median, the use of any type of concrete breaker that will damage the underground structures will not be permitted.
17. Saw cut the full depth of median at the limits of removal.
18. Construct median in accordance with IDOT standard 606301. Provide a tied longitudinal construction joint in accordance with IDOT standard 420001, using 30" long #6 (3/4" Dia.) epoxy coated deformed tie bars at 36-inch centers.

Pavement, All

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19. Saw cut the full depth of pavement at the limits of removal.
20. In the removal of pavement, the use of any type of concrete breaker that will damage the underground structures will not be permitted.
21. The pavement shall always be kept clean and free of debris.
22. Where a median opening is provided, the pavement shall be crowned at the centerline using a one percent cross slope.
23. Unless specified in the Permit, no equipment other than pneumatic-tired equipment used during the installation shall be permitted to stop or operate on the pavement nor shall any excavated materials be stored temporarily or otherwise on the CCDOTH pavement.
24. All pavement patch openings that are open to traffic shall be immediately surfaced with a temporary bituminous patch at least three inches in thickness. This patch then must be inspected daily and additional bituminous patch material must be placed, daily if necessary, to maintain the patched area at the same elevation as the adjacent undisturbed pavement for a period of not less than 30 days. After 30 days, permanent replacement in kind shall be made to the base course and pavement surface.

Pavement, Entrance (Driveways, Side Streets)

25. PCC Pavement mix designs shall be per the IDOT Standard Specifications for Road and Bridge Construction art 1020.04
26. HMA surface and binder course mix designs shall be per IDOT D 1 Hot Mix Selection Table. Link:

    IDOT D1 Hot Mix Selection Table

    Path: /District Specific Standards/District 1/D1PavementDesign/HMA Selection Table(Most Recent Date)
27. For entrance installations, the Owner shall remove earth to its full depth, starting at the edge of the pavement, for the full dimensions of the proposed entrance, and replace with materials to be used in the construction of the entrance.
28. The entrance radius meeting the edge of shoulder or the back of curb must terminate 3' from the property line extended to the edge of shoulder or the back of curb. If this requirement cannot be met, a letter from the neighboring property authorizing the encroachment must be submitted.
29. The CCDOTH reserves the right to restrict access to permitted entrances on future roadway improvements.
30. The Owner acknowledges that if or when the County of Cook improves the highway the pavement composition at the above-mentioned entrance(s) may be substituted.

Pavement, Hot Mix Asphalt (HMA) Pavement, Patching, and Resurfacing

All

31. HMA surface and binder course mix designs shall be per IDOT D 1 Hot Mix Selection Table. Link:

    IDOT D1 Hot Mix Selection Table

    Path: /District Specific Standards/District 1/D1PavementDesign/HMA Selection Table(Most Recent Date)

    Pavement
32. HMA Full Depth Pavement thickness shall be 12-inch on a 12-inch thick aggregate subgrade improvement. The HMA Pavement shall be built per the IDOT Standard Specifications for Road and Bridge Construction Art 407. The aggregate subgrade improvement shall be built per the following link:

    IDOT Bureau of Design and Environment (BDE) Special Provision Aggregate Subgrade Improvement

    Patching
33. HMA Patching shall match the existing pavement thickness. The length shall be the greater of 6 feet (measured parallel to the centerline) or 12 inches wider than the pavement opening. The patch width shall be the full lane width of each lane affected. The pavement opening shall be saw-cut to the full depth of the pavement at the limits of removal. The HMA Pavement Patch shall be in accordance with Section 442 Pavement Patching of the Standard Specifications. Class D Patches shall be used for HMA pavements and HMA bases.
34. For roadways with HMA surface regardless of HMA or PCC base, HMA surface shall be placed a minimum of 6 inches longer on each side of the pavement patch.

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Resurfacing

35. HMA Mill and Resurface Pavement thickness shall be per the approved permit plans. HMA Resurfacing shall be built per the IDOT Standard Specifications for Road and Bridge Construction Art 406.

Pavement, Portland Cement Concrete (PCC) Paving, Patching

All

36. PCC Pavement mix designs shall be per the IDOT Standard Specifications for Road and Bridge Construction art 1020.04

Pavement

37. PCC Pavement thickness shall be 10 inches on a 12-inch thick aggregate subgrade improvement. The PCC Pavement shall be built per the IDOT Standard Specifications for Road and Bridge Construction Art 420. The aggregate subgrade improvement shall be built per the following link:

IDOT Bureau of Design and Environment (BDE) Special Provision Aggregate Subgrade Improvement

38. Where the proposed pavement or median abuts the existing pavement, median or curb and gutter longitudinally, provide a tied longitudinal construction joint in accordance with IDOT standard 420001, using 30" long #6 (3/4" Dia.) epoxy coated deformed tie bars at 36 inch centers. Keyed joints as shown on standard 420001 shall not be allowed.

39. Provide transverse sawed contraction joints every 15 feet in accordance with IDOT standard 420001, using 18" long #12 (1-1/2" Dia.) smooth epoxy coated dowel bars at 12-inch centers and align proposed joints with existing joints. If a proposed joint is located less than 6 feet from an existing joint, then the existing pavement or median shall be removed and replaced up to the existing joint.

Patching

40. PCC Patching shall match the existing pavement thickness. The length shall be the greater of 6 feet (measured parallel to the centerline) or 12 inches wider than the pavement opening. The patch width shall be the full lane width of each lane affected. The pavement opening shall be saw-cut to the full depth of the pavement at the limits of removal. The PCC Pavement Patch shall be in accordance with Section 442 Pavement Patching of the Standard Specifications. Class B Patches shall be used for concrete pavement and concrete bases.

41. Pavement patches greater than or equal to 15SY shall use pavement fabric in accordance with IDOT standard 420701 and provide 3 ½ inches of clearance between the pavement surface and the top of the fabric.

42. Pavement patches longer than 11ft 3inches shall be tied longitudinally to the abutting existing pavement, median or curb and gutter provide using 30" long #6 (3/4" Dia.) epoxy coated deformed tie bars at 36-inch centers.

43. Where the proposed pavement or median abuts the existing PCC pavement or median transversally, provide a transverse joint in accordance with IDOT standard 442101, using 18" long #12 (1-1/2" Dia.) smooth epoxy coated dowel bars at 12 inch centers.

Pavement Marking

44. Modified Urethane Pavement Marking shall be used for the proposed pavement marking per IDOT Standard Specifications for Road and Bridge Construction Art 780 and 1095.

45. Water Blaster and Vacuum Recovery method shall be used for removal of pavement marking per IDOT Standard Specifications for Road and Bridge Construction Art 783 and 1101.

46. The Modified Urethane Pavement Marking installation shall be done no later than December 15 per IDOT Standard Specifications for Road and Bridge Construction Art 780.12. The minimum winter performance period extends to May 1 the next year. If pavement markings are in before Dec 15 and the permit work is not completed by May 1 the next year, the performance period will last until a request for final inspection is made. The Permits inspector will do the final pavement marking inspection during the final inspection for the whole permit. The permit cannot be closed out until this requirement is met.

Sidewalk and Bus Shelters

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47. In the removal of sidewalk and bus shelter pads, the use of any type of concrete breaker that will damage the underground structures will not be permitted.

48. All proposed bus shelter and bus shelter pads must meet the current IDOT Bureau of Design and Environment (BDE) Manual and IDOT Bureau of Local Roads (BLR) Manual, Public Rights-of-Way Accessibility Guidelines (PROWAG) and Americans with Disabilities Act (ADA) requirements.

49. All proposed sidewalk (crosswalk) shall be ramped in compliance with the current IDOT BDE Manual, IDOT BLR Manual, PROWAG and ADA requirements.

50. All proposed curb ramps shall be inspected after construction. IDOT form D1 PD0031 shall be filled out for each location. If there are any deficiencies the deficiencies shall be fixed, and the form refilled out for the location until the curb ramp is compliant. A copy of the final form shall be submitted to the CCDOTH Permits office at hwy.permits@cookcountyil.gov for the permit file. CCDOTH Permits office will forward the completed forms to the Cook County ADA Coordinator for the Cook County ADA file.

51. All The following CCDOTH Special Provision shall apply to all sidewalk.
    • 310 Detectable Warnings (Special), Cast Iron. (provided in permit review)

52. The following CCDOTH Standard shall apply to all sidewalk.
    • C-9 Cook County PCC Sidewalk Construction (Expansion Joints) Detail (provided in permit review.)

53. Proposed sidewalk shall be 8" thick through driveways and at curb ramps.

54. Concrete sidewalks shall be continuous through all driveways with a maximum cross slope of 1.5%.

Traffic Control

55. Owner shall provide and maintain at its own expense, such temporary roads, and approaches, as may be necessary to provide access to driveways, houses, buildings, or other property abutting the site of the Permitted Work. Access shall not be blocked.

56. No temporary lane closures or temporary traffic detours relating to Permitted Work will be allowed between the hours of 6 a.m. to 9 a.m. and 3 p.m. to 6:30 p.m., (other than as allowed for emergency maintenance per the Ordinance).

57. All signs shall conform to the latest Manual on Uniform Traffic Control Devices (MUTCD) and Illinois Supplemental to the Manual on Uniform Traffic Control Devices (MUTCD)

58. All traffic control devices shall conform to the latest IDOT Standard Specifications for Road and Bridge Construction, IDOT Highway Standards, and the IDOT approved product list.

59. All lane closures shall be in accordance with the latest IDOT Highway Standards.

60. The Owner shall conduct its operations in a manner so as to insure the minimum hindrance to traffic, using the pavement and at no time shall its operations obstruct more than one half (1/2) of the available pavement width.

61. When existing traffic control signs such as stop signs, stop ahead signs, and crossroad signs are removed in the progress of the Permitted Work, said signs shall be immediately reset as close as possible to their original location. After the completion of the Permitted Work has been approved, said traffic control signs shall be restored to their original position and condition. If modifications are needed a revised signage plan can be submitted to Permits for review and approval.

Traffic Signals, Lighting, Other Electrical

62. To ensure proper installation, the owner shall hire an inspector for all electrical work. The inspector shall be independent from the contractors working on the permit. The inspector's purpose is to ensure the contractor is installing the electrical items per the plans and specifications. The inspector shall be familiar with the field installation inspection, material inspection and documenting requirements of the Cook County, IDOT, and/or Municipal electrical work items on the permit. The work items may include but are not limited to Traffic Signal items, Traffic Signal Interconnect items, Flashing Beacon items, Lighting items, etc.

63. Care is to be taken as not to damage any of the existing traffic signal conduits, fiber cables and equipment. If any of the traffic signal conduits, cables and/or equipment is damaged, the Contractor shall repair and/or replace the conduits, cables and/or equipment at no cost to the County.

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64. Cook County is not a member of JULIE (Joint Utility Locating Information for Excavators). For location information on Cook County Traffic Signal equipment, Traffic Signal Interconnect equipment, Flashing Beacons equipment, Lighting equipment, etc., please contact the Mechanical, Electrical, Architectural and Landscaping (MELA) Division at 312-603-1734.

65. If this contract requires the services of an electrical contractor, the Contractor shall be responsible at his/her own expense for locating existing IDOT and CCDOTH facilities prior to performing any work. If this contract does not require the services of electrical contractor, the Contractor may request one free locate for existing IDOT and CCDOTH electrical facilities from the Electrical Maintenance Contractor(s) prior to the start of any work. Additional requests may be at the expense of the Contractor. The location of underground traffic facilities does not relieve the Contractor of their responsibility to repair any facilities damaged during construction at their expense.

Utilities, All

66. It shall be the responsibility of the Owner to co-ordinate with utility companies sharing the Cook County ROW and relocate the existing power poles, fire hydrants, guardrail and appurtenances as needed for the proposed permit work. There shall be no cost to the county.

67. As a requirement of this permit all utility owners (private and government) shall maintain a membership with J.U.L.I.E. locating service until the utility is completely removed from Cook County ROW.

Utilities, Aerial

68. All aerial lines crossings or parallel must have a minimum clearance of 18'3".

69. Pole owner permission is required for all cable, conduit, and other appurtenance connection to a pole.

70. Proposed aerial cable shall not block the existing traffic signal heads.

71. Proposed aerial cable shall not touch existing traffic signal equipment.

Utilities, Underground

72. All auger pits and excavations shall be as far away from the edge of pavement or back of curb as possible, and wood or steel sheeting shall be used. Auger pits shall be protected with concrete barrier walls if within clear zones. The ends of the concrete barrier walls shall be protected with crash attenuators. The barrier wall and crash attenuators design shall meet IDOT BDE Manual and IDOT BLR Manual Design requirements. Open holes left overnight shall fenced off and covered.

73. All external casing voids shall be pressure grouted or filled with trench backfill using pumping or jetting outside of the casing. The inside of the casing shall be sealed or filled using the external void procedures.

74. A minimum depth of 42 inches shall be maintained from the ground surface to the top of the conduit, cable, or pipe and a minimum depth of 36 inches from the true flow line of the drainage ditch to the top of the conduit, cable or pipe.

75. Proposed underground utilities running parallel to existing water main or sanitary sewer shall adjust the alignment if the utility is within 5 feet of the outer wall of the water main or sanitary sewer. The proposed utility shall maintain 5 feet or greater while running parallel to the existing water main or sanitary sewer. The distance between parallel or crossing sanitary or storm sewer with water main shall meet IEPA requirements.

Winter Moratorium Condition

76. During the winter months, (November 1 through April 15) the CCDOTH imposes a moratorium for the open cutting of pavement due to snow removal and the scarcity of ready mixes required to properly restore the pavement. This includes observation holes over existing utility facilities while performing directional bore operations, as well as lane closures for manhole access.

77. Each request to open cut the pavement or require a lane closure will be decided on a case by case basis. Should the request be approved, the following measures will be taken and adhered to:

    • Unless it is a dire emergency, no lane closures will be set up or work performed within the pavement areas on days that snow is predicted, or if the snow has yet been removed from the pavement.

    • There will be no overnight lane closures, unless approved in advance by CCDOTH.

    • All restoration must be completed by the end of each workday or backfill is required. The use of steel plates is prohibited. The temporary pavement patch size shall be backfilled with flowable fill (per Section 1019 of the Standard Specifications for Road and Bridge Construction).

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- All temporary pavement restorations will be permanently restored in the following Spring.

SPECIAL PROVISION
FOR
TEMPORARY TRAFFIC SIGNAL TIMING

Effective: 7/1/16
Revised: 4/26/19 (added sentence to first paragraph to include proposed timings, based on review comment from CCDOTH to "include permanent traffic signal condition")

Description. This work shall consist of developing and maintaining appropriate traffic signal timings for the specified intersection for the duration of the temporary signalized condition, as well as impact to existing traffic signal timings caused by detours or other temporary conditions. This item shall also include developing and implementing the timings for a proposed traffic signal installation that is not part of a closed loop system.

All timings and adjustments necessary for this work shall be performed by an approved Consultant who has previous experience in optimizing Closed Loop Traffic signal Systems for the County. The Contractor shall contact the Traffic Signal Engineer at (312) 603-1730 for a listing of approved Consultants.

The following tasks are associated with TEMPORARY TRAFFIC SIGNAL TIMING.

(a) Consultant shall attend temporary traffic signal inspection (turn-on) and/or detour meeting, if needed and conduct on-site implementation of the traffic signal timings.

(b) Make fine-turning adjustments to the timings in the field to alleviate observed adverse operating conditions and to enhance operations.

(c) Consultant shall provide monthly observation of traffic signal operations in the field.

(d) Consultant shall provide on-site consultation and adjust timings as necessary for construction stage changes, temporary traffic signal phase changes, and any other conditions affecting timing and phasing, including lane closures, detours, and other construction activities.

(e) Consultant shall make timing adjustments and prepare comment responses as directed by the Traffic Signal Engineer.

(f) Return original timing plan once construction is complete.

Basis of Payment. The work shall be paid for at the contract unit price EACH for TEMPORARY TRAFFIC SIGNAL TIMING, which price shall be payment in full for performing all work described herein per intersection. When the temporary traffic signal installation is turned on and/or detour implemented, 50 percent of the bid price will be paid. The remaining 50 percent of the bid price will be paid following the removal of the temporary traffic signal installation and/or detour.

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

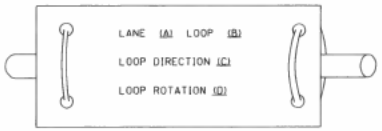
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

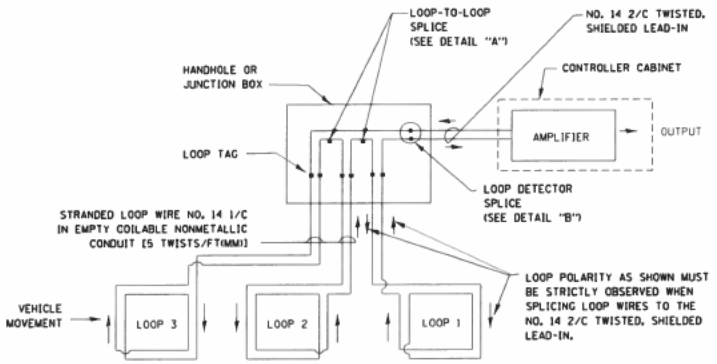


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

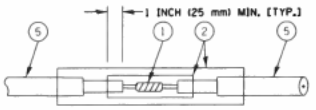
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

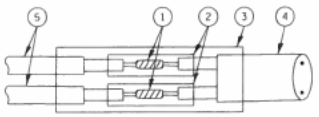


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

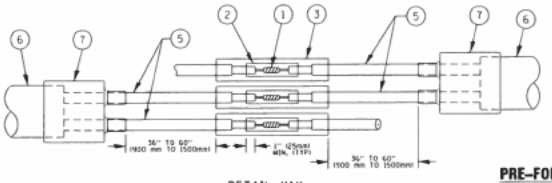


DETAIL "A"
LOOP-TO-LOOP SPLICE



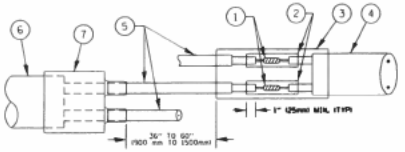
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

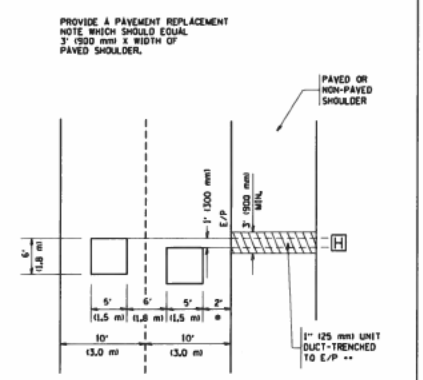
(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

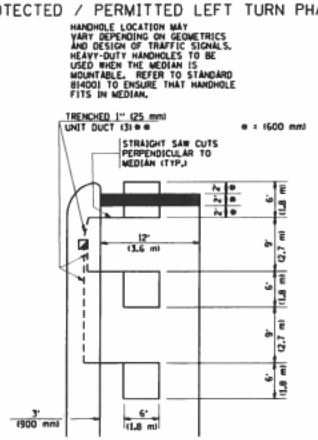
(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

FILE NAME : c:\pw_work\pwidot\foosanj\d0883015\ts05.dgn	USER NAME = foosanj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BCK	REVISED -							
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DAD	REVISED -				TS-05	CONTRACT NO.		
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -		SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

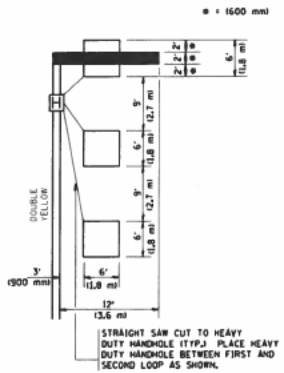
LOOPS NEXT TO SHOULDERS



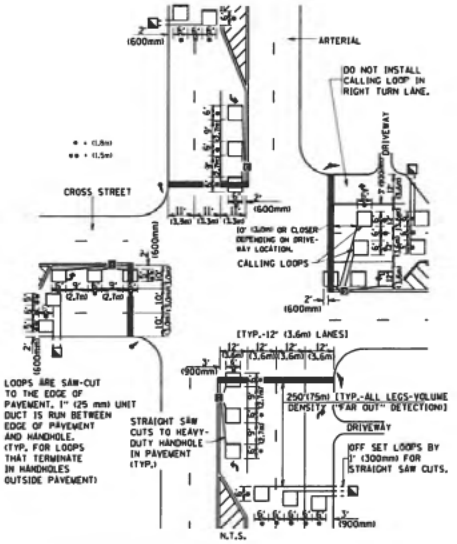
LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

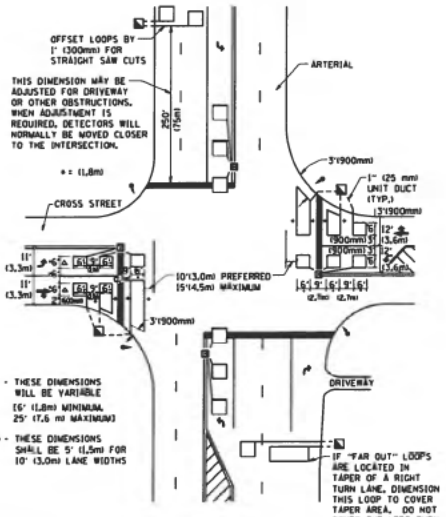


ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION) CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

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

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

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		DRAWN -	REVISED -
	PLOT SCALE = 50.8000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2000	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-07			
		CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT			

BDE SPECIAL PROVISIONS
For the April 28, 2023 and June 16, 2023 Lettings

The following special provisions indicated by a "check mark" are applicable to this contract and will be included by the Project Coordination and Implementation Section of the Bureau of Design & Environment (BDE).

	File Name	#		Special Provision Title	Effective	Revised
	80099	1	☐	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
	80274	2	☐	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
	80192	3	☐	Automated Flagger Assistance Devices	Jan. 1, 2008	April 1, 2023
	80173	4	☐	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80426	5	☐	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
	80436	6	☐	Blended Finely Divided Minerals	April 1, 2021	
*	80241	7	☐	Bridge Demolition Debris	July 1, 2009	
*	5053I	8	☐	Building Removal	Sept. 1, 1990	Aug. 1, 2022
*	5026I	9	☐	Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
	80384	10	☐	Compensable Delay Costs	June 2, 2017	April 1, 2019
*	80198	11	☐	Completion Date (via calendar days)	April 1, 2008	
*	80199	12	☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80261	13	☑	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
	80434	14	☐	Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
*	80029	15	☐	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Mar. 2, 2019
	80229	16	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80447	17	☐	Grading and Shaping Ditches	Jan. 1, 2023	
	80433	18	☐	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
	80443	19	☐	High Tension Cable Median Barrier Removal	April 1, 2022	
	80446	20	☐	Hot-Mix Asphalt - Longitudinal Joint Sealant	Nov. 1, 2022	
	80438	21	☐	Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	Sept. 2, 2021
	80045	22	☐	Material Transfer Device	June 15, 1999	Jan. 1, 2022
	80441	23	☑	Performance Graded Asphalt Binder	Jan. 1, 2023	
*	3426I	24	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
	80445	25	☐	Seeding	Nov. 1, 2022	
	80448	26	☐	Source of Supply and Quality Requirements	Jan. 2, 2023	
	80340	27	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2022
	80127	28	☐	Steel Cost Adjustment	April 2, 2004	Jan. 1, 2022
	80397	29	☐	Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	30	☐	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
	80437	31	☐	Submission of Payroll Records	April 1, 2021	Nov. 1, 2022
	80435	32	☑	Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
	80410	33	☐	Traffic Spotters	Jan. 1, 2019	
*	20338	34	☐	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80429	35	☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	36	☑	Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
	80440	37	☐	Waterproofing Membrane System	Nov. 1, 2021	
	80302	38	☐	Weekly DBE Trucking Reports	June 2, 2012	Nov. 1, 2021
	80427	39	☑	Work Zone Traffic Control Devices	Mar. 2, 2020	
*	80071	40	☐	Working Days	Jan. 1, 2002	

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

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

The following special provisions have been deleted from use.

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

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

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

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

PERFORMANCE GRADED ASPHALT BINDER (BDE)

Effective: January 1, 2023

Revise Article 1032.05 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

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

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

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

grinding method or micronizing through a cryogenic process. GTR shall not exceed 1/16 in. (2 mm) in any dimension and shall not contain free metal particles, moisture that would cause foaming of the asphalt, or other foreign materials. A mineral powder (such as talc) meeting the requirements of AASHTO M 17 may be added, up to a maximum of four percent by weight of GTR to reduce sticking and caking of the GTR particles. When tested in accordance with Illinois Modified AASHTO T 27 "Standard Method of Test for Sieve Analysis of Fine and Coarse Aggregates" or AASHTO PP 74 "Standard Practice for Determination of Size and Shape of Glass Beads Used in Traffic Markings by Means of Computerized Optical Method", a 50 g sample of the GTR shall conform to the following gradation requirements.

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

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

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

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

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

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

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

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

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

The following grades may be specified as tack coats.

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

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

"(1) RAP/RAS. When RAP is used alone or RAP is used in conjunction with RAS, the percentage of virgin ABR shall not exceed the amounts listed in the following table.

HMA Mixtures - RAP/RAS Maximum ABR % 1/ 2/			
Ndesign	Binder	Surface	Polymer Modified Binder or Surface 3/
30	30	30	10
50	25	15	10
70	15	10	10
90	10	10	10

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

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

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

(2) FRAP/RAS. When FRAP is used alone or FRAP is used in conjunction with RAS, the percentage of virgin asphalt binder replacement shall not exceed the amounts listed in the following table.

HMA Mixtures - FRAP/RAS Maximum ABR % 1/ 2/			
Ndesign	Binder	Surface	Polymer Modified Binder or Surface 3/
30	55	45	15
50	45	40	15
70	45	35	15
90	45	35	15
SMA	- -	- -	25
IL-4.75	- -	- -	35

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

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

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

Add the following to the end of Note 2 of Article 1030.03 of the Standard Specifications.

"A dedicated storage tank for the ground tire rubber (GTR) modified asphalt binder shall be provided. This tank shall be capable of providing continuous mechanical mixing throughout and/or recirculation of the asphalt binder to provide a uniform mixture. The tank shall be heated and capable of maintaining the temperature of the asphalt binder at 300 °F to 350 °F (149 °C to 177 °C). The asphalt binder metering systems of dryer drum plants shall be calibrated with the actual GTR modified asphalt binder material with an accuracy of ±0.40 percent."

SURFACE TESTING OF PAVEMENTS – IRI (BDE)

Effective: January 1, 2021
Revised: January 1, 2023

Description. This work shall consist of testing the ride quality of the finished surface of pavement sections with new concrete pavement, PCC overlays, full-depth HMA, and HMA overlays with at least 2.25 in. (57 mm) total thickness of new HMA combined with either HMA binder or HMA surface removal, according to Illinois Test Procedure 701, "Ride Quality Testing Using the International Roughness Index (IRI)". Work shall be according to Sections 406, 407, or 420 of the Standard Specifications, except as modified herein.

Hot-Mix Asphalt (HMA) Overlays

Add the following to Article 406.03 of the Standard Specifications:

"(n) Pavement Surface Grinding Equipment.....1101.04"

Revise Article 406.11 of the Standard Specifications to read:

"**406.11 Surface Tests.** Prior to HMA overlay pavement improvements, the Engineer will measure the smoothness of the existing high-speed mainline pavement. The Contractor shall measure the smoothness of the finished high-speed mainline, low-speed mainline, and miscellaneous pavements after the pavement improvement is complete but within the same construction season. Testing shall be performed in the presence of the Engineer and according to Illinois Test Procedure 701. The pavement will be identified as high-speed mainline, low-speed mainline, or miscellaneous as follows.

(a) Test Sections.

(1) High-Speed Mainline Pavement. High-speed mainline pavement consists of pavements, ramps, and loops with a posted speed limit greater than 45 mph. These sections shall be tested with an inertial profiling system (IPS).

(2) Low-Speed Mainline Pavement. Low-speed mainline pavement consists of pavements, ramps, and loops with a posted speed limit of 45 mph or less. These sections shall be tested using a 16 ft (5 m) straightedge or with an IPS analyzed using the rolling 16 ft (5 m) straightedge simulation in ProVAL.

(3) Miscellaneous Pavement. Miscellaneous pavement are segments that either cannot readily be tested by an IPS or conditions beyond the control of the Contractor preclude the achievement of smoothness levels typically achievable with mainline pavement construction. This may include the following examples or as determined by the Engineer.

a. Pavement on horizontal curves with a centerline radius of curvature of less than or equal to 1,000 ft (300 m) and the pavement within the superelevation transition of such curves;

b. Pavement on vertical curves having a length less than or equal to 200 ft (60 m) in combination with an algebraic change in tangent grade greater than or equal to 3 percent as may occur on urban ramps or other constricted-space facilities;

c. The first and last 50 ft (15 m) of a pavement section where the Contractor is not responsible for the adjoining surface;

d. Intersections and the 25 ft (7.6 m) before and after an intersection or end of radius return;

e. Variable width pavements;

f. Side street returns, to the end of radius return;

g. Crossovers;

h. Pavement connector for bridge approach slab;

i. Bridge approach slab;

j. Pavement that must be constructed in segments of 600 ft (180 m) or less;

k. Pavement within 25 ft (7.6 m) of manholes, utility structures, at-grade railroad crossings, or other appurtenances;

l. Turn lanes; and

m. Pavement within 5 ft (1.5 m) of jobsite sampling locations for HMA volumetric testing that fall within the wheel path.

Miscellaneous pavement shall be tested using a 16 ft (5 m) straightedge.

(4) International Roughness Index (IRI). An index computed from a longitudinal profile measurement using a quarter-car simulation at a simulation speed of 50 mph (80 km/h).

(5) Mean Roughness Index (MRI). The average of the IRI values for the right and left wheel tracks.

a. MRI_O. The MRI of the existing pavement prior to construction.

b. MRI_I. The MRI value that warrants an incentive payment.

c. MRI_F. The MRI value that warrants full payment.

d. MRI_D. The MRI value that warrants a financial disincentive.

(6) Areas of Localized Roughness (ALR). Isolated areas of roughness, which can cause significant increase in the calculated MRI for a given sublot.

(7) Sublot. A continuous strip of pavement 0.1 mile (160 m) long and one lane wide. A partial sublot greater than or equal to 264 ft (80 m) will be subject to the same evaluation as a whole sublot. Partial sublots less than 264 ft (80 m) shall be included with the previous sublot for evaluation purposes.

(b) Corrective Work. Corrective work shall be completed according to the following.

(1) High-Speed Mainline Pavement. For high-speed mainline pavement, any 25 ft (7.6 m) interval with an ALR in excess of 200 in./mile (3,200 mm/km) will be identified by the Engineer and shall be corrected by the Contractor. Any sublot having a MRI greater than MRI_D, including ALR, shall be corrected to reduce the MRI to the MRI_F, or replaced at the Contractor's option.

(2) Low-Speed Mainline Pavement. Surface variations in low-speed mainline pavement which exceed the 5/16 in. (8 mm) tolerance will be identified by the Engineer and shall be corrected by the Contractor.

(3) Miscellaneous Pavements. Surface variations in miscellaneous pavement which exceed the 5/16 in. (8 mm) tolerance will be identified by the Engineer and shall be corrected by the Contractor.

Corrective work shall be completed with pavement surface grinding equipment or by removing and replacing the pavement. Corrective work shall be applied to the full lane width. When completed, the corrected area shall have uniform texture and appearance, with the beginning and ending of the corrected area perpendicular to the centerline of the paved surface.

Upon completion of the corrective work, the surface of the sublot(s) shall be retested. The Contractor shall furnish the data and reports to the Engineer within 2 working days after corrections are made. If the MRI and/or ALR still do not meet the requirements, additional corrective work shall be performed.

Corrective work shall be at no additional cost to the Department.

(c) Smoothness Assessments. Assessments will be paid to or deducted from the Contractor for each sublot of high-speed mainline pavement per the Smoothness Assessment Schedule. Assessments will be based on the MRI of each sublot prior to performing any corrective work unless the Contractor has chosen to remove and replace the pavement.

For pavement that is replaced, assessments will be based on the MRI determined after replacement.

The upper MRI thresholds for high-speed mainline pavement are dependent on the MRI of the existing pavement before construction (MRI_0) and shall be determined as follows.

Upper MRI Thresholds 1/	MRI Thresholds (High-Speed, HMA Overlay)	
	$MRI_0 \leq 125.0$ in./mile ($\leq$ 1,975 mm/km)	$MRI_0 > 125.0$ in./mile 1/ (> 1,975 mm/km)
Incentive (MRI_I)	45.0 in./mile (710 mm/km)	$0.2 \times MRI_0 + 20$
Full Pay (MRI_F)	75.0 in./mile (1,190 mm/km)	$0.2 \times MRI_0 + 50$
Disincentive (MRI_D)	100.0 in./mile (1,975 mm/km)	$0.2 \times MRI_0 + 75$

1/ MRI_0, MRI_I, MRI_F, and MRI_D shall be in in./mile for calculation.

Smoothness assessments for high-speed mainline pavement shall be determined as follows.

SMOOTHNESS ASSESSMENT SCHEDULE (High-Speed, HMA Overlay)	
Mainline Pavement MRI Range	Assessment Per Sublot 1/
$MRI \leq MRI_I$	$+ (MRI_I - MRI) \times \$20.00$ 2/
$MRI_I < MRI \leq MRI_F$	+ \$0.00
$MRI_F < MRI \leq MRI_D$	$- (MRI - MRI_F) \times \$8.00$
$MRI > MRI_D$	– \$200.00

1/ MRI, MRI_I, MRI_F, and MRI_D shall be in in./mile for calculation.

2/ The maximum incentive amount shall not exceed \$300.00.

Smoothness assessments will not be paid or deducted until all other contract requirements for the pavement are satisfied. Pavement that is corrected or replaced for reasons other than smoothness, shall be retested as stated herein."

Hot-Mix Asphalt (HMA) Pavement (Full-Depth)

Revise the first paragraph of Article 407.03 of the Standard Specifications to read:

"**407.03 Equipment.** Equipment shall be according to Article 406.03."

Revise Article 407.09 of the Standard Specifications to read:

"**407.09 Surface Tests.** The finished surface of the pavement shall be tested for smoothness

according to Article 406.11, except as follows:

The testing of the existing pavement prior to improvements shall not apply and the smoothness assessment for high-speed mainline pavement shall be determined according to the following table.

SMOOTHNESS ASSESSMENT SCHEDULE (High-Speed, Full-Depth HMA)	
Mainline Pavement MRI, in./mile (mm/km)	Assessment Per Sublot [1/]
≤ 45.0 (710)	+ (45 – MRI) × $45.00 [2/]
> 45.0 (710) to 75.0 (1,190)	+ $0.00
> 75.0 (1,190) to 100.0 (1,580)	– (MRI – 75) × $20.00
> 100.0 (1,580)	– $500.00

1/ MRI shall be in in./mile for calculation.

2/ The maximum incentive amount shall not exceed $800.00."

Portland Cement Concrete Pavement

Delete Article 420.03(i) of the Standard Specifications.

Revise Article 420.10 of the Standard Specifications to read:

"**420.10 Surface Tests.** The finished surface of the pavement shall be tested for smoothness according to Article 406.11, except as follows.

The testing of the existing pavement prior to improvements shall not apply. The Contractor shall measure the smoothness of the finished surface of the pavement after the pavement has attained a flexural strength of 250 psi (3,800 kPa) or a compressive strength of 1,600 psi (20,700 kPa).

Membrane curing damaged during testing shall be repaired as directed by the Engineer at no additional cost to the Department.

(a) Corrective Work. No further texturing for skid resistance will be required for areas corrected by grinding. Protective coat shall be reapplied to areas ground according to Article 420.18 at no additional cost to the Department.

Jointed portland cement concrete pavement corrected by removal and replacement, shall be corrected in full panel sizes.

(b) Smoothness Assessments. Smoothness assessment for high-speed mainline pavement shall be determined as follows.

SMOOTHNESS ASSESSMENT SCHEDULE (High-Speed, PCC)	
Mainline Pavement MRI, in./mile (mm/km) 3/	Assessment Per Sublot 1/
≤ 45.0 (710)	+ (45 – MRI) × $60.00 2/
> 45.0 (710) to 75.0 (1,190)	+ $0.00
> 75.0 (1,190) to 100.0 (1,580)	– (MRI – 75) × $37.50
> 100.0 (1,580)	– $750.00

1/ MRI shall be in in./mile for calculation.

2/ The maximum incentive amount shall not exceed $1200.00.

3/ If pavement is constructed with traffic in the lane next to it, then an additional 10 in./mile will be added to the upper thresholds."

Removal of Existing Pavement and Appurtenances

Revise the first paragraph of Article 440.04 of the Standard Specifications to read:

"**440.04 HMA Surface Removal for Subsequent Resurfacing.** The existing HMA surface shall be removed to the depth specified on the plans with a self-propelled milling machine. The removal depth may be varied slightly at the discretion of the Engineer to satisfy the smoothness requirements of the finished pavement. The temperature at which the work is performed, the nature and condition of the equipment, and the manner of performing the work shall be such that the milled surface is not torn, gouged, shoved or otherwise damaged by the milling operation. Sufficient cutting passes shall be made so that all irregularities or high spots are eliminated to the satisfaction of the Engineer. When tested with a 16 ft (5 m) straightedge, the milled surface shall have no surface variations in excess of 3/16 in. (5 mm)."

General Equipment

Revise Article 1101.04 of the Standard Specifications to read:

"**1101.04 Pavement Surface Grinding Equipment.** The pavement surface grinding device shall have a minimum effective head width of 3 ft (0.9 m).

(a) Diamond Saw Blade Machine. The machine shall be self-propelled with multiple diamond saw blades.

(b) Profile Milling Machine. The profile milling machine shall be a drum device with carbide or diamond teeth with spacing of 0.315 in. (8 mm) or less and maintain proper forward speed for surface texture according to the manufacturer's specifications."

VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

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

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

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

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WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Add the following to Article 701.03 of the Standard Specifications:

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

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

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

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

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

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

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

Category 1 includes small, lightweight, channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. These include cones, tubular markers, plastic drums, and delineators, with no attachments (e.g. lights). Category 1 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 1 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 2 includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. These include vertical panels with lights, barricades, temporary sign supports, and Category 1 devices with attachments (e.g. drums with lights). Category 2 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 2 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 3 includes devices that are expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. These include crash cushions (impact

attenuators), truck mounted attenuators, and other devices not meeting the definitions of Category 1 or 2. Category 3 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2029. Category 3 devices shall be crash tested for Test Level 3 or the test level specified.

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

For each type of device, when no more than one MASH-16 compliant is available, an NCHRP 350 or MASH-2009 compliant device may be used, even if manufactured after December 31, 2019."

Revise Articles 1106.02(g), 1106.02(k), and 1106.02(l) to read:

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

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

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

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

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings. The barrier shall be capable of being moved on and off the roadway on a daily basis."

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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.

Cook County Department of Transportation and Highways

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

Cook County Prevailing Wage Rates posted on 1/16/2024

						Overtime										
Trade Title	**Rg**	**Type**	**C**	**Base**	**Foreman**	**M-F**	**Sa**	**Su**	**Hol**	**H/W**	**Pension**	**Vac**	**Trng**	**Other Ins**	**Add OT 1.5x owed**	**Add OT 2.0x owed**
ASBESTOS ABT-GEN	All	ALL		48.90	49.90	1.5	1.5	2.0	2.0	17.37	15.91	0.00	0.91		0.00	0.00
ASBESTOS ABT-MEC	All	BLD		40.59	43.84	1.5	1.5	2.0	2.0	15.22	15.16	0.00	0.88		2.80	5.60
BOILERMAKER	All	BLD		54.71	59.63	2.0	2.0	2.0	2.0	6.97	25.06	0.00	2.83		0.00	0.00
BRICK MASON	All	BLD		50.81	55.89	1.5	1.5	2.0	2.0	12.50	23.01	0.00	1.16	0.00	0.00	0.00
CARPENTER	All	ALL		53.51	55.51	1.5	1.5	2.0	2.0	12.29	25.26	1.70	0.81		0.00	0.00
CEMENT MASON	All	ALL		50.75	52.75	2.0	1.5	2.0	2.0	17.33	22.00	0.00	1.15	0.00	1.50	3.00
CERAMIC TILE FINISHER	All	BLD		45.62	45.62	1.5	1.5	2.0	2.0	12.75	15.64	0.00	1.04	0.00	0.00	0.00
CERAMIC TILE LAYER	All	BLD		53.14	58.14	1.5	1.5	2.0	2.0	12.75	19.41	0.00	1.12	0.00	0.00	0.00
COMMUNICATION ELECTRICIAN	All	BLD		48.66	58.37	1.5	1.5	2.0	2.0	13.90	14.40	1.25	1.31	0.25	0.00	0.00
ELECTRIC PWR EQMT OP	All	ALL		60.15	66.00	1.5	1.5	2.0	2.0	13.08	20.29	0.00	3.25	0.00	0.00	0.00
ELECTRIC PWR GRNDMAN	All	ALL		46.92	66.00	1.5	1.5	2.0	2.0	10.21	15.83	0.00	2.54	0.00	0.00	0.00
ELECTRIC PWR LINEMAN	All	ALL		60.15	66.00	1.5	1.5	2.0	2.0	13.08	20.29	0.00	3.25	0.00	0.00	0.00
ELECTRICIAN	All	ALL		53.80	58.37	1.5	1.5	2.0	2.0	18.65	19.55	1.25	1.81	0.60	0.00	0.00
FENCE ERECTOR	All	ALL		48.48	50.48	1.5	1.5	2.0	2.0	13.68	18.32	0.00	0.75	0.00	0.00	0.00
GLAZIER	All	BLD		49.75	51.25	1.5	2.0	2.0	2.0	15.44	25.36	0.00	2.07	0.00	0.00	0.00
HEAT/FROST INSULATOR	All	BLD		54.12	57.37	1.5	1.5	2.0	2.0	15.22	17.86	0.00	0.88		4.15	8.30
IRON WORKER	All	ALL		57.00	59.00	2.0	2.0	2.0	2.0	17.05	25.56	0.00	0.49		0.00	0.00
LABORER	All	ALL		48.90	49.65	1.5	1.5	2.0	2.0	17.37	15.91	0.00	0.91		0.00	0.00
LATHER	All	ALL		53.51	55.51	1.5	1.5	2.0	2.0	12.29	25.26	1.70	0.81		0.00	0.00
MACHINIST	All	BLD		55.74	59.74	1.5	1.5	2.0	2.0	9.93	8.95	1.85	1.47		0.00	0.00
MARBLE FINISHER	All	ALL		38.75	52.46	1.5	1.5	2.0	2.0	12.50	20.95	0.00	0.66	0.00	0.00	0.00
MARBLE SETTER	All	BLD		49.96	54.96	1.5	1.5	2.0	2.0	12.50	22.31	0.00	0.85	0.00	0.00	0.00
MATERIAL TESTER I	All	ALL		38.90		1.5	1.5	2.0	2.0	17.37	15.91	0.00	0.91		0.00	0.00
MATERIALS TESTER II	All	ALL		43.90		1.5	1.5	2.0	2.0	17.37	15.91	0.00	0.91		0.00	0.00
MILLWRIGHT	All	ALL		53.51	55.51	1.5	1.5	2.0	2.0	12.29	25.26	1.70	0.81		0.00	0.00
OPERATING ENGINEER	All	BLD	1	56.60	60.60	2.0	2.0	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00

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OPERATING ENGINEER	All	BLD	2	55.30	60.60	2.0	2.0	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	BLD	3	52.75	60.60	2.0	2.0	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	BLD	4	51.00	60.60	2.0	2.0	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	BLD	5	60.35	60.60	2.0	2.0	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	BLD	6	57.60	60.60	2.0	2.0	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	BLD	7	59.60	60.60	2.0	2.0	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	FLT	1	64.55	64.55	1.5	1.5	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	FLT	2	63.05	64.55	1.5	1.5	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	FLT	3	58.55	64.55	1.5	1.5	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	FLT	4	54.05	64.55	1.5	1.5	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	FLT	5	66.05	64.55	1.5	1.5	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	FLT	6	54.05	64.55	1.5	1.5	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	HWY	1	54.80	58.80	1.5	1.5	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	HWY	2	54.25	58.80	1.5	1.5	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	HWY	3	52.20	58.80	1.5	1.5	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	HWY	4	50.80	58.80	1.5	1.5	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	HWY	5	49.60	58.80	1.5	1.5	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	HWY	6	57.80	58.80	1.5	1.5	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
OPERATING ENGINEER	All	HWY	7	55.80	58.80	1.5	1.5	2.0	2.0	22.95	20.05	2.00	2.70		0.00	0.00
ORNAMENTAL IRON WORKER	All	ALL		55.01	57.51	2.0	2.0	2.0	2.0	14.23	26.00	0.00	2.00	0.00	0.00	0.00
PAINTER	All	ALL		51.55	57.99	1.5	1.5	1.5	2.0	14.76	15.69	0.00	1.86	0.00	0.00	0.00
PAINTER - SIGNS	All	BLD		45.49	51.09	1.5	1.5	2.0	2.0	8.20	16.81	0.00	0.00	0.00	0.00	0.00
PILEDRIVER	All	ALL		53.51	55.51	1.5	1.5	2.0	2.0	12.29	25.26	1.70	0.81		0.00	0.00
PIPEFITTER	All	BLD		55.00	58.00	1.5	1.5	2.0	2.0	12.65	22.85	0.00	3.12	0.00	0.00	0.00
PLASTERER	All	BLD		48.75	51.68	1.5	1.5	2.0	2.0	17.33	20.33	0.00	1.15	0.00	0.00	0.00
PLUMBER	All	BLD		56.80	60.20	1.5	1.5	2.0	2.0	17.00	17.29	0.00	1.73		0.00	0.00
ROOFER	All	BLD		49.25	54.25	1.5	1.5	2.0	2.0	11.83	16.14	0.00	1.11	0.00	0.00	0.00
SHEETMETAL WORKER	All	BLD		51.15	55.24	1.5	1.5	2.0	2.0	14.18	28.45	0.00	1.05	0.00	0.00	0.00
SIGN HANGER	All	BLD		35.72	38.58	1.5	1.5	2.0	2.0	7.15	4.60	0.00	0.00	0.00	0.00	0.00

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STEEL ERECTOR	All	ALL		57.00	59.00	2.0	2.0	2.0	2.0	17.05	25.56	0.00	0.49		0.00	0.00
STONE MASON	All	BLD		50.81	55.89	1.5	1.5	2.0	2.0	12.50	23.01	0.00	1.16	0.00	0.00	0.00
TERRAZZO FINISHER	All	BLD		46.94	46.94	1.5	1.5	2.0	2.0	12.75	17.73	0.00	1.07	0.00	0.00	0.00
TERRAZZO MECHANIC	All	BLD		50.85	54.35	1.5	1.5	2.0	2.0	12.75	19.12	0.00	1.10	0.00	0.00	0.00
TRAFFIC SAFETY WORKER I	All	HWY		40.10	41.70	1.5	1.5	2.0	2.0	10.60	9.35	0.00	1.00	0.00	0.00	0.00
TRAFFIC SAFETY WORKER II	ALL	HWY		41.10	42.70	1.5	1.5	2.0	2.0	10.60	9.35	0.00	1.00	0.00	0.00	0.00
TRUCK DRIVER	E	ALL	1	41.75	42.40	1.5	1.5	2.0	2.0	12.80	15.74	0.00	0.15	0.00	0.00	0.00
TRUCK DRIVER	E	ALL	2	42.00	42.40	1.5	1.5	2.0	2.0	12.80	15.74	0.00	0.15	0.00	0.00	0.00
TRUCK DRIVER	E	ALL	3	42.20	42.40	1.5	1.5	2.0	2.0	12.80	15.74	0.00	0.15	0.00	0.00	0.00
TRUCK DRIVER	E	ALL	4	42.40	42.40	1.5	1.5	2.0	2.0	12.80	15.74	0.00	0.15	0.00	0.00	0.00
TRUCK DRIVER	W	ALL	1	42.18	42.73	1.5	1.5	2.0	2.0	11.20	15.46	0.00	0.15	0.00	0.00	0.00
TRUCK DRIVER	W	ALL	2	42.33	42.73	1.5	1.5	2.0	2.0	11.20	15.46	0.00	0.15	0.00	0.00	0.00
TRUCK DRIVER	W	ALL	3	42.53	42.73	1.5	1.5	2.0	2.0	11.20	15.46	0.00	0.15	0.00	0.00	0.00
TRUCK DRIVER	W	ALL	4	42.73	42.73	1.5	1.5	2.0	2.0	11.20	15.46	0.00	0.15	0.00	0.00	0.00
TUCKPOINTER	All	BLD		50.53	51.53	1.5	1.5	2.0	2.0	9.55	21.72	0.00	1.11	0.00	0.00	0.00

Legend

Rg Region
Type Trade Type - All,Highway,Building,Floating,Oil & Chip,Rivers
C Class
Base Base Wage Rate
OT M-F Unless otherwise noted, OT pay is required for any hour greater than 8 worked each day, Mon through Fri. The number listed is the multiple of the base wage.
OT Sa Overtime pay required for every hour worked on Saturdays
OT Su Overtime pay required for every hour worked on Sundays
OT Hol Overtime pay required for every hour worked on Holidays
H/W Health/Welfare benefit
Vac Vacation
Trng Training
Other Ins Employer hourly cost for any other type(s) of insurance provided for benefit of worker.

Explanations 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.

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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.

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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 Worker I

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

TRAFFIC SAFETY WORKER II

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

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION - 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

Cook County Prevailing Wage Rates posted on 1/16/2024

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, ILLINOIS

94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
MFT SECTION 21-00069-00-RS

HIGHWAY STANDARDS

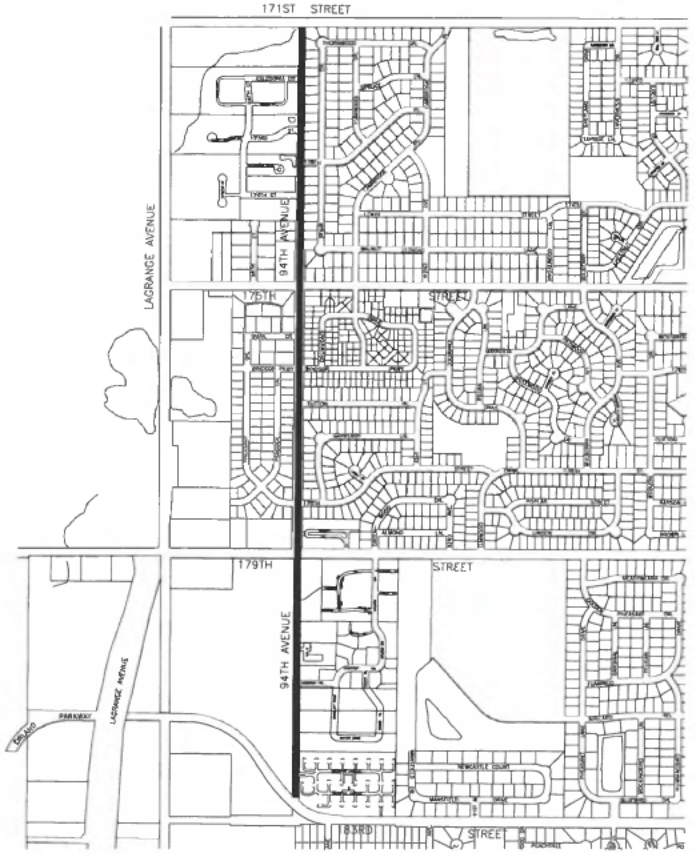
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-05	DIAGONAL CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-05	FRAMES AND LIDS TYPE 1
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15'(4.5M) AWAY
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTOR LOOPS

DISTRICT ONE DETAILS

BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TS-05	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

COOK COUNTY DETAILS

C-0002	PRIVATE AND COMMERCIAL DRIVE DETAIL
C-0003	PORTLAND CEMENT CONCRETE SIDEWALK CONSTRUCTION



LOCATION MAP

▬▬ - INDICATES PROPOSED IMPROVEMENT

GROSS LENGTH = 7,576 FEET = 1.43 MILES
NET LENGTH = 7,576 FEET = 1.43 MILES

INDEX OF SHEETS

1.	COVER SHEET
2.	SUMMARY OF QUANTITIES AND GENERAL NOTES
3.-5.	TYPICAL CROSS SECTIONS
6.-11.	PAVEMENT PLAN
12.-14.	PAVEMENT MARKING PLAN
15.-18.	TRAFFIC SIGNAL REFERENCE
19.-27.	ADA RAMP DETAILS
28.-29.	CONSTRUCTION DETAILS
30.-36.	HIGHWAY STANDARDS

PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:

01-22-24

VAN CALOMBARIS 62-50084 REGISTERED PROFESSIONAL ENGINEER STATE OF ILLINOIS

LICENSE EXPIRES: 11/30/25

Call Before You Dig
JULIE ILLINOIS ONE-CALL SYSTEM
Call: 811 OR 1-800-892-0123
JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS
48 hours before you dig (EXCLUDING SAT, SUN & HOL.)
811

PREPARED BY:

Robinson ENGINEERING

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ILLINOIS DESIGN FIRM REGISTRATION NO. 184001138

PROJECT NO. 20-R0005_03

SHEET NO. 1 OF 36

20R0005_03-COVR-01 - COVR01

ITEM NO.	PAY ITEM	UNIT	QUANTITY
1	TEMPORARY EROSION CONTROL SEEDING	POUND	40
2	INLET FILTERS	EACH	13
3	BITUMINOUS MATERIALS (TACK COAT)	POUND	19400
4	LONGITUDINAL JOINT SEALANT	FOOT	9000
5	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	360
6	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	1250
7	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	2500
8	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1870
9	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	510
10	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	28695
11	DRIVEWAY PAVEMENT REMOVAL	SQ YD	165
12	COMBINATION CURB AND GUTTER REMOVAL	FOOT	450
13	SIDEWALK REMOVAL	SQ FT	2780
14	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	60
15	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	85
16	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	125
17	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	1145
18	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1940
19	FRAMES AND GRATES, TYPE 11	EACH	4
20	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	360
21	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	90
22	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	18100
23	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	190
24	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	27550
25	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1150
26	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	950
27	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	200
28	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
29	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	100
30	DETECTOR LOOP, TYPE I	FOOT	300
31	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	100
32	TOPSOIL FURNISH AND PLACE, 4" (SPECIAL)	SQ YD	370
33	SODDING, SPECIAL	SQ YD	370
34	DETECTABLE WARNINGS (SPECIAL)	SQ FT	210
35	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	165
36	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	10
37	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	1
38	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

GENERAL NOTES

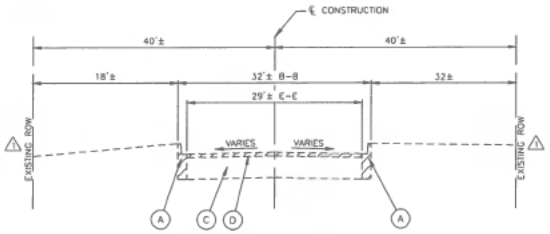
1. THE ROBINSON ENGINEERING, LTD. FIELD OFFICE (708-331-6700), AND VILLAGE ENGINEER (708-444-5516), AT THE VILLAGE OF TINLEY PARK, SHALL BE NOTIFIED TWO (2) WORKING DAYS BEFORE CONSTRUCTION BEGINS.
2. BEFORE STARTING ANY EXCAVATION THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 AND (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION REQUIRED)
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
4. THE THICKNESS OF HMA MIXTURE STATED IN THE SPECIFICATIONS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA SURFACE IS PLACED.
5. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR OTHER DRAINAGE STRUCTURES SHALL BE REMOVED BY THE END OF EACH DAY BY THE CONTRACTOR AT THEIR EXPENSE.
6. CLASS D PATCHING QUANTITIES FOR THIS CONTRACT SHALL BE PERFORMED AT THE DIRECTION OF THE ENGINEER AFTER PAVEMENT MILLING.
7. EXISTING TREES ARE NOT AFFECTED BY THE LIMITS OF CONSTRUCTION. CONTRACTOR SHALL BE CAUTIOUS ON TREE PROTECTION DURING THE CONSTRUCTION. IF ANY DAMAGE OCCURS, CONTRACTOR SHALL REPLACE ANY TREES AT THEIR OWN EXPENSE.
8. CARE IS TO BE TAKEN AS NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUITS, FIBER CABLES AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUITS, CABLES AND/OR EQUIPMENT IS DAMAGED, THE CONTRACTOR SHALL REPAIR AND/OR REPLACE THE CONDUITS, CABLES AND/OR EQUIPMENT AT NO COST TO THE VILLAGE.
9. THE RIGHT OF WAY DEPICTED UPON THE TYPICAL SECTIONS HAS NOT BEEN FIELD VERIFIED OR REVIEWED BY PROFESSIONAL LAND SURVEYING STAFF. THE EXISTENCE OF FORMALLY DEDICATED OR CONVEYED RIGHT OF WAY OR EASEMENTS IN GENERAL HAS NOT BEEN VERIFIED IN ANY MANNER. THE LINES SHOWN ARE BASED UPON EXTREMELY LIMITED INFORMATION FROM TAX MAPPING DATA OR GEOGRAPHICAL INFORMATION SYSTEM DATA AND SHOULD NOT BE CONSIDERED ACCURATE OR RELIABLE IN ANY MANNER. IT IS INTENDED ONLY AS A GRAPHICAL REPRESENTATION. CAUTION IS STRONGLY ENCOURAGED WHEN USING OR RELYING UPON ANY OF THIS INFORMATION FOR PURPOSES WHERE ELEMENTS ARE BEING CONSTRUCTED IN PROXIMITY TO THE RIGHT OF WAY, PARCEL OR EASEMENT LINED DEPICTED HERON.
10. DURING CONSTRUCTION OF PROPOSED IMPROVEMENTS ALONG COOK COUNTY HIGHWAYS, TWO-WAY TRAFFIC SHALL REMAIN OPEN FOR ALL TRAFFIC AT ALL TIMES. IF ANY ACTIVITY REQUIRES ENCROACHMENT INTO A LANE OPEN FOR TRAFFIC, THAT ACTIVITY SHALL BE RESTRICTED TO WITHIN THE HOURS OF 9:00 A.M. TO 3:00 P.M. FOLLOWING THE APPLICABLE IDOT AND IDOT-DISTRICT 1 TRAFFIC CONTROL STANDARDS INCLUDED IN THE PLANS FOR OFF-ROAD AND ON-ROAD APPLICATIONS.
11. IF ANY EXISTING SIGNING ALONG COOK COUNTY ROADWAYS IS DAMAGED DUE TO CONSTRUCTION OF PROPOSED IMPROVEMENTS, THE CONTRACTOR SHALL REPLACE THE DAMAGED TRAFFIC CONTROL DEVICES TO THE SATISFACTION OF COOK COUNTY PER IDOT AND IDOT DISTRICT 1 STANDARDS FOR TRAFFIC CONTROL DEVICES AND SIGNAGE INCLUDED IN THE PLANS.
12. TWO-WAY NON-VEHICULAR TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. PROVIDE FOR THE DELINEATION OF HAZARDS NEAR OR ADJACENT TO WALKWAYS ON THE PLANS.

COMMITMENTS

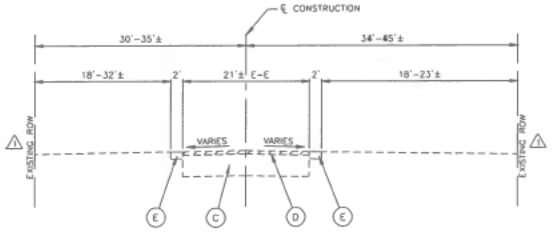
1. NO PAVEMENT PATCHING SHALL BE PERMITTED AFTER FRIDAY AT 3:00PM OF EACH AND EVERY WEEK AND NO HOLES WILL BE ALLOWED TO REMAIN OPEN OVERNIGHT OR OVER THE WEEKEND.
2. ALL EQUIPMENT SHALL BE REMOVED OFF THE STREETS DURING ALL HOLIDAY WEEKENDS AS COORDINATED WITH THE VILLAGE.

TRAFFIC SIGNAL NOTES

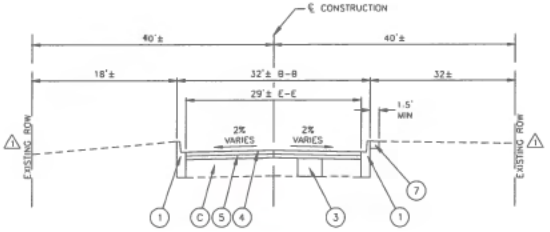
1. THE CONTRACTOR SHALL INFORM THE CCDOTH DESIGN ENGINEER AT (312) 603-1734 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCED NOTICE IS REQUIRED.
2. THE CONTRACTOR SHALL MARK LOCATIONS OF LOOPS AND CONTACT THE CCDOTH DESIGN ENGINEER AT (312)603-1734 FOR 171ST STREET AND 94TH AVENUE. THIS IS FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS.
3. VEHICLE LOOP DETECTOR SHALL BE COMPATIBLE WITH THE CONTROL EQUIPMENT.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE CABLES AND CONDUITS AT THE EXISTING TRAFFIC SIGNAL INSTALLATIONS.
5. ALL ELECTRICAL CABLE SHALL HAVE POLYVINYL CHLORIDE JACKET.
6. THE CORNERS OF ALL NEW DETECTOR LOOPS SHALL BE CORE DRILLED INCLUDING PAVEMENT JOINTS AND CRACKS. CARE IS TO BE TAKEN AS NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUITS, DETECTORS, AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUIT AND/OR EQUIPMENT IS DAMAGED, THE CONTRACTOR SHALL REPAIR AND/OR REPLACE THE CONDUIT AND/OR EQUIPMENT AT NO COST TO THE COUNTY.
7. EXISTING TRAFFIC SIGNAL PLANS HAVE BEEN PROVIDED FOR REFERENCE ONLY.



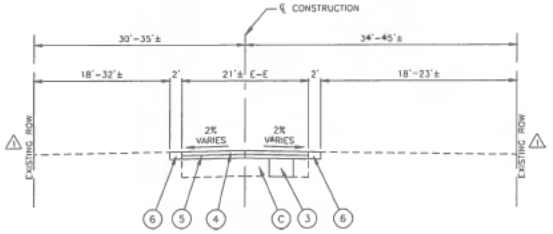
EXISTING TYPICAL SECTION
94TH AVENUE
STA 5+65 TO STA 7+35



EXISTING TYPICAL SECTION
94TH AVENUE
STA 7+35 TO STA 22+00



PROPOSED TYPICAL SECTION
94TH AVENUE
STA 5+65 TO STA 7+35



PROPOSED TYPICAL SECTION
94TH AVENUE
STA 7+35 TO STA 22+00

LEGEND

- (A) EXISTING CURB AND GUTTER
- (B) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- (C) EXISTING HOT-MIX ASPHALT PAVEMENT OR AGGREGATE BASE
- (D) HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (E) EXISTING AGGREGATE SHOULDER
- ITEMS TO BE REMOVED (AS DIRECTED BY THE ENGINEER)

NOTES:

1. LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50.
2. AGGREGATE BASE COURSE TYPE B, 4" IS INCLUDED IN THE COST OF HMA DRIVEWAY PAVEMENT 6"
3. AGGREGATE BASE COURSE TYPE B 4" IS INCLUDED IN THE COST OF PCC SIDEWALK, 5"
4. ⚠1 RIGHT OF WAY VARIES THROUGHOUT PROJECT. ALL WORK CONTAINED WITHIN PAVEMENT LIMITS EXCEPT ADA SIDEWALK IMPROVEMENTS

- (1) COMBINATION CURB AND GUTTER REPLACEMENT OR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (TO BE REPLACED AS DIRECTED BY THE ENGINEER IN THE FIELD)
- (2) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (TO BE REPLACED AS DIRECTED BY THE ENGINEER IN THE FIELD) AGGREGATE BASE COURSE, TYPE B, 4"**
- (3) CLASS D PATCHES, 10" (LOCATIONS/TYPES TO BE DETERMINED IN FIELD BY THE ENGINEER)
- (4) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70; 1 1/2"
- (5) POLYMERIZED HOT MIX ASPHALT BINDER COURSE, IL-4.75, N50; 3/4"
- (6) AGGREGATE WEDGE SHOULDER, TYPE B (AS DIRECTED BY THE ENGINEER IN THE FIELD)
- (7) TOPSOIL FURNISH AND PLACE 4" (SPECIAL) WITH SODDING, SPECIAL (AS DIRECTED BY THE ENGINEER IN THE FIELD)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS
PAVEMENT RESURFACING	
HOT MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70; 1 1/2"	4% @ 70 Gyr.
POLYMERIZED HOT MIX ASPHALT BINDER COURSE, IL-4.75, N50; 3/4"	3.5% @ 50 Gyr.
DRIVEWAYS	
HOT MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50; 1 1/2"	4% @ 50 Gyr.
HOT MIX ASPHALT BINDER COURSE, IL-19.0, N50; 4 1/2"	4% @ 50 Gyr.
PAVEMENT PATCHING*	
HOT MIX ASPHALT BINDER COURSE, IL-19mm, N70 (10")	4% @ 70 Gyr.

NOTES:

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

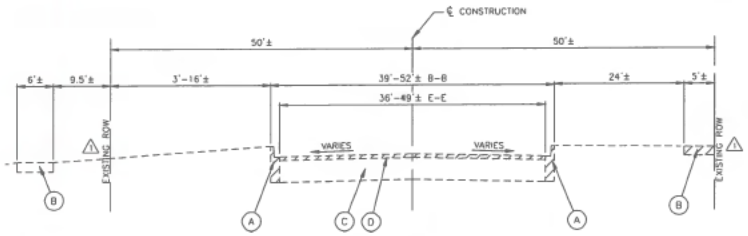
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS.

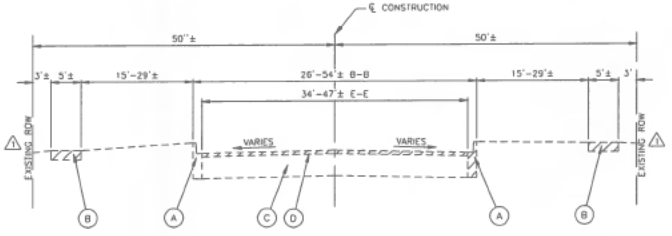
FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

HMA PATCHING SHALL BE DONE IN 3 SEPARATE LIFTS.

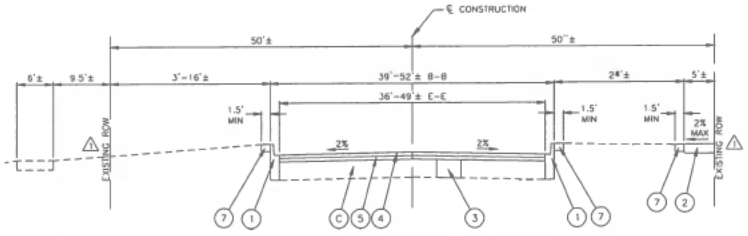
DATE = 01-22-24	DESIGNED - J.F.	REVISED -	Robinson ENGINEERING	94TH AVENUE RESURFACING 183RD STREET TO 171ST STREET TYPICAL CROSS SECTIONS	VILLAGE of TINLEY PARK
SCALE = NONE	CHECKED - V.C.	REVISED -			SHEET NO. 3 of 36
PROJECT NO = 20-R0005_03	DRAWN - RG	REVISED -			
FILE NAME = 20R0005_03-TYPX-01	CHECKED - AG	REVISED -			



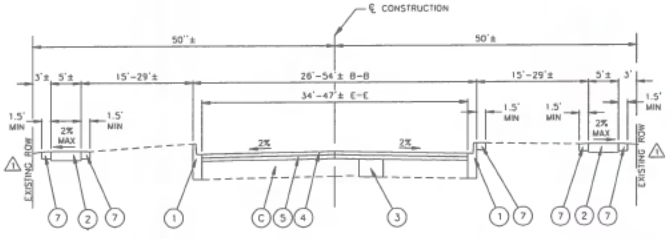
EXISTING TYPICAL SECTION
94TH AVENUE
STA 22+00 TO STA 28+50



EXISTING TYPICAL SECTION
94TH AVENUE
STA 28+00 TO STA 33+75



PROPOSED TYPICAL SECTION
94TH AVENUE
STA 22+00 TO STA 28+50



PROPOSED TYPICAL SECTION
94TH AVENUE
STA 28+00 TO STA 33+75

LEGEND

- (A) EXISTING CURB AND GUTTER
- (B) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- (C) EXISTING HOT-MIX ASPHALT PAVEMENT OR AGGREGATE BASE
- (D) HOT-MIX ASPHALT SURFACE REMOVAL 2"
- (E) EXISTING AGGREGATE SHOULDER
- ITEMS TO BE REMOVED (AS DIRECTED BY THE ENGINEER)

NOTES:

1. LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50.
2. AGGREGATE BASE COURSE TYPE B, 4" IS INCLUDED IN THE COST OF HMA DRIVEWAY PAVEMENT 6"
3. AGGREGATE BASE COURSE TYPE B 4" IS INCLUDED IN THE COST OF PCC SIDEWALK, 5"
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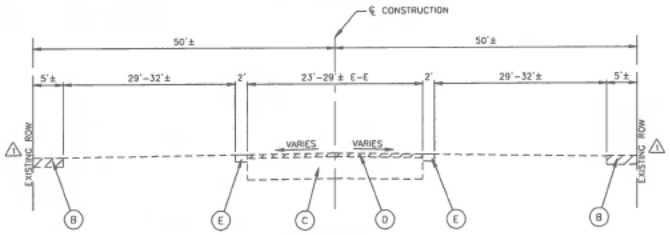
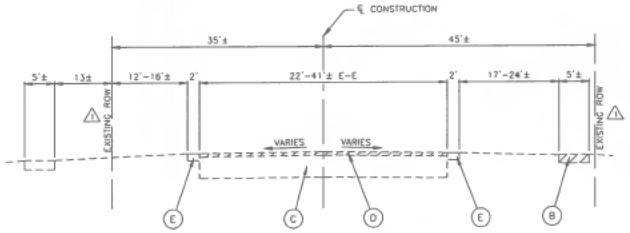
- (4) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70; 1 1/2"
- (5) POLYMERIZED HOT MIX ASPHALT BINDER COURSE, IL-4.75, N50; 3/4"
- (6) AGGREGATE WEDGE SHOULDER, TYPE B (AS DIRECTED BY THE ENGINEER IN THE FIELD)
- (7) TOPSOIL FURNISH AND PLACE 4" (SPECIAL) WITH SODDING, SPECIAL (AS DIRECTED BY THE ENGINEER IN THE FIELD)

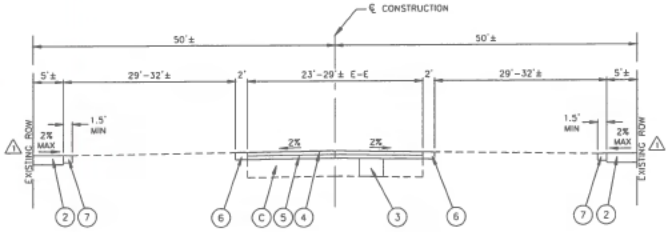
DATE = 01-22-24	DESIGNED – J.F.	REVISED –	Robinson ENGINEERING	94TH AVENUE RESURFACING 183RD STREET TO 171ST STREET TYPICAL CROSS SECTIONS	VILLAGE of TINLEY PARK
SCALE = NONE	CHECKED – V.C.	REVISED –			SHEET NO. 4 of 36
PROJECT NO = 20-R0005_03	DRAWN – RG	REVISED –			
FILE NAME = 20R0005_03-TYPX-01	CHECKED – AG	REVISED –			



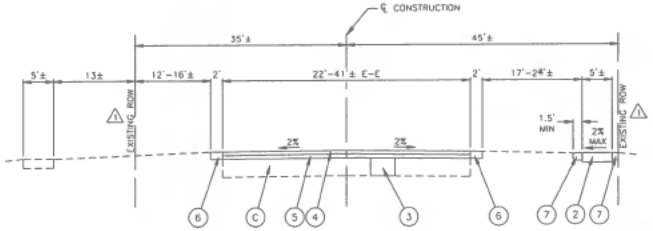
EXISTING TYPICAL SECTION
94TH AVENUE
STA 33+75 TO STA 76+75



EXISTING TYPICAL SECTION
94TH AVENUE
STA 76+75 TO STA 81+41



PROPOSED TYPICAL SECTION
94TH AVENUE
STA 33+75 TO STA 76+75



PROPOSED TYPICAL SECTION
94TH AVENUE
STA 76+75 TO STA 81+41

LEGEND

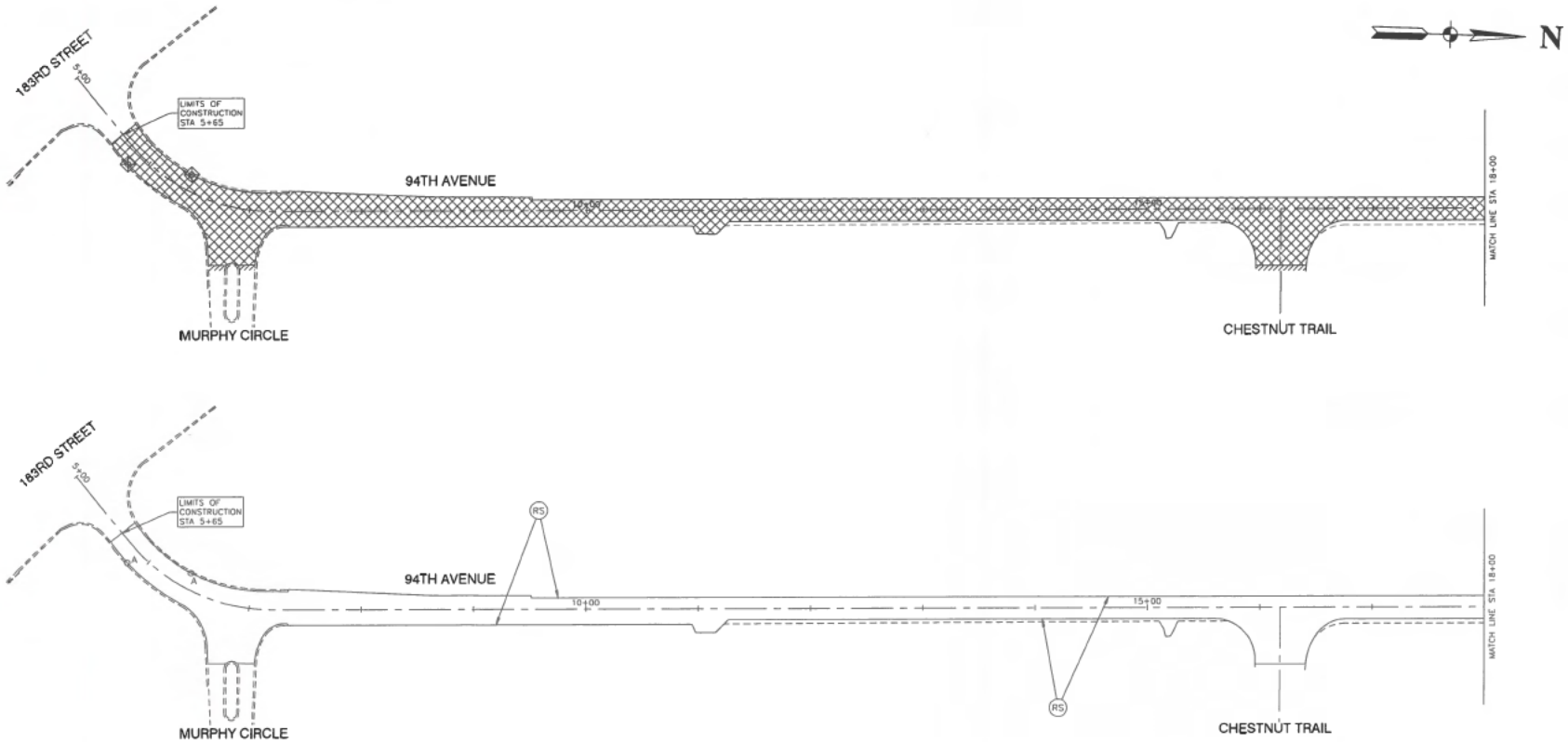
- (A) EXISTING CURB AND GUTTER
- (B) EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- (C) EXISTING HOT-MIX ASPHALT PAVEMENT OR AGGREGATE BASE
- (D) HOT-MIX ASPHALT SURFACE REMOVAL 2"
- (E) EXISTING AGGREGATE SHOULDER
- ITEMS TO BE REMOVED (AS DIRECTED BY THE ENGINEER)

NOTES:

1. LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50.
2. AGGREGATE BASE COURSE TYPE B, 4" IS INCLUDED IN THE COST OF HMA DRIVEWAY PAVEMENT 6"
3. AGGREGATE BASE COURSE TYPE B 4" IS INCLUDED IN THE COST OF PCC SIDEWALK, 5"
4. ⚠1 RIGHT OF WAY VARIES THROUGHOUT PROJECT. ALL WORK CONTAINED WITHIN PAVEMENT LIMITS EXCEPT ADA SIDEWALK IMPROVEMENTS.

- (1) COMBINATION CURB AND GUTTER REPLACEMENT OR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (TO BE REPLACED AS DIRECTED BY THE ENGINEER IN THE FIELD)
- (2) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (TO BE REPLACED AS DIRECTED BY THE ENGINEER IN THE FIELD) AGGREGATE BASE COURSE, TYPE B, 4"**
- (3) CLASS D PATCHES, 10" (LOCATIONS/TYPES TO BE DETERMINED IN FIELD BY THE ENGINEER)
- (4) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70; 1 1/2"
- (5) POLYMERIZED HOT MIX ASPHALT BINDER COURSE, IL-4.75, N50; 3/4"
- (6) AGGREGATE WEDGE SHOULDER, TYPE B (AS DIRECTED BY THE ENGINEER IN THE FIELD)
- (7) TOPSOIL FURNISH AND PLACE 4" (SPECIAL) WITH SODDING, SPECIAL (AS DIRECTED BY THE ENGINEER IN THE FIELD)

DATE = 01-22-24	DESIGNED — J.F.	REVISED —	Robinson ENGINEERING	94TH AVENUE RESURFACING 183RD STREET TO 171ST STREET TYPICAL CROSS SECTIONS	VILLAGE of TINLEY PARK	SHEET NO. 5 of 36
SCALE = NONE	CHECKED — V.C.	REVISED —				
PROJECT NO = 20-R0005_03	DRAWN — RG	REVISED —				
FILE NAME = 20R0005_03-TYPX-01	CHECKED — AG	REVISED —				



NOTES

1. THE EXTENDED GUTTER SHALL BE CONSIDERED INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12.
2. THIS STRUCTURE SHALL BE ADJUSTED WITH A STEEL RING ACCORDING TO ARTICLE 603 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
3. ALL SURROUNDING SPACE FOR STRUCTURE ADJUSTMENTS SHALL BE FILLED WITH HMA PER THE SPECIAL PROVISIONS.
4. AGGREGATE WEDGE SHOULDER, TYPE B SHALL BE REMOVED AND REPLACED OR PLACED ONLY AS DIRECTED BY THE ENGINEER.
5. ALL COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT OR COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD.
6. TWO-WAY NON-VEHICULAR TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.
7. ALL NEW DRAINAGE STRUCTURE GRATES AND/OR OPEN LIDS SHALL INCLUDE ETCHING WITH "DUMP NO WASTE" AND "DRAINS TO WATERWAYS" AND TROUT LOGO.

LEGEND

- A — DRAINAGE OR UTILITY STRUCTURES TO BE ADJUSTED
- RS — HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70; 1 1/2" POLYMERIZED HOT MIX ASPHALT BINDER COURSE, IL-4.75, N50; 3/4"
- SW — PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH AGGREGATE BASE COURSE, TYPE B, 4 INCH (INCLUDED IN THE COST OF SIDEWALK PAY ITEM)
- DETECTABLE WARNINGS (SPECIAL)
- HOT-MIX ASPHALT SURFACE REMOVAL 2"
- SIDEWALK REMOVAL
- INLET FILTERS

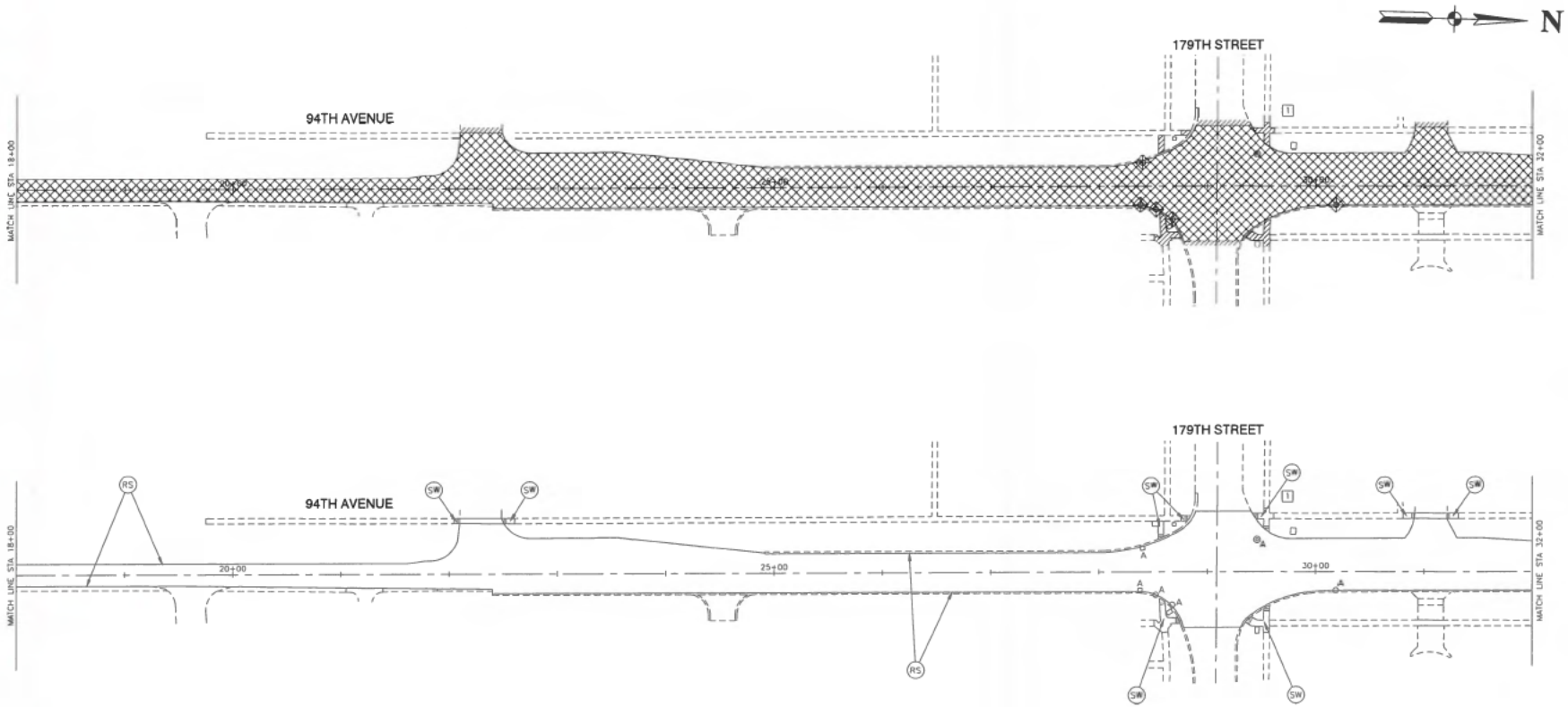
DATE	= 01-22-24	DESIGNED	— J.F.	REVISED	—
SCALE	= 1"=50	CHECKED	— V.C.	REVISED	—
PROJECT NO	= 20-R0005_03	DRAWN	— RG	REVISED	—
FILE NAME	= 20R0005_03-PLAN-01	CHECKED	— AG	REVISED	—

Robinson ENGINEERING

94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
PAVEMENT PLAN

VILLAGE of TINLEY PARK

SHEET NO. 6 of 36



1 MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION AND DETECTOR LOOP REPLACEMENT SHALL BE COORDINATED BY CONTRACTOR WITH THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS.

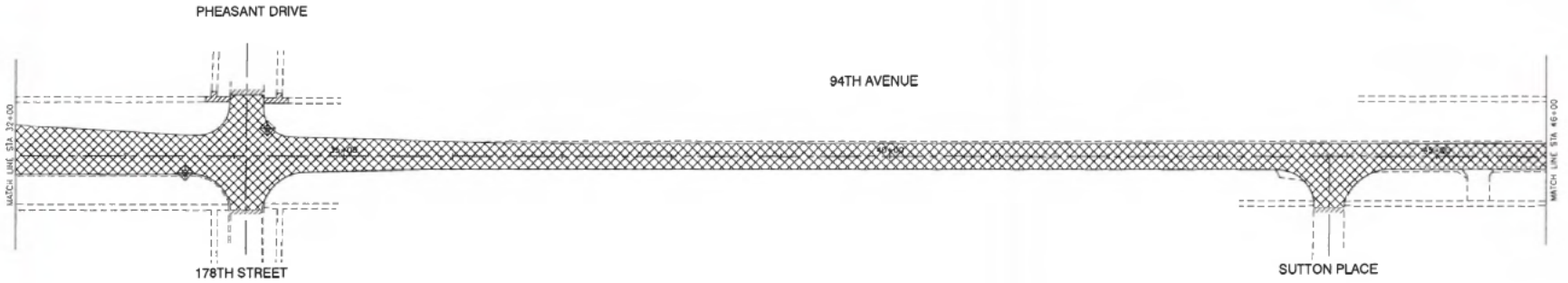
NOTES

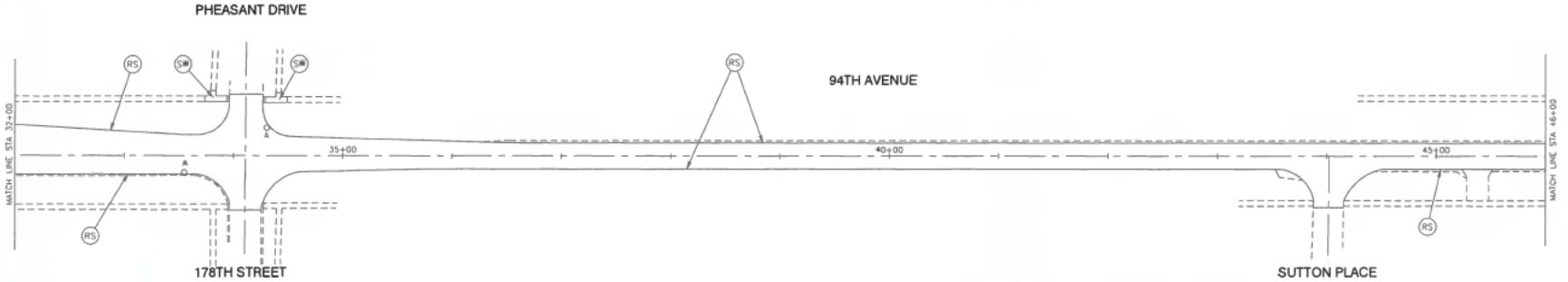
1. THE EXTENDED GUTTER SHALL BE CONSIDERED INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12.
2. THIS STRUCTURE SHALL BE ADJUSTED WITH A STEEL RING ACCORDING TO ARTICLE 603 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS
3. ALL SURROUNDING SPACE FOR STRUCTURE ADJUSTMENTS SHALL BE FILLED WITH HMA PER THE SPECIAL PROVISIONS.
4. AGGREGATE WEDGE SHOULDER, TYPE B SHALL BE REMOVED AND REPLACED OR PLACED ONLY AS DIRECTED BY THE ENGINEER
5. ALL COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT OR COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD.
6. TWO-WAY NON-VEHICULAR TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.
7. ALL NEW DRAINAGE STRUCTURE GRATES AND/OR OPEN LIDS SHALL INCLUDE ETCHING WITH "DUMP NO WASTE" AND "DRAINS TO WATERWAYS" AND TROUT LOGO.

LEGEND

A	DRAINAGE OR UTILITY STRUCTURES TO BE ADJUSTED
RS	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1 1/2" POLYMERIZED HOT MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"
SW	PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH AGGREGATE BASE COURSE, TYPE B, 4 INCH (INCLUDED IN THE COST OF SIDEWALK PAY ITEM)
	DETECTABLE WARNINGS (SPECIAL)
	HOT-MIX ASPHALT SURFACE REMOVAL 2"
	SIDEWALK REMOVAL
	INLET FILTERS

DATE	= 01-22-24	DESIGNED — J.F.	REVISED —	Robinson ENGINEERING	94TH AVENUE RESURFACING 183RD STREET TO 171ST STREET PAVEMENT PLAN
SCALE	= 1"=50	CHECKED — V.C.	REVISED —		VILLAGE of TINLEY PARK
PROJECT NO	= 20-R0005_03	DRAWN — RG	REVISED —		SHEET NO. 7 of 36
FILE NAME	= 20R0005_03-PLAN-01	CHECKED — AG	REVISED —		





NOTES

1. THE EXTENDED GUTTER SHALL BE CONSIDERED INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12.
2. THIS STRUCTURE SHALL BE ADJUSTED WITH A STEEL RING ACCORDING TO ARTICLE 603 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS
3. ALL SURROUNDING SPACE FOR STRUCTURE ADJUSTMENTS SHALL BE FILLED WITH HMA PER THE SPECIAL PROVISIONS.
4. AGGREGATE WEDGE SHOULDER, TYPE B SHALL BE REMOVED AND REPLACED OR PLACED ONLY AS DIRECTED BY THE ENGINEER.
5. ALL COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT OR COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD.
6. TWO-WAY NON-VEHICULAR TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.
7. ALL NEW DRAINAGE STRUCTURE GRATES AND/OR OPEN LIDS SHALL INCLUDE ETCHING WITH "DUMP NO WASTE" AND "DRAINS TO WATERWAYS" AND TROUT LOGO.

LEGEND

- A — DRAINAGE OR UTILITY STRUCTURES TO BE ADJUSTED
- (RS) — HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70; 1 1/2" POLYMERIZED HOT MIX ASPHALT BINDER COURSE, IL-4.75, N50; 3/4"
- (SW) — PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH AGGREGATE BASE COURSE, TYPE B, 4 INCH (INCLUDED IN THE COST OF SIDEWALK PAY ITEM)
- DETECTABLE WARNINGS (SPECIAL)
- HOT-MIX ASPHALT SURFACE REMOVAL 2"
- SIDEWALK REMOVAL
- INLET FILTERS

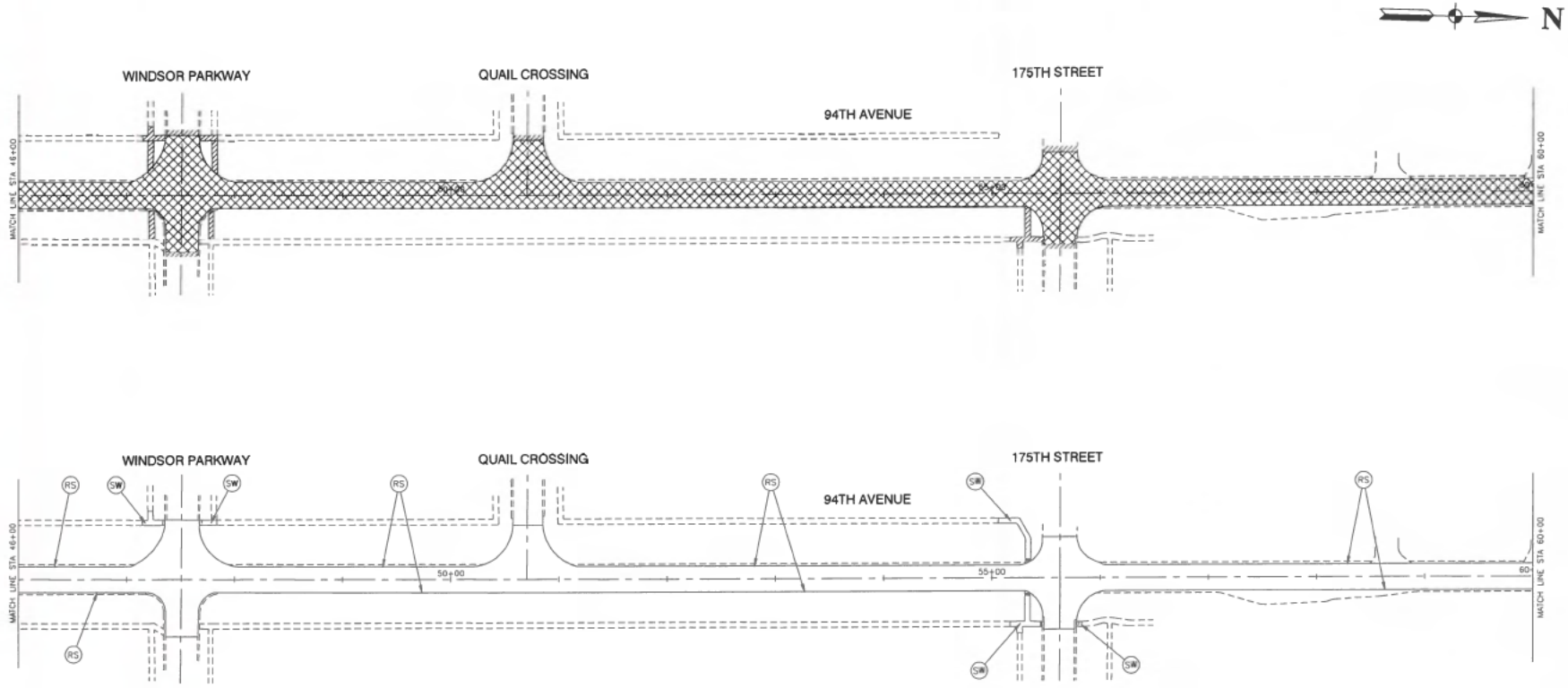
DATE	= 01-22-24	DESIGNED	- J.F.	REVISED	-
SCALE	= 1"=50	CHECKED	- V.C.	REVISED	-
PROJECT NO	= 20-R0005_03	DRAWN	- RG	REVISED	-
FILE NAME	= 20R0005_03-PLAN-01	CHECKED	- AG	REVISED	-

Robinson ENGINEERING

94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
PAVEMENT PLAN

VILLAGE of TINLEY PARK

SHEET NO. 8 of 36



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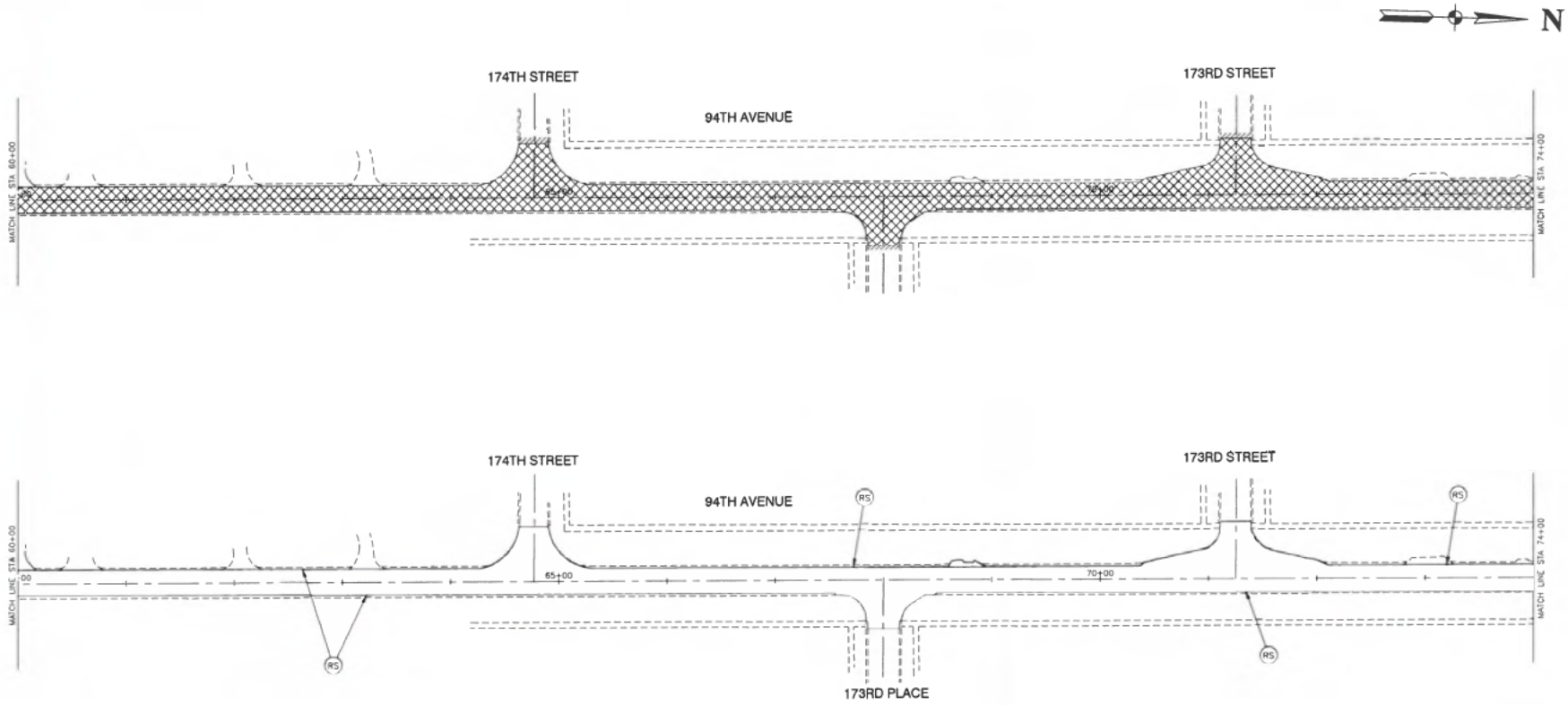
LEGEND

- A — DRAINAGE OR UTILITY STRUCTURES TO BE ADJUSTED
- RS — HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70; 1 1/2" POLYMERIZED HOT MIX ASPHALT BINDER COURSE, IL-4.75, N50; 3/4"
- SW — PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH AGGREGATE BASE COURSE, TYPE B, 4 INCH (INCLUDED IN THE COST OF SIDEWALK PAY ITEM)
- DETECTABLE WARNINGS (SPECIAL)
- HOT-MIX ASPHALT SURFACE REMOVAL 2"
- SIDEWALK REMOVAL
- INLET FILTERS

DATE = 01-22-24	DESIGNED — J.F.	REVISED —	Robinson ENGINEERING	94TH AVENUE RESURFACING 183RD STREET TO 171ST STREET PAVEMENT PLAN	VILLAGE of TINLEY PARK	SHEET NO. 9 of 36
SCALE = 1"=50	CHECKED — V.C.	REVISED —				
PROJECT NO = 20-R0005_03	DRAWN — RG	REVISED —				
FILE NAME = 20R0005_03-PLAN-01	CHECKED — AG	REVISED —				



NOTES

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LEGEND

- A — DRAINAGE OR UTILITY STRUCTURES TO BE ADJUSTED
- (RS) — HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1 1/2" POLYMERIZED HOT MIX ASPHALT BINDER COURSE, IL-4.75, N50; 3/4"
- (SW) — PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH AGGREGATE BASE COURSE, TYPE B, 4 INCH (INCLUDED IN THE COST OF SIDEWALK PAY ITEM)
- DETECTABLE WARNINGS (SPECIAL)
- HOT-MIX ASPHALT SURFACE REMOVAL 2"
- SIDEWALK REMOVAL
- INLET FILTERS

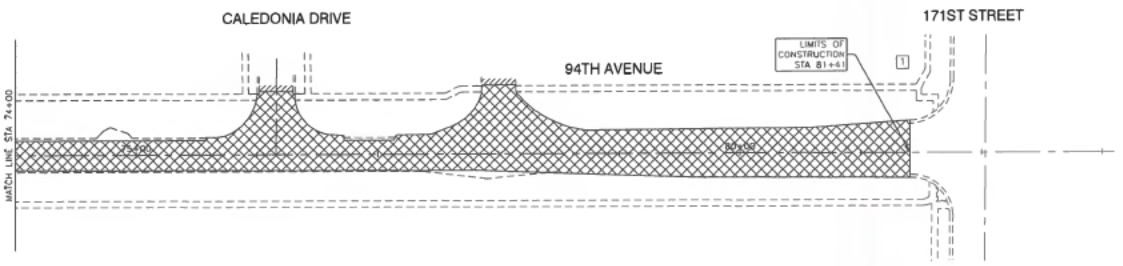
DATE	= 01-22-24	DESIGNED	- J.F.	REVISED	-
SCALE	= 1"=50	CHECKED	- V.C.	REVISED	-
PROJECT NO	= 20-R0005_03	DRAWN	- RG	REVISED	-
FILE NAME	= 20R0005_03-PLAN-01	CHECKED	- AG	REVISED	-

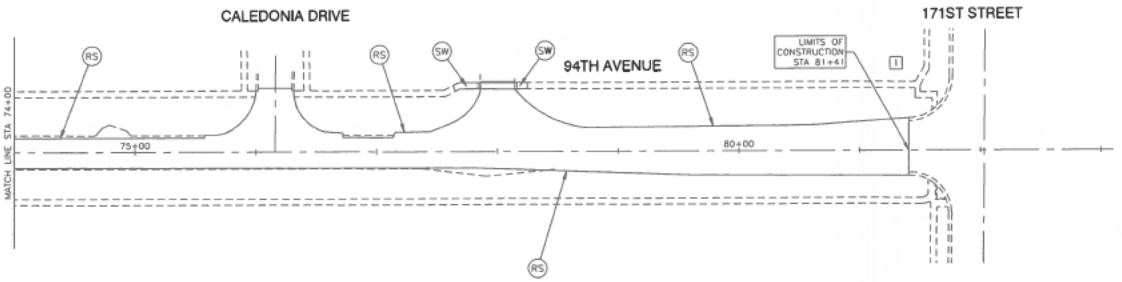
Robinson ENGINEERING

94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
PAVEMENT PLAN

VILLAGE of TINLEY PARK

SHEET NO. 10 of 36





N

[1] MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION AND DETECTOR LOOP REPLACEMENT SHALL BE COORDINATED BY CONTRACTOR WITH THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS.

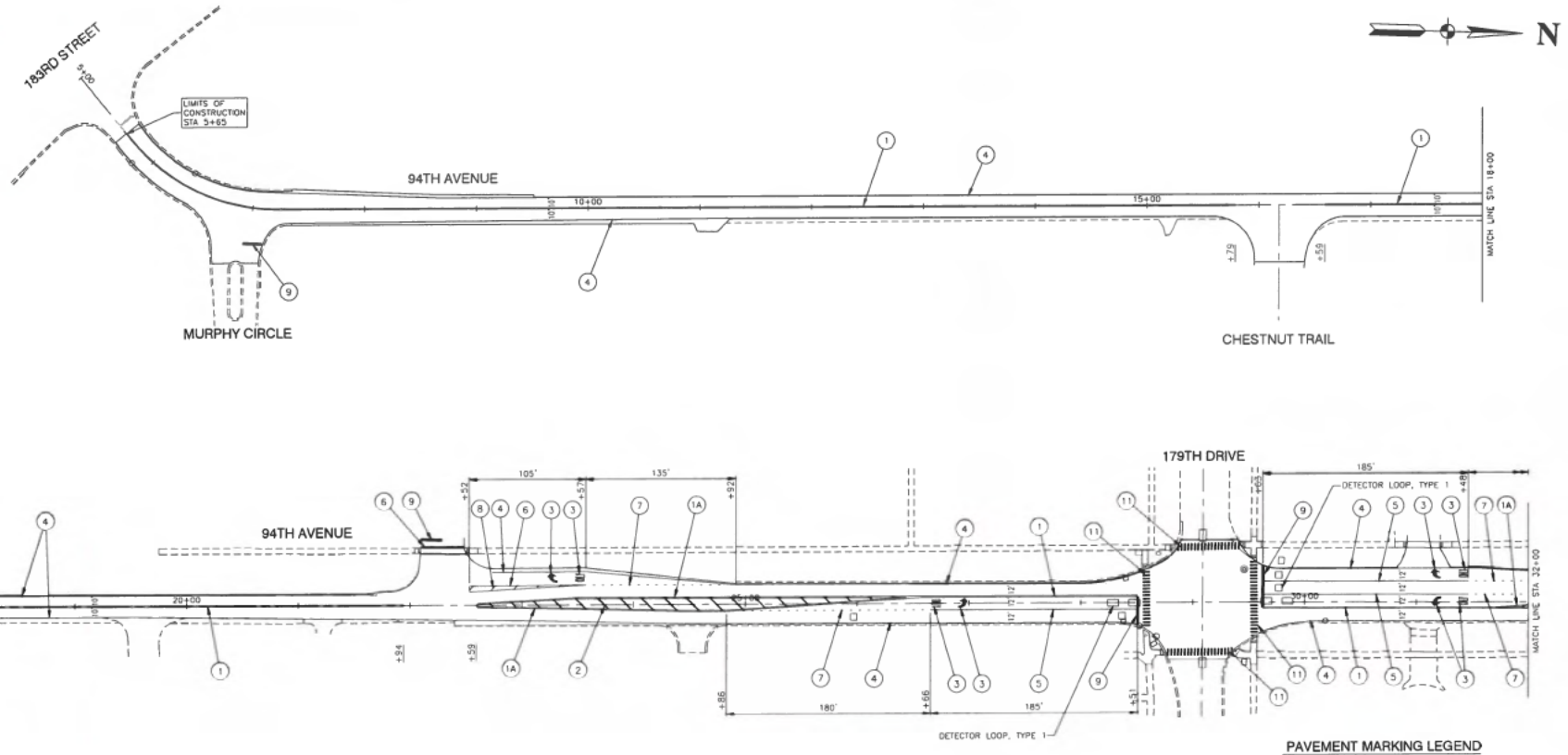
NOTES

1. THE EXTENDED GUTTER SHALL BE CONSIDERED INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12.
2. THIS STRUCTURE SHALL BE ADJUSTED WITH A STEEL RING ACCORDING TO ARTICLE 603 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
3. ALL SURROUNDING SPACE FOR STRUCTURE ADJUSTMENTS SHALL BE FILLED WITH HMA PER THE SPECIAL PROVISIONS.
4. AGGREGATE WEDGE SHOULDER, TYPE B SHALL BE REMOVED AND REPLACED OR PLACED ONLY AS DIRECTED BY THE ENGINEER.
5. ALL COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT OR COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD.
6. TWO-WAY NON-VEHICULAR TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.
7. ALL NEW DRAINAGE STRUCTURE GRATES AND/OR OPEN LIDS SHALL INCLUDE ETCHING WITH "DUMP NO WASTE" AND "DRAINS TO WATERWAYS" AND TROUT LOGO.

LEGEND

- A — DRAINAGE OR UTILITY STRUCTURES TO BE ADJUSTED
- (RS) — HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1 1/2" POLYMERIZED HOT MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"
- (SW) — PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH AGGREGATE BASE COURSE, TYPE B, 4 INCH (INCLUDED IN THE COST OF SIDEWALK PAY ITEM)
- DETECTABLE WARNINGS (SPECIAL)
- HOT-MIX ASPHALT SURFACE REMOVAL 2"
- SIDEWALK REMOVAL
- INLET FILTERS

DATE = 01-22-24	DESIGNED – J.F.	REVISED –	Robinson ENGINEERING	94TH AVENUE RESURFACING 183RD STREET TO 171ST STREET PAVEMENT PLAN	VILLAGE of TINLEY PARK
SCALE = 1"=50	CHECKED – V.C.	REVISED –			SHEET NO. 11 of 36
PROJECT NO = 23-R0005_03	DRAWN – RG	REVISED –			
FILE NAME = 23R0005_03-PLAN-01	CHECKED – AG	REVISED –			



PAVEMENT MARKING LEGEND

1. 4" DOUBLE YELLOW CENTERLINE (11" C/C)
1A. 4" DOUBLE YELLOW MEDIAN OUTLINE (11" C/C)
1B. 4" YELLOW LANE LINE
2. 12" YELLOW DIAGONAL (20' C/C)
3. WHITE LETTERS & SYMBOLS – LARGE
4. 4" WHITE EDGE LINE
5. 6" WHITE LANE LINE
6. 6" WHITE LINE
7. 6" WHITE SKIP DASH (2' LINE, 6' SPACE)
8. 12" WHITE DIAGONALS (20' C/C)
9. 24" WHITE STOP BAR
10. 4" YELLOW SKIP DASH (10' LINE, 30' SPACE)
11. 12" WHITE LINE

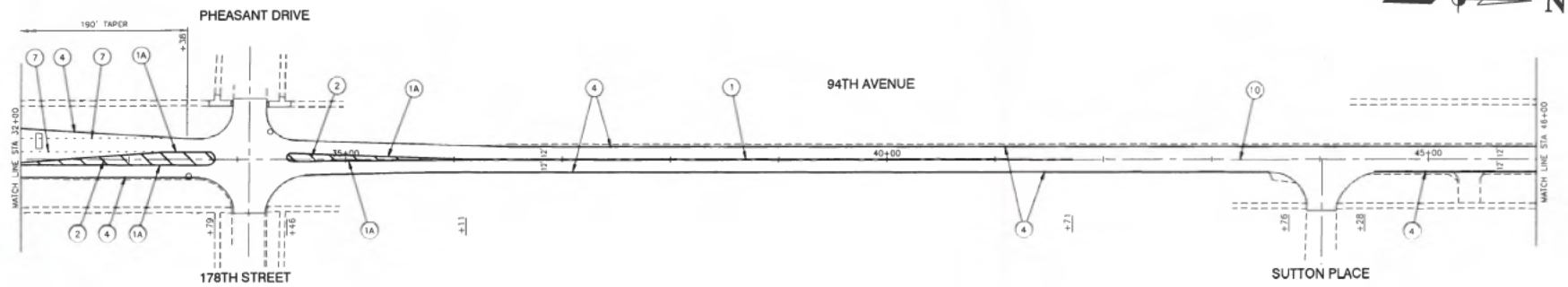
NOTES:

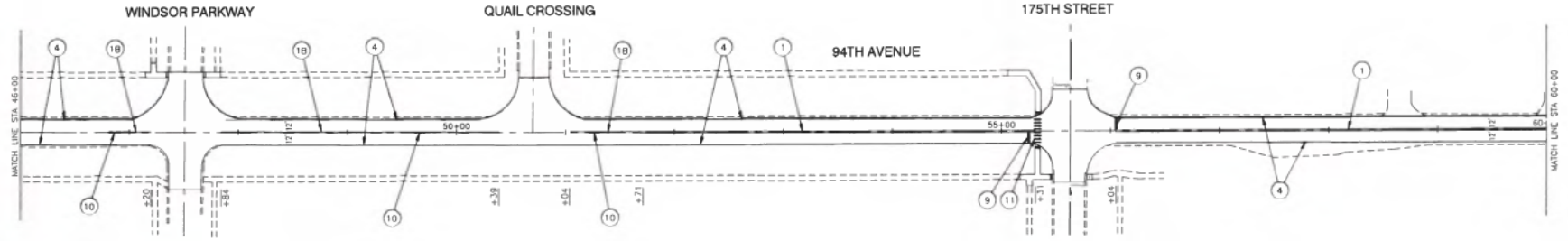
1. ALL PAVEMENT MARKINGS SHALL BE MODIFIED URETHANE UNLESS OTHERWISE NOTED.
2. ALL PAVEMENT MARKINGS SHALL BE ACCORDING TO THE LATEST EDITION OF MUTCD AND IL-MUTCD.
3. ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT'S DISTRICT DETAIL TC-13.
4. ANY EXISTING PAVEMENT MARKING ON 94TH AVENUE SHALL BE REMOVED AND CONSIDERED INCLUDED IN THE COST OF VARIOUS REMOVAL ITEMS.

DATE	= 01-22-24	DESIGNED – J.F.	REVISED –	Robinson ENGINEERING	94TH AVENUE RESURFACING 183RD STREET TO 171ST STREET PAVEMENT MARKING PLAN
SCALE	= 1"=50	CHECKED – V.C.	REVISED –		
PROJECT NO	= 20-R0005_03	DRAWN – RG	REVISED –		
FILE NAME	= 20R0005_03-PLAN-01	CHECKED – AG	REVISED –		

VILLAGE of TINLEY PARK

SHEET NO. 12 of 36





PAVEMENT MARKING LEGEND

1. 4" DOUBLE YELLOW CENTERLINE (11" C/C)
1A. 4" DOUBLE YELLOW MEDIAN OUTLINE (11" C/C)
1B. 4" YELLOW LANE LINE
2. 12" YELLOW DIAGONAL (20' C/C)
3. WHITE LETTERS & SYMBOLS - LARGE
4. 4" WHITE EDGE LINE
5. 6" WHITE LANE LINE
6. 6" WHITE LINE
7. 6" WHITE SKIP DASH (2' LINE, 6' SPACE)
8. 12" WHITE DIAGONALS (20' C/C)
9. 24" WHITE STOP BAR
10. 4" YELLOW SKIP DASH (10' LINE, 30' SPACE)
11. 12" WHITE LINE

NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE MODIFIED URETHANE UNLESS OTHERWISE NOTED.
2. ALL PAVEMENT MARKINGS SHALL BE ACCORDING TO THE LATEST EDITION OF MUTCD AND IL-MUTCD.
3. ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT'S DISTRICT DETAIL TC-13.
4. ANY EXISTING PAVEMENT MARKING ON 94TH AVENUE SHALL BE REMOVED AND CONSIDERED INCLUDED IN THE COST OF VARIOUS REMOVAL ITEMS.

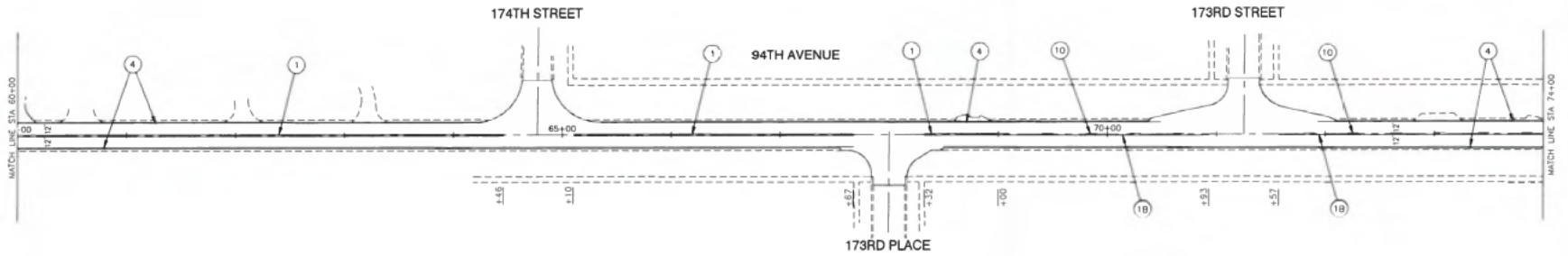
DATE = 01-22-24	DESIGNED - J.F.	REVISED -	
SCALE = 1"=50	CHECKED - V.C.	REVISED -	
PROJECT NO = 20-R0005_03	DRAWN - RG	REVISED -	
FILE NAME = 20R0005_03-PLAN-01	CHECKED - AG	REVISED -	

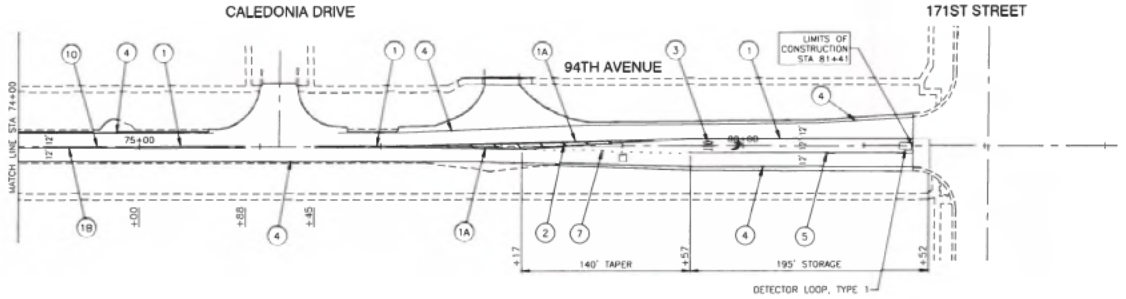
Robinson ENGINEERING

94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
PAVEMENT MARKING PLAN

VILLAGE of TINLEY PARK

SHEET NO. 13 of 36





PAVEMENT MARKING LEGEND

1. 4" DOUBLE YELLOW CENTERLINE (11" C/C)
1A. 4" DOUBLE YELLOW MEDIAN OUTLINE (11" C/C)
1B. 4" YELLOW LANE LINE
2. 12" YELLOW DIAGONAL (20' C/C)
3. WHITE LETTERS & SYMBOLS – LARGE
4. 4" WHITE EDGE LINE
5. 6" WHITE LANE LINE
6. 6" WHITE LINE
7. 6" WHITE SKIP DASH (2' LINE, 6' SPACE)
8. 12" WHITE DIAGONALS (20' C/C)
9. 24" WHITE STOP BAR
10. 4" YELLOW SKIP DASH (10' LINE, 30' SPACE)
11. 12" WHITE LINE

NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE MODIFIED URETHANE UNLESS OTHERWISE NOTED.
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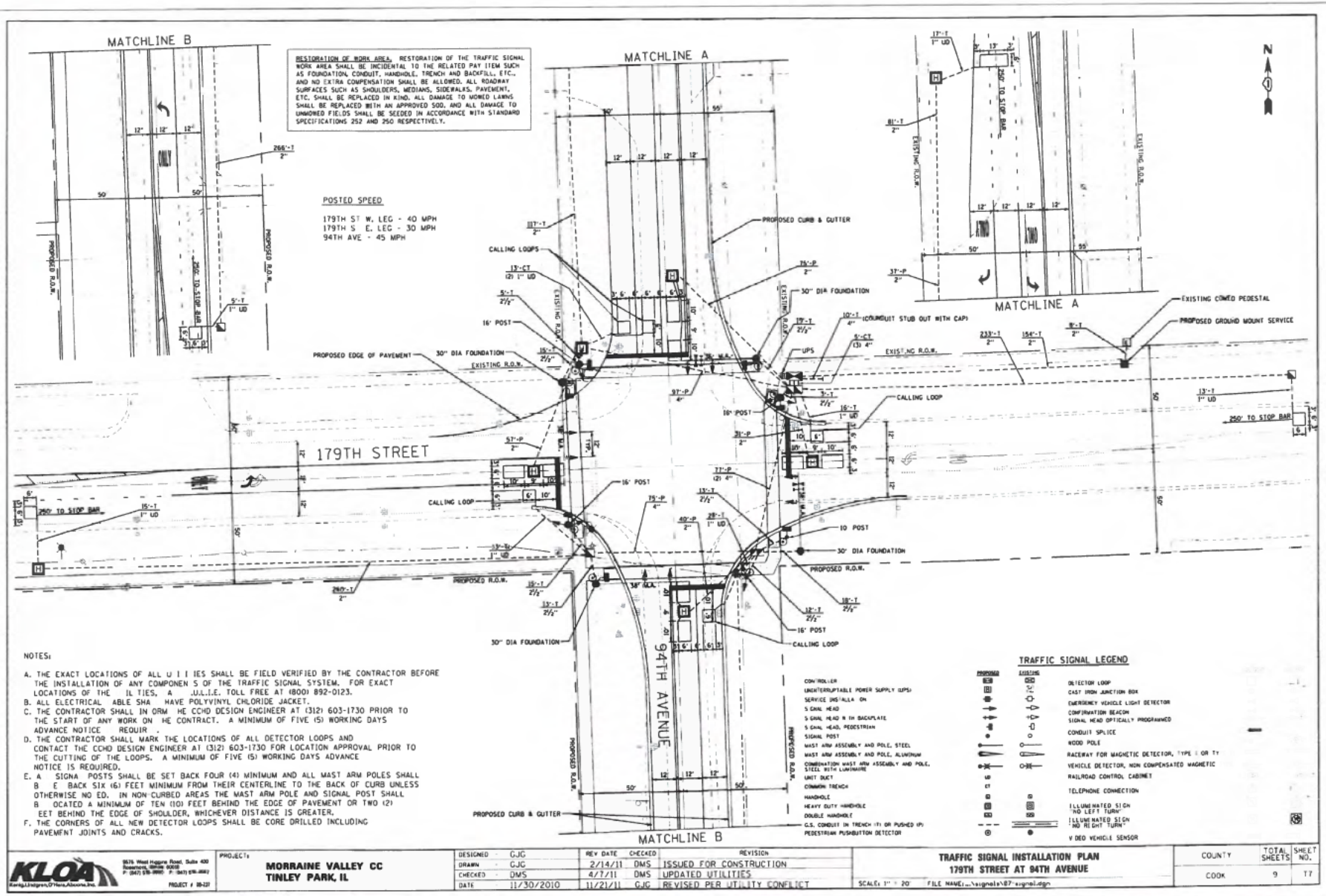
DATE	= 01-22-24	DESIGNED – J.F.	REVISED –	Robinson ENGINEERING	94TH AVENUE RESURFACING 183RD STREET TO 171ST STREET PAVEMENT MARKING PLAN
SCALE	= 1"=50	CHECKED – V.C.	REVISED –		
PROJECT NO	= 20-R0005_03	DRAWN – RG	REVISED –		
FILE NAME	= 20R0005_03-PLAN-01	CHECKED – AG	REVISED –		

VILLAGE of TINLEY PARK

SHEET NO. 14 of 36



KLOA — 9575 West Higgins Road, Suite 400, Rosemont, Illinois 60018, P: (847) 518-9990, F: (847) 518-9987 — Kenig, Lindgren, O'Hara, Aboona, Inc. — PROJECT # 20-227

PROJECT: **MORRAINE VALLEY CC**
TINLEY PARK, IL

DESIGNED	GJC
DRAWN	GJC
CHECKED	DMS
DATE	11/30/2010

REV DATE	CHECKED	REVISION
2/14/11	DMS	ISSUED FOR CONSTRUCTION
4/7/11	DMS	UPDATED UTILITIES
11/21/11	GJC	REVISED PER UTILITY CONFLICT

TRAFFIC SIGNAL INSTALLATION PLAN
179TH STREET AT 94TH AVENUE

SCALE: 1" = 20' FILE NAME: ...\signals\07-signal.dgn

COUNTY	TOTAL SHEETS	SHEET NO.
COOK	9	17

DATE	= 01-22-24	DESIGNED	- J.F.	REVISED	-
SCALE	= NONE	CHECKED	- V.C.	REVISED	-
PROJECT NO	= 20-R0005_03	DRAWN	- RG	REVISED	-
FILE NAME	= 20R0005_03-DTLS-01	CHECKED	- AG	REVISED	-

Robinson ENGINEERING

94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
TRAFFIC SIGNAL REFERENCE

VILLAGE of TINLEY PARK

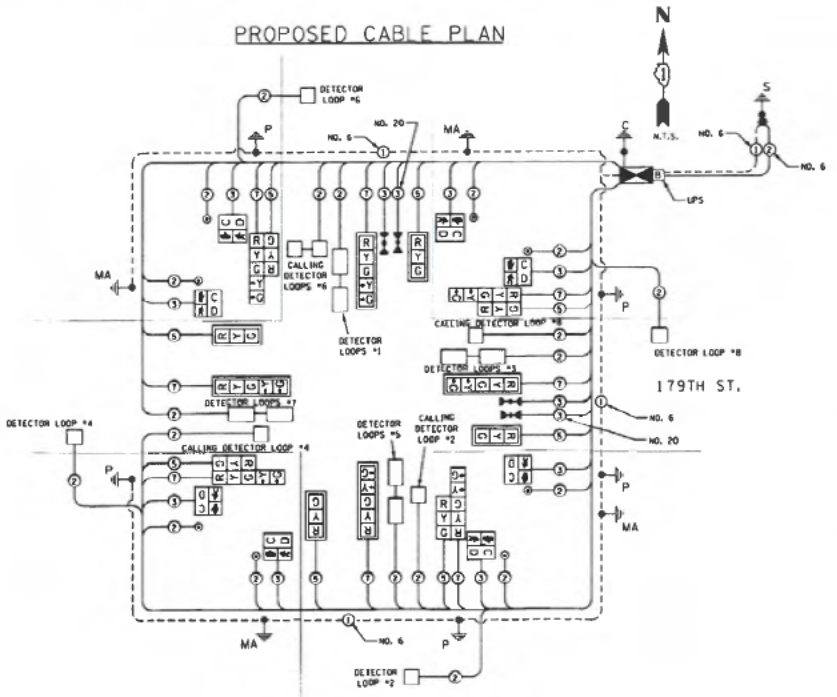
SHEET NO. 15 of 36

CABLE PLAN LEGEND

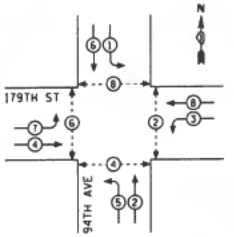
EXISTING / PROPOSED

- 8" (200mm) TRAFFIC SIGNAL SECTION
- 12" (300mm) TRAFFIC SIGNAL SECTION
- 12" (300mm) PEDESTRIAN SIGNAL SECTION
- 12" (300mm) PEDESTRIAN SIGNAL SECTION
- PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER 16" (406mm) x 18" (457mm)
- CONTROLLER CABINET
- UNINTERRUPTABLE POWER SUPPLY (UPS)
- SERVICE INSTALLATION
- TELEPHONE CONNECTION
- VEHICLE DETECTOR, INDUCTION LOOP
- MAGNETIC DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- PUSHBUTTON DETECTOR
- DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
- GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
- FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F
- SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD.
- RAILROAD CONTROL CABINET
- ILLUMINATED SIGN "NO LEFT TURN"
- ILLUMINATED SIGN "NO RIGHT TURN"
- GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C)
- GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
- GROUND ROD AT ELECTRIC SERVICE INSTALLATION
- VIDEO VEHICLE SENSOR

PROPOSED CABLE PLAN



CONTROLLER SEQUENCE

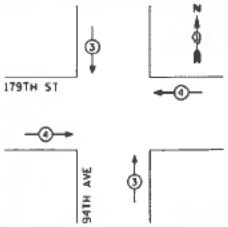


PHASE DESIGNATION DIAGRAM

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓	←
	↑	→

SCHEDULE OF QUANTITIES

QTY	UNIT	ITEM DESCRIPTION
25.5	SQ.FT	SIGN PANEL - TYPE 1
1	EACH	SERVICE INSTALLATION, GROUND MOUNTED
1119	FOOT	CONDUIT IN TRENCH, 2" DIA. GALVANIZED STEEL
113	FOOT	CONDUIT IN TRENCH, 2 1/2" DIA. GALVANIZED STEEL
15	FOOT	CONDUIT IN TRENCH, 4" DIA. GALVANIZED STEEL
240	FOOT	CONDUIT PUSHED, 2" DIA. GALVANIZED STEEL
326	FOOT	CONDUIT PUSHED, 4" DIA. GALVANIZED STEEL
3	EACH	HANDHOLE
7	EACH	HEAVY-DUTY HANDHOLE
2	EACH	DOUBLE HANDHOLE
1218	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE V CABINET
1	EACH	UNINTERRUPTABLE POWER SUPPLY
420	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING NO. 8 1C
1085	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
1426	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
1264	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
1312	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
2463	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD IN NO. 14 1 PAIR
289	FOOT	ELECTRIC CABLE IN CONDUIT, NO. 20 3PC TWISTED, SHIELDED
187	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
4	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT
3	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT
24	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
80	FOOT	CONCRETE FOUNDATION, TYPE E, 30-INCH DIAMETER
4	EACH	SIGNAL HEAD, LED, 1-FACE 3 SECTION, MAST ARM MOUNTED
4	EACH	SIGNAL HEAD, LED 1-FACE 5 SECTION, MAST ARM MOUNTED
4	EACH	SIGNAL HEAD, LED 2-FACE 1-3 SECTION 1-5 SECTION, BRACKET MOUNTED
8	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
8	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED ALUMINUM
12	EACH	INDUCTIVE LOOP DETECTOR
536	FOOT	DETECTOR LOOP, TYPE I
2	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER
8	EACH	PEDESTRIAN PUSH-BUTTON

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE (INCAND.)	WATTAGE (LED)	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	16		17	0.50	136.0
(YELLOW)	16		25	0.25	100.0
(GREEN)	16		15	0.25	60.0
ARROW	16		12	0.10	19.2
PED. SIGNAL	8		25	1.00	200.0
CONTROLLER	1		100	1.00	100.0
ILLUM. SIGN				0.05	
FLASHER				0.50	
ENERGY COSTS 10:				TOTAL =	615.2

VILLAGE OF TINLEY PARK
16250 S. Oak Park Ave.
Tinley Park, IL 60477
ENERGY SUPPLY CONTACT: ANTHONY ESCALANTE
PHONE: (708) 235-2328
COMPANY: COMED

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2' (6m+L-0.6m)
E - M. ARM POLE		SIGNAL POST	2 (1.0)		
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
36" (900mm)	15 (4.6)	ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
42" (1067mm)	21 (6.4)	GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

KLOA — 3575 West Higgins Road, Suite 400, Rosemont, Illinois 60018, P: (847) 518-0990, F: (847) 518-9987 — Kenig, Lindgren, O'Hara, Aboona, Inc.

PROJECT: **MORRAINE VALLEY CC**
TINLEY PARK, IL

PROJECT # 08-237

		REV DATE	CHECKED	REVISION
DESIGNED	CJG			
DRAWN	CJG	2/14/11	DMS	ISSUED FOR CONSTRUCTION
CHECKED	DMS	11/21/11	CJG	REVISED PER UTILITY CONFLICT
DATE	11/30/2010			

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EVP SEQUENCE & SCHEDULE OF QUANTITIES
179TH STREET AT 94TH AVENUE

SCALE: NONE — FILE NAME: ...\signals\08 cable.dgn

COUNTY	TOTAL SHEETS	SHEET NO.
COOK	9	7B

DATE	= 01-23-24	DESIGNED	— J.F.	REVISED	—
SCALE	= NONE	CHECKED	— V.C.	REVISED	—
PROJECT NO	= 20-R0005_03	DRAWN	— RG	REVISED	—
FILE NAME	= 20R0005_03-DTLS-01	CHECKED	— AG	REVISED	—

Robinson Engineering

94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
TRAFFIC SIGNAL REFERENCE

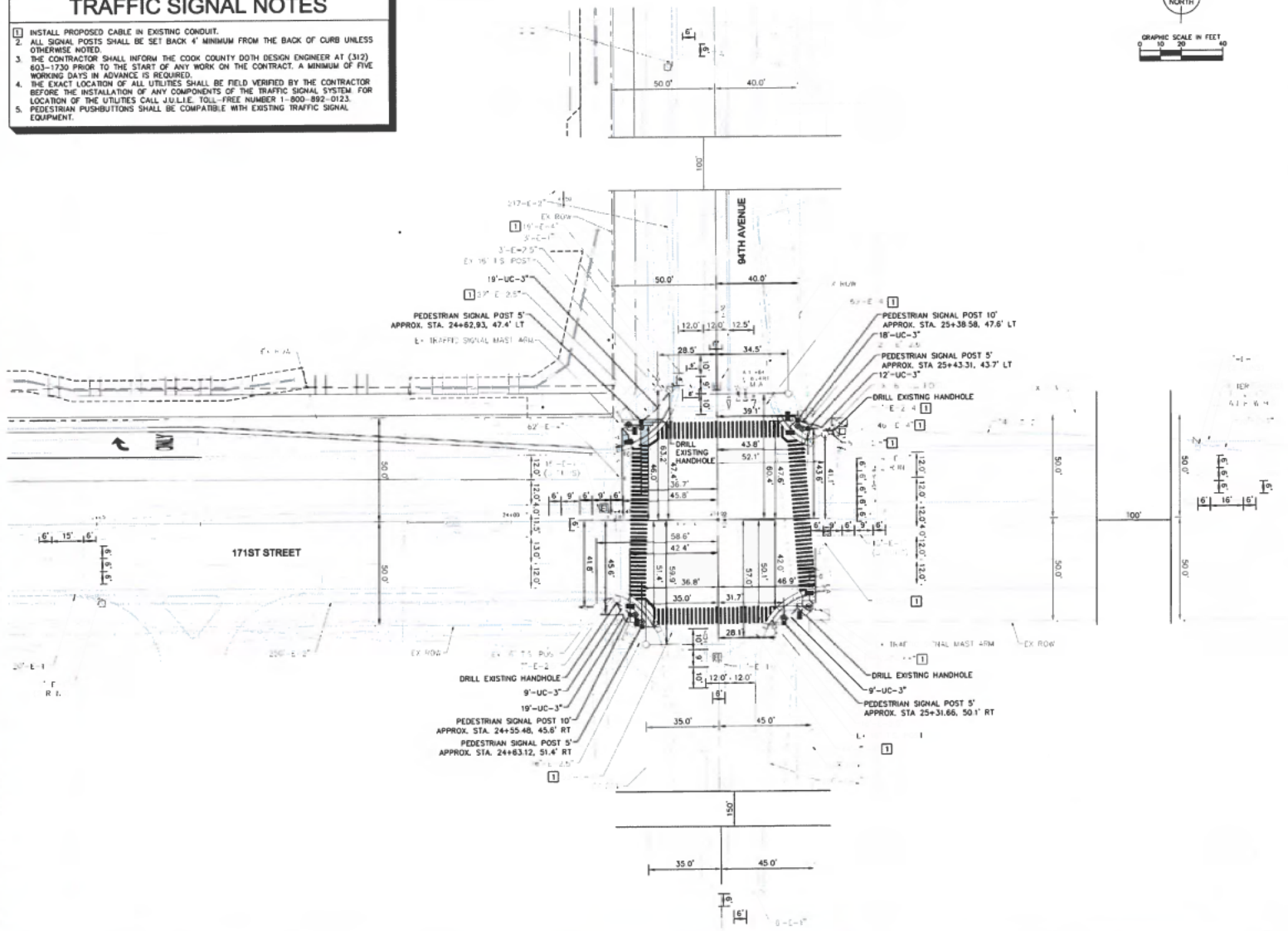
VILLAGE of TINLEY PARK

SHEET NO. 16 of 36

18-08-8275-C Rec'd 7/20/2020

TRAFFIC SIGNAL NOTES

1. INSTALL PROPOSED CABLE IN EXISTING CONDUIT.
2. ALL SIGNAL POSTS SHALL BE SET BACK 4' MINIMUM FROM THE BACK OF CURB UNLESS OTHERWISE NOTED.
3. THE CONTRACTOR SHALL INFORM THE COOK COUNTY DOTH DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE WORKING DAYS IN ADVANCE IS REQUIRED.
4. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR LOCATION OF THE UTILITIES CALL J.U.L.I.E. TOLL-FREE NUMBER 1-800-892-0123.
5. PEDESTRIAN PUSHBUTTONS SHALL BE COMPATIBLE WITH EXISTING TRAFFIC SIGNAL EQUIPMENT.



NO.	REVISIONS	DATE	BY
1	REVISED PER CCDOTH COMMENTS	05/29/20	WAW
2	VILLAGE APPROVAL	03/19/20	WAW
3	REVISED PER VILLAGE/CCDOTH COMMENTS	02/14/20	WAW
4	ADDENDUM 1 - LANDSCAPE	02/06/20	SKC
5	REVISED PER DOT COMMENTS	02/05/20	WAW
6	LANDSCAPE REV PER VILLAGE COMMENTS	01/09/20	WAW
7	REVISED PER VILLAGE/MWRD/CCDOTH COM	12/20/19	WAW

Kimley»Horn

SCALE: AS NOTED
DESIGNED BY: TRC
DRAWN BY: JDC
CHECKED BY: WAW

S.R. JACOBSON

TRAFFIC SIGNAL PLAN

ORLAND RIDGE
LAGRANGE ROAD & 171ST STREET
ORLAND PARK, IL 60487

ORIGINAL ISSUE: 07/17/2019
KHA PROJECT NO: 168626000
SHEET NUMBER
C8.1

18-08-8275-C Rec'd 7/20/2020

DATE = 01-22-24	DESIGNED — J.F.	REVISED —	
SCALE = NONE	CHECKED — V.C.	REVISED —	
PROJECT NO = 20-R0005_03	DRAWN — RG	REVISED —	
FILE NAME = 20R0005_03-DTLS-01	CHECKED — AG	REVISED —	

Robinson ENGINEERING

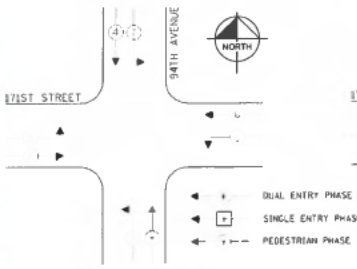
94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
TRAFFIC SIGNAL REFERENCE

VILLAGE of TINLEY PARK

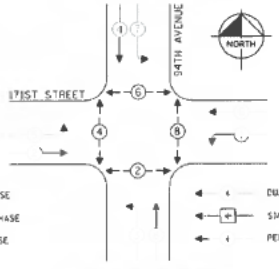
SHEET NO. 17 of 36

18-08-8275-C Rec'd 7/20/2020

EXISTING CONTROLLER SEQUENCE



PROPOSED CONTROLLER SEQUENCE

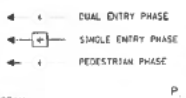


PHASE DESIGNATION DIAGRAM

DUAL ENTRY = ALL LEGS
PROTECTED / PERMITTED LEFT TURN PHASING

PHASE DESIGNATION DIAGRAM

DUAL ENTRY = ALL LEGS
PROTECTED / PERMITTED LEFT TURN PHASING



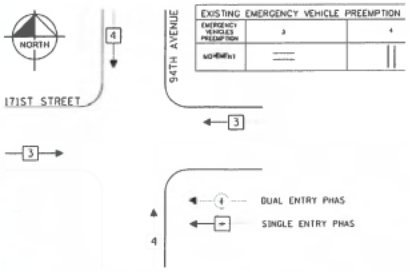
SCHEDULE OF QUANTITIES

ITEM	UNIT	TOTAL
+ UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIAMETER	LF	86
^ MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
+ ELECTRICAL CABLE IN CONDUIT, SIGNAL NO. 14 2C	LF	1116
+ ELECTRICAL CABLE IN CONDUIT, SIGNAL NO. 14 3C	LF	1158
+ ELECTRICAL CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	LF	1064
+ PEDESTRIAN SIGNAL POST 5'	EACH	4
+ PEDESTRIAN SIGNAL POST 10'	EACH	2
+ CONCRETE FOUNDATION, TYPE A	LF	24
^ DRILL EXISTING HANDHOLE	EACH	4
+ PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED, COUNTDOWN	EACH	8
+ PEDESTRIAN PUSHBUTTON	EACH	8
+ MODIFY EXISTING CONTROLLER AND CABINET	EACH	1
^ RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM - LEVEL 1	EACH	1

* SPECIALTY ITEM

EXISTING EMERGENCY VEHICLE PREEMPTION

EMERGENCY VEHICLES PREEMPTION	3	4
MOVEMENT	=	=



EXISTING EMERGENCY VEHICLE PREEMPTION DIAGRAM

LOCATION: 171ST STREET AND 94TH AVENUE
COOK COUNTY DoTH
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	WATTAGE	% OPERATION	TOTAL WATTAGE
CONTROLLER	1	100	1.00	100.00
VEHICLE DET.	14	5	1.00	70.00
PED. SIGNAL	8	25	1.00	200.00
12" SIGNAL (RED)	16	17	0.50	136.00
(YELLOW)	16	25	0.05	20.00
(GREEN)	16	15	0.45	108.00
(ARROW)	8	1	0.10	9.60
			TOTAL =	643.60

ENERGY COSTS TO:
COOK COUNTY BUREAU OF ADMINISTRATION
118 N. CLARK STREET, ROOM 801
CHICAGO, IL 60602
TOWER ACCOUNT NO. 2739066116
SUPPLEMENT NO. 0150226

ENERGY COST SHARE:
COOK COUNTY: 100%

ENERGY SUPPLY CONTACT: ComEd
PHONE: (866) 639-3532
COMPANY: ComEd

EFFECTIVE DATE:
TO BE DETERMINED

NO.	REVISIONS	BY	DATE
A	REVISED PER CCDOTH COMMENTS	KMM	05/29/20
A	VILLAGE APPROVAL	KMM	03/19/20
A	REVISED PER VILLAGE/CCDOTH COMMENTS	KMM	03/14/20
A	VILLAGE APPROVAL	JAF	02/26/20
A	REVISED PER DOT COMMENTS	JAF	02/05/20
A	LANDSCAPE REV PER VILLAGE COMMENTS	KMM	01/29/20
A	REVISED PER VILLAGE/MWRD/CCDOTH COM.	KMM	12/20/19

Kimley»Horn

SCALE: AS NOTED
DESIGNED BY: MC
DRAWN BY: JSC
CHECKED BY: KMM

ROBINSON ENGINEERING

TRAFFIC SIGNAL CABLE PLAN

ORLAND RIDGE
LAGRANGE ROAD & 171ST STREET
ORLAND PARK, IL 60487

ORIGINAL ISSUE: 07/03/2019
KHA PROJECT NO. 168626000

SHEET NUMBER
C8.2

18-08-8275-C Rec'd 7/20/2020

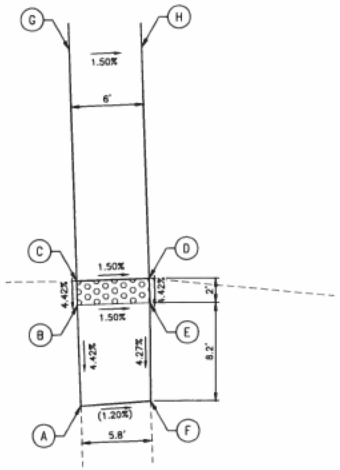
DATE	= 01-22-24	DESIGNED	— J.F.	REVISED	—
SCALE	= NONE	CHECKED	— V.C.	REVISED	—
PROJECT NO.	= 20-R0005_03	DRAWN	— RG	REVISED	—
FILE NAME	= 20R0005_03-DTLS-01	CHECKED	— AG	REVISED	—

Robinson ENGINEERING

94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
TRAFFIC SIGNAL REFERENCE

VILLAGE of TINLEY PARK

SHEET NO. 18 of 36

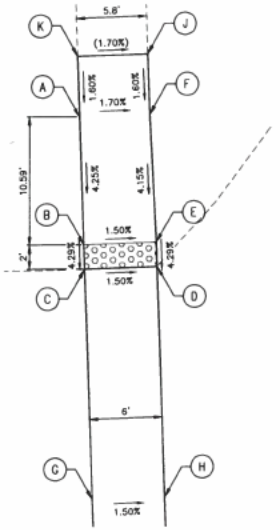


94TH AVENUE

N

FIGURE 1A WEST SIDE 94TH AVE AT MORAIN VALLEY COMMUNITY COLLEGE DRIVEWAY (SOUTH)

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	21+96.46	49.59' LT	742.59	CW, M.E.
B	22+04.87	49.60' LT	742.96	CW
C	22+06.87	49.60' LT	743.05	CW, EP
D	22+06.87	43.60' LT	742.96	CW, EP
E	22+04.87	43.60' LT	742.87	CW
F	21+96.67	43.79' LT	742.52	CW, M.E.
G	22+26.00	49.62' LT	743.11	CW, EP
H	22+26.01	43.62' LT	743.02	CW, EP



94TH AVENUE

N

FIGURE 1B WEST SIDE 94TH AVE AT MORAIN VALLEY COMMUNITY COLLEGE DRIVEWAY (NORTH)

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	22+57.74	49.65' LT	743.70	CW
B	22+47.14	49.64' LT	743.25	CW
C	22+45.14	49.64' LT	743.16	CW, EP
D	22+45.14	43.64' LT	743.07	CW, EP
E	22+47.14	43.64' LT	743.16	CW
F	22+57.76	43.85' LT	743.60	CW
G	22+26.00	49.62' LT	743.11	CW, EP
H	22+26.01	43.62' LT	743.02	CW, EP
J	22+62.74	43.85' LT	743.68	CW, M.E.
K	22+62.74	49.65' LT	743.78	CW, M.E.

LEGEND

- XX.XX' — EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) — EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

5 0 5
SCALE: 1"= 5'

DATE = 01-22-24	DESIGNED — J.F.	REVISED —	Robinson ENGINEERING	94TH AVENUE 183RD STREET TO 171ST STREET ADA RAMP DETAILS	VILLAGE of TINLEY PARK	SHEET NO. 19 of 36
SCALE = 1"=5'	CHECKED — V.C.	REVISED —				
PROJECT NO = 20-R0005_03	DRAWN — BG	REVISED —				
FILE NAME = 20R0005_03-ADA-DTLS-01	CHECKED — AG	REVISED —				

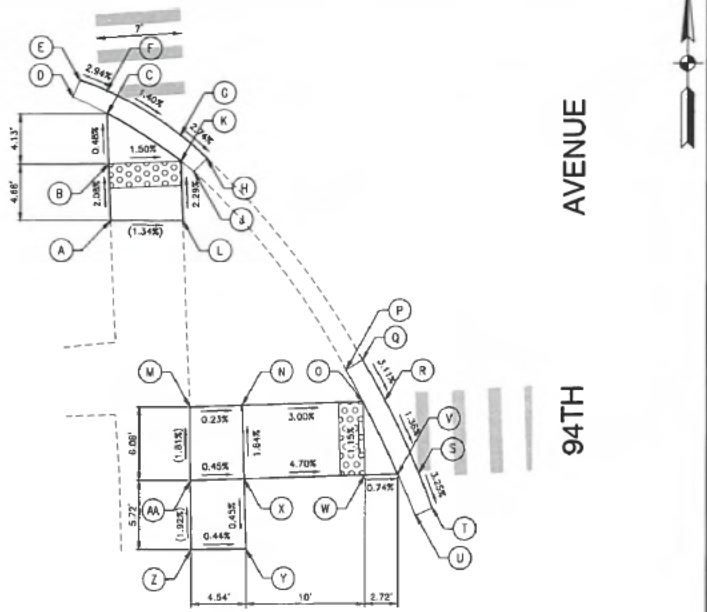


FIGURE 2A SW CORNER

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	28+73.71	49.81' LT	741.88	CW, M.E.
B	28+78.39	49.81' LT	741.78	CW
C	28+82.53	49.81' LT	741.76	CW, TC
D	28+84.01	52.60' LT	742.22	TC, M.E.
E	28+85.37	51.99' LT	741.83	EP, M.E.
F	28+84.42	49.81' LT	741.76	EP
G	28+80.54	43.83' LT	741.66	EP
H	28+78.57	41.68' LT	741.58	EP, M.E.
J	28+77.51	42.78' LT	741.95	TC, M.E.
K	28+78.39	43.83' LT	741.69	CW, TC
L	28+73.48	43.83' LT	741.80	CW, M.E.
M	28+58.03	43.70' LT	741.51	CW, M.E.
N	28+58.02	39.39' LT	741.50	CW
O	28+60.66	29.39' LT	741.20	CW, TC
P	28+60.66	30.70' LT	741.73	TC, M.E.
Q	28+61.42	29.31' LT	741.30	EP, M.E.

	STATION	OFFSET	ELEVATION	DESCRIPTION
R	28+57.99	27.53' LT	741.18	EP
S	28+51.90	24.92' LT	741.09	EP
T	28+49.00	23.91' LT	740.99	EP, M.E.
U	28+48.42	25.30' LT	741.46	TC, M.E.
V	28+51.91	26.68' LT	741.11	CW, TC
W	28+51.91	29.40' LT	741.13	CW
X	28+51.94	39.40' LT	741.60	CW
Y	28+46.14	39.42' LT	741.71	CW
Z	28+46.22	43.95' LT	741.73	CW, M.E.
AA	28+51.95	43.85' LT	741.62	CW, M.E.

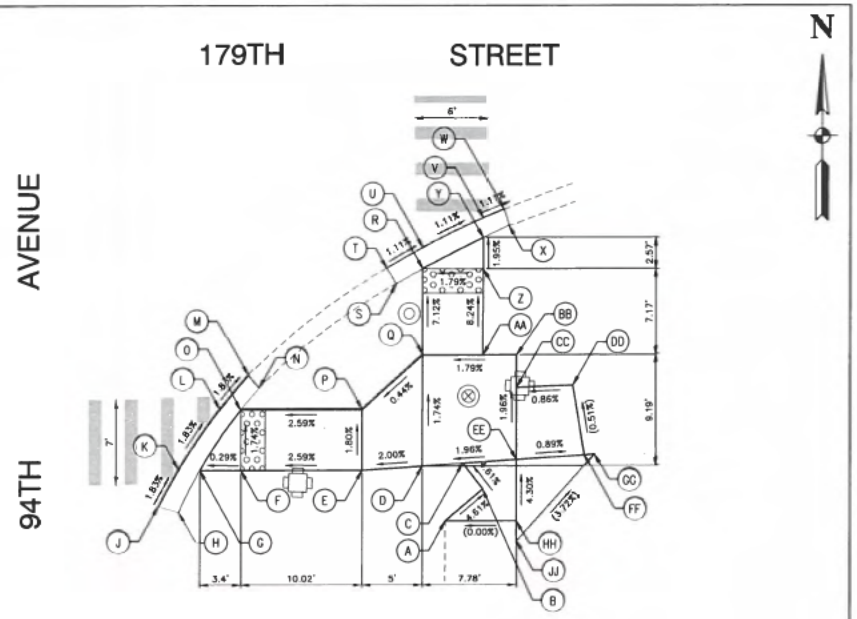


FIGURE 2B SE CORNER

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	28+49.76	46.55' RT	741.15	CW, M.E.
B	28+52.39	49.63' RT	740.96	CW
C	28+54.50	47.97' RT	740.84	CW
D	28+54.27	44.63' RT	740.78	CW
E	28+53.93	39.63' RT	740.68	CW
F	28+53.93	29.61' RT	740.42	CW
G	28+53.93	26.21' RT	740.41	CW, TC
H	28+50.44	24.47' RT	740.87	TC, M.E.
J	28+50.94	22.80' RT	740.47	EP, M.E.
K	28+53.93	24.44' RT	740.41	EP
L	28+53.93	27.85' RT	740.30	EP
M	28+61.75	30.21' RT	740.23	EP, M.E.
N	28+60.68	31.12' RT	740.61	TC, M.E.
O	28+58.93	29.61' RT	740.33	CW, TC

	STATION	OFFSET	ELEVATION	DESCRIPTION
P	28+58.93	39.63' RT	740.59	CW
Q	28+63.47	44.63' RT	740.62	CW
R	28+70.63	44.63' RT	740.11	CW, TC
S	28+69.38	42.43' RT	740.58	TC, M.E.
T	28+70.68	41.65' RT	740.15	EP, M.E.
U	28+72.39	44.63' RT	740.11	EP
V	28+74.84	49.63' RT	740.05	EP
W	28+75.56	51.34' RT	740.03	EP, M.E.
X	28+74.18	51.76' RT	740.50	TC, M.E.
Y	28+73.20	49.63' RT	740.07	CW, TC
Z	28+70.63	49.63' RT	740.12	CW
AA	28+63.47	49.63' RT	740.71	CW
BB	28+63.47	52.42' RT	740.76	CW
CC	28+60.77	52.42' RT	740.81	CW
DD	28+60.98	57.09' RT	740.85	CW, M.E.
EE	28+54.80	52.42' RT	740.93	CW
FF	28+55.19	58.03' RT	740.88	CW, M.E.
GG	28+55.25	58.89' RT	740.86	CW, M.E.
HH	28+49.76	52.42' RT	741.15	CW, M.E.
JJ	28+48.06	52.42' RT	741.22	CW, M.E.

LEGEND

- xx.xx — EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) — EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

SCALE 1"= 5'

DATE = 01-22-24	DESIGNED — J.F.	REVISED —	
SCALE = 1"=5'	CHECKED — V.C.	REVISED —	
PROJECT NO = 20-R0005_03	DRAWN — BG	REVISED —	
FILE NAME = 20R0005_03-ADA-DTLS-01	CHECKED — AG	REVISED —	

Robinson ENGINEERING

94TH AVENUE
183RD STREET TO 171ST STREET
ADA RAMP DETAILS

VILLAGE of TINLEY PARK

SHEET NO. 20 of 36

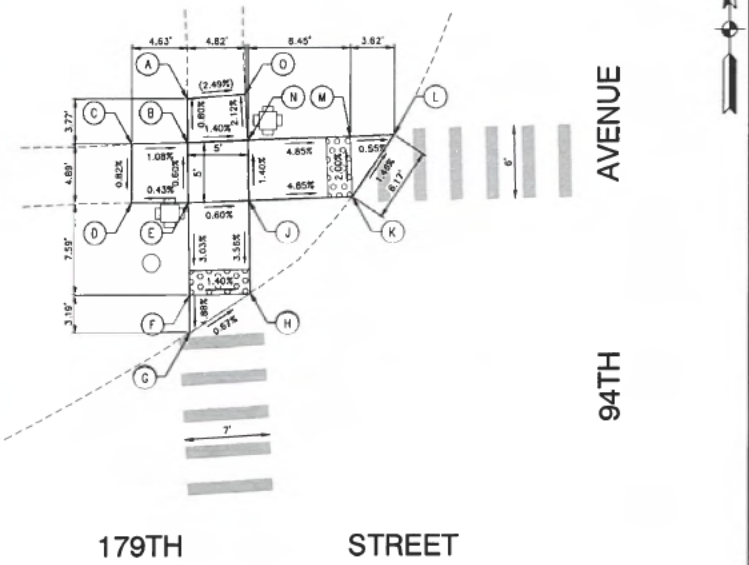


FIGURE 2C NW CORNER

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	29+58.44	50.79' LT	741.73	CW, M.E.
B	29+54.79	50.85' LT	741.76	CW
C	29+54.81	55.49' LT	741.81	CW, M.E.
D	29+49.92	55.61' LT	741.77	CW, M.E.
E	29+49.79	50.92' LT	741.79	CW
F	29+42.20	51.02' LT	741.56	CW
G	29+39.01	51.07' LT	741.53	CW, EP
H	29+42.14	46.02' LT	741.49	CW, EP
J	29+49.83	45.92' LT	741.76	CW
K	29+49.88	37.36' LT	741.35	CW, EP
L	29+54.91	33.78' LT	741.26	CW, EP
M	29+54.88	37.40' LT	741.28	CW
N	29+54.83	45.85' LT	741.69	CW
O	29+58.68	45.96' LT	741.61	CW, M.E.

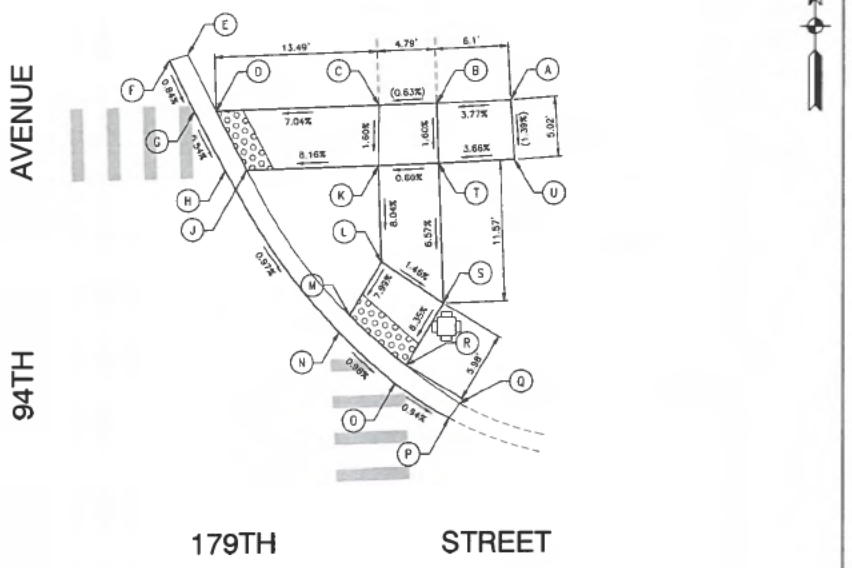


FIGURE 2D NE CORNER

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	29+54.68	58.25' RT	741.57	CW, M.E.
B	29+54.58	52.16' RT	741.34	CW, M.E.
C	29+54.53	47.37' RT	741.31	CW, M.E.
D	29+54.49	33.88' RT	740.36	CW, TC
E	29+59.26	31.66' RT	740.81	TC, M.E.
F	29+56.84	30.12' RT	740.38	EP, M.E.
G	29+54.48	32.06' RT	740.34	EP
H	29+49.49	34.48' RT	740.31	EP
J	29+49.50	36.27' RT	740.34	CW, TC
K	29+49.54	47.18' RT	741.23	CW

	STATION	OFFSET	ELEVATION	DESCRIPTION
L	29+41.57	47.21' RT	740.59	CW
M	29+37.25	44.44' RT	740.18	CW, TC
N	29+35.86	43.55' RT	740.15	EP
O	29+31.49	48.05' RT	740.09	EP
P	29+28.49	52.45' RT	740.04	EP, M.E.
Q	29+29.67	53.36' RT	740.38	TC, M.E.
R	29+32.97	49.00' RT	740.12	CW, TC
S	29+38.01	52.22' RT	740.50	CW
T	29+49.58	51.18' RT	741.26	CW
U	29+49.67	58.47' RT	741.50	CW, M.E.

LEGEND

- xx.xx' — EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) — EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

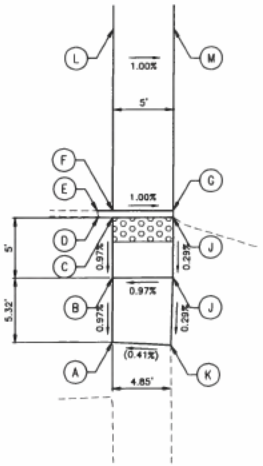
SCALE 1"= 5'

DATE	= 01-22-24	DESIGNED — J.F.	REVISED —		
SCALE	= 1"=5'	CHECKED — V.C.	REVISED —		
PROJECT NO	= 20-R0005_03	DRAWN — BG	REVISED —		
FILE NAME	= 20R0005_03-ADA-DTLS-01	CHECKED — AG	REVISED —		

Robinson ENGINEERING

94TH AVENUE
183RD STREET TO 171ST STREET
ADA RAMP DETAILS

VILLAGE of TINLEY PARK



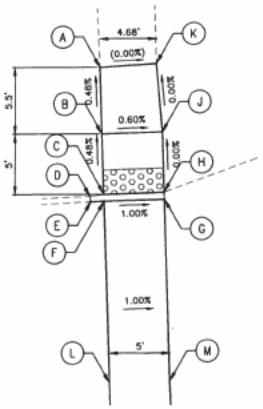
N

AVENUE

94TH

FIGURE 3A WEST SIDE 94TH AVE AT CENTURY PLAZA DRIVEWAY (SOUTH)

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	30+77.69	51.03' LT	740.73	CW, M.E.
B	30+83.01	51.04' LT	740.78	CW
C	30+88.01	51.05' LT	740.83	CW, TC
D	30+88.06	52.26' LT	741.24	TC, M.E.
E	30+88.58	52.34' LT	740.84	EP, M.E.
F	30+88.59	51.05' LT	740.83	CW, EP
G	30+88.60	46.05' LT	740.78	CW, EP
H	30+88.02	46.05' LT	740.78	CW, TC
J	30+83.02	46.04' LT	740.77	CW
K	30+77.44	46.18' LT	740.75	CW, M.E.
L	31+03.64	51.08' LT	740.82	CW, M.E.
M	31+03.65	46.08' LT	740.77	CW, M.E.



N

AVENUE

94TH

FIGURE 3B WEST SIDE 94TH AVE AT CENTURY PLAZA DRIVEWAY (NORTH)

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	31+29.77	51.13' LT	740.76	CW, M.E.
B	31+24.27	51.12' LT	740.79	CW
C	31+19.27	51.11' LT	740.81	CW, TC
D	31+19.13	52.26' LT	741.11	TC, M.E.
E	31+18.69	52.20' LT	740.80	EP, M.E.
F	31+18.69	51.10' LT	740.81	CW, EP
G	31+18.70	46.10' LT	740.76	CW, EP
H	31+19.28	46.11' LT	740.76	CW, TC
J	31+24.28	46.12' LT	740.76	CW
K	31+29.91	46.44' LT	740.76	CW, M.E.
L	31+03.64	51.08' LT	740.82	CW, EP
M	31+03.65	46.08' LT	740.77	CW, EP

LEGEND

- xx.xx' — EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) — EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

5 0 5
SCALE: 1"= 5'

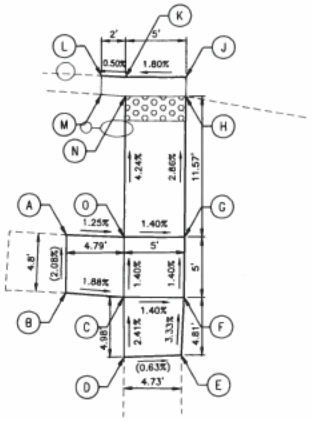
DATE	= 01-22-24	DESIGNED	— J.F.	REVISED	—
SCALE	= 1"=5'	CHECKED	— V.C.	REVISED	—
PROJECT NO	= 20-R0005_03	DRAWN	— BG	REVISED	—
FILE NAME	= 20R0005_03-ADA-DTLS-01	CHECKED	— AG	REVISED	—

Robinson ENGINEERING

94TH AVENUE
183RD STREET TO 171ST STREET
ADA RAMP DETAILS

VILLAGE of TINLEY PARK

PHEASANT DRIVE

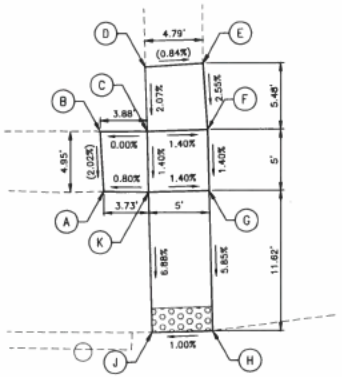


94TH AVENUE

N

FIGURE 4A SW CORNER

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	33+81.51	55.96' LT	739.38	CW, M.E.
B	33+76.71	55.99' LT	739.48	CW, M.E.
C	33+76.34	51.19' LT	739.39	CW
D	33+71.36	51.13' LT	739.51	CW, M.E.
E	33+71.52	46.39' LT	739.48	CW, M.E.
F	33+81.33	46.19' LT	739.32	CW
G	33+81.51	46.17' LT	739.25	CW
H	33+92.90	46.13' LT	738.92	CW, TC
J	33+94.48	46.13' LT	738.92	EP, M.E.
K	33+94.50	51.13' LT	738.83	EP
L	33+94.60	53.13' LT	738.82	EP, M.E.
M	33+93.07	53.13' LT	738.97	TC, M.E.
N	33+92.92	51.13' LT	738.83	CW, TC
O	33+81.34	51.17' LT	739.32	CW



94TH AVENUE

N

PHEASANT DRIVE

FIGURE 4C NW CORNER

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	34+35.87	54.71' LT	739.62	CW, M.E.
B	34+40.83	54.84' LT	739.72	CW, M.E.
C	34+40.70	50.96' LT	739.72	CW
D	34+46.01	50.98' LT	739.83	CW, M.E.
E	34+36.17	46.18' LT	739.79	CW, M.E.
F	34+40.68	45.96' LT	739.65	CW
G	34+35.68	45.98' LT	739.58	CW
H	34+24.06	46.02' LT	738.90	CW, EP
J	34+24.08	51.02' LT	738.85	CW, EP
K	34+35.70	50.98' LT	739.65	CW

LEGEND

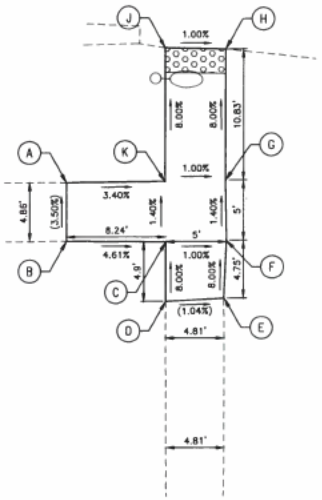
xx.xx'	EXISTING LENGTH
	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS

5 0 5
SCALE: 1"= 5'

DATE = 01-22-24	DESIGNED — J.F.	REVISED —	Robinson ENGINEERING	94TH AVENUE 183RD STREET TO 171ST STREET ADA RAMP DETAILS	VILLAGE of TINLEY PARK
SCALE = 1"=5'	CHECKED — V.C.	REVISED —			
PROJECT NO = 20-R0005_03	DRAWN — BG	REVISED —			
FILE NAME = 20R0005_03-ADA-DTLS-01	CHECKED — AG	REVISED —			

SHEET NO. 23 of 36

WINDSOR PARKWAY



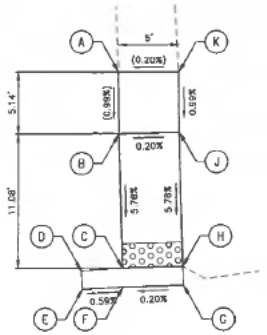
94TH AVENUE

N

FIGURE 6A SW CORNER

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	47+21.83	60.75' LT	743.18	CW, M.E.
B	47+16.97	60.74' LT	743.35	CW, M.E.
C	47+16.92	52.50' LT	742.97	CW
D	47+12.02	52.52' LT	743.36	CW, M.E.
E	47+12.29	47.70' LT	743.31	CW, M.E.
F	47+17.04	47.50' LT	742.92	CW
G	47+22.04	47.57' LT	742.85	CW
H	47+32.87	47.57' LT	741.99	CW, EP, ADA
J	47+32.96	52.57' LT	742.04	CW, EP, ADA
K	47+21.92	52.57' LT	742.90	CW

N



94TH AVENUE

WINDSOR PARKWAY

FIGURE 6C NW CORNER

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	47+80.65	52.72' LT	742.76	CW, M.E.
B	47+75.51	52.83' LT	742.71	CW, M.E.
C	47+64.43	52.83' LT	742.07	CW, TC
D	47+64.31	56.26' LT	742.18	TC, M.E.
E	47+64.76	56.20' LT	742.04	EP, M.E.
F	47+62.85	52.83' LT	742.06	EP
G	47+62.85	47.83' LT	742.07	EP
H	47+64.43	47.83' LT	742.08	CW, TC
J	47+75.51	47.83' LT	742.72	CW
K	47+80.49	47.72' LT	742.77	CW, M.E.

LEGEND

XX.XX'	EXISTING LENGTH
	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS

SCALE 1"= 5'

DATE = 01-22-24	DESIGNED — J.F.	REVISED —	Robinson ENGINEERING	94TH AVENUE 183RD STREET TO 171ST STREET ADA RAMP DETAILS	VILLAGE of TINLEY PARK	SHEET NO. 24 of 36
SCALE = 1"=5'	CHECKED — V.C.	REVISED —				
PROJECT NO = 20-R0005_03	DRAWN — BG	REVISED —				
FILE NAME = 20R0005_03-ADA-DTLS-01	CHECKED — AG	REVISED —				

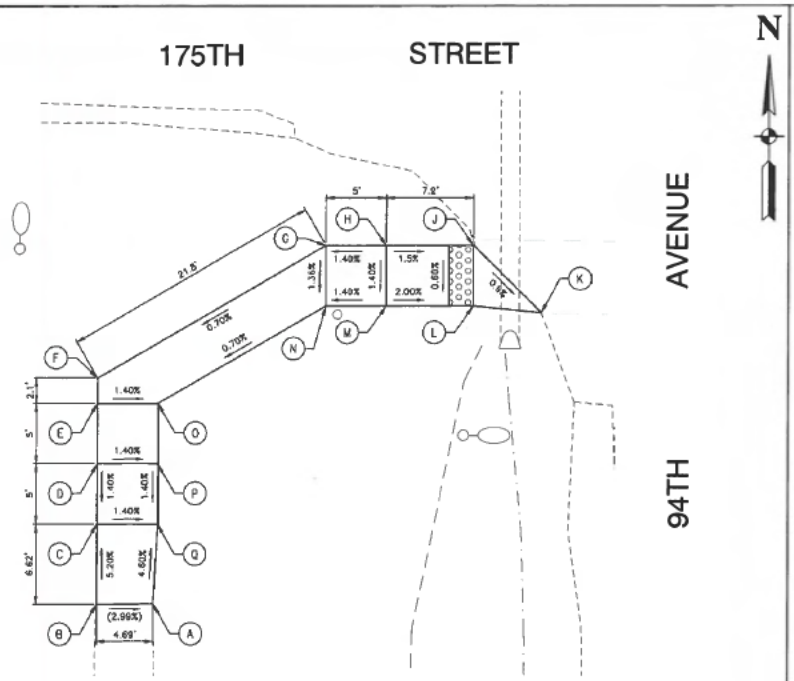


FIGURE 7A SW CORNER

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	55+03.24	47.48' LT	746.56	CW, M.E.
B	55+03.21	52.17' LT	746.70	CW, M.E.
C	55+09.83	52.15' LT	746.60	CW
D	55+24.83	52.12' LT	747.10	CW
E	55+19.83	52.12' LT	747.17	CW
F	55+21.85	52.12' LT	747.17	CW
G	55+32.88	33.26' LT	747.25	CW
H	55+32.88	28.26' LT	747.32	CW
J	55+32.88	21.06' LT	747.43	CW, EP
K	55+27.88	15.40' LT	747.50	CW, EP
L	55+27.88	21.06' LT	747.40	CW
M	55+27.88	28.26' LT	747.25	CW
N	55+27.88	33.26' LT	747.18	CW
O	55+19.83	47.12' LT	747.10	CW
P	55+24.83	47.12' LT	747.03	CW
Q	55+09.83	47.12' LT	747.03	CW

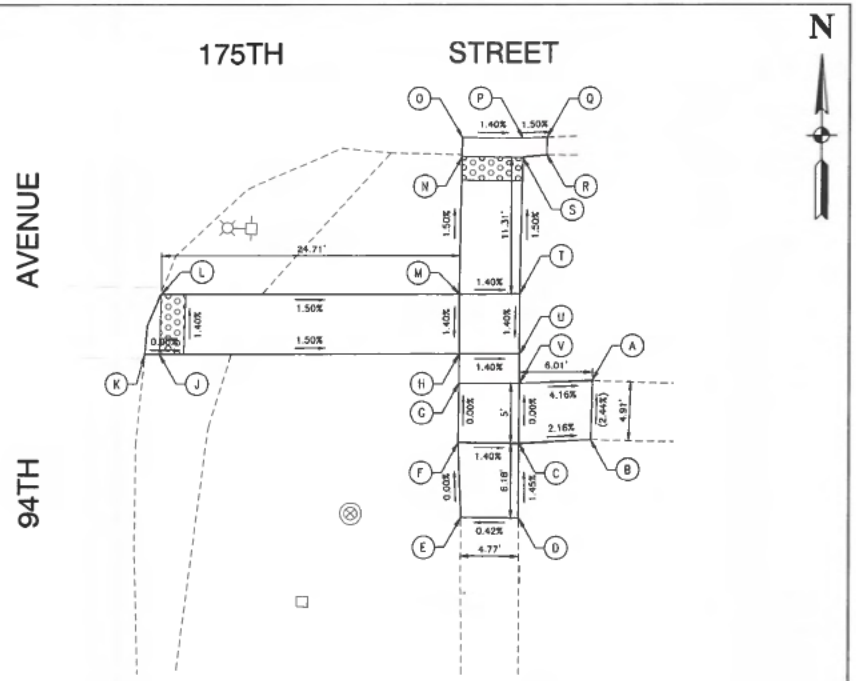


FIGURE 7B SE CORNER

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	55+25.04	53.37' RT	745.05	CW, M.E.
B	55+20.12	53.23' RT	745.17	CW, M.E.
C	55+19.83	47.30' RT	745.30	CW
D	55+13.66	47.31' RT	745.39	CW, M.E.
E	55+13.71	42.54' RT	745.37	CW
F	55+19.89	42.30' RT	745.37	CW
G	55+24.83	42.36' RT	745.37	CW
H	55+27.24	42.36' RT	745.37	CW
J	55+27.24	17.55' RT	745.75	CW

	STATION	OFFSET	ELEVATION	DESCRIPTION
K	55+27.24	16.35' RT	745.75	CW, EP
L	55+32.24	17.71' RT	745.67	CW, EP
M	55+32.24	42.36' RT	745.44	CW
N	55+43.60	42.57' RT	745.61	CW, TC
O	55+45.18	42.59' RT	745.61	EP, M.E.
P	55+45.13	47.59' RT	745.54	EP
Q	55+45.20	49.59' RT	745.51	EP, M.E.
R	55+43.75	49.57' RT	745.57	TC, M.E.
S	55+43.55	47.57' RT	745.54	CW, TC
T	55+32.24	47.36' RT	745.37	CW
U	55+27.24	47.36' RT	745.30	CW
V	55+24.83	47.36' RT	745.30	CW

LEGEND

xx.xx'	EXISTING LENGTH
	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS

SCALE 1"= 5'

DATE = 01-22-24	DESIGNED – J.F.	REVISED –	
SCALE = 1"=5'	CHECKED – V.C.	REVISED –	
PROJECT NO = 20-R0005_03	DRAWN – BG	REVISED –	
FILE NAME = 20R0005_03-ADA-DTLS-01	CHECKED – AG	REVISED –	

Robinson ENGINEERING

94TH AVENUE
183RD STREET TO 171ST STREET
ADA RAMP DETAILS

VILLAGE of TINLEY PARK

SHEET NO. 25 of 36

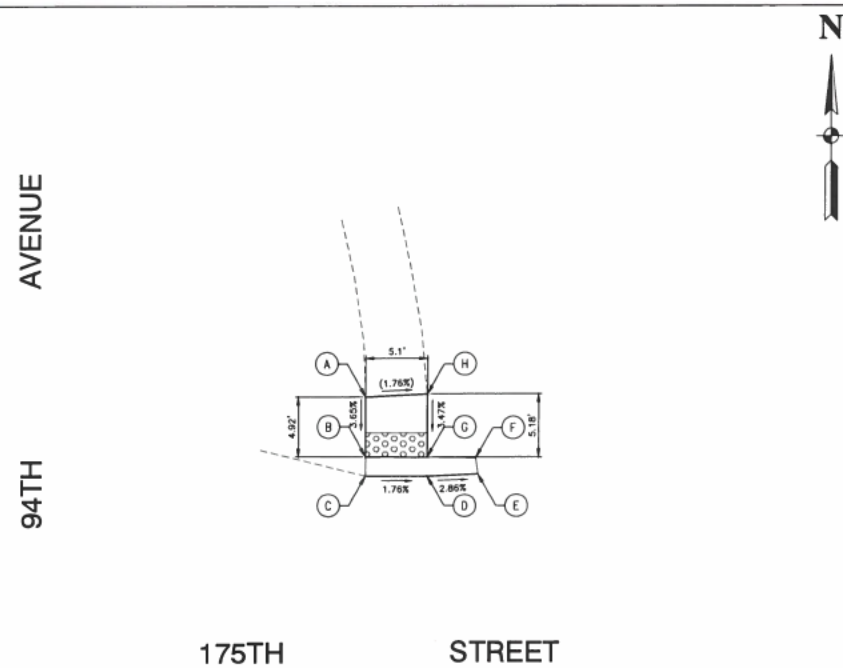
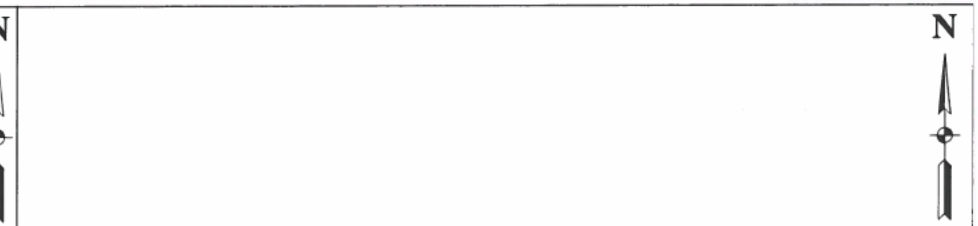


FIGURE 7C NE CORNER

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	55+79.88	42.42' RT	745.95	CW, M.E.
B	55+74.95	42.42' RT	745.77	CW, TC
C	55+73.37	42.42' RT	745.76	EP
D	55+73.37	47.52' RT	745.67	EP
E	55+73.55	51.72' RT	745.55	EP, M.E.
F	55+74.90	51.54' RT	745.57	TC, M.E.
G	55+74.95	47.52' RT	745.68	CW, TC
H	55+80.13	47.52' RT	745.86	CW, M.E.



LEGEND

- XX.XX' EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

5 0 5
SCALE: 1"= 5'

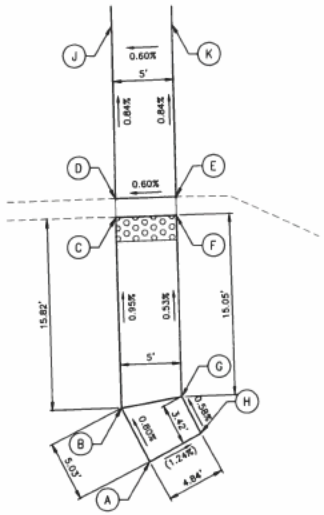
DATE = 01-22-24	DESIGNED — J.F.	REVISED —	
SCALE = 1"=5'	CHECKED — V.C.	REVISED —	
PROJECT NO = 20-R0005_03	DRAWN — BG	REVISED —	
FILE NAME = 20R0005_03-ADA-DTLS-01	CHECKED — AG	REVISED —	

Robinson ENGINEERING

94TH AVENUE
183RD STREET TO 171ST STREET
ADA RAMP DETAILS

VILLAGE of TINLEY PARK

SHEET NO. 26 of 36

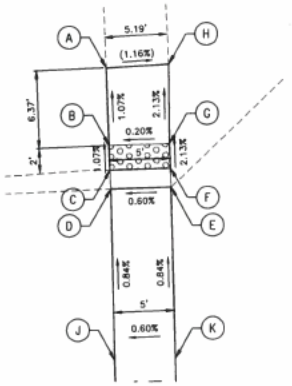


N

94TH AVENUE

FIGURE 11A WEST SIDE 94TH AVE AT CAR SPA DRIVEWAY (SOUTH)

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	77+61.08	51.36' LT	730.15	CW, M.E.
B	77+65.61	53.57' LT	730.11	CW
C	77+81.43	53.57' LT	729.96	CW, TC, M.E.
D	77+82.99	53.54' LT	729.94	CW, EP, M.E.
E	77+82.99	48.54' LT	729.97	CW, EP
F	77+81.43	48.57' LT	729.99	CW, TC
G	77+66.37	48.57' LT	730.07	CW
H	77+63.30	47.06' LT	730.09	CW, M.E.
J	77+97.20	53.47' LT	729.82	CW, EP
K	77+97.21	48.47' LT	729.85	CW, EP



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94TH AVENUE

FIGURE 11B WEST SIDE 94TH AVE AT CAR SPA DRIVEWAY (NORTH)

	STATION	OFFSET	ELEVATION	DESCRIPTION
A	78+21.39	53.48' LT	729.59	CW, M.E.
B	78+15.02	53.43' LT	729.66	CW
C	78+13.02	53.41' LT	729.68	CW, TC, M.E.
D	78+11.42	53.39' LT	729.70	CW, EP, M.E.
E	78+11.42	48.39' LT	729.73	CW, EP
F	78+13.02	48.41' LT	729.71	CW, TC
G	78+15.02	48.43' LT	729.67	CW
H	78+21.52	48.29' LT	729.53	CW, M.E.
J	77+97.20	53.47' LT	729.82	CW, EP
K	77+97.21	48.47' LT	729.85	CW, EP

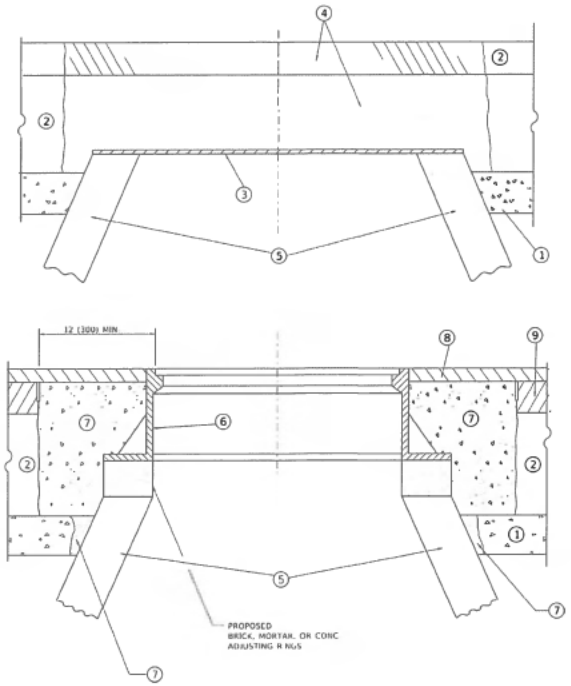
LEGEND

XX.XX' EXISTING LENGTH	PROPOSED SIDEWALK
PROPOSED SIDE CURB	DETECTABLE WARNINGS
( ) EXISTING ELEVATION/SLOPE	

5 0 5
SCALE: 1"= 5'

DATE = 01-22-24	DESIGNED — J.F.	REVISED —	Robinson ENGINEERING	94TH AVENUE 183RD STREET TO 171ST STREET ADA RAMP DETAILS	VILLAGE of TINLEY PARK
SCALE = 1"=5'	CHECKED — V.C.	REVISED —			
PROJECT NO = 20-R0005_03	DRAWN — BG	REVISED —			
FILE NAME = 20R0005_03-ADA-DTLS-01	CHECKED — AG	REVISED —			

SHEET NO. 27 of 36



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

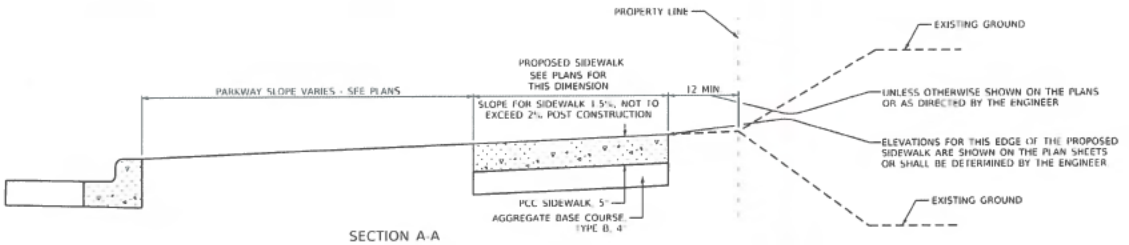
1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY
4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

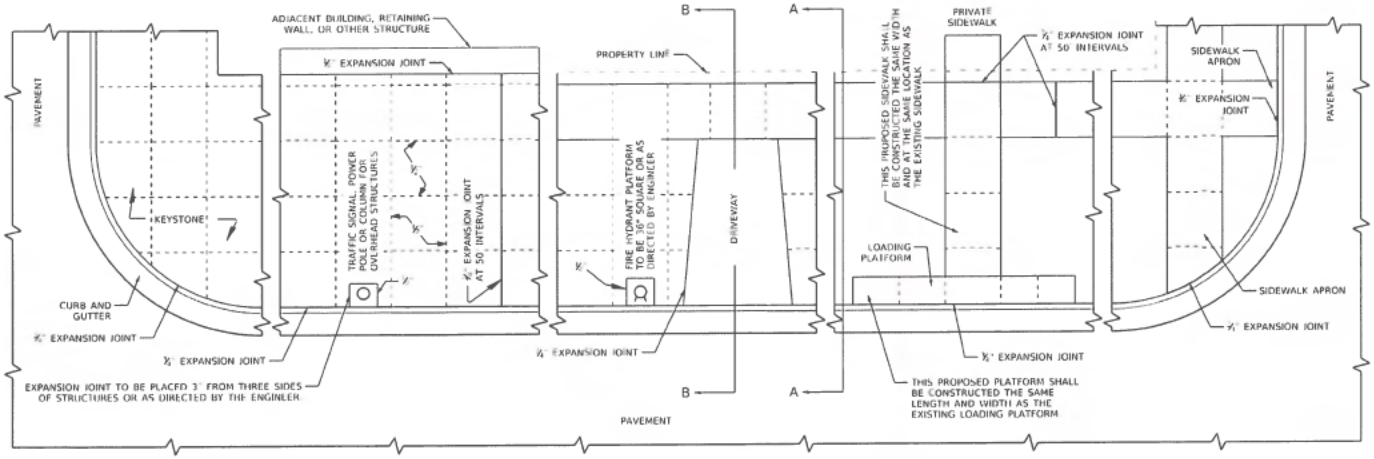
DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
DRAWN -	REVISED - R. BORO 12 06 11		
CHECKED -	REVISED -		
DATE - 10-25-94	REVISED - R. SMITH 11 18 22		

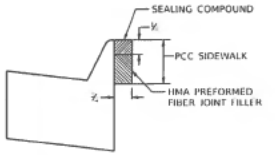
F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD600-03 (BD-08)			
	CONTRACT NO			

DATE	= 01-23-24	DESIGNED - J.F.	REVISED -	Robinson ENGINEERING	94TH AVENUE RESURFACING 183RD STREET TO 171ST STREET CONSTRUCTION DETAILS
SCALE	= NONE	CHECKED - V.C.	REVISED -		VILLAGE of TINLEY PARK
PROJECT NO	= 20-R0005_03	DRAWN - RG	REVISED -		SHEET NO. 28 of 36
FILE NAME	= 20R0005_03-DTLS-02	CHECKED - AG	REVISED -		

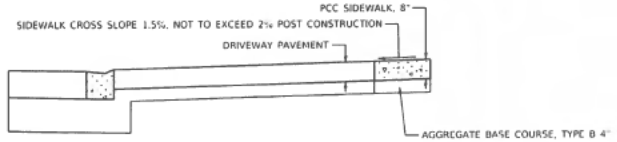


SECTION A-A





EXPANSION JOINT DETAIL



SECTION B-B

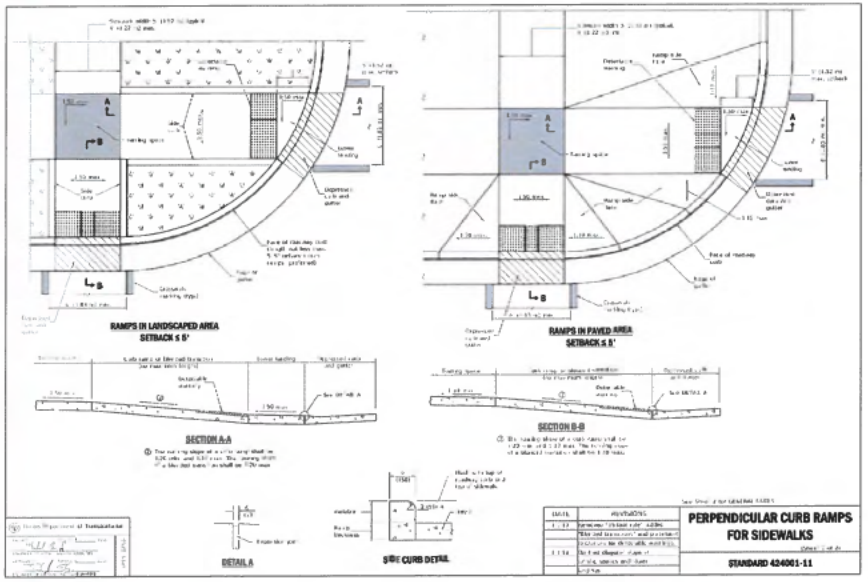
GENERAL NOTES:

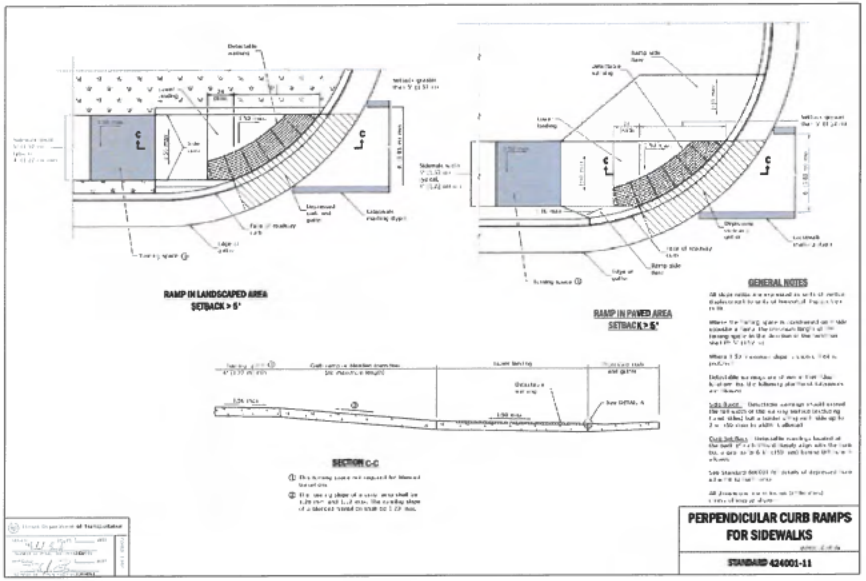
ALL EXPANSION JOINTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 424.07 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PORTLAND CEMENT CONCRETE SIDEWALK OF THE THICKNESS SPECIFIED.

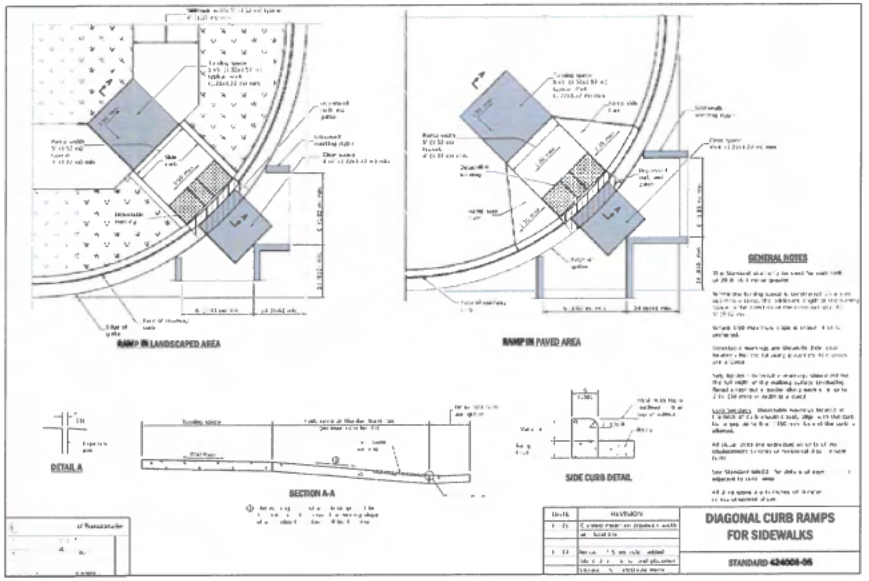
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

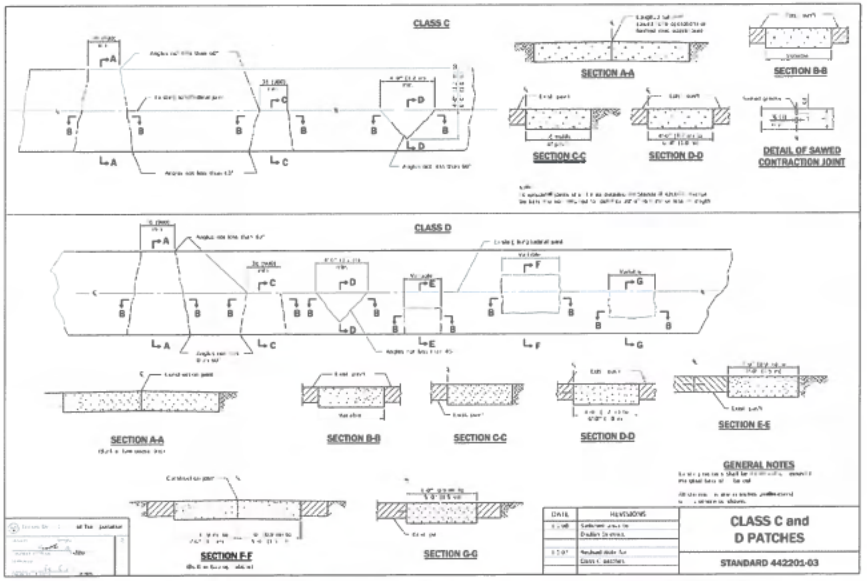
MUNICIPALITY: IL MUNICIPALITY: IL NAME TOWNSHIP	COUNTY HIGHWAY: XXX FISCAL YEAR: XXXX SECTION: XX XXXXX XX XX	COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	COMPUTED XXX DRAWN XXX CHECKED XXX	REVISIONS GENERAL	DATE 1-1-70	PORTLAND CEMENT CONCRETE SIDEWALK CONSTRUCTION DETAIL COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS STANDARD C-003	C-XXX NOT TO SCALE SHEET #

DATE = 01-22-24	DESIGNED — J.F.	REVISED —	Robinson ENGINEERING	94TH AVENUE RESURFACING 183RD STREET TO 171ST STREET CONSTRUCTION DETAILS	VILLAGE of TINLEY PARK	SHEET NO. 29 of 36
SCALE = NONE	CHECKED — V.C.	REVISED —				
PROJECT NO = 20-R0005_03	DRAWN — RG	REVISED —				
FILE NAME = 20R0005_03-DTLS-02	CHECKED — AG	REVISED —				









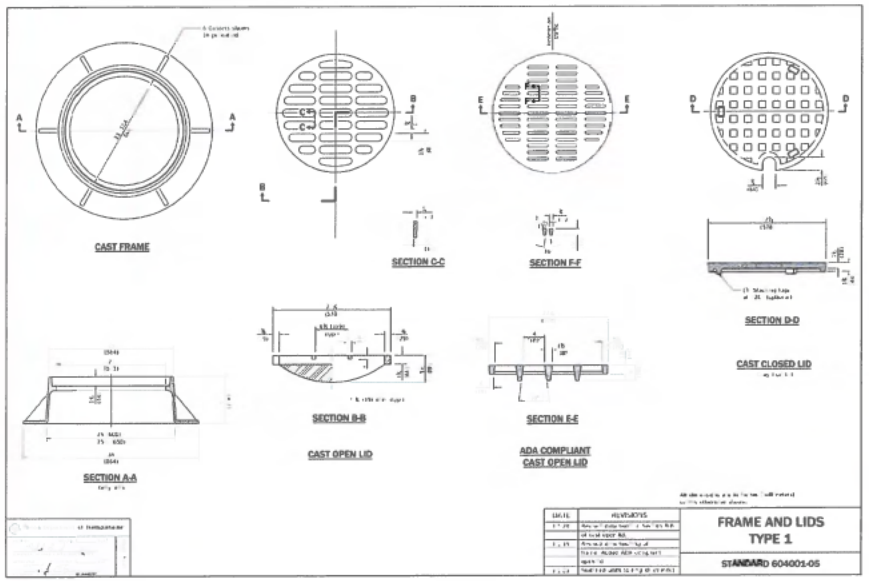
DATE	= 01-22-24	DESIGNED	— J.F.	REVISED	—
SCALE	= NONE	CHECKED	— V.C.	REVISED	—
PROJECT NO	= 20-R0005_03	DRAWN	— RG	REVISED	—
FILE NAME	= 20R0005_03-DTLS-03	CHECKED	— AG	REVISED	—

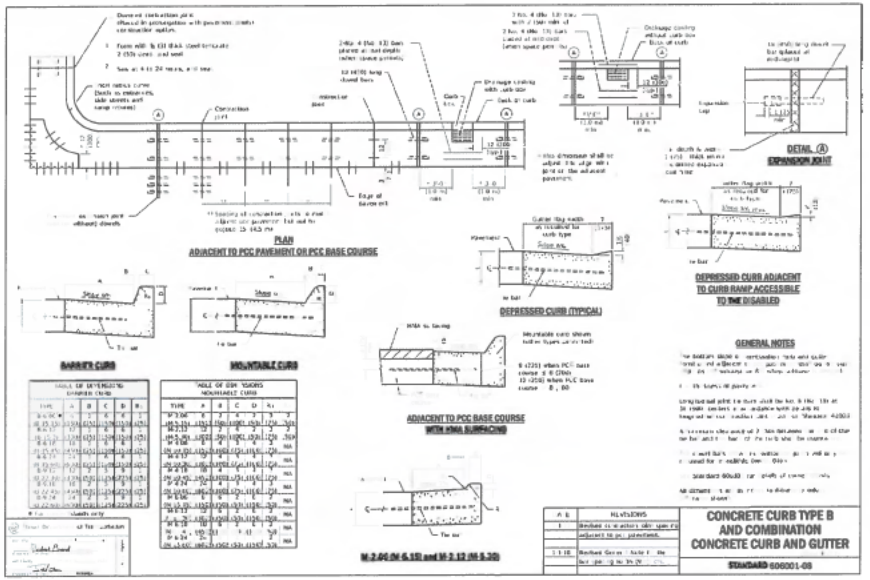
Robinson ENG

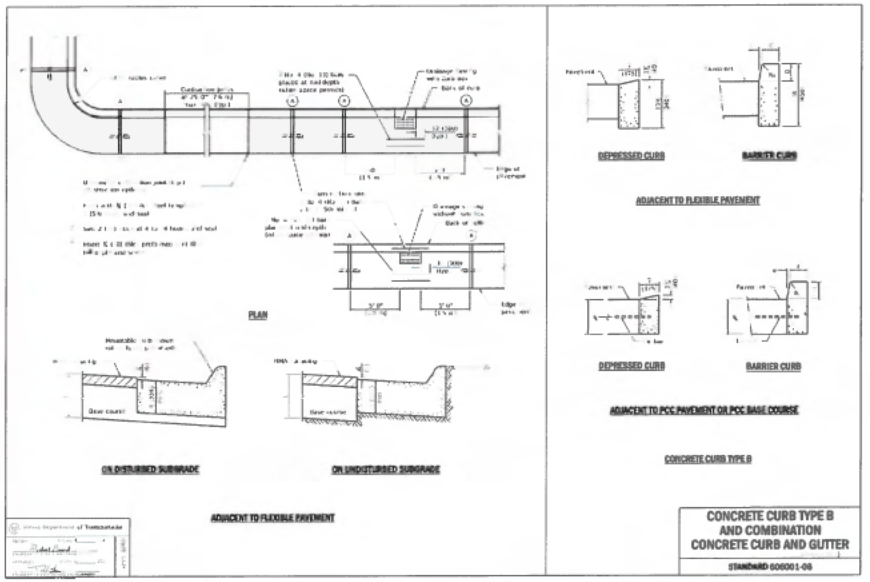
94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
HIGHWAY STANDARDS

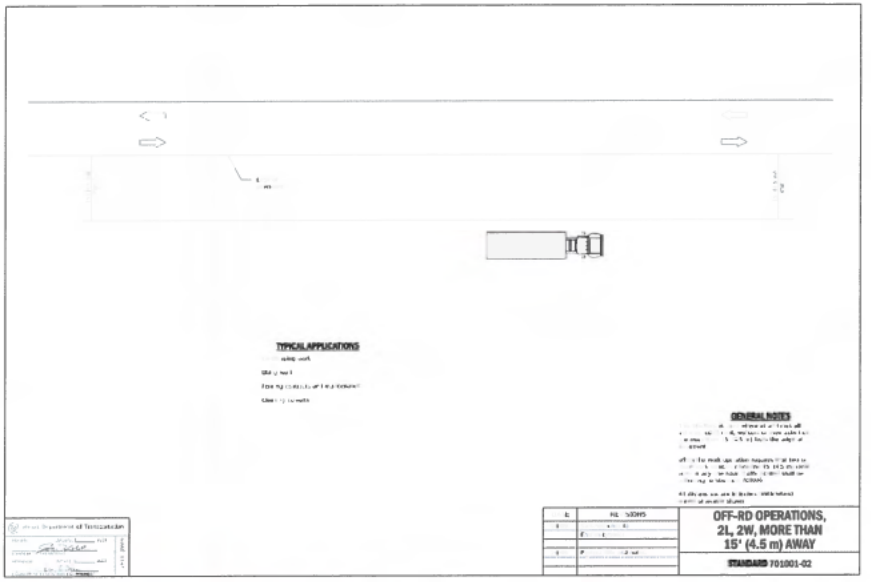
VILLAGE of TINLEY PARK

SHEET NO. 30 of 36









DATE	= 01-22-24	DESIGNED	— J.F.	REVISED	—	94TH AVENUE RESURFACING 183RD STREET TO 171ST STREET HIGHWAY STANDARDS	VILLAGE of TINLEY PARK	SHEET NO. 31 of 36
SCALE	= NONE	CHECKED	— V.C.	REVISED	—			
PROJECT NO	= 20-R0005_03	DRAWN	— RG	REVISED	—			
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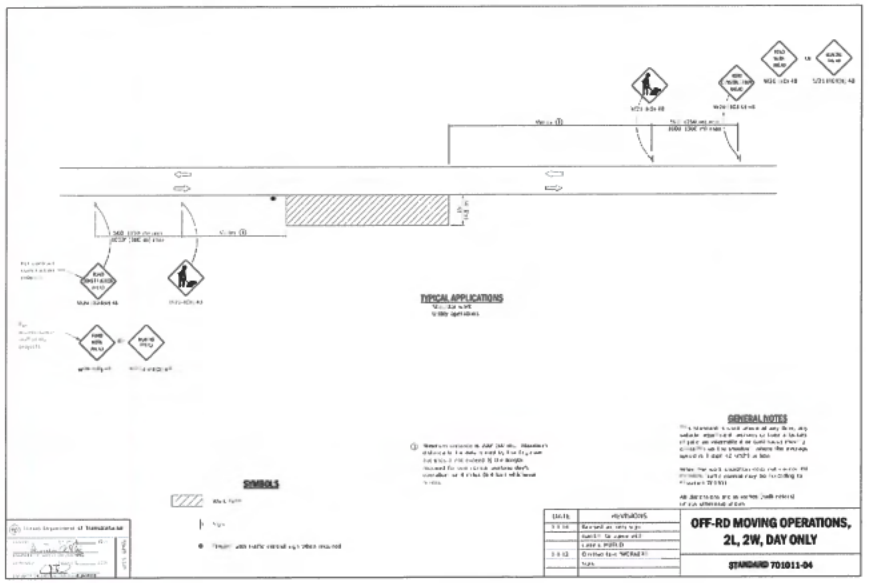
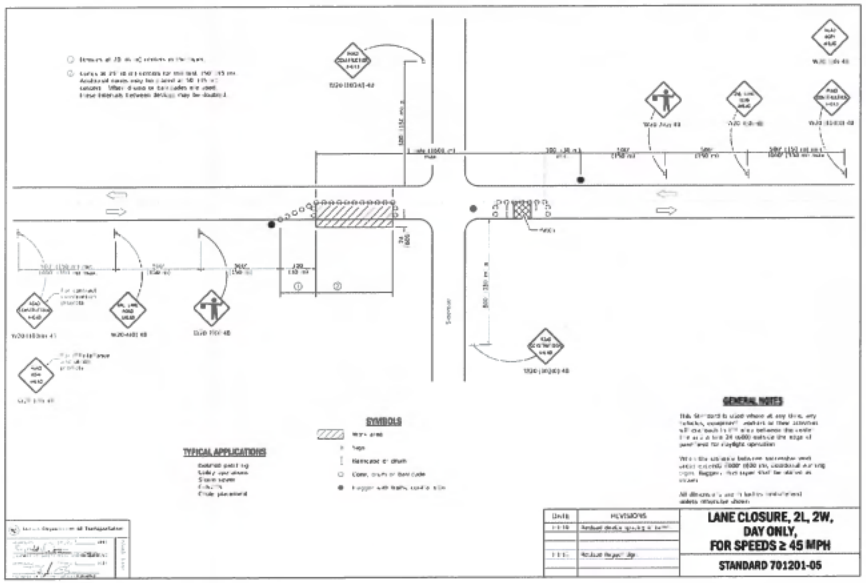
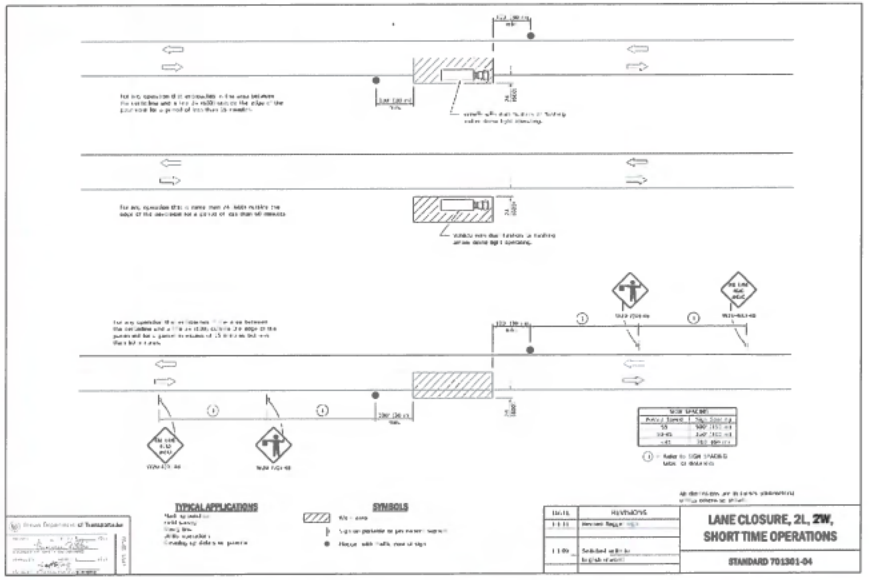
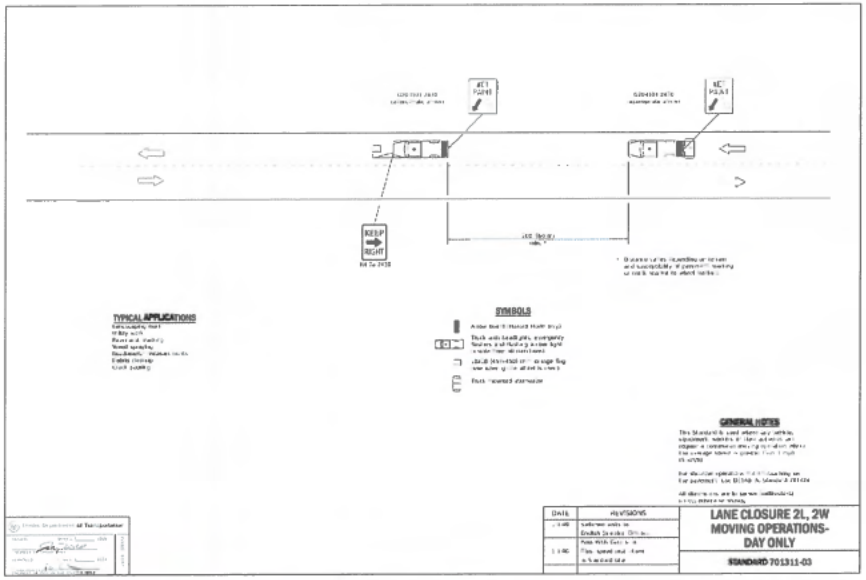
Robinson ENGINEERING









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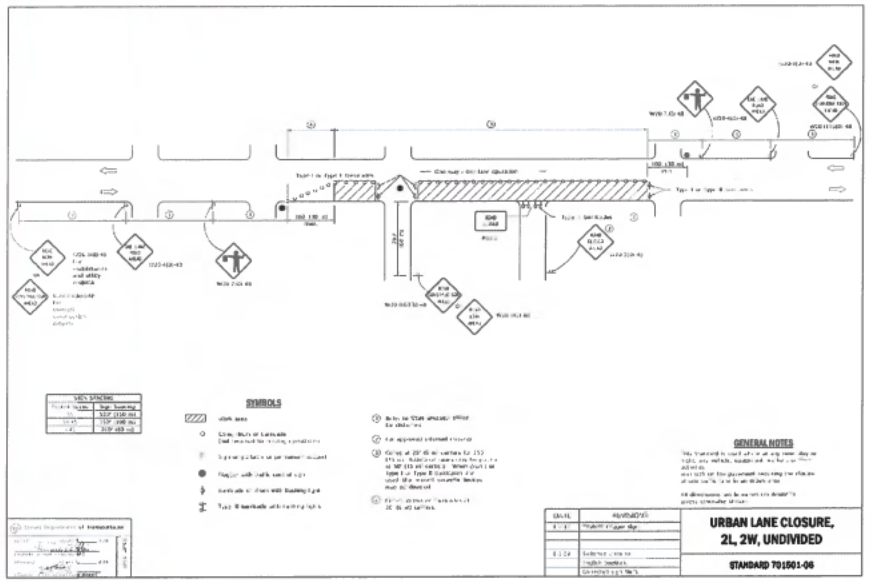
SCALE	=	NONE	CHECKED	–	V.C.	REVISED	–
PROJECT NO	=	20-R0005_03	DRAWN	–	RG	REVISED	–
FILE NAME	=	20R0005_03-DTLS-03	CHECKED	–	AG	REVISED	–

Robinson ENGINEERING

94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
HIGHWAY STANDARDS

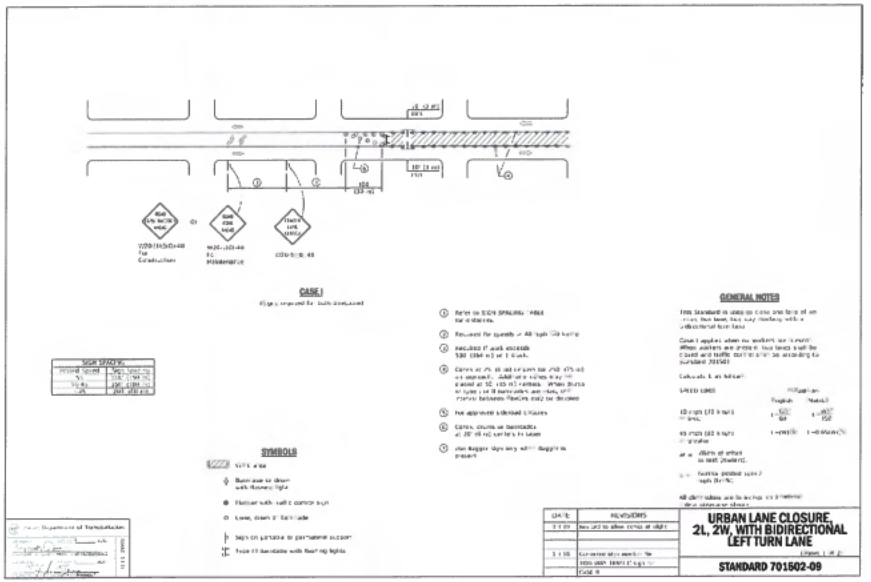
VILLAGE of TINLEY PARK

SHEET NO. 32 of 36



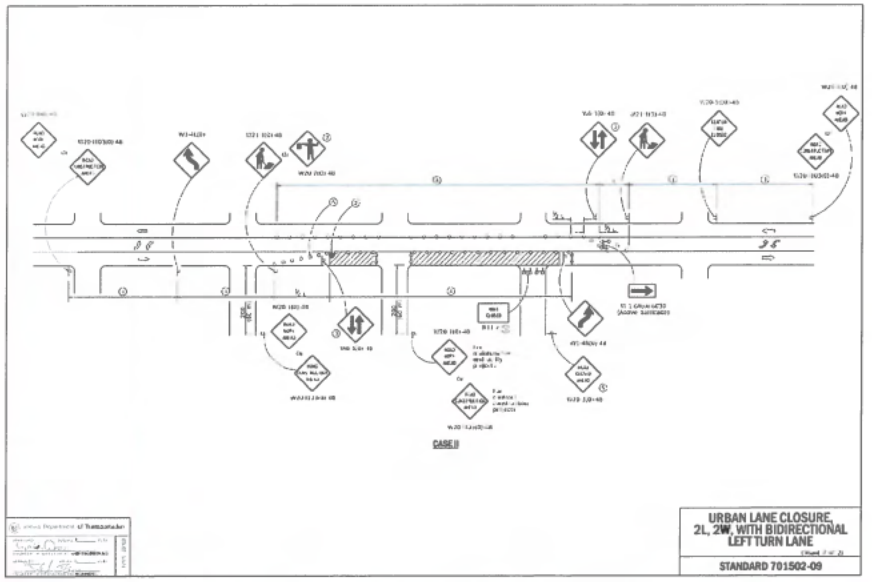
URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06



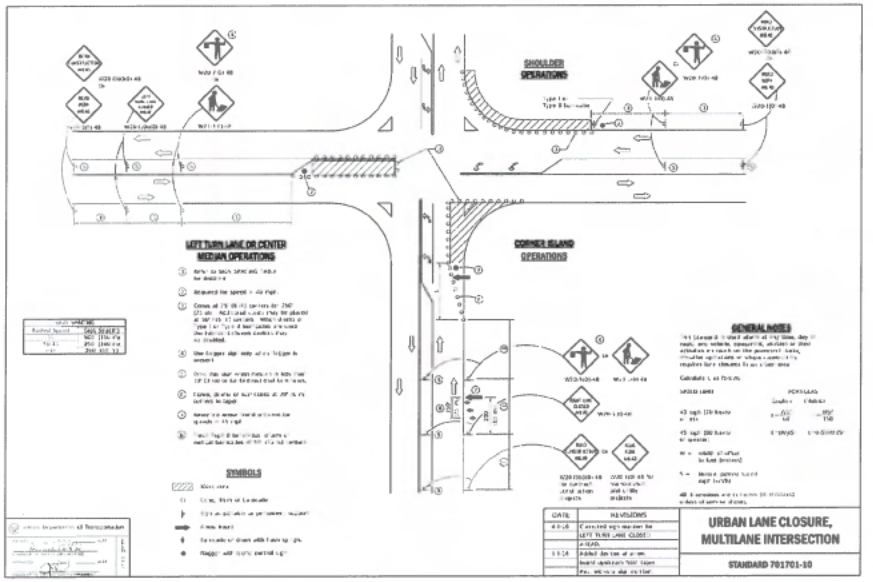
URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE

STANDARD 701502-09



URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE

STANDARD 701502-09



URBAN LANE CLOSURE, MULTILANE INTERSECTION

STANDARD 701701-10

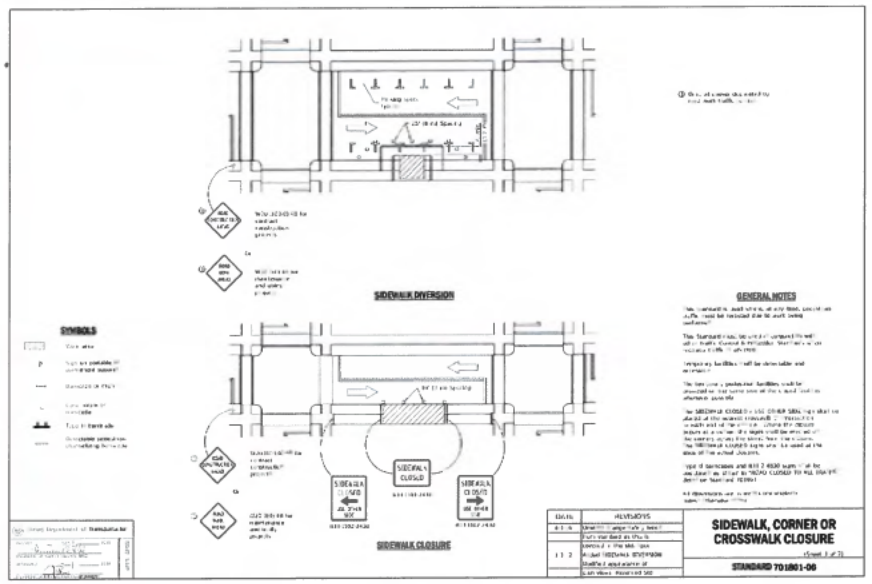
DATE	=	01-22-24	DESIGNED	—	J.F.	REVISED	—
SCALE	=	NONE	CHECKED	—	V.C.	REVISED	—
PROJECT NO	=	20-R0005_03	DRAWN	—	RG	REVISED	—
FILE NAME	=	20R0005_03-DTLS-03	CHECKED	—	AG	REVISED	—

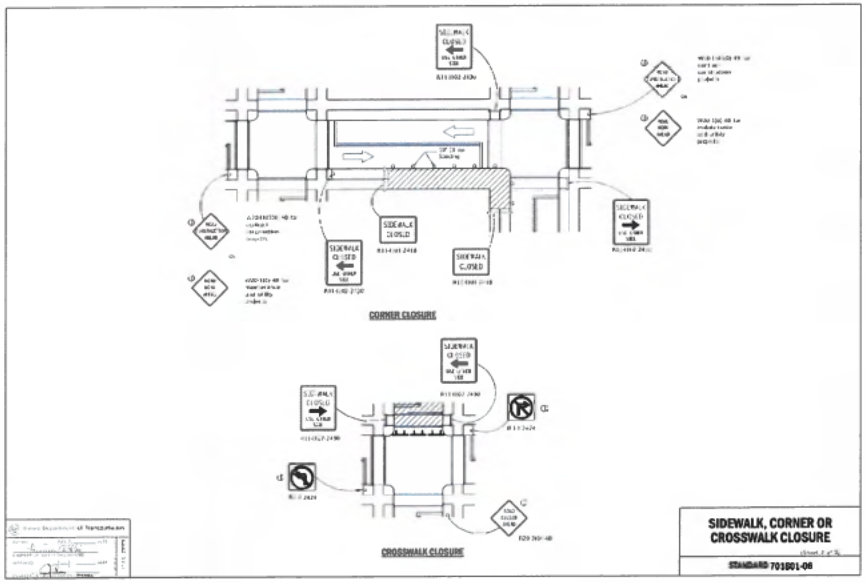
Robinson ENGINEERING

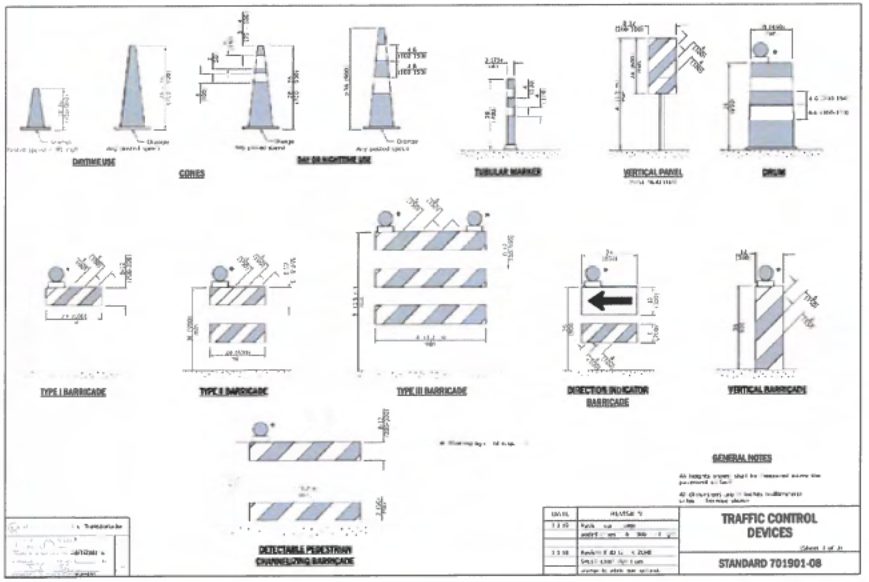
94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
HIGHWAY STANDARDS

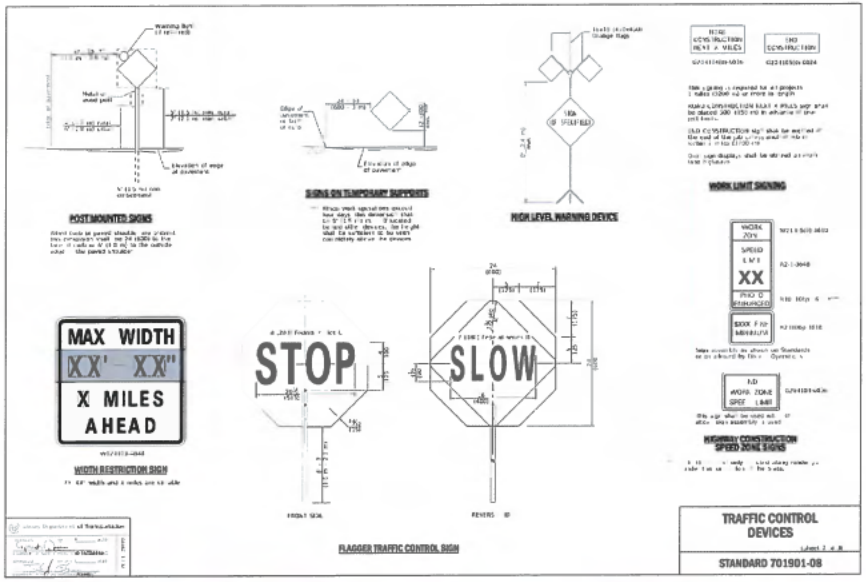
VILLAGE of TINLEY PARK

SHEET NO. 33 of 36





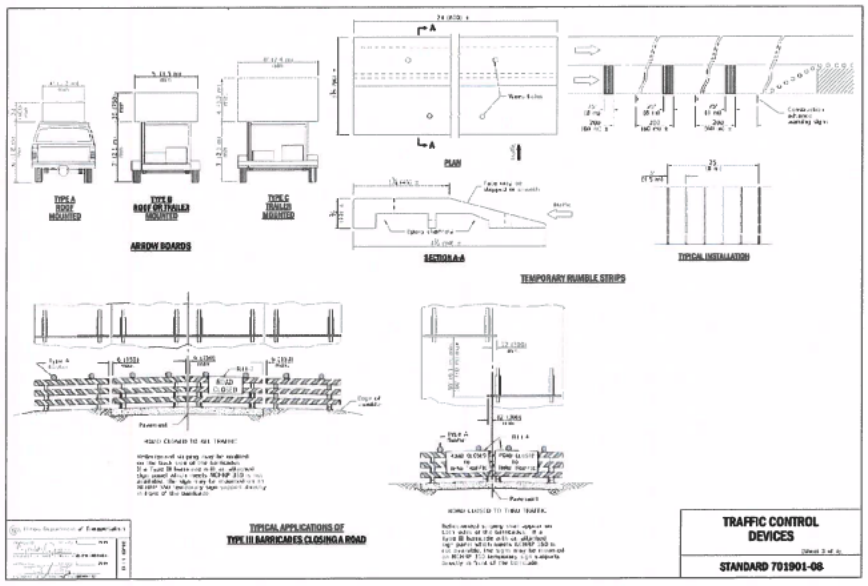




DATE	= 01-22-24	DESIGNED	— J.F.	REVISED	—	Robinson ENGINEERING	94TH AVENUE RESURFACING 183RD STREET TO 171ST STREET HIGHWAY STANDARDS
SCALE	= NONE	CHECKED	— V.C.	REVISED	—		
PROJECT NO	= 20-R0005_03	DRAWN	— RG	REVISED	—		
FILE NAME	= 20R0005_03-DTLS-03	CHECKED	— AG	REVISED	—		

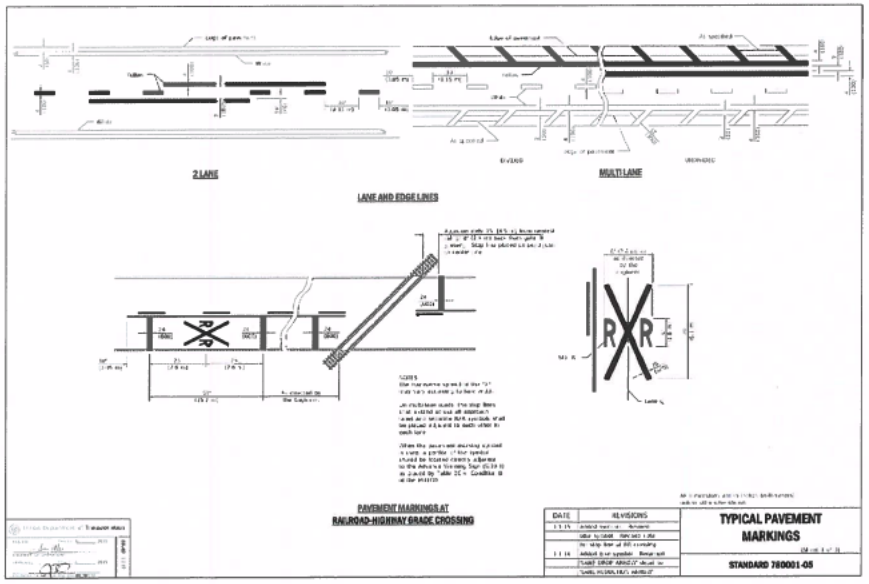
VILLAGE of TINLEY PARK

SHEET NO. 34 of 36



TRAFFIC CONTROL DEVICES

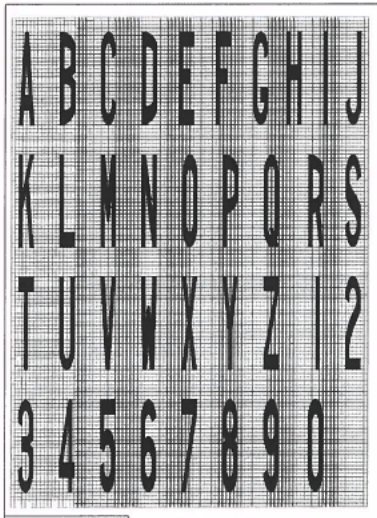
STANDARD 701901-08

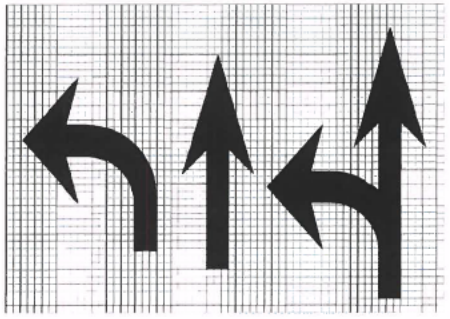


DATE	REVISIONS
1 1 15	
1 1 16	

TYPICAL PAVEMENT MARKINGS

STANDARD 780001-05

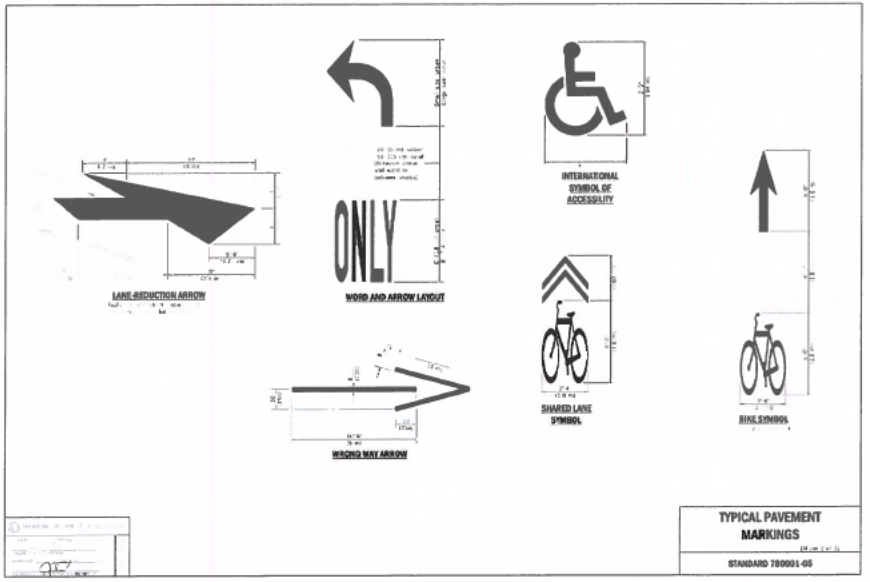




LETTER AND ARROW GRID SCALE

TYPICAL PAVEMENT MARKINGS

STANDARD 780001-05



TYPICAL PAVEMENT MARKINGS

STANDARD 780001-05

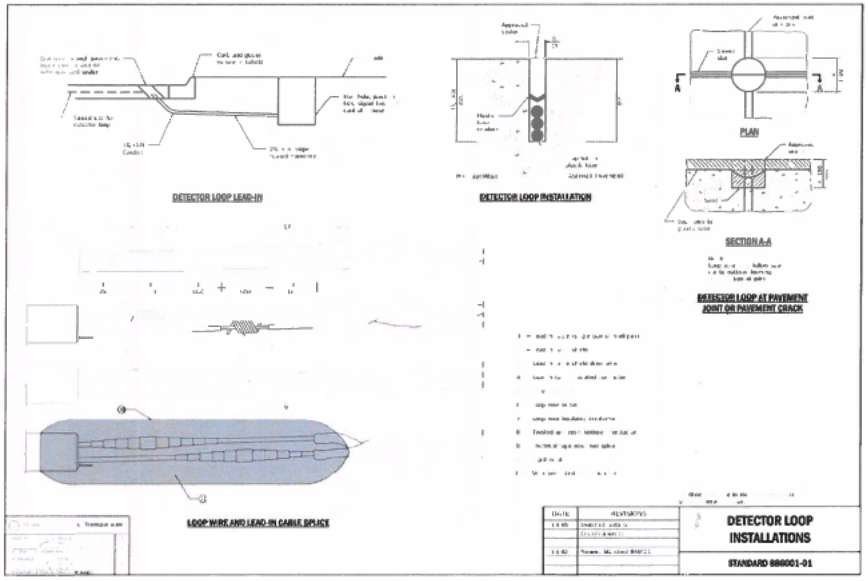
DATE	= 01-22-24	DESIGNED	= J.F.	REVISED	—
SCALE	= NONE	CHECKED	= V.C.	REVISED	—
PROJECT NO	= 20-R0005_03	DRAWN	= RG	REVISED	—
FILE NAME	= 20R0005_03-DTLS-03	CHECKED	= AG	REVISED	—

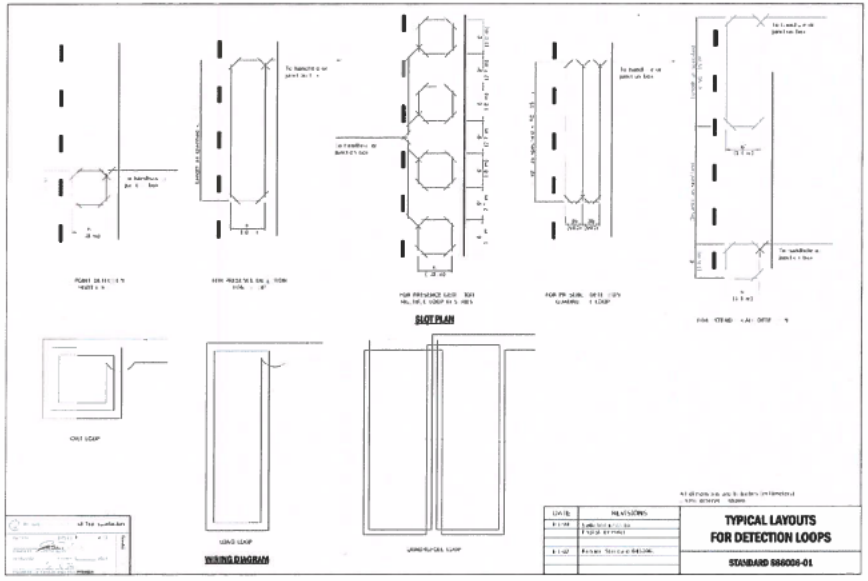
Robinson ENGINEERING

94TH AVENUE RESURFACING
183RD STREET TO 171ST STREET
HIGHWAY STANDARDS

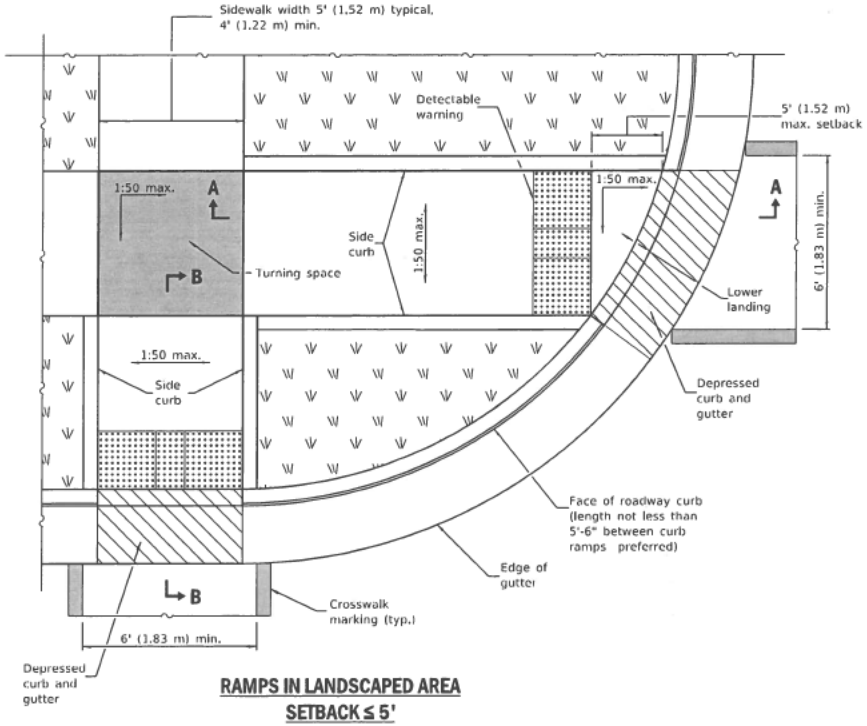
VILLAGE of TINLEY PARK

SHEET NO. 35 of 36

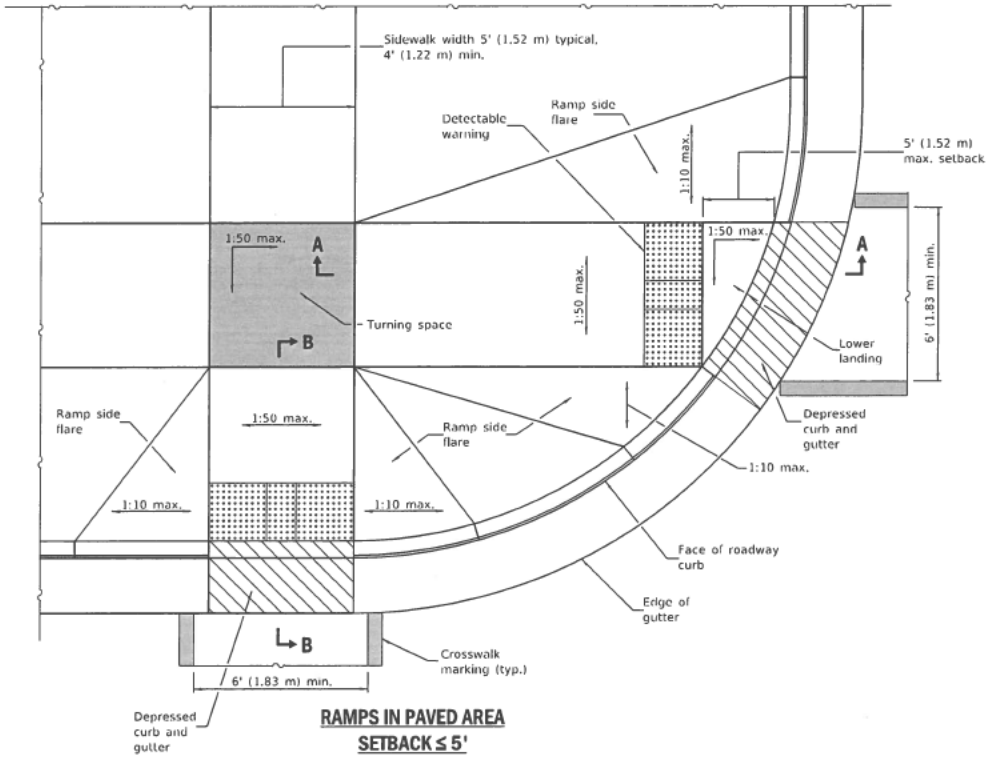




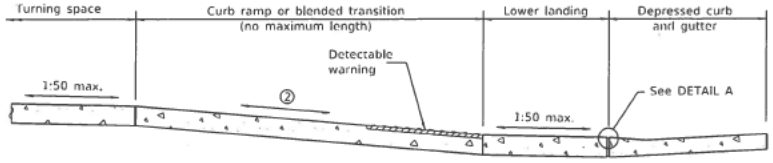
DATE = 01-22-24	DESIGNED — J.F.	REVISED —	Robinson ENGINEERING	94TH AVENUE RESURFACING 183RD STREET TO 171ST STREET HIGHWAY STANDARDS	VILLAGE of TINLEY PARK
SCALE = NONE	CHECKED — V.C.	REVISED —			SHEET NO. 36 of 36
PROJECT NO = 20-R0005_03	DRAWN — RG	REVISED —			
FILE NAME = 20R0005_03-DTLS-03	CHECKED — AG	REVISED —			



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

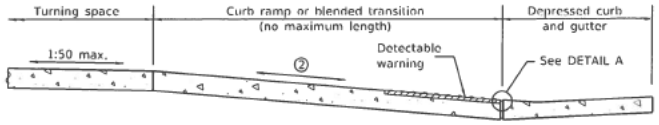


RAMPS IN PAVED AREA
SETBACK ≤ 5'



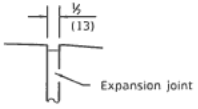
SECTION A-A

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.

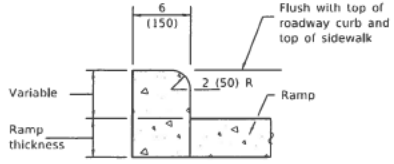


SECTION B-B

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

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19

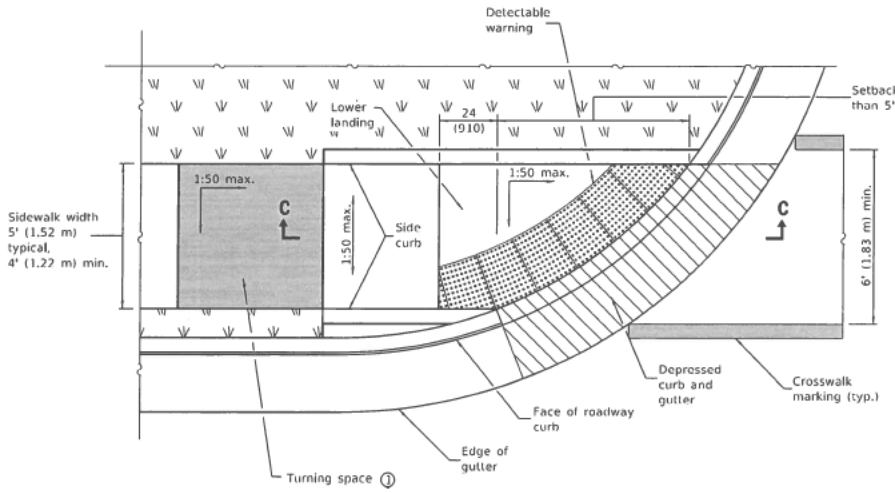
See Sheet 2 for GENERAL NOTES.

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

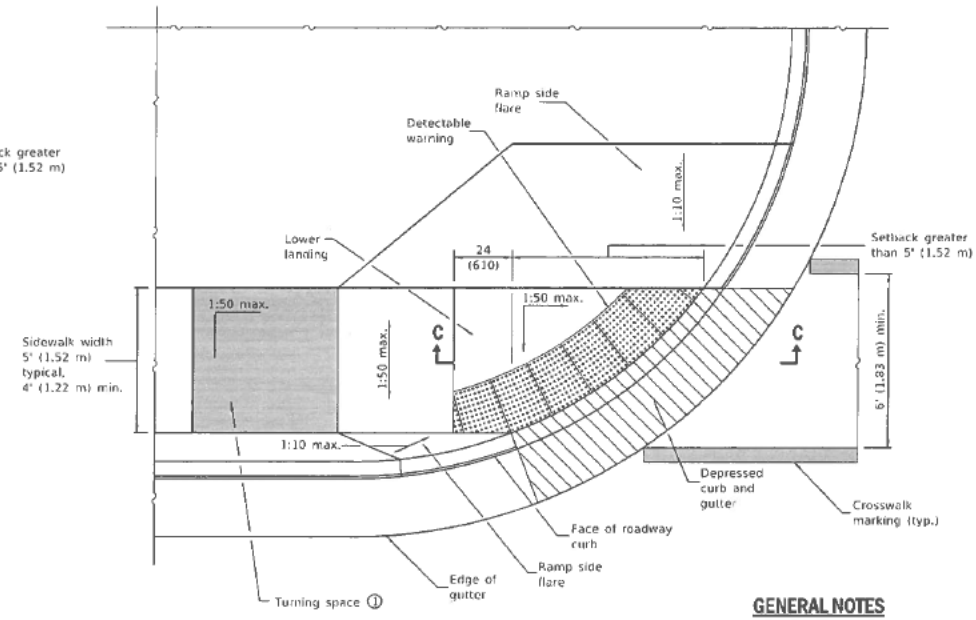
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

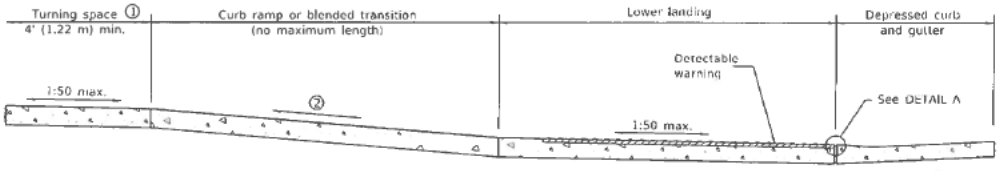
STANDARD 424001-11



RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA
SETBACK > 5'



SECTION C-C

① This turning space not required for blended transitions.

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

GENERAL NOTES

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

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

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

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

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

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

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

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

Illinois Department of Transportation

PASSED January 1 2019
ENGINEER OF POLICY AND PROCEDURES

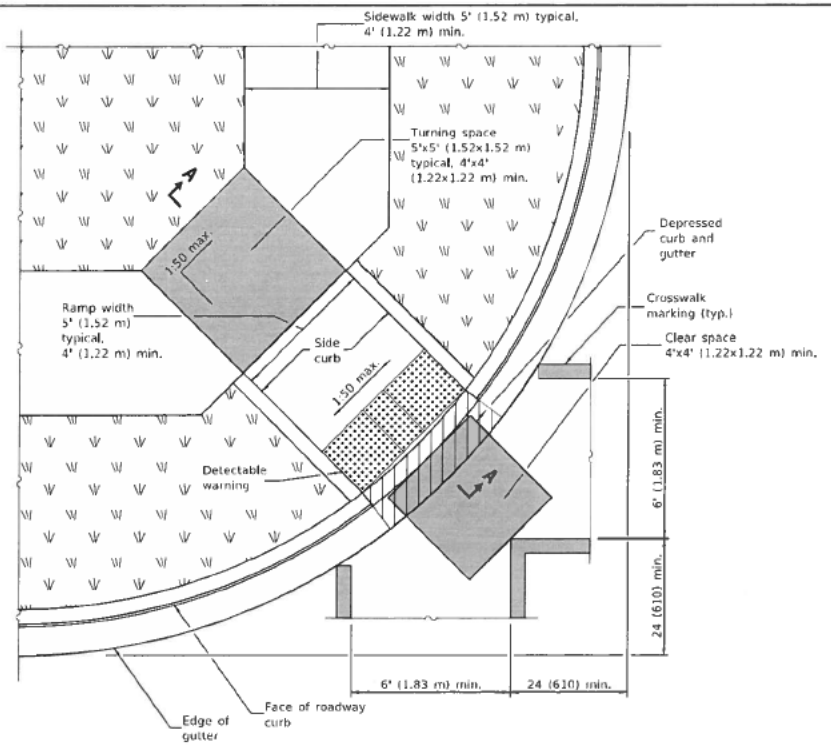
APPROVED January 1 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 19-01

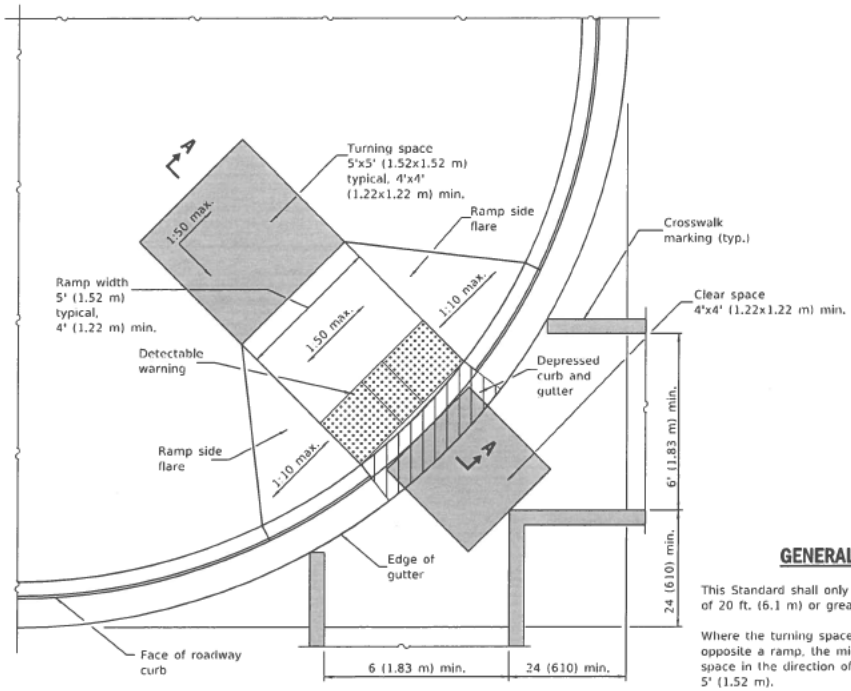
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

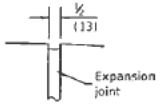
STANDARD 424001-11



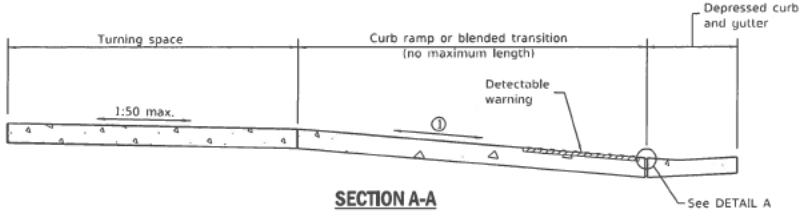
RAMP IN LANDSCAPED AREA



RAMP IN PAVED AREA

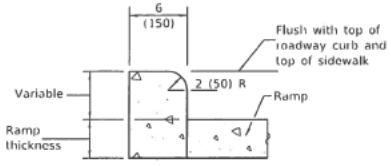


DETAIL A



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.



SIDE CURB DETAIL

GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

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.

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

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

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

Illinois Department of Transportation

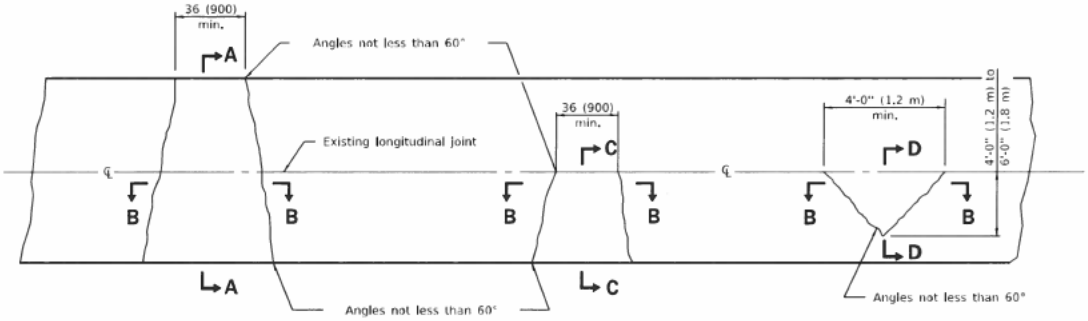
PASSED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-21

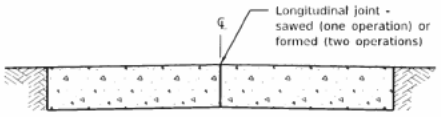
DATE	REVISIONS
1-1-21	Clarified minimum crosswalk width and locations.
1-1-19	Removed "15-foot rule", added "blended transitions" and placement tolerances for detectable warnings.

DIAGONAL CURB RAMPS FOR SIDEWALKS

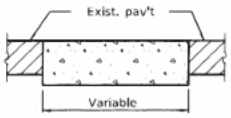
STANDARD 424006-05

CLASS C

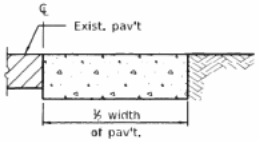




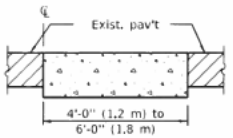
SECTION A-A



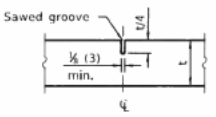
SECTION B-B



SECTION C-C



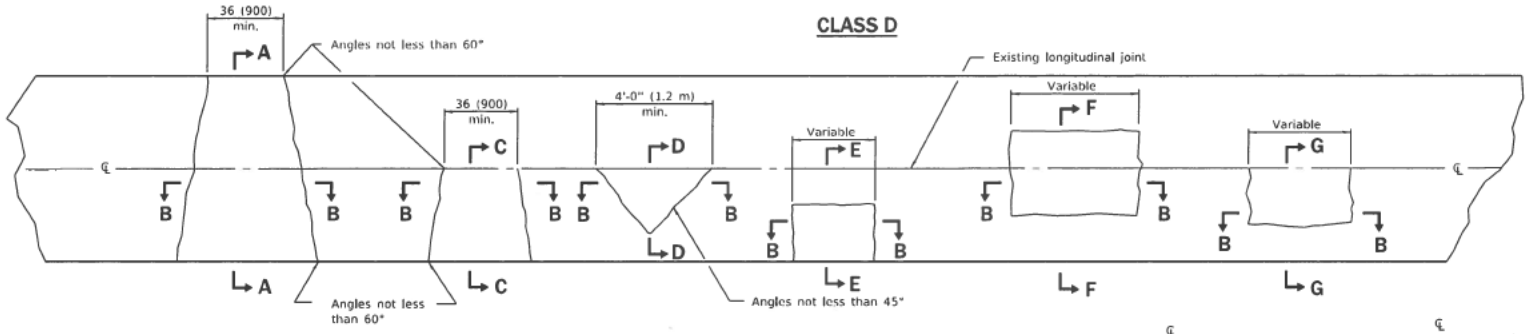
SECTION D-D

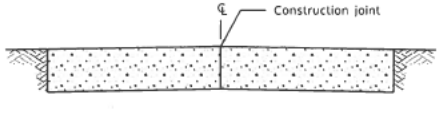


DETAIL OF SAWED CONTRACTION JOINT

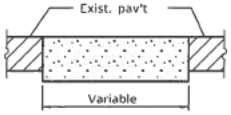
Note:
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.

CLASS D

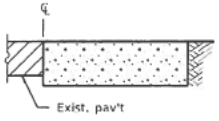




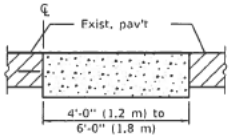
SECTION A-A
(Built in two operations)



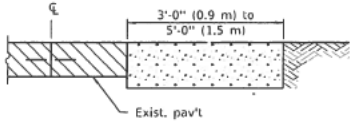
SECTION B-B



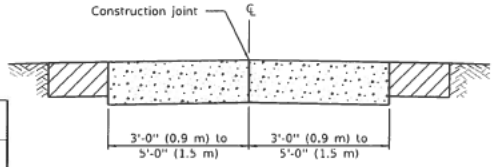
SECTION C-C



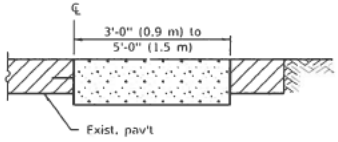
SECTION D-D



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.

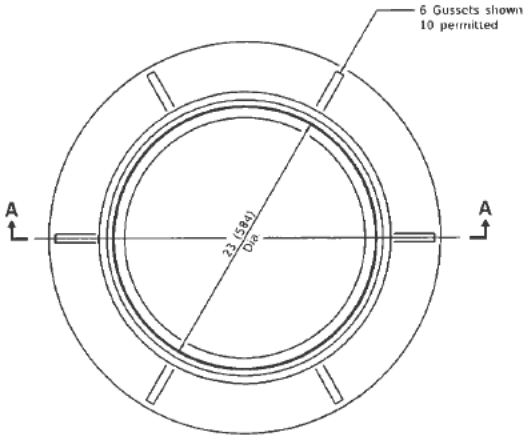
Illinois Department of Transportation

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

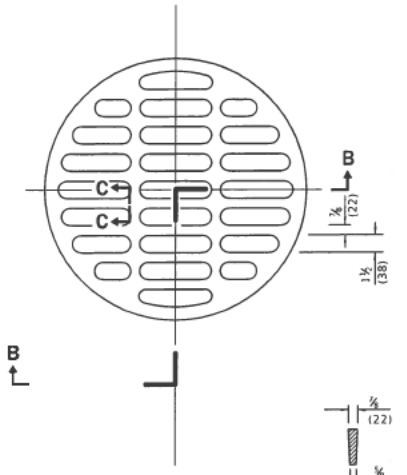
DATE	REVISIONS
1-1-08	Switched units to
	English (metric).
1-1-07	Revised Note for
	Class C patches.

CLASS C and D PATCHES

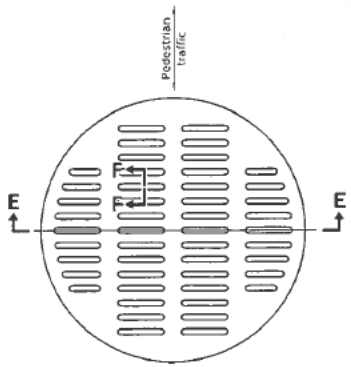
STANDARD 442201-03

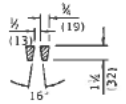


CAST FRAME

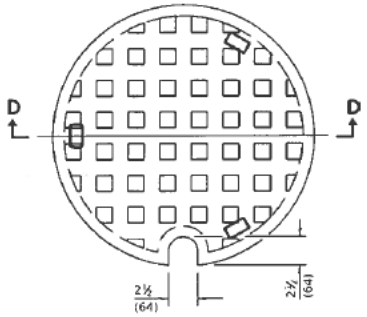


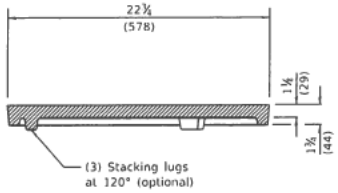
SECTION C-C





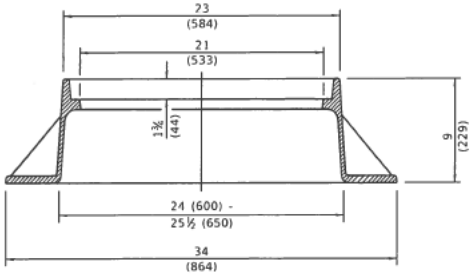
SECTION F-F



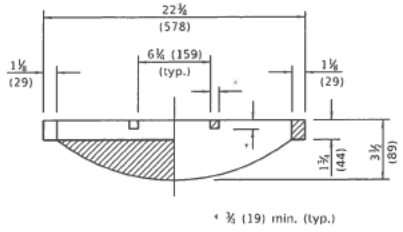


SECTION D-D

CAST CLOSED LID
Gray Iron Lid

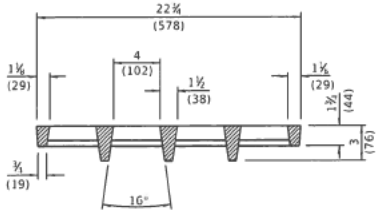


SECTION A-A
Gray Iron



SECTION B-B

CAST OPEN LID



SECTION E-E

ADA COMPLIANT CAST OPEN LID

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

DATE	REVISIONS
1-1-20	Revised dimension in Section B-B
	of cast open lid.
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

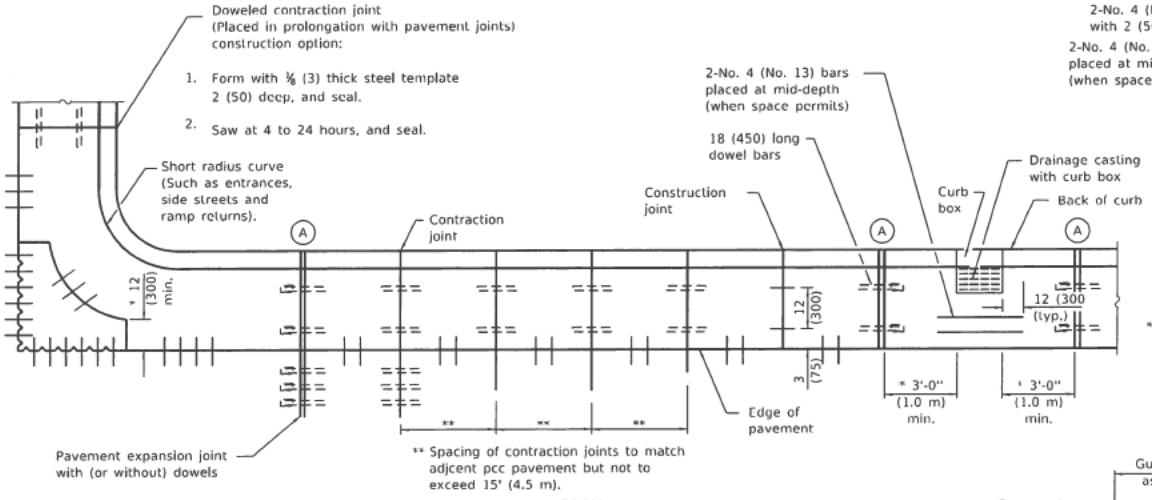
STANDARD 604001-05

Illinois Department of Transportation

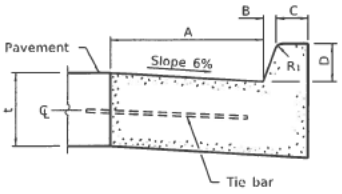
PASSED January 1, 2020
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2020
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

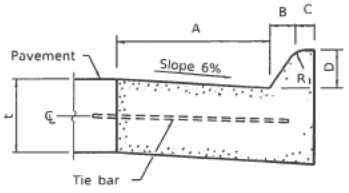


BARRIER CURB

TABLE OF DIMENSIONS
BARRIER CURB

TYPE	A	B	C	D	R_1
B-6.06 * (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.17 (B-22.30)	17 (300)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.18 (B-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.24 (B-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)

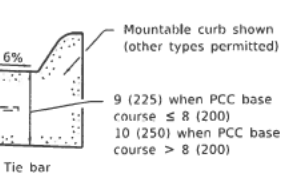
* For corner islands only.



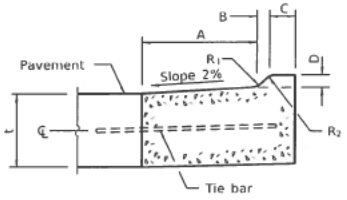
MOUNTABLE CURB

TABLE OF DIMENSIONS
MOUNTABLE CURB

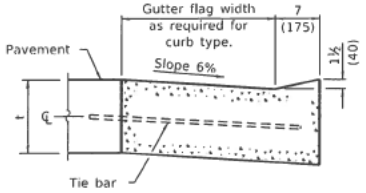
TYPE	A	B	C	D	R_1	R_2
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	3 (75)	4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



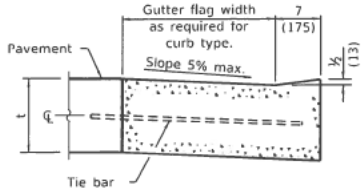
ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



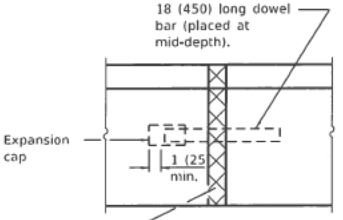
M-2.06 (M-5.15) and M-2.12 (M-5.30)



DEPRESSED CURB (TYPICAL)



DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



DETAIL (A) EXPANSION JOINT

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

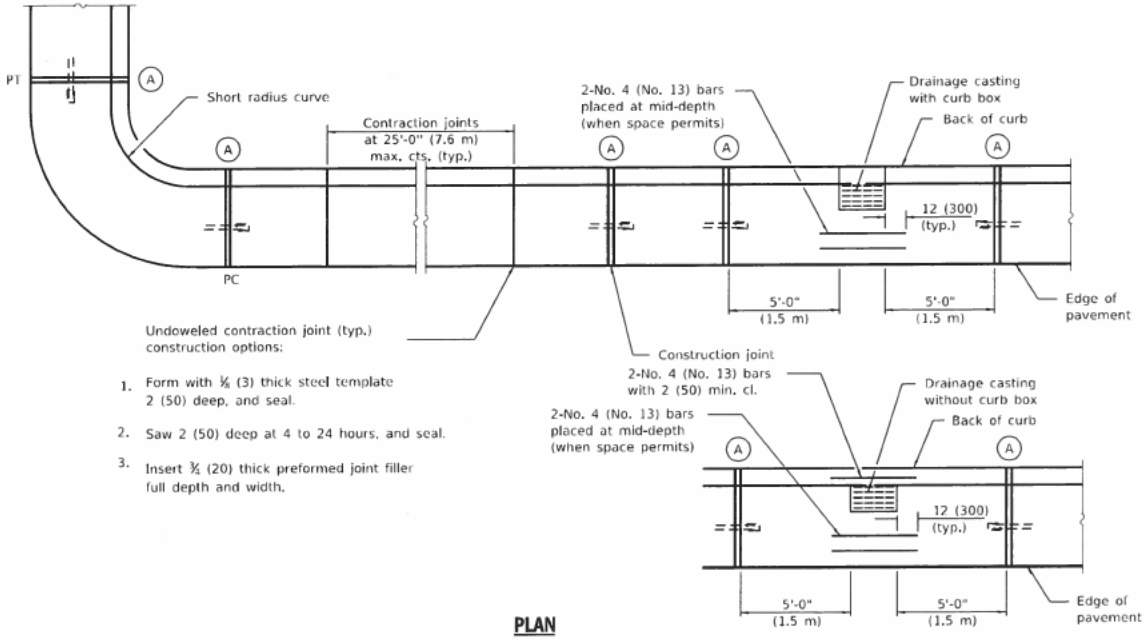
PASSED January 1, 2022
ENGINEER OF POLICY AND PROCEDURES Michael Brand
APPROVED January 1, 2022
ENGINEER OF DESIGN AND ENVIRONMENT

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

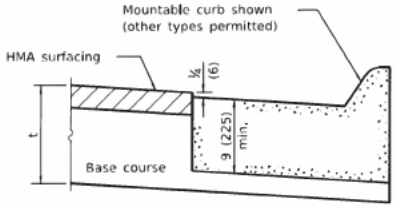
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

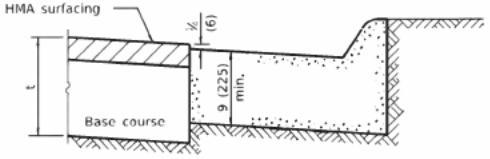
STANDARD 606001-08



PLAN

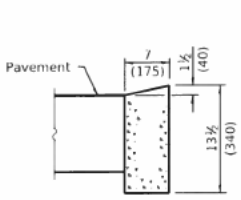


ON DISTURBED SUBGRADE

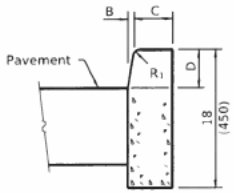


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

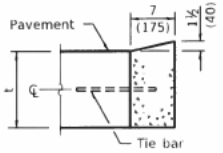


DEPRESSED CURB

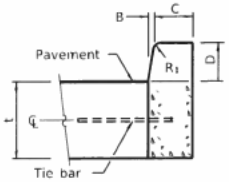


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

Illinois Department of Transportation

PASSED January 1, 2022
ENGINEER OF POLICY AND PROCEDURES

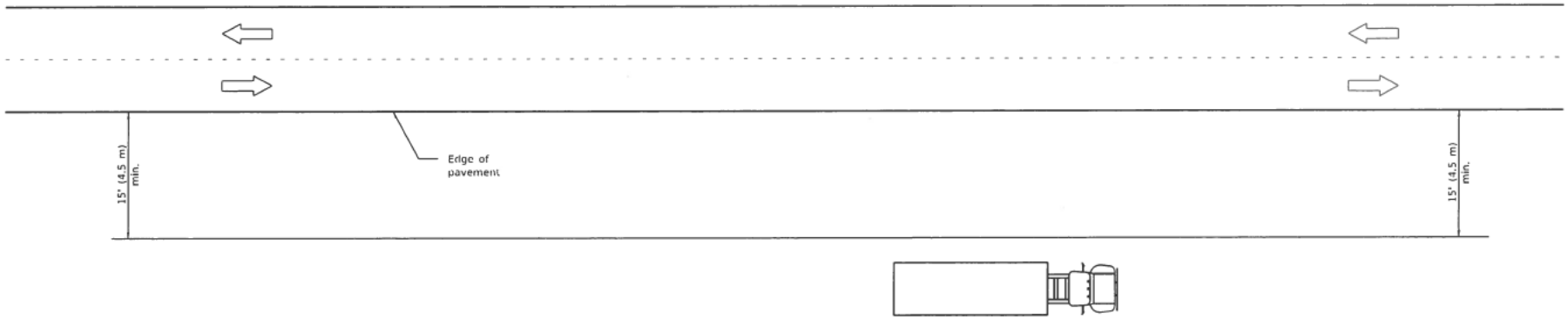
APPROVED January 1, 2022
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

STANDARD 606001-08



TYPICAL APPLICATIONS

Landscaping work

Utility work

Fencing contracts and maintenance

Cleaning culverts

GENERAL NOTES

This Standard is used where at all times all vehicles, equipment, workers or their activities are more than 15' (4.5 m) from the edge of pavement.

When the work operation requires that two or more work vehicles cross the 15' (4.5 m) clear zone in any one hour, traffic control shall be according to Standard 701006.

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

Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF OPERATIONS

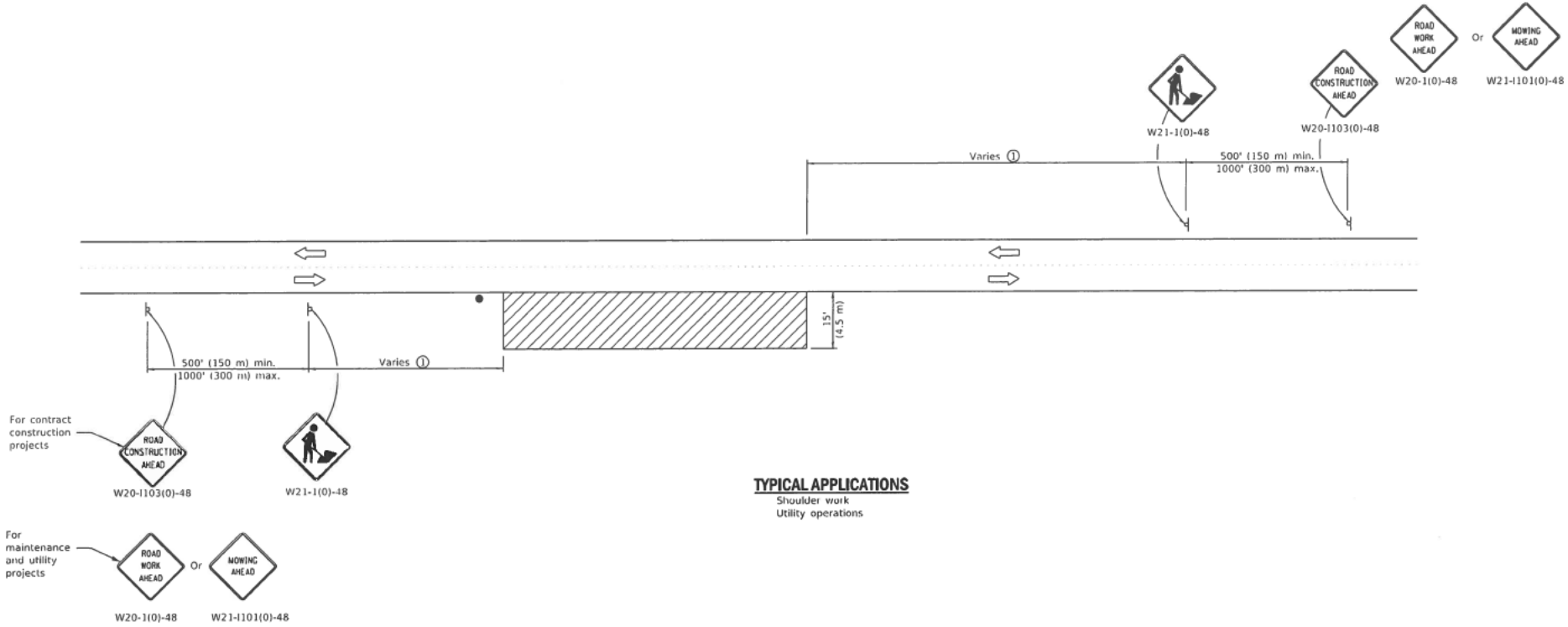
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-05	Revised title and notes.

OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY

STANDARD 701001-02



TYPICAL APPLICATIONS

Shoulder work
Utility operations

① Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but should not exceed ½ the length required for one normal working day's operation, or 4 miles (6.4 km) whichever is less.

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require an intermittent or continuous moving operation on the shoulder, where the average speed is 1 mph (2 km/h) or less.

When the work operation does not exceed 60 minutes, traffic control may be according to Standard 701301.

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

SYMBOLS

Work area

Sign

Flagger with traffic control sign when required

Illinois Department of Transportation

PASSED January 2014
ENGINEER OF SAFETY ENGINEERING

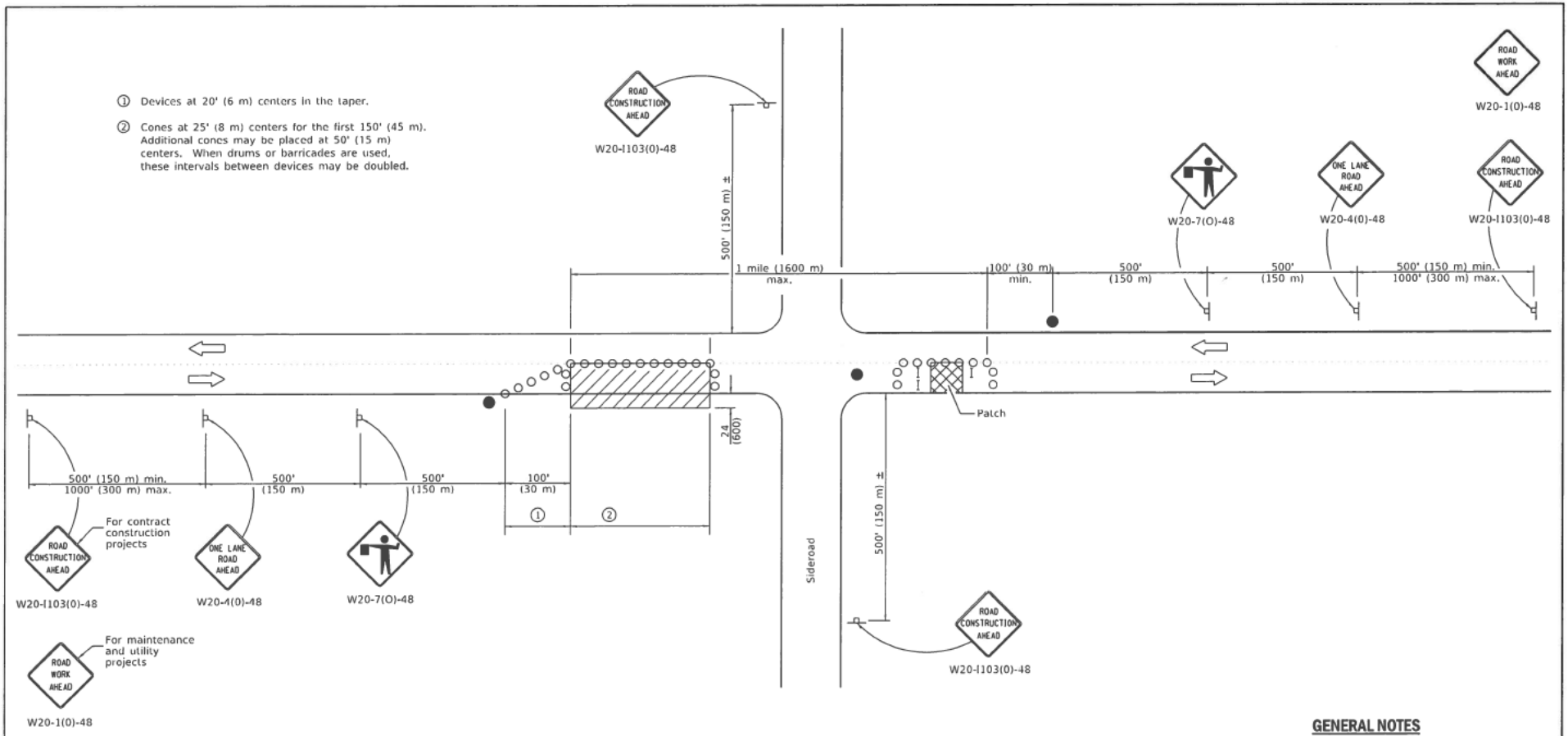
APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

1/1/14

DATE	REVISIONS
1-1-14	Revised workers sign
	number to agree with
	current MUTCD.
1-1-13	Omitted text 'WORKERS'
	sign.

OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY

STANDARD 701011-04



TYPICAL APPLICATIONS

Isolated patching
Utility operations
Storm sewer
Culverts
Cable placement

SYMBOLS

- Work area
- Sign
- Barricade or drum
- Cone, drum or barricade
- Flagger with traffic control sign

GENERAL NOTES

This Standard is used where at any time, any vehicles, equipment, workers or their activities will encroach in the area between the center line and a line 24 (600) outside the edge of pavement for daylight operation.

When the distance between successive work areas exceeds 2000' (600 m), additional warning signs, flaggers, and taper shall be placed as shown.

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

Illinois Department of Transportation

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

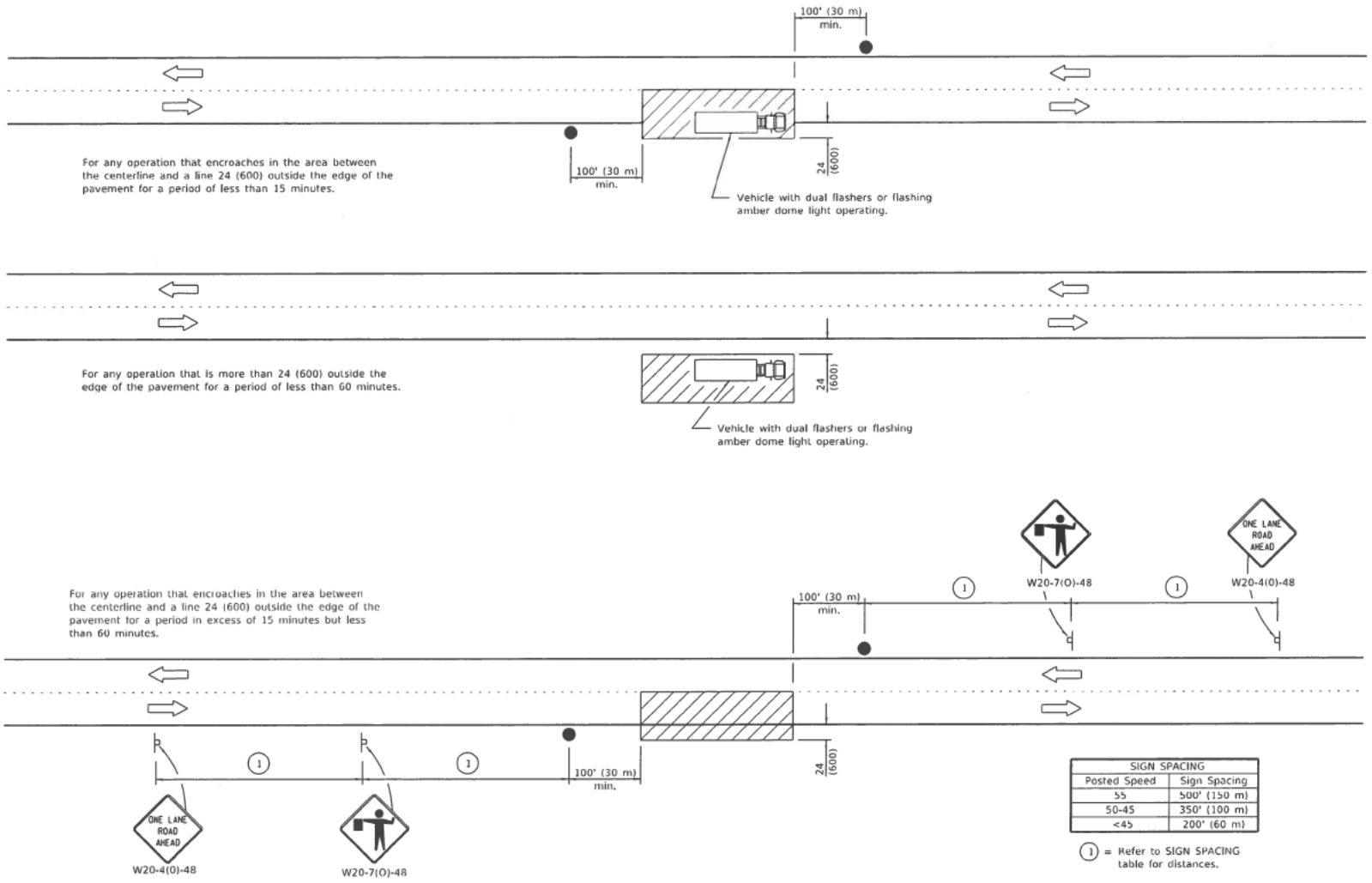
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-19	Revised device spacing in taper.
1-1-11	Revised flagger sign.

LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH

STANDARD 701201-05



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

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

TYPICAL APPLICATIONS

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

SYMBOLS

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

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

Illinois Department of Transportation

PASSED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

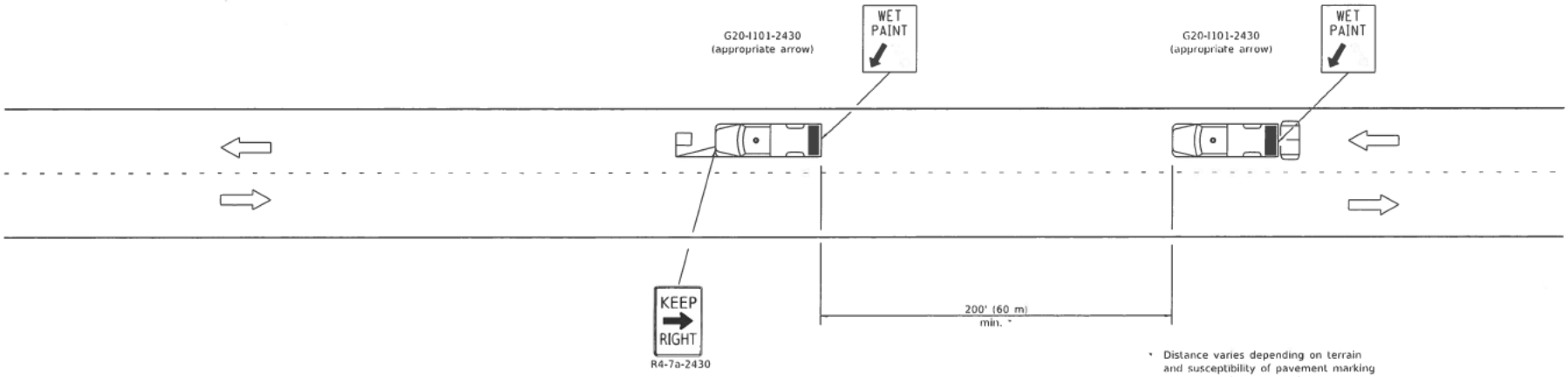
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

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

STANDARD 701301-04



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

TYPICAL APPLICATIONS

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

SYMBOLS

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

GENERAL NOTES

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

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

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

Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF OPERATIONS

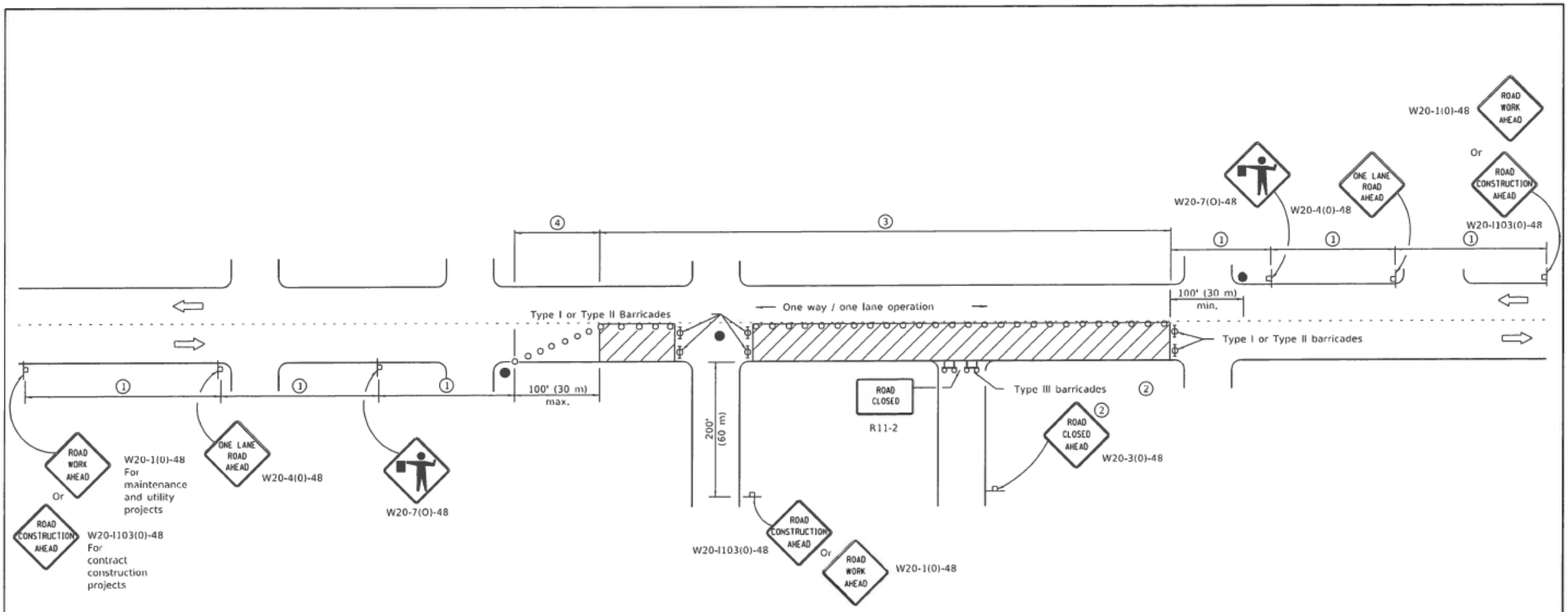
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 01-97

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

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

STANDARD 701311-03



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

SYMBOLS

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

(1) Refer to SIGN SPACING TABLE for distances.

(2) For approved sideroad closures.

(3) Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.

(4) Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

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

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

Illinois Department of Transportation

PASSED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

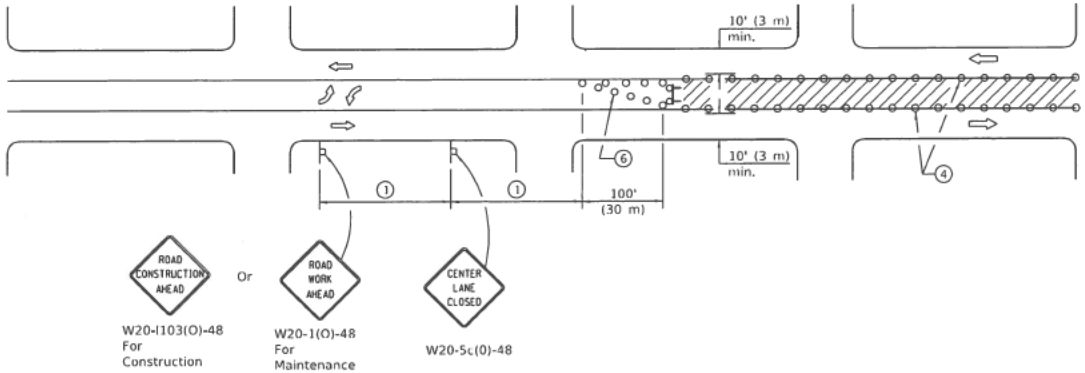
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06



CASE I

(Signs required for both directions)

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

SYMBOLS

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

1. Refer to SIGN SPACING TABLE for distances.
2. Required for speeds > 40 mph (70 km/h).
3. Required if work exceeds 500' (164 m) or 1 block.
4. Cones at 25' (8 m) centers for 250' (75 m) on approach. Additional cones may be placed at 50' (15 m) centers. When drums or type I or II barricades are used, the interval between devices may be doubled.
5. For approved sideroad closures.
6. Cones, drums or barricades at 20' (6 m) centers in taper.
7. Use flagger sign only when flagger is present.

GENERAL NOTES

This Standard is used to close one lane of an urban, two lane, two way roadway with a bidirectional turn lane.

Case I applies when no workers are present. When workers are present, two lanes shall be closed and traffic control shall be according to Standard 701501.

Calculate L as follows:

SPEED LIMIT	FORMULAS English	(Metric)
40 mph (70 km/h) or less:	$L=\frac{WS^2}{60}$	$L=\frac{WS^2}{150}$
45 mph (80 km/h) or greater:	L=(W)(S)	L=0.65(W)(S)

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

Illinois Department of Transportation

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

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

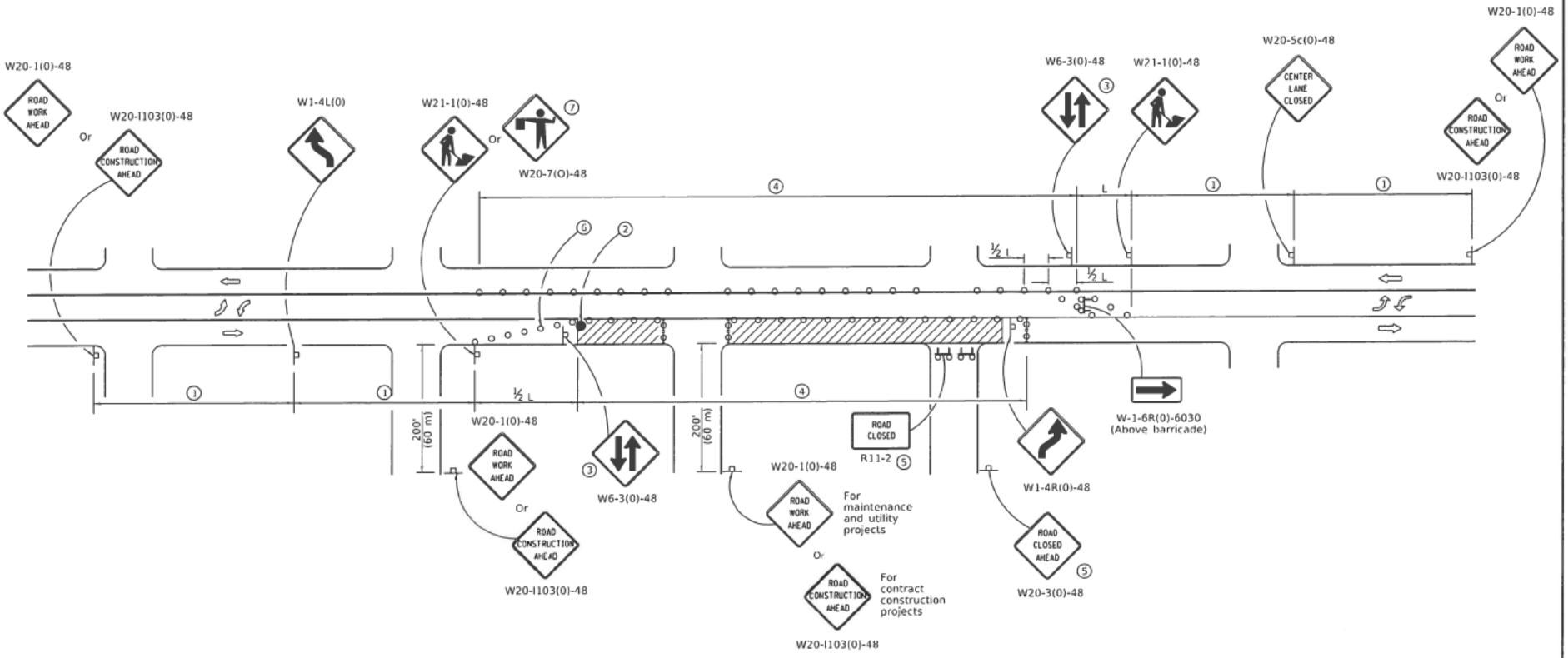
ISSUED 1-1-19

DATE	REVISIONS
1-1-19	Revised to allow cones at night.
1-1-18	Corrected sign number for
	TWO WAY TRAFFIC sign for
	CASE II.

URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE

(Sheet 1 of 2)

STANDARD 701502-09



CASE II

Illinois Department of Transportation

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

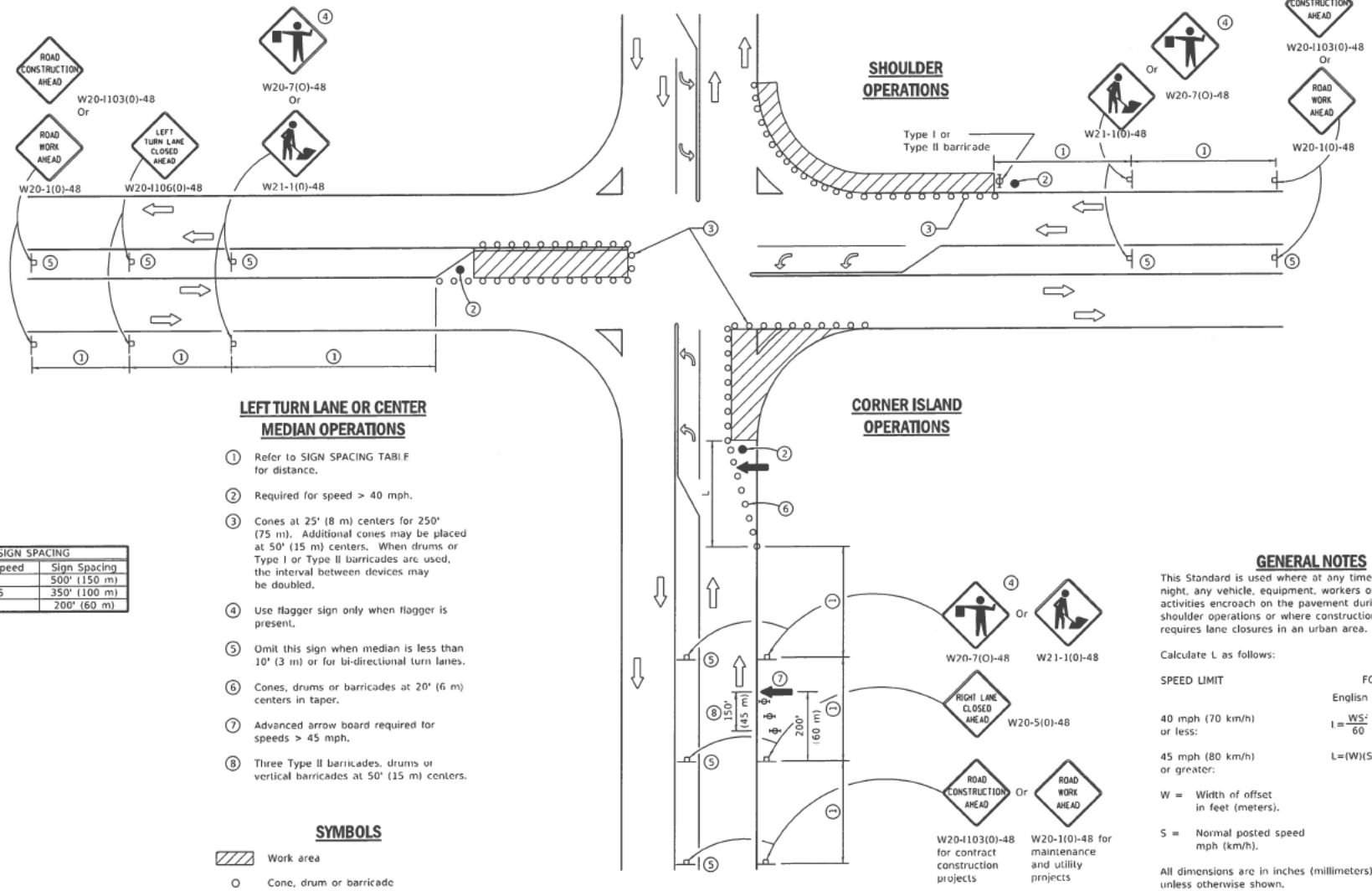
APPROVED: January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19

URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE

(Sheet 2 of 2)

STANDARD 701502-09



LEFT TURN LANE OR CENTER MEDIAN OPERATIONS

1. Refer to SIGN SPACING TABLE for distance.
2. Required for speed > 40 mph.
3. Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
4. Use flagger sign only when flagger is present.
5. Omit this sign when median is less than 10' (3 m) or for bi-directional turn lanes.
6. Cones, drums or barricades at 20' (6 m) centers in taper.
7. Advanced arrow board required for speeds > 45 mph.
8. Three Type II barricades, drums or vertical barricades at 50' (15 m) centers.

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
- Sign on portable or permanent support
- Arrow board
- Barricade or drum with flashing light
- Flagger with traffic control sign

GENERAL NOTES

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

Calculate L as follows:

SPEED LIMIT	FORMULAS English	(Metric)
40 mph (70 km/h) or less:	$L=\frac{WS^2}{60}$	$L=\frac{WS^2}{150}$
45 mph (80 km/h) or greater:	L=(W)(S)	L=0.65(W)(S)

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

Illinois Department of Transportation

PASSED April 1 2016
ENGINEER OF SAFETY ENGINEERING

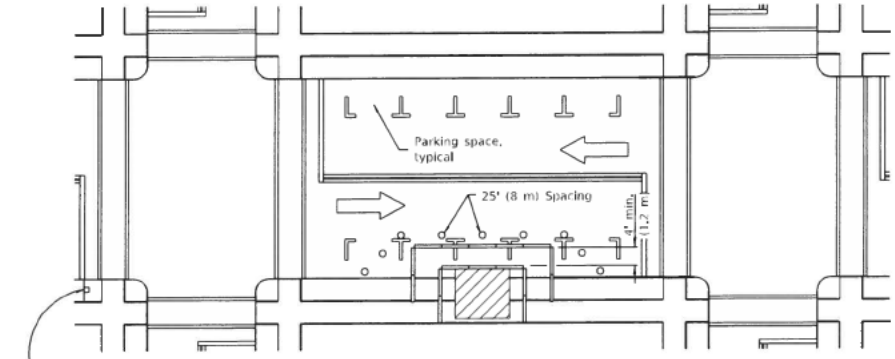
APPROVED April 1 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

URBAN LANE CLOSURE, MULTILANE INTERSECTION

STANDARD 701701-10



① ROAD CONSTRUCTION AHEAD — W20-I103(0)-48 for contract construction projects

Or

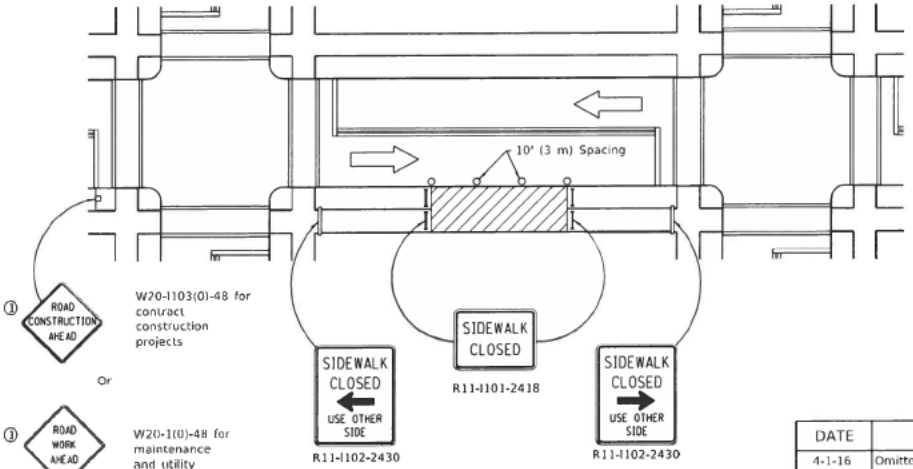
① ROAD WORK AHEAD — W20-1(0)-48 for maintenance and utility projects

SIDEWALK DIVERSION

① Omit whenever duplicated by road work traffic control.

SYMBOLS

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



① ROAD CONSTRUCTION AHEAD — W20-I103(0)-48 for contract construction projects

Or

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

SIDEWALK CLOSURE

GENERAL NOTES

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

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

Temporary facilities shall be detectable and accessible.

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

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

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

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

Illinois Department of Transportation

PASSED April 1 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1 2016
ENGINEER OF DESIGN AND ENVIRONMENT

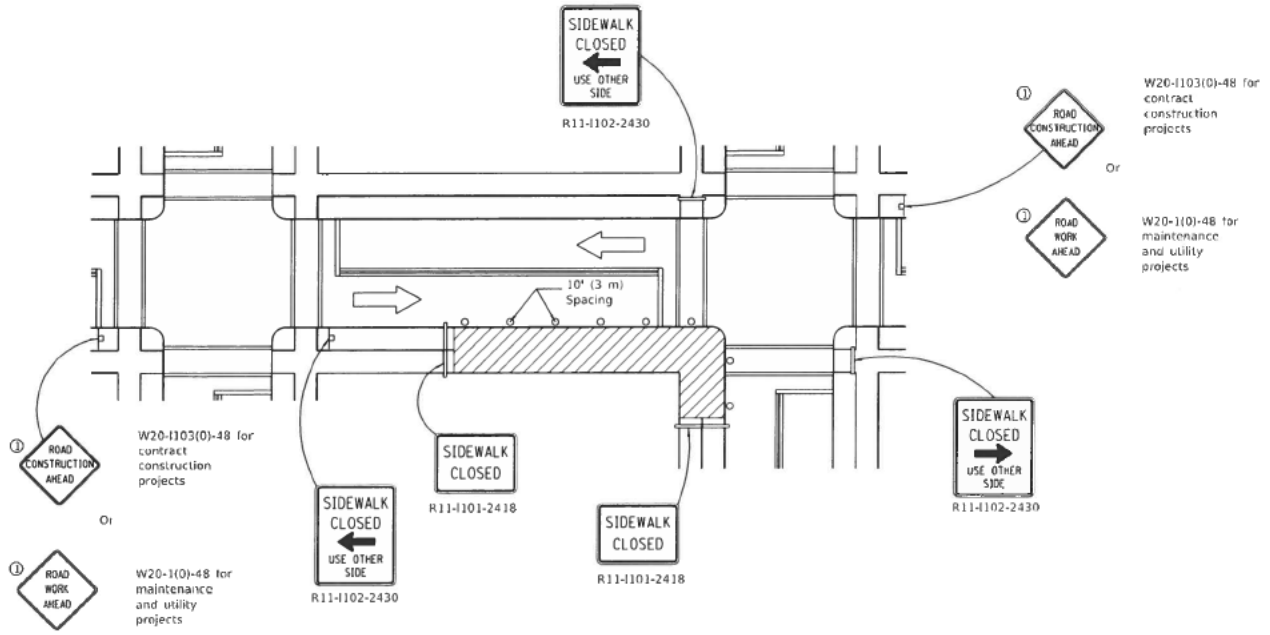
ISSUED 1-1-97

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

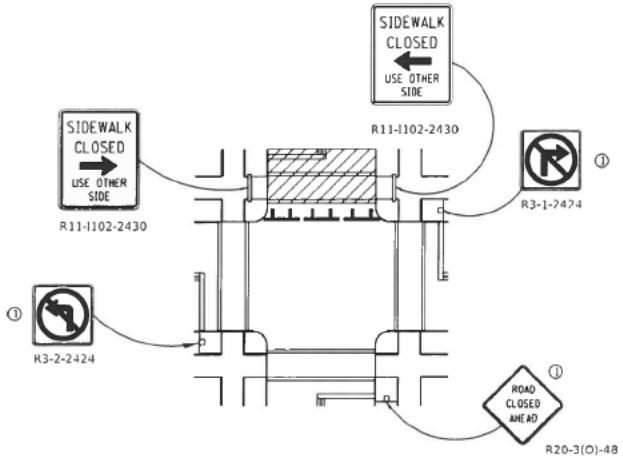
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



CORNER CLOSURE



CROSSWALK CLOSURE

Illinois Department of Transportation

PASSED April 1 2016
ENGINEER OF SAFETY ENGINEERING

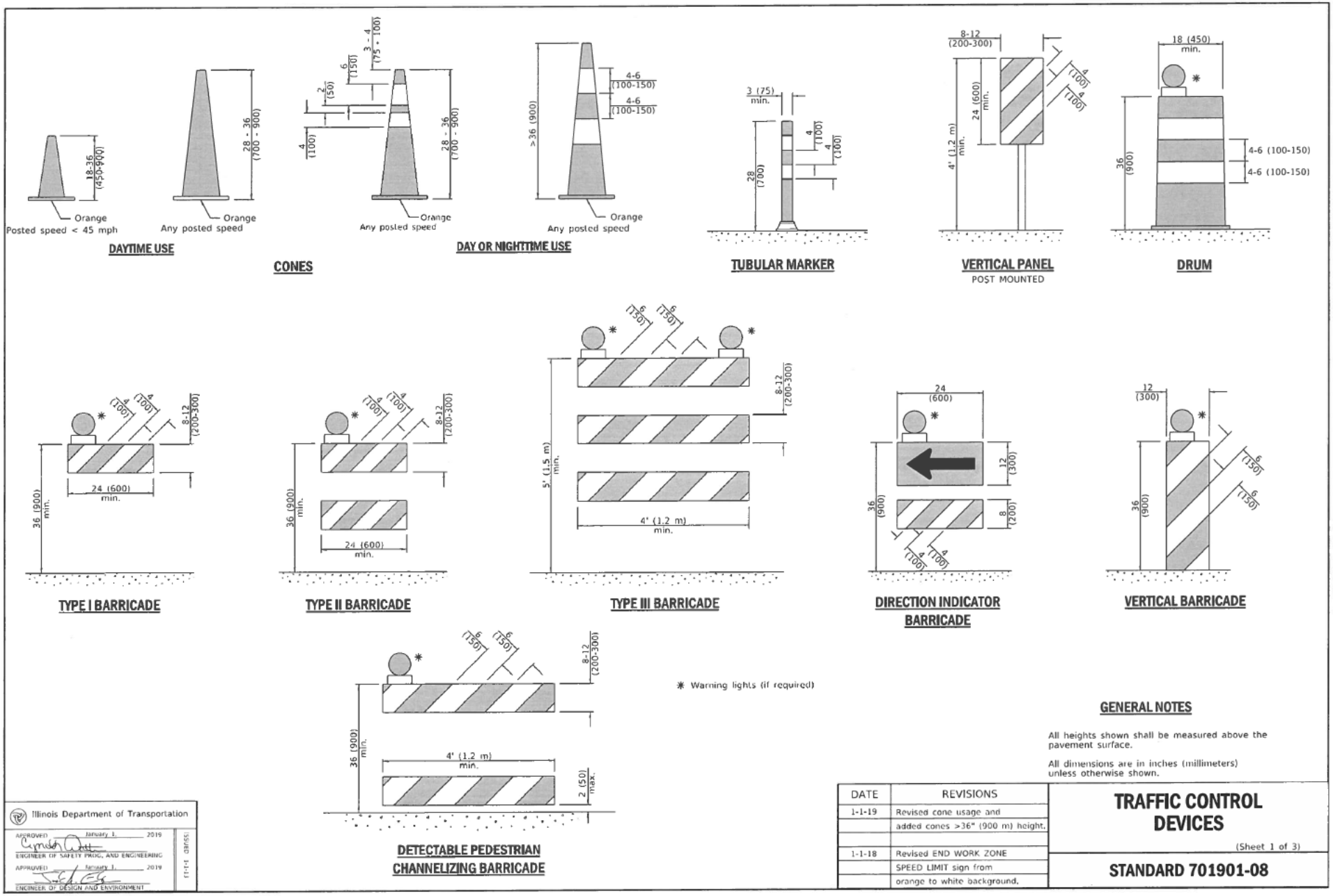
APPROVED April 1 2016
ENGINEER OF DESIGN AND ENVIRONMENT

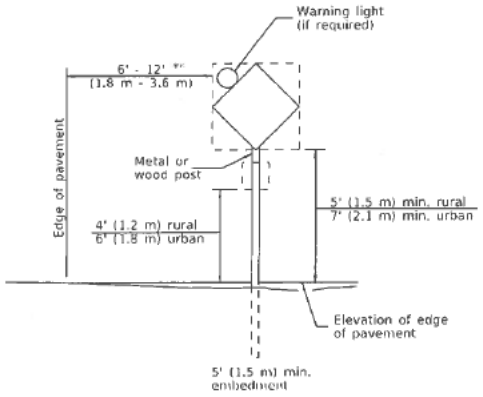
SSMD 1-1-97

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

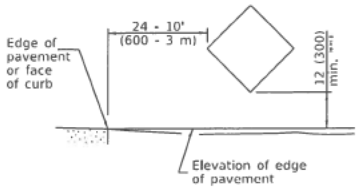
STANDARD 701801-06


18-36 (450-900)
Orange
Posted speed < 45 mph
DAYTIME USE
28 - 36 (700 - 900)
Orange
Any posted speed
3 - 4 (75 - 100)
6 (150)
2 (50)
4 (100)
28 - 36 (700 - 900)
Orange
Any posted speed
CONES
>36 (900)
4-6 (100-150)
4-6 (100-150)
Orange
Any posted speed
DAY OR NIGHTTIME USE
3 (75) min.
28 (700)
4 (100)
4 (100)
TUBULAR MARKER
8-12 (200-300)
24 (600) min.
4' (1.2 m) min.
4 (100)
4 (100)
VERTICAL PANEL
POST MOUNTED
18 (450) min.
36 (900)
4-6 (100-150)
4-6 (100-150)
DRUM
4 (100)
4 (100)
8-12 (200-300)
24 (600) min.
36 (900) min.
TYPE I BARRICADE
4 (100)
4 (100)
8-12 (200-300)
24 (600) min.
36 (900) min.
TYPE II BARRICADE
6 (150)
6 (150)
8-12 (200-300)
5' (1.5 m) min.
4' (1.2 m) min.
TYPE III BARRICADE
24 (600)
12 (300)
8 (200)
36 (900)
4 (100)
4 (100)
DIRECTION INDICATOR BARRICADE
12 (300)
6 (150)
6 (150)
36 (900)
VERTICAL BARRICADE
6 (150)
6 (150)
8-12 (200-300)
36 (900) min.
4' (1.2 m) min.
2 (50) max.
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 PROG., AND ENGINEERING
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT
11-1-1 (BRSS)
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



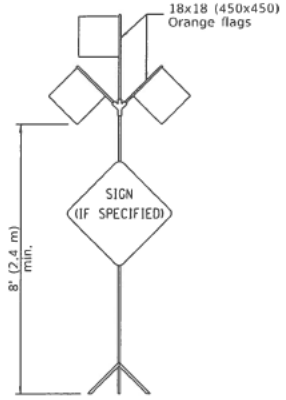
POST MOUNTED SIGNS

** 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



G20-I104(0)-6036



G20-I105(0)-6024

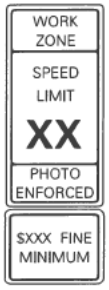
This signing is required for all projects 2 miles (3200 m) or more in length.

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

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

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

WORK LIMIT SIGNING



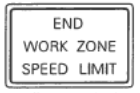
W21-III5(0)-3618

R2-1-3648

R10-I108p-3618 ****

R2-I106p-3618

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



G20-I103-6036

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

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

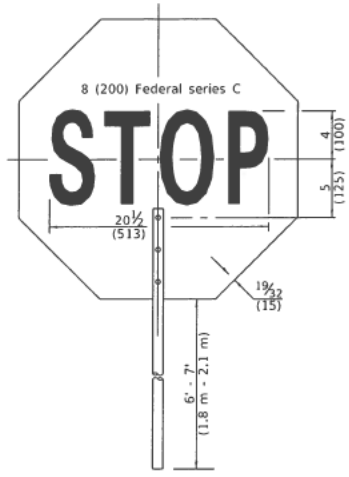
**** R10-I108p shall only be used along roadways under the juristiction of the State.



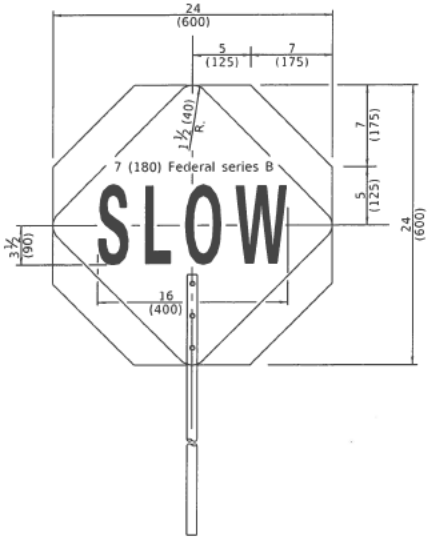
W12-I103-4848

WIDTH RESTRICTION SIGN

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



FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation

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

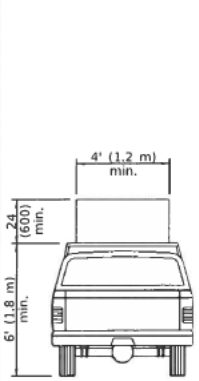
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19

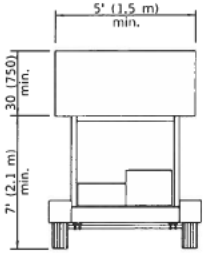
TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

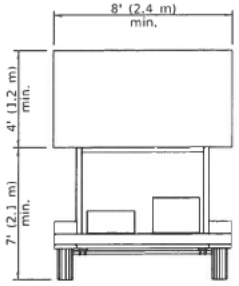
STANDARD 701901-08



TYPE A ROOF MOUNTED

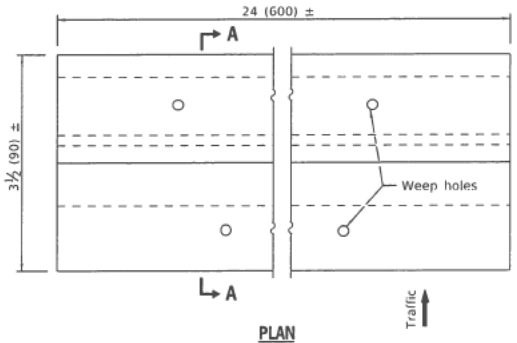


TYPE B ROOF OR TRAILER MOUNTED

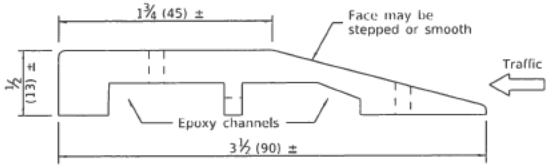


TYPE C TRAILER MOUNTED

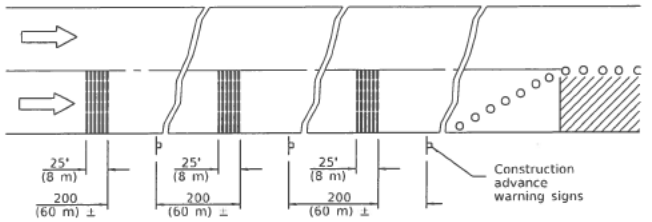
ARROW BOARDS

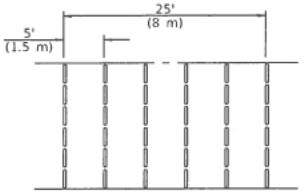


PLAN



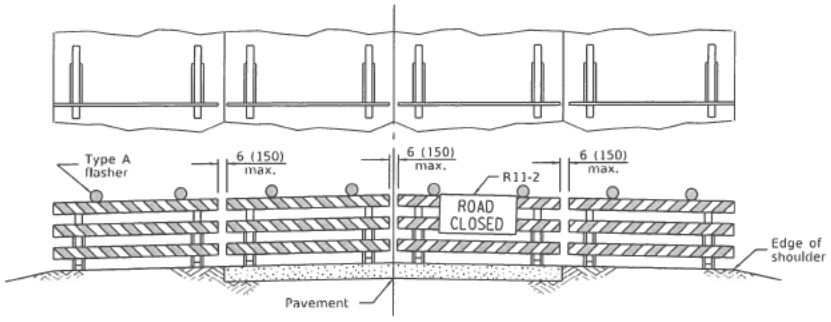
SECTION A-A





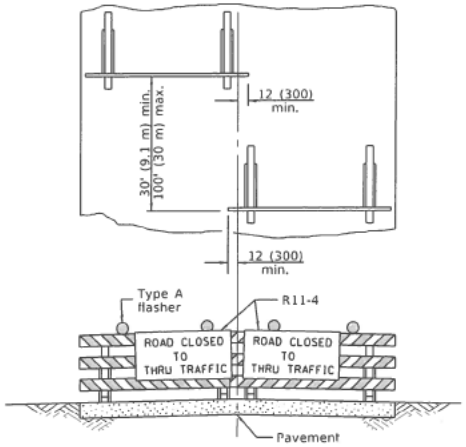
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

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



ROAD CLOSED TO THRU TRAFFIC

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

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

Illinois Department of Transportation

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

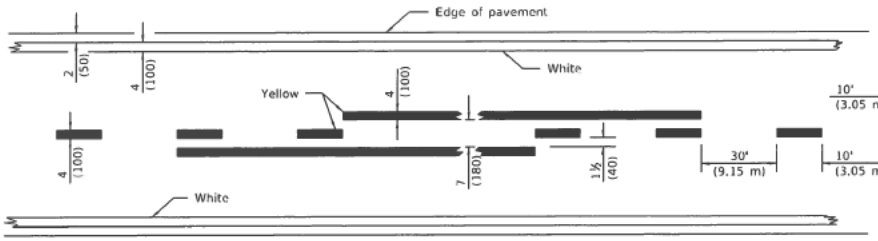
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

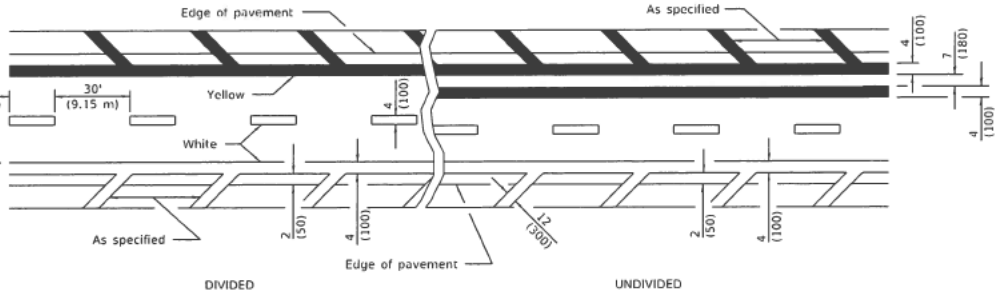
ISSUED 11-1-18

TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

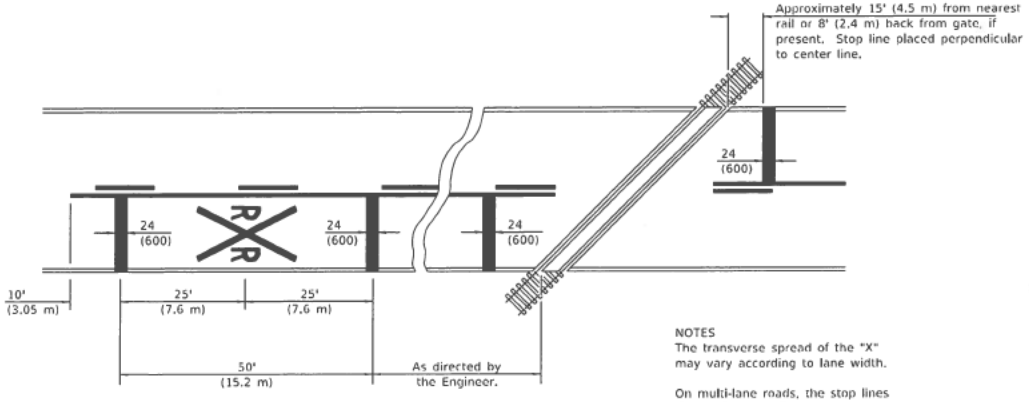
STANDARD 701901-08

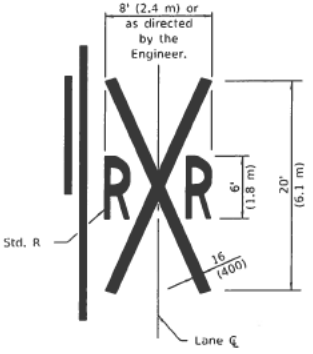




2 LANE **MULTI LANE**

LANE AND EDGE LINES





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

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

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

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

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

Illinois Department of Transportation

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

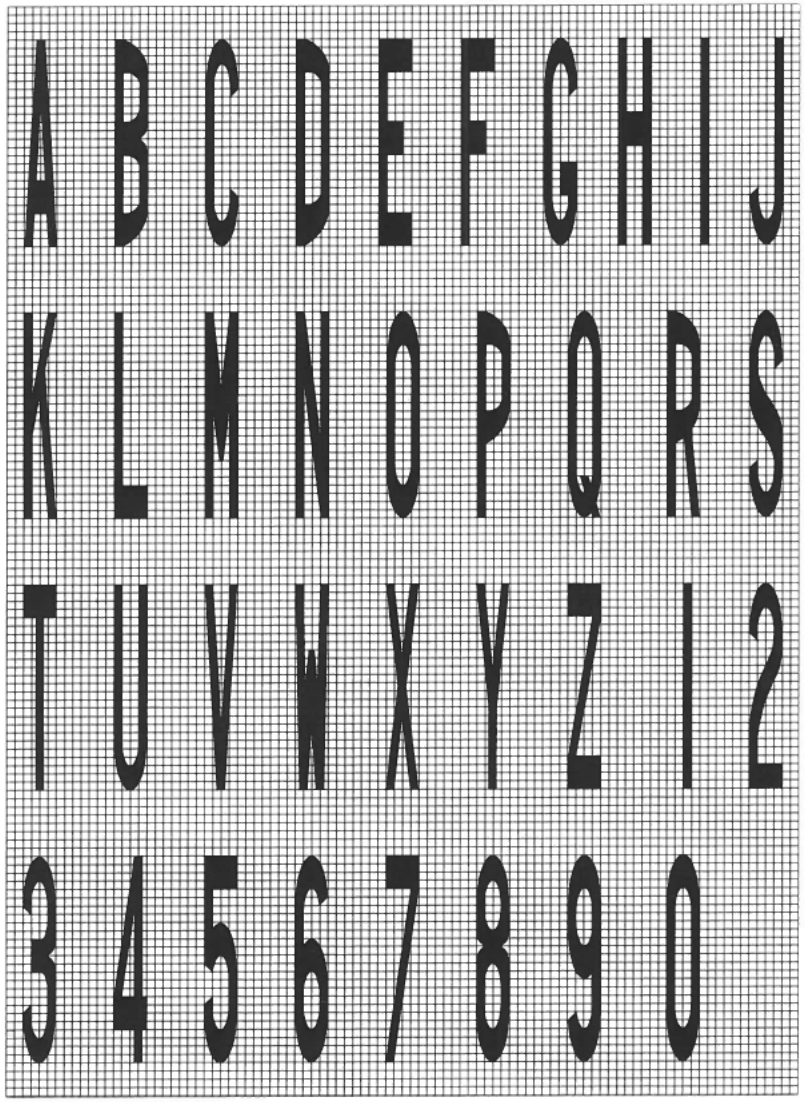
BDE 5/2015 1-1-15

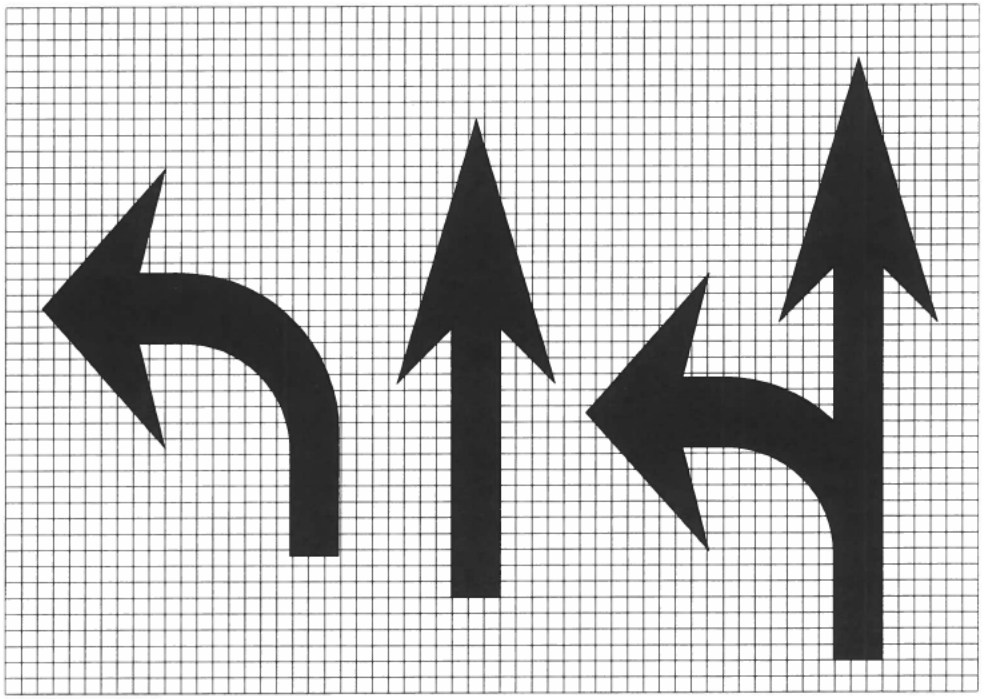
DATE	REVISIONS
1-1-15	Added symbols. Revised
	bike symbol. Revised note
	for stop line at RR crossing.
1-1-14	Added bike symbol. Renamed
	'LANE DROP ARROW' detail to
	'LANE-REDUCTION ARROW'.

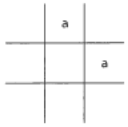
TYPICAL PAVEMENT MARKINGS

(Sheet 1 of 3)

STANDARD 780001-05







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

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

LETTER AND ARROW GRID SCALE

Illinois Department of Transportation

PASSED January 1, 2015
ENGINEER OF OPERATIONS

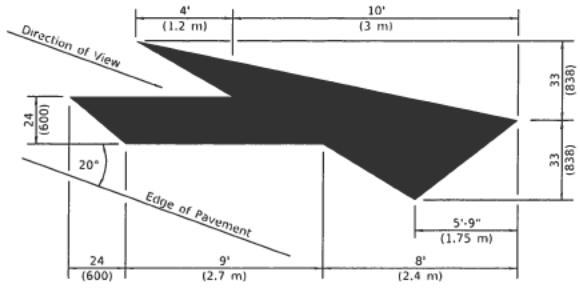
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-15

TYPICAL PAVEMENT MARKINGS

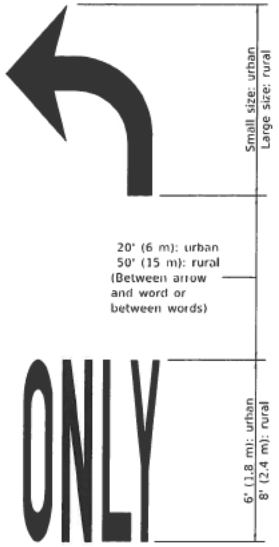
(Sheet 2 of 3)

STANDARD 780001-05

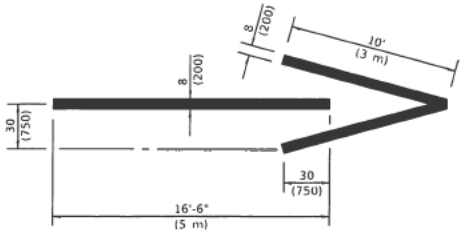


LANE-REDUCTION ARROW

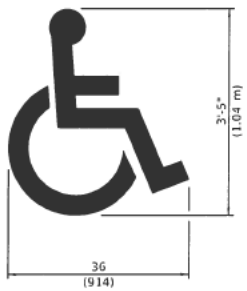
Right lane-reduction arrow shown.
Use mirror image for left lane.



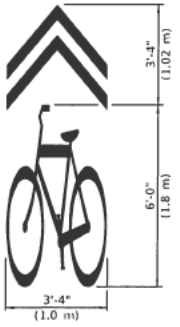
WORD AND ARROW LAYOUT



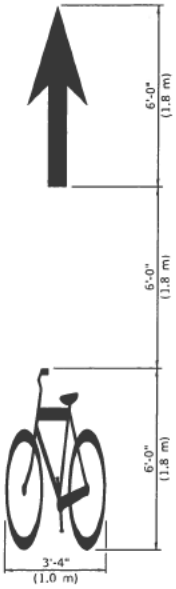
WRONG WAY ARROW



INTERNATIONAL SYMBOL OF ACCESSILITY



SHARED LANE SYMBOL



BIKE SYMBOL

(Arrow is optional.)

Illinois Department of Transportation

PASSED January 1, 2015
ENGINEER OF OPERATIONS

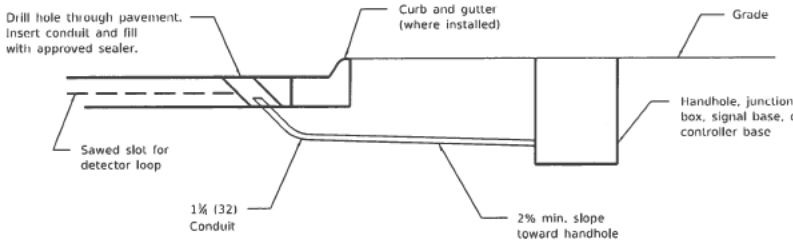
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

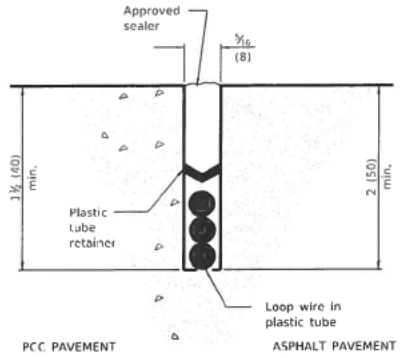
TYPICAL PAVEMENT MARKINGS

(Sheet 3 of 3)

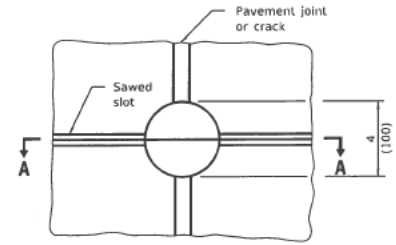
STANDARD 780001-05



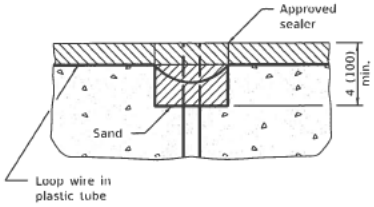
DETECTOR LOOP LEAD-IN



DETECTOR LOOP INSTALLATION



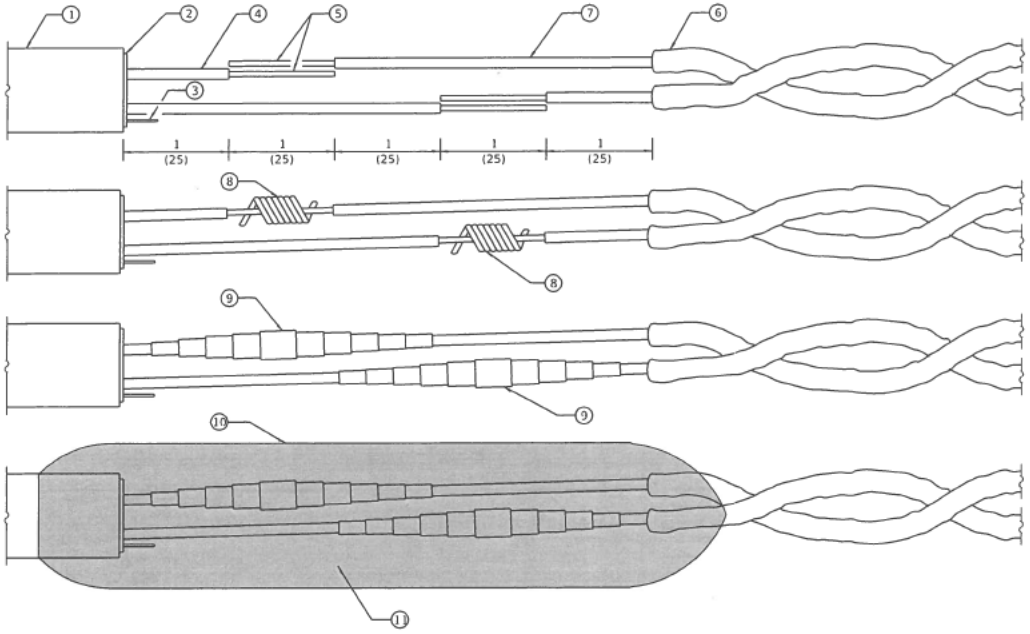
PLAN



SECTION A-A

NOTE
Loop wire shall follow saw cut to bottom, forming slack section at joint.

DETECTOR LOOP AT PAVEMENT JOINT OR PAVEMENT CRACK



LOOP WIRE AND LEAD-IN CABLE SPLICE

(1) = Lead-in cable (single pair or multipair)
(2) = Lead-in cable shield
(3) = Lead-in cable shield drain-wire
(4) = Lead-in cable insulated conductor
(5) = Bare conductor
(6) = Loop wire in tube
(7) = Loop wire insulated conductor
(8) = Twisted and resin soldered conductor
(9) = Electrical tape insulated splice
(10) = Rigid mold
(11) = Waterproof and dielectric resin

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

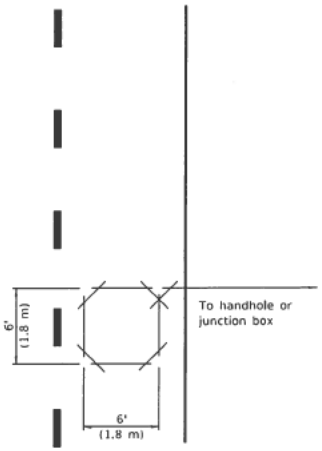
Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF OPERATIONS
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-02

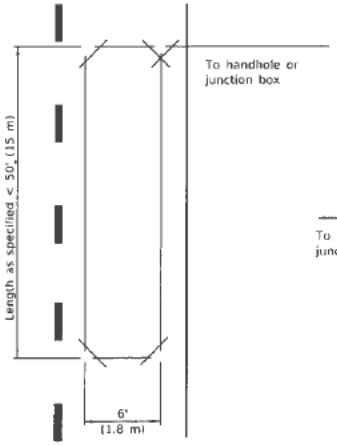
DATE	REVISIONS
1-1-09	Switched units to
	English (metric)
1-1-02	Renum. Standard 846001.

DETECTOR LOOP INSTALLATIONS

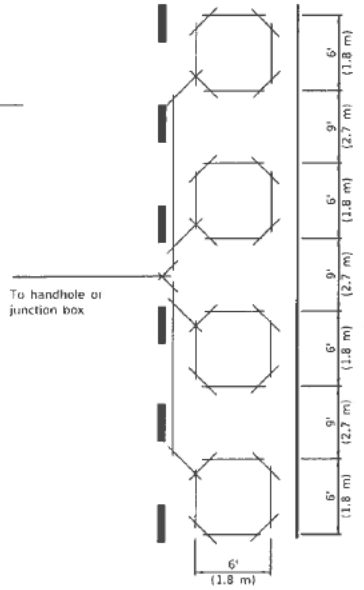
STANDARD 886001-01



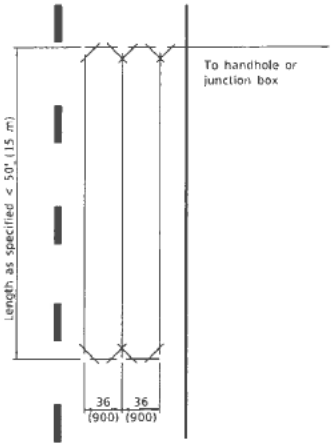
FOR POINT DETECTION
SHORT LOOP



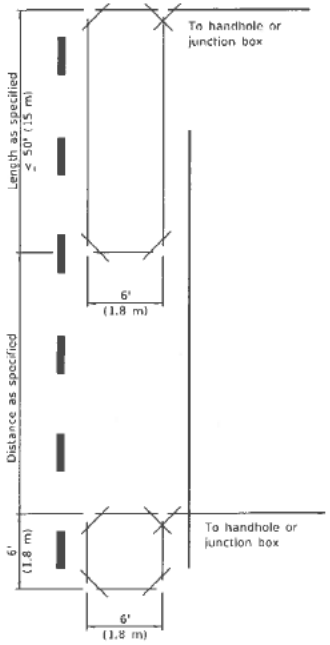
FOR PRESENCE DETECTION
LONG LOOP



FOR PRESENCE DETECTION
MULTIPLE LOOP IN SERIES

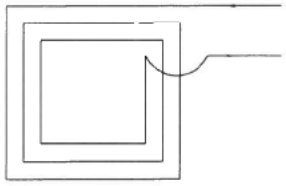


FOR PRESENCE DETECTION
QUADRUPOLE LOOP

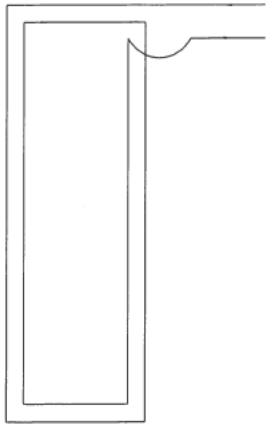


FOR EXTENDED-CALL DETECTION

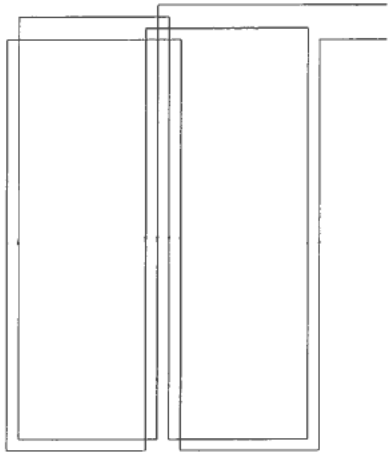
SLOT PLAN



SHORT LOOP



LONG LOOP



QUADRUPOLE LOOP

WIRING DIAGRAM

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

Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF OPERATIONS

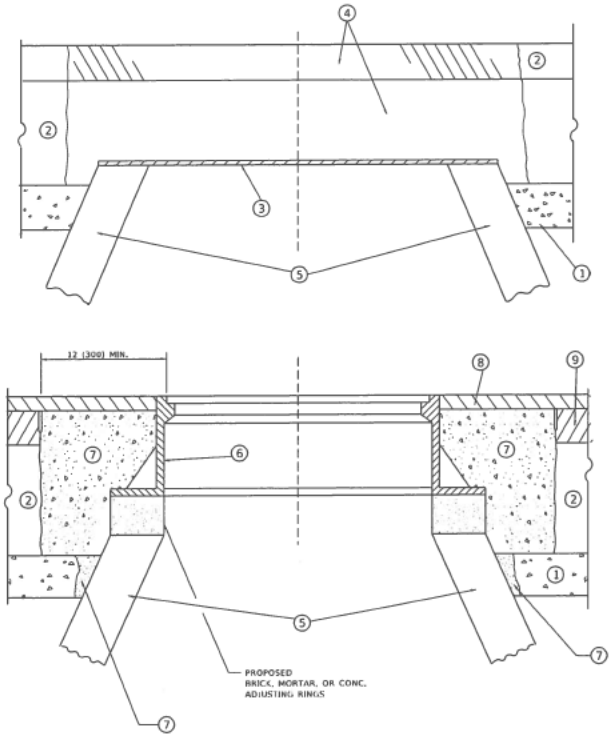
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-09

DATE	REVISIONS
1-1-09	Switched units to English (metric)
1-1-02	Renum. Standard 846006.

TYPICAL LAYOUTS FOR DETECTION LOOPS

STANDARD 886006-01



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

USER NAME = [illegible]	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	
	DRAWN -	REVISED - R. BORO 03-09-11	
PLOT SCALE = [illegible]	CHECKED -	REVISED - R. BORO 12-06-11	
PLOT DATE = 11/30/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22	

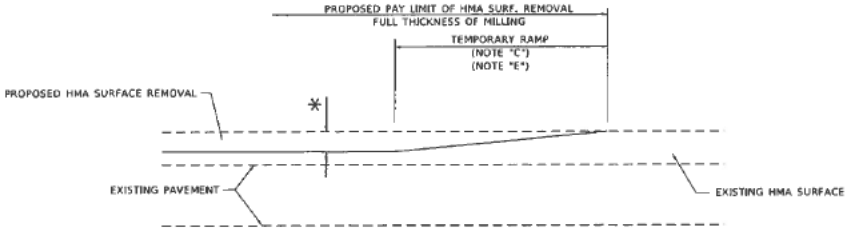
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD600-03 (BD-08)	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

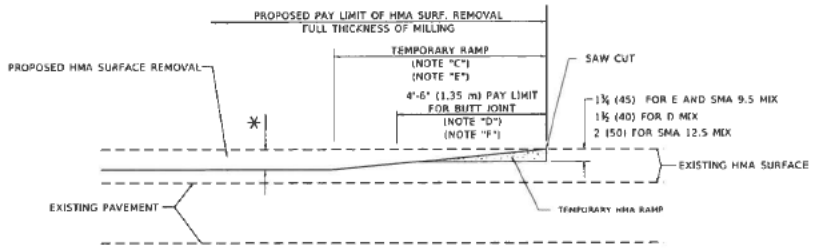
MODEL: Default
FILE NAME: [illegible]



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

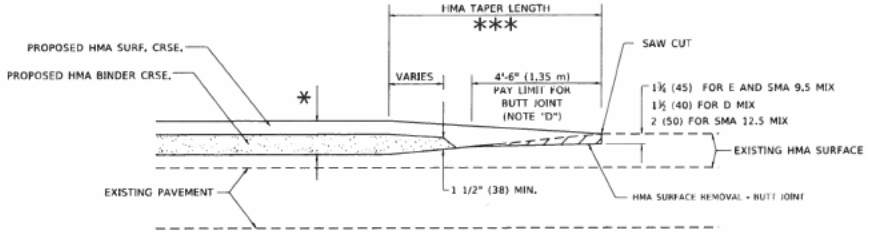


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

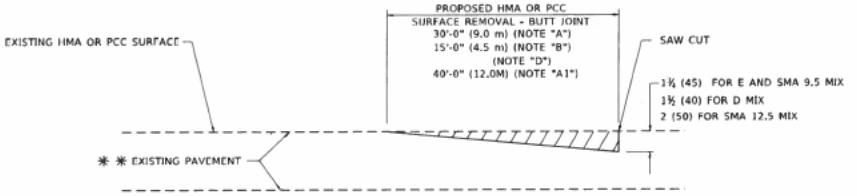
OPTION 2

TYPICAL TEMPORARY RAMP

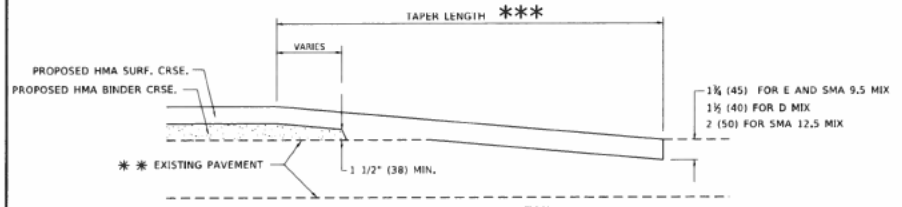


BUTT JOINT AND HMA TAPER

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.

GENERAL NOTES

A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.

A1. INTERSTATES

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' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

*** 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

1. 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".

2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

USER NAME = Lawrence.DeHaemhr	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97	
	DRAWN -	REVISED - M. GOMEZ 04-06-01	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07	
PLOT DATE = 11/14/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22	

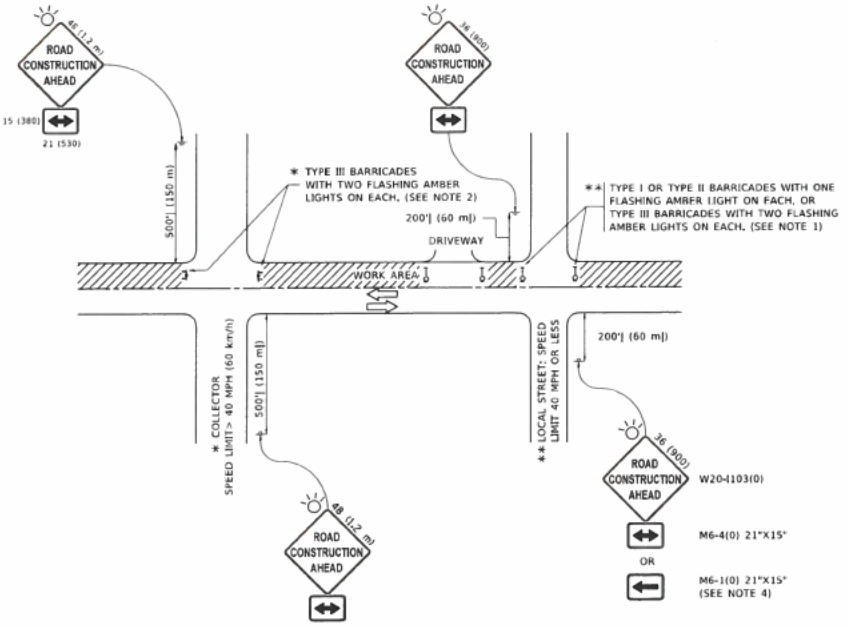
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD400-05 BD-32	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

IDOT: Default
File name: C:\Users\lawrence.dehaemhr\Desktop\BD-32 - HMA TAPER DETAILS.dgn



NOTES:

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

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

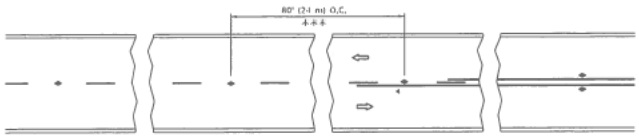
USER NAME = %username%	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	
	DRAWN -	REVISED - T. RAMHACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-11	
PLOT DATE = 3/4/2019	DATE - 06-09	REVISED - A. SCHUETZE 09-15-16	

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.

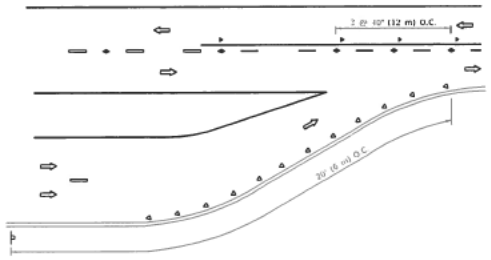
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-10	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



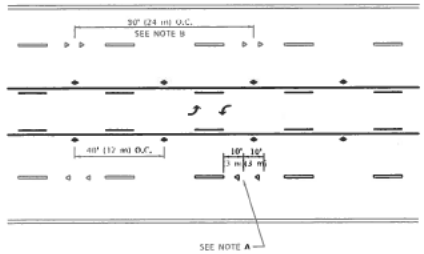
4-4-4 REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

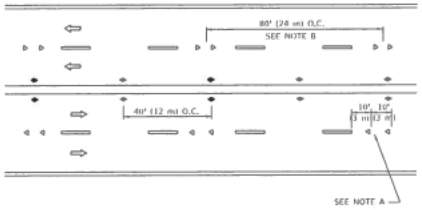
SEE FIGURE 3B-14 MUTCD



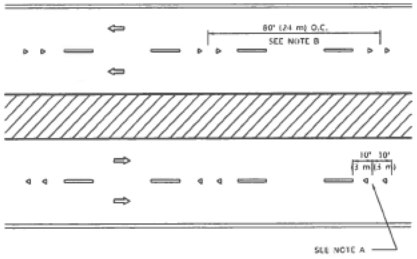
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

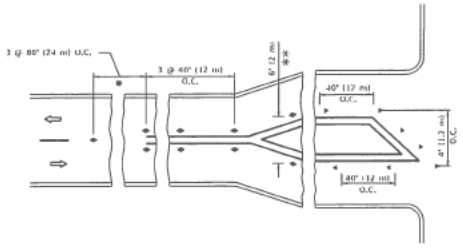
LANE MARKER NOTES

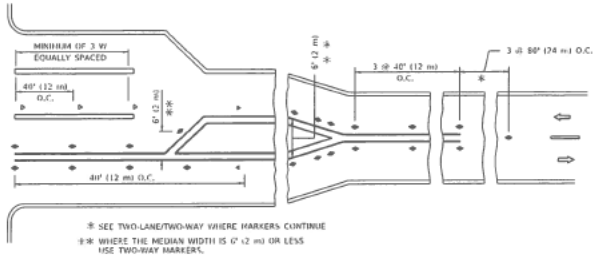
A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.





* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

TURN LANES

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

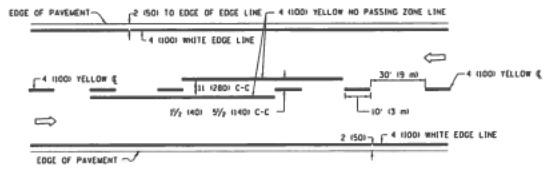
USER NAME = [illegible]	DESIGNED -	REVISED - T. RAMMACHER 03-12-99	
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09	
PLOT DATE = 7/1/2019	DATE -	REVISED - C. JUCIUS 07-01-13	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

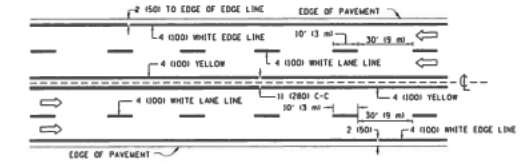
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

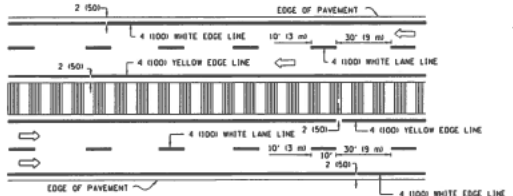
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-11	CONTRACT NO.		
		DISTRICT	FED. AID PROJECT	



2–LANE ROADWAY

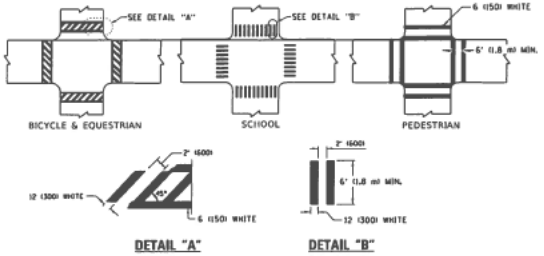


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

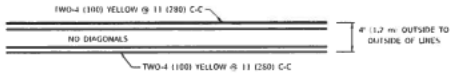
TYPICAL LANE AND EDGE LINE MARKING



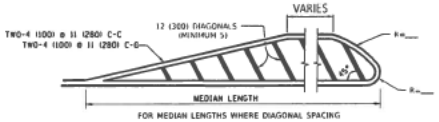
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



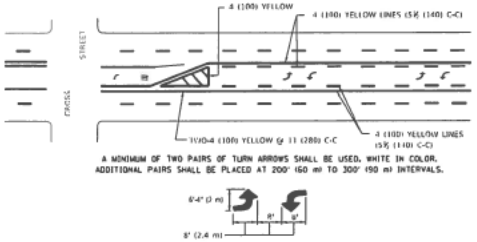
4' (1.2 m) WIDE MEDIANS ONLY



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

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (23 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

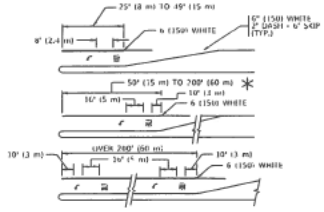
MEDIANS OVER 4' (1.2 m) WIDE



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

MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

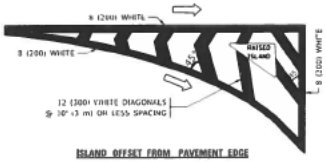


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. 1.5 m²) AREA = 26.8 SQ. FT. (2.5 m ²

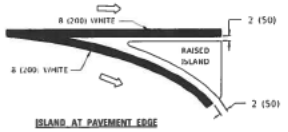
✱ TURN LANES IN EXCESS OF 400' (120 m IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

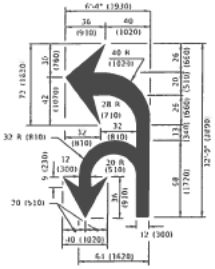


ISLAND OFFSET FROM PAVEMENT EDGE

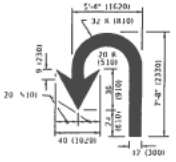


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

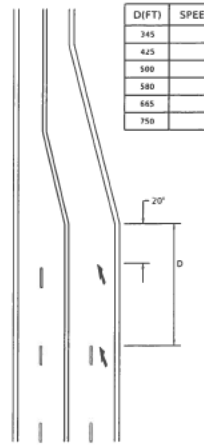


COMBINATION LEFT AND U–TURN



U–TURN

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



LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C LIMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	3' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS 18' (7.6m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS BIKE & EQUESTRIAN B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 4' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 8' (1.8 m) LETTERS; 16 (400) LINE FOR "R"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (23 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	36.3 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.

SHEET NAME = [redacted]	DESIGNED - EVERS	REVISED - C. IUCIUS 09-09-09	
	DRAWN -	REVISED - C. IUCIUS 07-01-13	
PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - C. IUCIUS 12-21-15	
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. IUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

TC-13 | CONTRACT NO.

ILLINOIS FED. AID PROJECT

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER, SEE DETAIL BELOW.

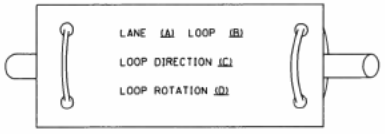
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

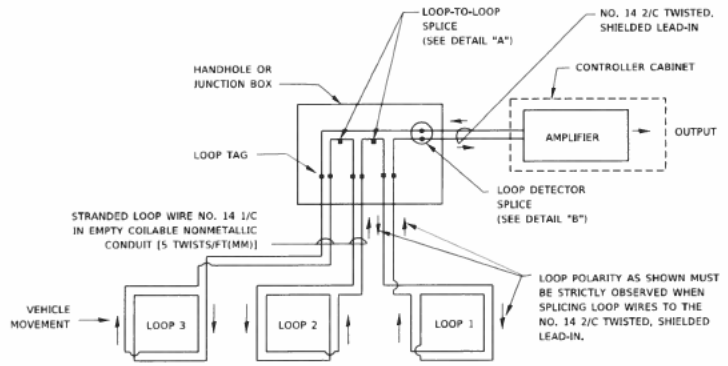


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

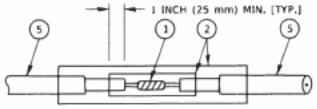
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

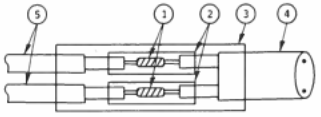


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE.
- THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

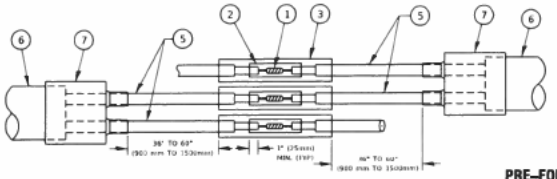


DETAIL "A"
LOOP-TO-LOOP SPLICE



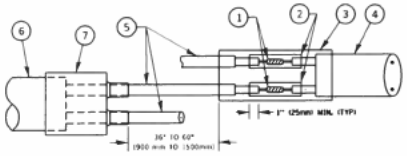
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm). UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm). UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP

(6) XL POLYOLEFIN 2 CONDUCTOR

(7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

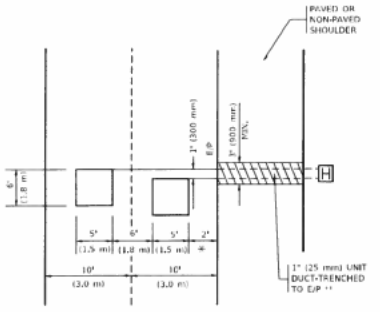
USER NAME = $username	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

LOOPS NEXT TO SHOULDERS

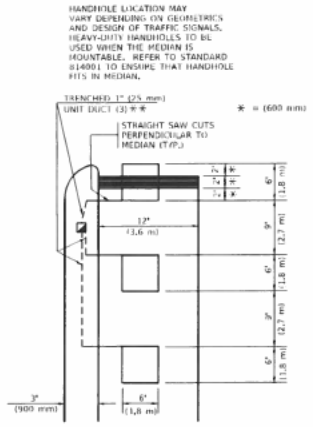


* = (600 mm)

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

LEFT TURN LANES WITH MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)

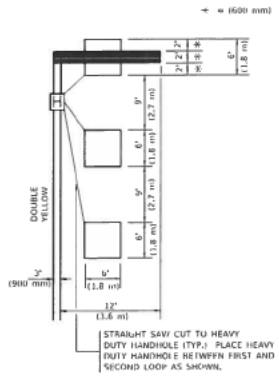


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

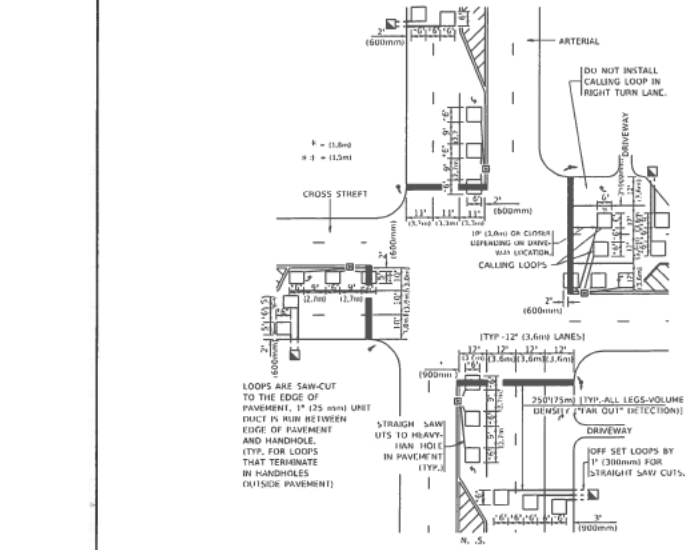
LEFT TURN LANES WITHOUT MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)



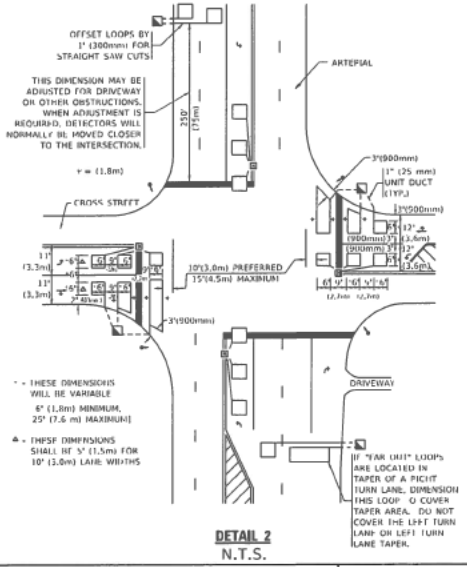
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.

I EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.

* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.

I ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)

+ EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.

+ WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).

* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT. THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

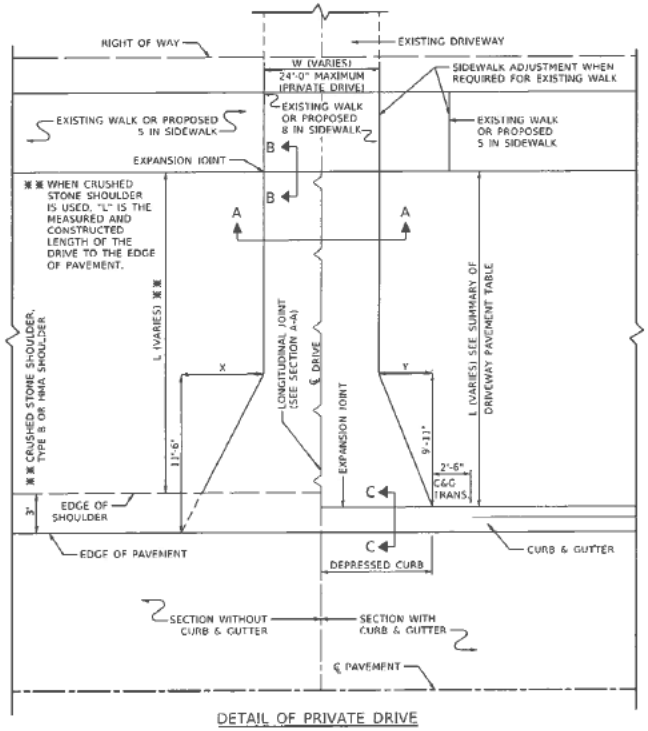
USER NAME = [user]	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED - R.K.F.	REVISED -	
PLOT DATE = 7/7/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

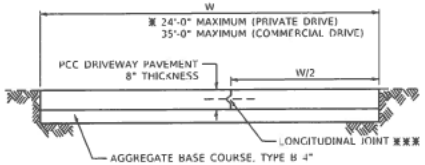
DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-07	CONTRACT NO.		
	BLDNGS	FED. AID PROJECT		

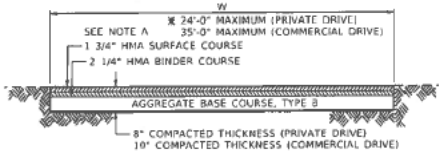


DETAIL OF PRIVATE DRIVE

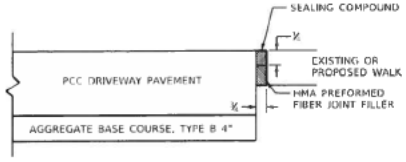


✱✱✱ WHEN 'W' IS GREATER THAN 16'-0", A LONGITUDINAL CONSTRUCTION JOINT AS DETAILED ON IDOT HIGHWAY STANDARD 420001 SHALL BE USED AS SHOWN.

SECTION A-A PCC DRIVEWAY

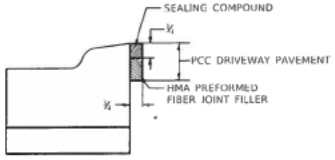


SECTION A-A HMA DRIVEWAY



SECTION B-B

THE EXPANSION JOINT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PORTLAND CEMENT CONCRETE SIDEWALK OR PER SQUARE YARD FOR PORTLAND CEMENT CONCRETE DRIVEWAY.



SECTION C-C

CHART

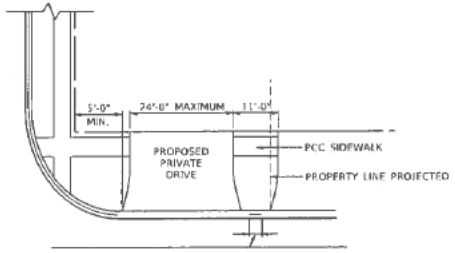
FOR DRIVEWAY WIDTH - W ✱ (FT)	X (FT)	Y (FT)
12	6.0	4.2
14 - 16	4.9	3.4
17 - 18	4.0	2.9
OVER 18	3.2	2.3

✱ PRIVATE DRIVES: 12'-0" MINIMUM, 24'-0" MAXIMUM

COMMERCIAL DRIVES: 12'-0" MINIMUM, 24'-0" MAXIMUM FOR 1-WAY OPERATION
24'-0" MINIMUM, 35'-0" MAXIMUM FOR 2-WAY OPERATION

MAXIMUM DRIVEWAY SLOPE

PROPERTY	URBAN	RURAL	RURAL (PERMIT WORK ONLY)
COMMERCIAL	6%	6%	10%
NON-COMMERCIAL	8%	8%	12%



DESIRABLE DISTANCE OF FULL CURB HEIGHT BETWEEN ADJACENT DRIVES SHALL BE 6'-0".
IT IS DESIRABLE THAT THE DRIVE RETURNS TERMINATE WITHIN THE PROPERTY LINE AS PROJECTED.

LIMITATIONS UPON PRIVATE DRIVES

AT STREET INTERSECTIONS
MAXIMUM WIDTH & MINIMUM DISTANCE BETWEEN DRIVES

SUMMARY OF DRIVEWAY PAVEMENT

STATION	"L"	"W"	SQ YD PCC DRIVEWAY PAVEMENT	SQ YD HMA DRIVEWAY PAVEMENT	STATION	"L"	"W"	SQ YD PCC DRIVEWAY PAVEMENT	SQ YD HMA DRIVEWAY PAVEMENT

GUIDE FOR DRIVEWAY LENGTH

1. MEET EXISTING WALK (USE JOINT FOR PCC PAVEMENT SECTION B-B)
2. IF THERE IS NO EXISTING OR PROPOSED WALK, EXTEND TO RIGHT OF WAY LINE
3. IF THERE IS NO EXISTING WALK BUT A PROPOSED WALK IS REQUIRED, CONSTRUCT 8 INCH WALK FOR FULL DRIVEWAY WIDTH (SECTION B-B)
4. IF THERE IS A WALK ADJUSTMENT, CONSTRUCT 8" WALK FOR FULL DRIVEWAY WIDTH AND 5" WALK BEYOND.

QUANTITIES SHALL BE COMPUTED ON THE BASIS OF THE DRIVES EXTENDING TO SIDEWALK OR RIGHT OF WAY LINE AS SHOWN ON THE PLANS. HOWEVER, IT SHALL BE THE RESPONSIBILITY OF THE FIELD ENGINEER TO DETERMINE THE ACTUAL LIMITS OF EACH INSTANCE.

NOTE A

FOR HMA DRIVEWAYS: AS AN ALTERNATE TO THE 1 3/4" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-12.5 OR 9.5, N70, AND THE 2 1/4" HOT-MIX ASPHALT CONCRETE BINDER COURSE, IL-19, N70 4" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-12.5 OR 9.5 N70 MAY BE USED. IN THE EVENT THE CONTRACTOR ELECTS TO USE THIS ALTERNATE, THE ADDITIONAL 2 1/4" OF HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-12.5 OR 9.5 N70 SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT BINDER COURSE, IL-19, N70.

GENERAL NOTE:

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

MUNICIPALITY, IL
MUNICIPALITY, IL
NAME TOWNSHIP

COUNTY HIGHWAY: XXX
FISCAL YEAR: XXXX
SECTION: XX-XXXXX-XX-XX

COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

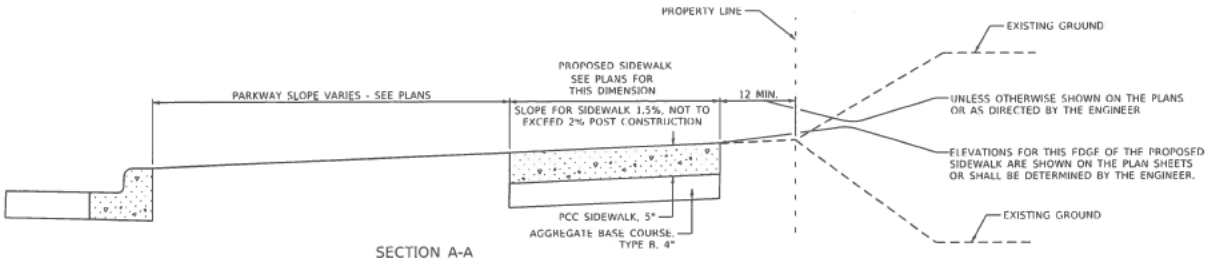
COMPUTED: XXX
DRAWN: XXX
CHECKED: XXX

REVISIONS	DATE
GENERAL	1/1/20

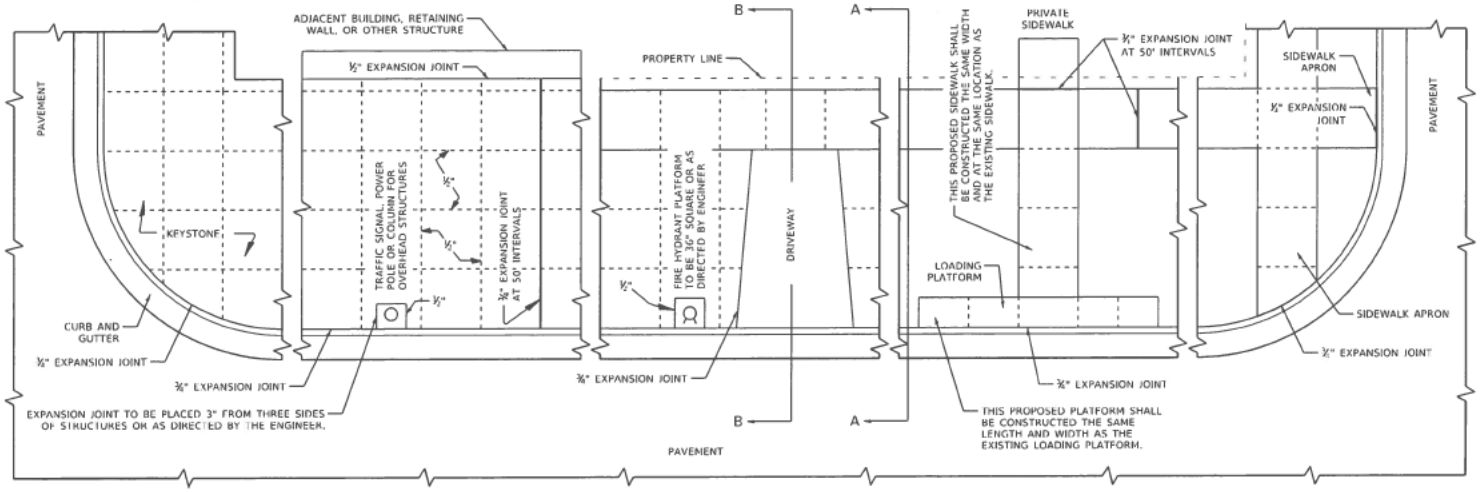
PRIVATE AND COMMERCIAL DRIVE DETAIL
COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
STANDARD C-002

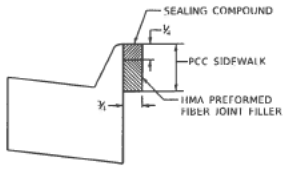
C-XXX

NOT TO SCALE SHEET X

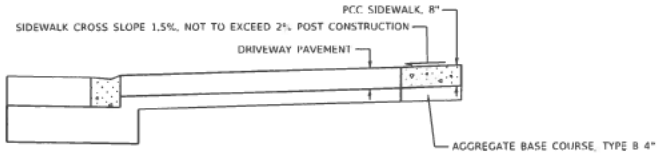


SECTION A-A





EXPANSION JOINT DETAIL



SECTION B-B

GENERAL NOTES:

ALL EXPANSION JOINTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 424.07 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PORTLAND CEMENT CONCRETE SIDEWALK OF THE THICKNESS SPECIFIED.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

MUNICIPALITY, IL. MUNICIPALITY, IL. NAME TOWNSHIP	COUNTY HIGHWAY: XXX FISCAL YEAR: XXXX SECTION: XX-XXXXX-XX-XX	COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	COMPUTED: XXX DRAWN: XXX CHECKED: XXX	REVISIONS GENERAL	DATE 1/1/20	PORTLAND CEMENT CONCRETE SIDEWALK CONSTRUCTION DETAIL COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS STANDARD C-003	C-XXX NOT TO SCALE SHEET X

GEOCON
PROFESSIONAL SERVICES

March 12, 2020

Mr. Van Calombaris, PE
Vice President
Robinson Engineering, Ltd.
10045 West Lincoln Highway
Frankfort, IL 60423

Re: Core Investigation Summary Letter
Tinley Park County Road Improvements
94th Ave from 183rd to 171st Street
Tinley Park, IL
GEOCON Project No. 20-G0320 - REVISED

Dear Mr. Calombaris:

In accordance with your request, GEOCON Professional Services, LLC (GEOCON) has completed a coring investigation to determine the existing pavement and aggregate base thicknesses and the underlying subgrade characteristics.

Nine (9) pavement cores were collected along 94th avenue at alternating offsets. The location of the cores was determined by the client. The cores were advanced using conventional coring equipment. The thickness of the pavement section and aggregate base was recorded in the field. DCP testing was then performed per Illinois Test Procedure 501, of *IDOT's Manual of Test Procedures for Materials* on the subgrade soils to determine the Immediate Bearing Value (IBV). Measurements and IBV results are provided in the following Table 1.

Table 1: Pavement Core Summary

Core No.	Asphalt Thickness (in.)	Cementitious Material Thickness (in.)	Aggregate Base Thickness (in.)	Total Pavement Section Thickness (in.)	IBV of Underlying Subgrade (%)
B-1	13.5	--	6.0	19.5	4.6
B-2	9.0/6.5*	--	12.0	27.5	10.5
B-3	15.0	--	3.0	18.0	6.9
B-4	21.0	--	3.0	24.0	15.1
B-5	9.0	8.0	3.0	20.0	11.0
B-6	9.0	7.0	4.0	20.0	5.5
B-7	15.0	--	5.0	20.0	7.4
B-8	3.5	7.0	7.0	17.5	8.9
B-9	10.5	--	7.0	17.5	24.4

*(*asphalt thickness*) / (*concrete thickness*)

Should you have any questions regarding the enclosed information, or if we could be of any other assistance, please feel free to call us at (815) 806-9981. We appreciate the opportunity to be of service on this project.

Sincerely,

GEOCON PROFESSIONAL SERVICES, LLC

[redacted]

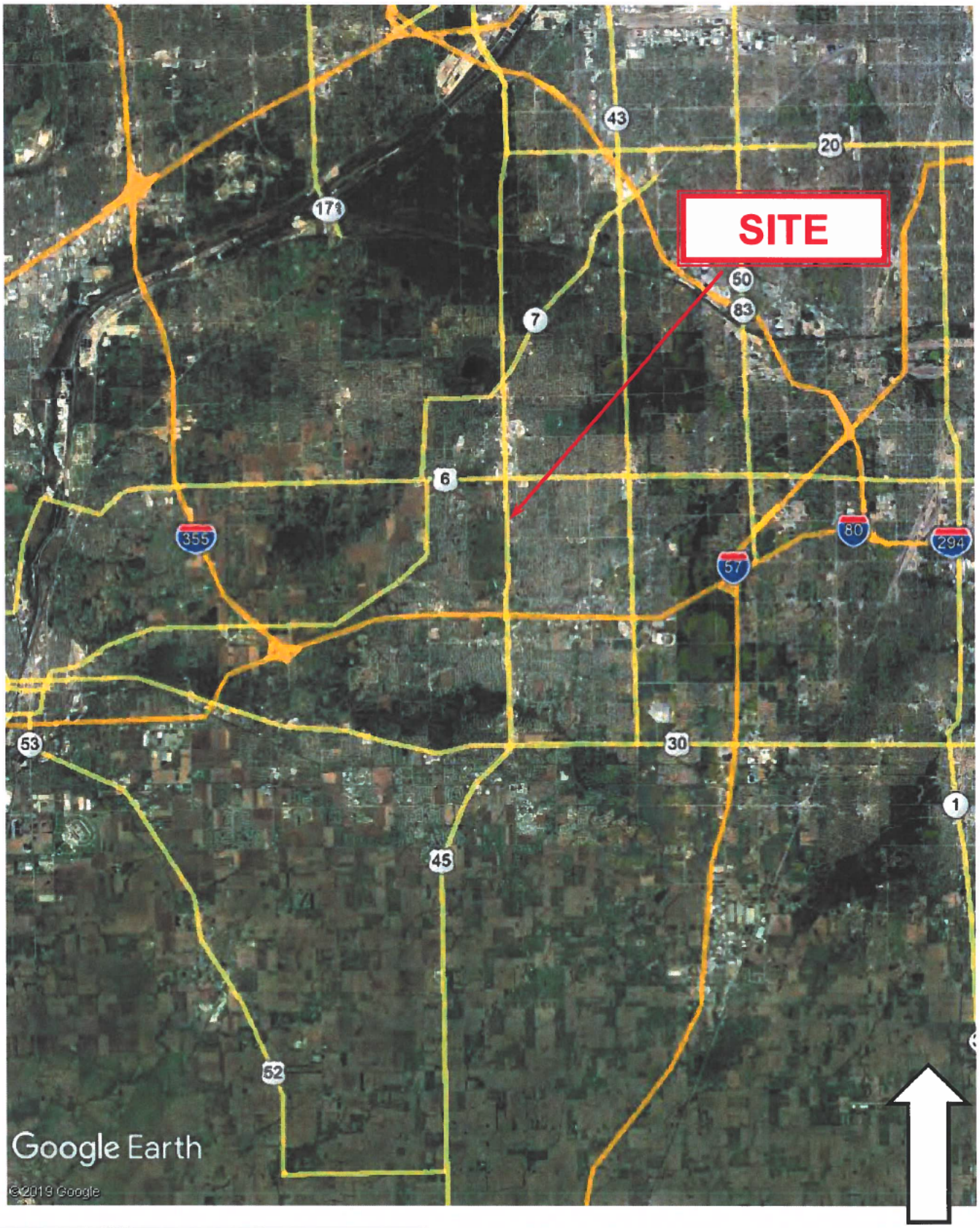
Joe Abu-Bakr, EIT
Project Engineer

[redacted]

Kenneth K. Rippy, PE
Senior Geotechnical Engineer



Attachments: Figure 1: Site Vicinity Map
Figure 2: Boring Location Diagram
General Notes
Core Photologs



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9370 Laraway Road, Suite D
Frankfort, IL 60423
P.815.806.9986 F. 815.464.8691

FIGURE 1
SITE VICINITY MAP
Tinley Park County Road Improvements
94th Avenue
183rd to 171st Street

PROJECT NUMBER: 20-G0320

DATE: February 2020



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FIGURE 2
BORING LOCATION DIAGRAM
Tinley Park County Road Improvements
94th Avenue
183rd to 171st Street

PROJECT NUMBER: 20-G0320

DATE: February 2020

GEOCON
PROFESSIONAL SERVICES

BORING NO. B-1

CLIENT Robinson Engineering, Ltd. **PROJECT NAME** 94th Ave. Pavement Cores, 183rd to 171st Street

PROJECT NUMBER 20-G0320 **PROJECT LOCATION** Tinley Park, IL

DATE COMPLETED 2/5/20 **LOGGED BY** TO/JK **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
0			13.5" ASPHALT												
1			6" AGGREGATE BASE												
2			brown and gray SILTY CLAY trace gravel stiff	SS 1	100	3-3-6 (9)	4.6	1.5		30.8					
3															

Bottom of borehole at 3.1 feet.

COMPLETION DEPTH 3.1 ft **GROUND ELEVATION** _____

CAVE DEPTH ft **BACKFILL** Soil Cuttings

GROUND WATER LEVELS:

AT TIME OF DRILLING ---

AT END OF DRILLING ---

AFTER DRILLING ---

NOTES

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

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GPS PAVEMENT LOG - OZ STD DATA TEMPLATE.GDT - 2/10/20 13:42 - C:\USERS\JOE.ABU-BAKR\DESKTOP\LOCAL GINT\20-G0320 REL 94TH AVE CORES.GPJ

GEOCON
PROFESSIONAL SERVICES

BORING NO. B-2

CLIENT Robinson Engineering, Ltd. **PROJECT NAME** 94th Ave. Pavement Cores, 183rd to 171st Street

PROJECT NUMBER 20-G0320 **PROJECT LOCATION** Tinley Park, IL

DATE COMPLETED 2/5/20 **LOGGED BY** TO/JK **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
0			9" ASPHALT												
1			6.5" CONCRETE												
2			12" AGGREGATE BASE												
3			brown and gray SILTY CLAY trace gravel stiff	SS 1	100	8-5-6 (11)	10.5	1.5		26.2					

Bottom of borehole at 3.8 feet.

COMPLETION DEPTH 3.8 ft **GROUND ELEVATION** _____

CAVE DEPTH ft **BACKFILL** Soil Cuttings

GROUND WATER LEVELS:

AT TIME OF DRILLING —

AT END OF DRILLING —

AFTER DRILLING —

NOTES

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

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GEOCON
PROFESSIONAL SERVICES

BORING NO. B-3

CLIENT Robinson Engineering, Ltd. **PROJECT NAME** 94th Ave. Pavement Cores, 183rd to 171st Street

PROJECT NUMBER 20-G0320 **PROJECT LOCATION** Tinley Park, IL

DATE COMPLETED 2/5/20 **LOGGED BY** TO/JK **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
0			15" ASPHALT												
1			3" AGGREGATE BASE												
2			brown and gray SILTY CLAY trace gravel stiff	SS 1	100	4-3-4 (7)	6.9	1.5		24.2					
3			Bottom of borehole at 3.0 feet.												

COMPLETION DEPTH 3 ft **GROUND ELEVATION** _____

CAVE DEPTH ft **BACKFILL** Soil Cuttings

GROUND WATER LEVELS:

AT TIME OF DRILLING —

AT END OF DRILLING —

AFTER DRILLING —

NOTES

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

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GEOCON
PROFESSIONAL SERVICES

BORING NO. B-4

CLIENT Robinson Engineering, Ltd. **PROJECT NAME** 94th Ave. Pavement Cores, 183rd to 171st Street

PROJECT NUMBER 20-G0320 **PROJECT LOCATION** Tinley Park, IL

DATE COMPLETED 2/5/20 **LOGGED BY** TO/JK **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
0			21" ASPHALT												
2			3" AGGREGATE BASE												
3			brown and gray SILTY CLAY trace gravel stiff	SS 1	100	4-4-4 (8)	6.4	1.5		31.1					

Bottom of borehole at 3.5 feet.

COMPLETION DEPTH 3.5 ft **GROUND ELEVATION** ---

CAVE DEPTH ft **BACKFILL** Soil Cuttings

GROUND WATER LEVELS:

AT TIME OF DRILLING ---

AT END OF DRILLING ---

AFTER DRILLING ---

NOTES

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

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GEOCON
PROFESSIONAL SERVICES

BORING NO. B-5

CLIENT Robinson Engineering, Ltd. **PROJECT NAME** 94th Ave. Pavement Cores, 183rd to 171st Street

PROJECT NUMBER 20-G0320 **PROJECT LOCATION** Tinley Park, IL

DATE COMPLETED 2/5/20 **LOGGED BY** TO/JK **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
0			9" ASPHALT												
			8" CEMENTITIOUS MATERIAL												
1			3" AGGREGATE BASE												
			brown and gray SILTY CLAY trace gravel very stiff	SS 1	94	6-10-9 (19)	11	2.0		27.6					
2															
3															

Bottom of borehole at 3.2 feet.

COMPLETION DEPTH 3.2 ft **GROUND ELEVATION** _____

CAVE DEPTH ft **BACKFILL** Soil Cuttings

GROUND WATER LEVELS:

AT TIME OF DRILLING —

AT END OF DRILLING —

AFTER DRILLING —

NOTES

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

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GEOCON PROFESSIONAL SERVICES

BORING NO. B-6

CLIENT Robinson Engineering, Ltd. **PROJECT NAME** 94th Ave. Pavement Cores, 183rd to 171st Street

PROJECT NUMBER 20-G0320 **PROJECT LOCATION** Tinley Park, IL

DATE COMPLETED 2/5/20 **LOGGED BY** TO/JK **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
0			9" ASPHALT												
			7" CEMENTITIOUS MATERIAL												
1			4" AGGREGATE BASE												
			brown and gray SILTY CLAY very stiff	SS 1	100	6-7-8 (15)	5.5		2.0	27.8					
2															
3															

Bottom of borehole at 3.2 feet.

COMPLETION DEPTH 3.2 ft **GROUND ELEVATION** _____

CAVE DEPTH ft **BACKFILL** Soil Cuttings

GROUND WATER LEVELS:

AT TIME OF DRILLING ---

AT END OF DRILLING ---

AFTER DRILLING ---

NOTES

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

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GEOCON
PROFESSIONAL SERVICES

BORING NO. B-7

CLIENT Robinson Engineering, Ltd. **PROJECT NAME** 94th Ave. Pavement Cores, 183rd to 171st Street

PROJECT NUMBER 20-G0320 **PROJECT LOCATION** Tinley Park, IL

DATE COMPLETED 2/5/20 **LOGGED BY** TO/JK **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
0			15" ASPHALT												
1			5" AGGREGATE BASE												
2			brown and gray SILTY CLAY stiff	SS 1	100	5-5-9 (14)	7.4	1.5	1.4	25.5					
3															

Bottom of borehole at 3.2 feet.

COMPLETION DEPTH 3.2 ft **GROUND ELEVATION** ---

CAVE DEPTH ft **BACKFILL** Soil Cuttings

GROUND WATER LEVELS:

AT TIME OF DRILLING ---

AT END OF DRILLING ---

AFTER DRILLING ---

NOTES

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

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GEOCON
PROFESSIONAL SERVICES

BORING NO. B-8

CLIENT Robinson Engineering, Ltd. **PROJECT NAME** 94th Ave. Pavement Cores, 183rd to 171st Street

PROJECT NUMBER 20-G0320 **PROJECT LOCATION** Tinley Park, IL

DATE COMPLETED 2/5/20 **LOGGED BY** TO/JK **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
0			3.5" ASPHALT												
			7" CEMENTITIOUS MATERIAL												
1			7" AGGREGATE BASE												
2			brown and gray SILTY CLAY w/ GRAVEL stiff	SS 1	28	12-5-6 (11)	8.9	1		15.0					
3															

Bottom of borehole at 3.0 feet.

COMPLETION DEPTH 3 ft **GROUND ELEVATION** ---

CAVE DEPTH ft **BACKFILL** Soil Cuttings

GROUND WATER LEVELS:

AT TIME OF DRILLING ---

AT END OF DRILLING ---

AFTER DRILLING ---

NOTES

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

9370 W. Laraway Road, Suite D Frankfort, IL 60423 Phone 815-806-9986 Fax 815-464-8691

GPS PAVEMENT LOG - OZ STD DATA TEMPLATE.GDT - 2/10/20 13:42 - C:\USERS\JOE.ABU-BAKR\DESKTOP\LOCAL GINT\20-G0320 REL 94TH AVE CORES.GPJ

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BORING NO. B-9

CLIENT Robinson Engineering, Ltd. **PROJECT NAME** 94th Ave. Pavement Cores, 183rd to 171st Street

PROJECT NUMBER 20-G0320 **PROJECT LOCATION** Tinley Park, IL

DATE COMPLETED 2/5/20 **LOGGED BY** TO/JK **DRILLING METHOD** 3.25 in. I.D. HSA

DEPTH (ft)	ELEVATION (ft.)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	IBV VALUE	POCKET PEN. (Qp) (tsf)	UNC. STRENGTH (Qu) (tsf)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	ORGANIC CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX
0			10.5" ASPHALT												
1			7" AGGREGATE BASE												
2			brown and gray SILTY CLAY trace gravel hard	SS 1	89	9-5-4 (9)	24.4	4.0		22.6					
3			Bottom of borehole at 3.0 feet.												

COMPLETION DEPTH 3 ft **GROUND ELEVATION** —

CAVE DEPTH ft **BACKFILL** Soil Cuttings

GROUND WATER LEVELS:

AT TIME OF DRILLING —

AT END OF DRILLING —

AFTER DRILLING —

NOTES

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes.

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GPS PAVEMENT LOG - OZ STD DATA TEMPLATE.GDT - 2/10/20 13:42 - C:\USERS\JOE.ABU-BAKR\DESKTOP\LOCAL GINT\20-G0320 REL 94TH AVE CORES.GPJ

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PROFESSIONAL SERVICES

GENERAL NOTES

SAMPLE IDENTIFICATION

Visual soil classifications are made in general accordance with the United Soil Classification System (USCS) on the basis of textural and particle size categorization, and various soil behavior characteristics. Visual classifications should be substantiated by appropriate laboratory testing when a more exact soil identification is required to satisfy specific project applications criteria.

UNIFIED SOIL CLASSIFICATION SYSTEM (ASTM D-2487-98)

MATERIAL TYPES	CRITERIA FOR ASSIGNING SOIL GROUP NAMES			GROUP SYMBOL	SOIL GROUP NAMES & LEGEND
COARSE-GRAINED SOILS >50% RETAINED ON NO. 200 SIEVE	GRAVELS >50% OF COARSE FRACTION RETAINED ON NO 4. SIEVE	CLEAN GRAVELS <5% FINES	$C_u \geq 4$ AND $1 \leq C_c \leq 3$	GW	WELL-GRADED GRAVEL
			$C_u \geq 4$ AND/OR $1 \geq C_c \geq 3$	GP	POORLY-GRADED GRAVEL
		GRAVELS WITH FINES >12% FINES	FINES CLASSIFY AS ML OR CL	GM	SILTY GRAVEL
			FINES CLASSIFY AS CL OR CH	GC	CLAYEY GRAVEL
	SANDS >50% OF COARSE FRACTION PASSES ON NO 4. SIEVE	CLEAN SANDS <5% FINES	$C_u \geq 6$ AND $1 \leq C_c \leq 3$	SW	WELL-GRADED SAND
			$C_u \geq 6$ AND/OR $1 \geq Cc \geq 3$	SP	POORLY-GRADED SAND
		SANDS AND FINES >12% FINES	FINES CLASSIFY AS ML OR MH	SM	SILTY SAND
			FINES CLASSIFY AS CL OR CH	SC	CLAYEY SAND
FINE-GRAINED SOILS >50% PASSES NO. 200 SIEVE	SILTS AND CLAYS LIQUID LIMIT<50	INORGANIC	PI>7 AND PLOTS>"A" LINE	CL	LEAN CLAY
			PI>4 AND PLOTS<"A" LINE	ML	SILT
		ORGANIC	LL (oven dried)/LL (not dried)<0.75	OL	ORGANIC CLAY OR SILT
	SILTS AND CLAYS LIQUID LIMIT>50	INORGANIC	PI PLOTS >"A" LINE	CH	FAT CLAY
			PI PLOTS <"A" LINE	MH	ELASTIC SILT
		ORGANIC	LL (oven dried)/LL (not dried)<0.75	OH	ORGANIC CLAY OR SILT
HIGHLY ORGANIC SOILS		PRIMARILY ORGANIC MATTER, DARK IN COLOR, AND ORGANIC ODOR		PT	PEAT

PROJECT LITHOLOGIC SYMBOLS (USCS)

ASPHALT: Asphalt

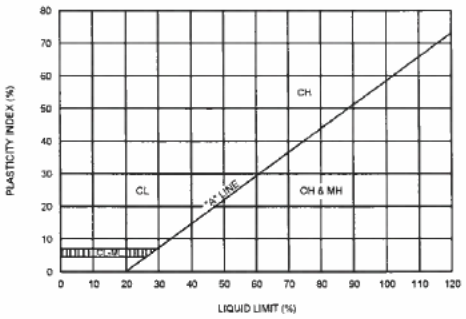
FILL: Fill (made ground)

GRAVEL FILL: Gravel Fill

PROJECT SAMPLE TYPES

Split Spoon (SS)

PLASTICITY CHART



SOIL RELATIVE DENSITY AND CONSISTENCY CLASSIFICATION

NON-COHESIVE SOILS		COHESIVE SOILS		
RELATIVE DENSITY	N-VALUE*	CONSISTENCY	N-VALUE*	COMPRESSIVE STRENGTH (TSF)
VERY LOOSE	0 - 4	VERY SOFT	0 - 2	0 - 0.25
LOOSE	4 - 10	SOFT	2 - 5	0.25 - 0.50
MEDIUM DENSE	10 - 30	MEDIUM STIFF	5 - 10	0.50 - 1.0
DENSE	30 - 50	STIFF	10 - 14	1.0 - 2.0
VERY DENSE	OVER 50	VERY STIFF	14 - 32	2.0 - 4.0
		HARD	OVER 32	OVER 4.0

* N-VALUE: NUMBER OF BLOWS OF 140 LB HAMMER FALLING 30 INCHES TO DRIVE A 2 INCH O.D. (1-3/8 INCH I.D.) SPLIT-BARREL SAMPLER THE LAST 12 INCHES OF AN 18-INCH DRIVE (ASTM-1586 STANDARD PENETRATION TEST).

ABBREVIATIONS

SS	-	SPLIT-SPOON SAMPLE	LL	-	LIQUID LIMIT (%)
ST	-	SHELBY TUBE SAMPLE	PL	-	PLASTIC LIMIT (%)
AU	-	AUGER SAMPLE	PI	-	PLASTIC INDEX (%)
MC	-	MOISTURE CONTENT (%)	NP	-	NON PLASTIC
-200	-	PERCENT PASSING NO. 200 SIEVE	DD	-	DRY DENSITY (PCF)
Qp	-	POCKET PENETROMETER (TSF)	DCP	-	DYNAMIC CONE PENETROMETER
Qu	-	UNCONFINED STRENGTH (TSF)	IBV	-	IMMEDIATE BEARING VALUE

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GPS GEO GENERAL NOTES - OZ STD DATA TEMPLATE.GDT - 3/19/19 08:57 - K:\GINT\PROJECTS\2019\19-G0369 BARRINGTON SQUARE PLAZA.GPJ

B-1 Pavement Core

13.5" Asphalt Pavement
6.0" Aggregate Base
Aggregate base thickness based on field measurement



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Pavement Core Photograph Log
Tinley Park County Road Improvements
94th Avenue
183rd to 171st Street

PROJECT NUMBER:
20-G0320

DATE: February 2020

B-2 Pavement Core

9.0" Asphalt Pavement
6.5" Concrete
12.0" Aggregate Base
Aggregate base thickness based on field measurement



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B-3 Pavement Core

15.0" Asphalt Pavement
3.0" Aggregate Base
Aggregate base thickness based on field measurement



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B-4 Pavement Core

21.0" Asphalt Pavement
3.0" Aggregate Base
Aggregate base thickness based on field measurement



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183rd to 171st Street

PROJECT NUMBER: 20-G0320

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B-5 Pavement Core

8.0" Asphalt Pavement
9.0" Cementitious Material
3.0" Aggregate Base

Aggregate base thickness based on field measurement



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183rd to 171st Street

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B-6 Pavement Core

9.0" Asphalt Pavement
7.0" Cementitious Material
4.0" Aggregate Base

Aggregate base thickness based on field measurement



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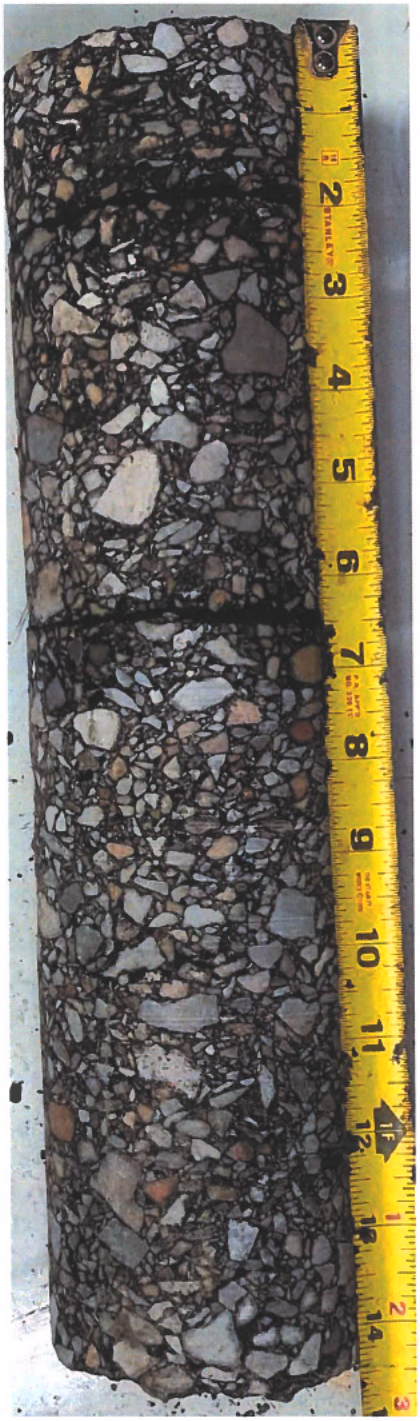
PROJECT NUMBER: 20-G0320

DATE: February 2020

B-7 Pavement Core

15" Asphalt Pavement
5" Aggregate Base
Aggregate base thickness based on field measurement



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183rd to 171st Street

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DATE: February 2020

B-8 Pavement Core

3.5" Asphalt Pavement
7" Cementitious Material
7" Aggregate Base

Aggregate base thickness based on field measurement



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Pavement Core Photograph Log
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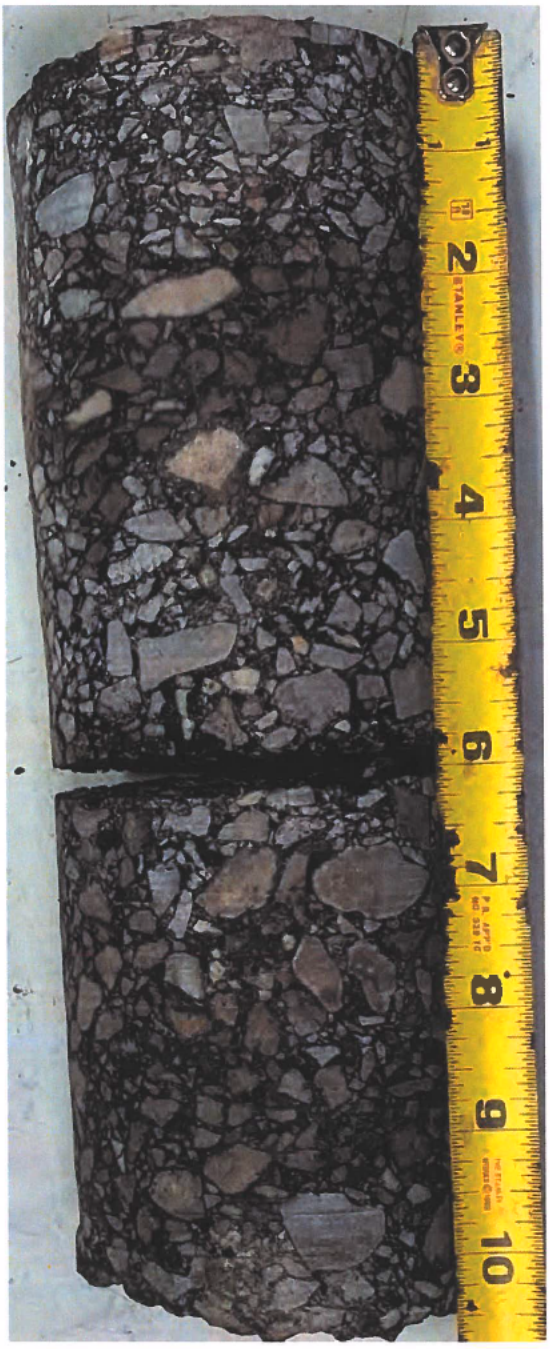
183rd to 171st Street

PROJECT NUMBER: 20-G0320

DATE: February 2020

B-9 Pavement Core

10.5" Asphalt Pavement
7" Aggregate Base
Aggregate base thickness based on field measurement



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Pavement Core Photograph Log
Tinley Park County Road Improvements
94th Avenue
183rd to 171st Street

PROJECT NUMBER:
20-G0320

DATE: February 2020

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Tinley Park	Cook	21-00069-00-RS	94th Avenue Resurfacing

NOTICE TO BIDDERS

Sealed proposals for the project described below will be received at the office of the Clerk at the Village of Tinley Park, IL (Name of Office)

16750 South Oak Park Avenue, Tinley Park, IL 60477 (Address) until 10:00 AM (Time) on 02/09/24 (Date).

Sealed proposals will be opened and read publicly at the office of the Village of Tinley Park, Village Hall (Name of Office)

16750 South Oak Park Avenue, Tinley Park, IL 60477 (Address) at 10:01 AM (Time) on 02/09/24 (Date).

DESCRIPTION OF WORK

Location	Project Length
94th Avenue - 183rd Street to 171st Street	1.43 Miles

Proposed Improvement

This project shall include the street resurfacing consisting of grinding, resurfacing with binder and surface courses, pavement patching, curb and gutter R&R, Sidewalk R&R and detectable warnings, drainage structure adjusts and reconstructs, detector loop replacements, maintenance of traffic signals during construction and necessary restoration as directed by the Engineer.

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

The Bidding Documents can be viewed and downloaded from QuestCDN via the Village's website: https://qap.questcdn.com/qap/projects/prj_browse/ipp_browse_grid.html?projType=all&provider=6246123&group=6246123 or at www.questcdn.com under Login using QuestCDN 8938873 for a non-refundable charge of $22.00. A QuestCDN login will be required. Contact QuestCDN.com at 952-233- 1632 or info@questcdn.com for assistance in membership registration and downloading this digital project information. Contractors must purchase bid documents and be shown on the Bidder's Planholder List in order to bid. Bids received from contractors who are not in the Bidder's Planholder List will be rejected.

2. ☒ Prequalification

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

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

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

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

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

7. The bidder shall take no advantage of any error or omission in the proposal and advertised contract.
8. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Agency and the blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Awarding Authority is used, it shall be marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Awarding Authority at the address and in care of the official in whose office the bids are to be received. All proposals shall be filed prior to the time and at the place specified in the Notice to Bidders. Proposals received after the time specified will be returned to the bidder unopened.
9. Permission will be given to a bidder to withdraw a proposal if the bidder makes the request in writing or in person before the time for opening proposals.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Tinley Park	Cook	21-00069-00-RS	94th Avenue Resurfacing

PROPOSAL

1. Proposal of D. Construction, Inc.
Contractor's Name
1488 S. Broadway, Coal City, IL 60416
Contractor's Address

2. The plans for the proposed work are those prepared by Robinson Engineering, Ltd. and approved by the Department of Transportation on N/A.

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 06/29/24 unless additional time is granted in accordance with the specifications.

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

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

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

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

10. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this proposal is either a bid bond, if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to: Village Treasurer of Tinley Park, IL.
The amount of the check is Five percent bid bond ---------- (5% Bid Bond).

Attach Cashier's Check or Certified Check Here

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

The proposal guaranty check will be found in the bid proposal for: Section Number 21-00069-00-RS .

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Tinley Park	Cook	21-00069-00-RS	94th Avenue Resurfacing

CONTRACTOR CERTIFICATIONS

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

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

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

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

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

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

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

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Village of Tinley Park	Cook	21-00069-00-RS	94th Avenue Resurfacing

SIGNATURES

(If an individual)

Bidder Signature & Date

Business Address

City | State | Zip Code

(If a partnership)

Firm Name

Signature & Date

Title

Business Address

City | State | Zip Code

Insert the [redacted]s and Addresses of all Partners

(If a corporation)

Corporate Name: D. Construction, Inc.

Signature & Date: [redacted] 02-09-24

Title: President

Business Address
1488 S. Broadway

City | State | Zip Code
Coal City | IL | 60416

Insert Names of Officers

President
Kenneth Sandeno

Secretary
Tamara L. Hansen

Treasurer
Tamara L. Hansen

Attest:

[redacted]

Secretary

Illinois Department of Transportation

SCHEDULE OF PRICES

REL # 20-R0005.03

Contrator's Name: D. Construction, Inc.

Contractor's Address: 1488 S. Broadway | City: Coal City | State: IL | Zip Code: 60416

Local Public Agency: Village of Tinley Park | County: Cook | Section Number: 21-00069-00-RS

Route(s) (Street/Road name): 94th Ave from 183rd St to 171st St

Schedule for Multiple Bids

Combination Letter	Section Included in Combinations	Total
N/A		

Schedule for Single Bid

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

Item Number	Items	Unit	Quantity	Unit Price	Total
1	TEMPORARY EROSION CONTROL SEEDING	POUND	40	19.80	792.00
2	INLET FILTERS	EACH	13	200.00	2,600.00
3	BITUMINOUS MATERIALS (TACK COAT)	POUND	19,400	.01	194.00
4	LONGITUDINAL JOINT SEALANT	FOOT	9,000	2.75	24,750.00
5	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	360	.01	3.60
6	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	1,250	93.00	116,250.00
7	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	2,500	75.00	187,500.00
8	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,870	13.20	24,684.00
9	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	510	15.40	7,854.00
10	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	28,695	3.36	96,415.20
11	DRIVEWAY PAVEMENT REMOVAL	SQ YD	165	15.00	2,475.00
12	COMBINATION CURB AND GUTTER REMOVAL	FOOT	450	16.50	7,425.00
13	SIDEWALK REMOVAL	SQ FT	2,780	3.30	9,174.00
14	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	60	98.00	5,880.00
15	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	85	98.00	8,330.00
16	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	125	98.00	12,250.00
17	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	1,145	80.00	91,600.00
18	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1,940	25.00	48,500.00

Item Number	Items	Unit	Quantity	Unit Price	Total
19	FRAMES AND GRATES, TYPE 11	EACH	4	825.00	3,300.00
20	COMBINATION CONCRETE CURB AND GUTTER, TYPE B -6.12	FOOT	360	44.00	15,840.00
21	COMBINATION CONCRETE CURB AND GUTTER, TYPE M -4.12	FOOT	90	44.00	3,960.00
22	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	18,100	.01	181.00
23	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	190	2.45	465.50
24	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	27,550	.70	19,285.00
25	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1,150	2.09	2,403.50
26	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	950	4.68	4,446.00
27	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	200	7.43	1,486.00
28	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	1,465.00	2,930.00
29	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	100	1.55	155.00
30	DETECTOR LOOP, TYPE I	FOOT	300	19.69	5,907.00
31	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	100	1.07	107.00
32	TOPSOIL FURNISH AND PLACE, 4" (SPECIAL)	SQ YD	370	11.00	4,070.00
33	SODDING, SPECIAL	SQ YD	370	13.20	4,884.00
34	DETECTABLE WARNINGS (SPECIAL)	SQ FT	210	60.50	12,705.00
35	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SQ YD	165	45.00	7,425.00
36	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	10	605.00	6,050.00
37	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	1	1,000.00	1,000.00
38	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	1,805.76	1,805.76
				Bidder's Total Proposal	$ 96,032.56

Prepared By
D. Construction, Inc.

Date
02-09-24

Verified by
[redacted]

Date
02-09-24

Kenneth Sandeno
President

Illinois Department of Transportation

Affidavit of Availability

For the Letting of

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

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

Part I. Work Under Contract

See the attached letter and certificate of eligibility

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

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

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

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

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

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

Part III. Work Subcontracted to Others.

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

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

Notary

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

Officer or Director

Title

Signature

Date

Company

Address

City

State

Zip Code

Subscribed and sworn to before me

this _____ day of _____ , _____

_____

(Signature of Notary Public)

My commission expires _____

(Notary Seal)

☐ Add pages for additional contracts

"D" Construction, Inc.
General Contractor
1488 South Broadway, Coal City, IL 60416
Office (815) 634-2555 FAX (815) 634-8748

February 9, 2024

Village of Tinley Park
Attn. Village Clerk
16750 South Oak Park Avenue
Tinley Park, IL 60477

Sealed Bid For: "Village of Tinley Park - 94th Avenue Resurfacing – Section No.21-00069-00-RS"

Bid Due: 02/09/2024 at 10:00 AM

To whom it may concern:

Per the Illinois Department of Transportation Rules of Prequalification of Contractors please find our request to forgo filing an Affidavit of Availability per Article 650.310 sub D based on our Super Unlimited financial rating (See Attached Certificate of Eligibility).

If you have any questions, please call (815) 634-2555.

Sincerely,

[redacted]

Kenneth Sandeno
President

Illinois Department of Transportation

Certificate of Eligibility

Contractor No 1320

D. Construction, Inc.
1488 South Broadway Street Coal City, IL 60416

WHO HAS FILED WITH THE DEPARTMENT AN APPLICATION FOR PREQUALIFICATION STATEMENT OF EXPERIENCE, EQUIPMENT AND FINANCIAL CONDITION IS HEREBY QUALIFIED TO BID AT ANY OF DEPARTMENT OF TRANSPORTATION LETTINGS IN THE CLASSES OF WORK AND WITHIN THE AMOUNT AND OTHER LIMITATIONS OF EACH CLASSIFICATION, AS LISTED BELOW, FOR SUCH PERIOD AS THE UNCOMPLETED WORK FROM ALL SOURCES DOES NOT EXCEED SUPER UNLIMITED

001	EARTHWORK	$36,200,000
002	PCC PAVING	$28,875,000
003	HMA PLANT MIX	Unlimited
006	CLEAN & SEAL CRACKS/JOINTS	$725,000
012	DRAINAGE	$25,350,000
014	ELECTRICAL	$8,975,000
017	CONCRETE CONSTRUCTION	$29,825,000
018	LANDSCAPING	$1,725,000
024	GROUTING	$725,000
032	COLD MILL,PLAN. & ROTOMILL	$4,700,000
034	DEMOLITION	$2,725,000
08A	AGGREGATE BASES & SURF. (A)	$23,075,000
09C	HWY., R.R. & WATERWAY STR.	Unlimited

THIS CERTIFICATE OF ELIGIBILITY IS VALID FROM 1/5/2023 TO 2/29/2024 INCLUSIVE, AND SUPERSEDES ANY CERTIFICATE PREVIOUSLY ISSUED, BUT IS SUBJECT TO REVISION OR REVOCATION, IF AND WHEN CHANGES IN THE FINANCIAL CONDITION OF THE CONTRACTING FIRM OR OTHER FACTS JUSTIFY SUCH REVISIONS OR REVOCATION.
ISSUED AT SPRINGFIELD, ILLINOIS ON 1/5/2023.

[redacted]
Engineer of Construction

IL 494-0645

Illinois Department of Transportation

94th Avenue - 183rd Street to 171st Street

Local Public Agency Proposal Bid Bond

Local Public Agency	County	Section Number
Village of Tinley Park	Cook	21-00069-00-RS

WE, D. Construction, Inc. as PRINCIPAL, and Liberty Mutual Insurance Company as SURETY, are held jointly, severally and firmly bound unto the above Local Public Agency (hereafter referred to as "LPA") in the penal sum of 5% of the total bid price, or for the amount specified in the proposal documents in effect on the date of invitation for bids, whichever is the lesser sum. We bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly pay to the LPA this sum under the conditions of this instrument.

WHEREAS THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that, the said PRINCIPAL is submitting a written proposal to the LPA acting through its awarding authority for the construction of the work designated as the above section.

THEREFORE if the proposal is accepted and a contract awarded to the PRINCIPAL by the LPA for the above designated section and the PRINCIPAL shall within fifteen (15) days after award enter into a formal contract, furnish surety guaranteeing the faithful performance of the work, and furnish evidence of the required insurance coverage, all as provided in the "Standard Specifications for Road and Bridge Construction" and applicable Supplemental Specifications, then this obligation shall become void; otherwise it shall remain in full force and effect.

IN THE EVENT the LPA determines the PRINCIPAL has failed to enter into a formal contract in compliance with any requirements set forth in the preceding paragraph, then the LPA acting through its awarding authority shall immediately be entitled to recover the full penal sum set out above, together with all court costs, all attorney fees, and any other expense of recovery.

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this 9th (Day) of February, 2024 (Month and Year)

Principal

Company Name	Company Name
D. Construction, Inc.	
Signature & Date [redacted] 2/9/2024	By: Signature & Date
Title: Kenneth Sandeno - President	Title

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

Surety

Name of Surety: Liberty Mutual Insurance Company

Signature of Attorney-in-Fact Signature & Date [redacted]

STATE OF IL

COUNTY OF DuPage

I Sherry L Bacskai, a Notary Public in and for said county do hereby certify that Kenneth Sandeno & James I. Moore

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

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

Given under my hand and notarial seal this 9th (Day) day of February, 2024 (Month and Year).

Notary Public Signature & Date [redacted]

(SEAL, if required by the LPA)

OFFICIAL SEAL
SHERRY L BACSKAI
NOTARY PUBLIC, STATE OF ILLINOIS
Commission No. 977639
My Commission Expires September 08, 2027

Local Public Agency	County	Section Number
Village of Tinley Park	Cook	21-00069-00-RS

ELECTRONIC BID BOND

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

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

Electronic Bid Bond ID Code

Company/Bidder Name

Signature & Date

Title

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated. Not valid for mortgage, note, loan, letter of credit, bank deposit, currency rate, interest rate or residual value guarantees. For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

Liberty Mutual. SURETY

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint James I. Moore of the city of Downers Grove, state of IL its true and lawful attorney-in-fact, with full power and authority hereby conferred to sign, execute and acknowledge the following surety bond:

Principal Name: D. Construction, Inc.

Obligee Name: Village of Tinley Park

Surety Bond Number: Bid Bond **Bond Amount:** See Bond Form

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 12th day of March, 2021.

The Ohio Casualty Insurance Company
Liberty Mutual Insurance Company
West American Insurance Company

By: [redacted]
David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 12th day of March, 2021, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.

Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: [redacted]
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS – Section 12. Power of Attorney. Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII – Execution of Contracts – SECTION 5. Surety Bonds and Undertakings. Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company do hereby certify that this power of attorney executed by said Companies is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 9th day of February 2024.

By: [redacted]
Renee C. Llewellyn, Assistant Secretary

Illinois Department of Transportation

Apprenticeship and Training Program Certification

Local Public Agency	County	Street Name/Road Name	Section Number
Village of Tinley Park	Cook	94th Avenue	21-00069-00-RS

All contractors are required to complete the following certification

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

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

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

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

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

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

Carpenters Local 10, Cement Masons Local 502, Ironworkers Local 1, 63, 136,

Laborers Local 75, Operators Local 150

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

N/A

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

Bidder: D. Construction, Inc.

Signature & Date: [redacted]

Title: President

Address	City	State	Zip Code
1488 S. Broadway	Coal City	IL	60416

Illinois Department of Transportation

Affidavit of Illinois Business Office

Local Public Agency	County	Street Name/Road Name	Section Number
Village of Tinley Park	Cook	94th Avenue	21-00069-00-RS

I, Kenneth Sandeno (Name of Affiant) of Morris (City of Affiant), Illinois (State of Affiant), being first duly sworn upon oath, state as follows:

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

Signature & Date [redacted] -09-24

Print Name of Affiant: Kenneth Sandeno

Notary Public

State of IL

County Kendall

Signed (or subscribed or attested) before me on 02-09-24 (date) by Kenneth Sandeno (name/s of person/s), authorized agent(s) of D. Construction, Inc. (Bidder).

ROBERT R MALE
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
May 23, 2026

(SEAL)

Notary Public Signature & Date [redacted] -09-24

My commission expires 05-23-26

February 6, 2024

VILLAGE OF TINLEY PARK
94th Avenue Resurfacing

ADDENDUM NO. 1

Addendum One shall consist of one (1) page of text as follows:

There is a typo on page 2 of the BLR 12200 form. The address indicated for the Village Hall as 16750 Oak Park Ave. should in fact read 16250 Oak Park Ave.

[redacted]

Van Calombaris, PE
Director of Operations
(815) 412-2014
vcalombaris@reltd.com
R:\2020-2024\2020\20-R0005.TP\20-R0005.03\Bid and Contract Documents\20-R0005.03 Addendum 1.docx

STATE OF ILLINOIS)
COUNTY OF COOK) SS
COUNTY OF WILL)

CERTIFICATE

I, NANCY M. O'CONNOR, Village Clerk of the Village of Tinley Park, Counties of Cook and Will and State of Illinois, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 2024-R-025, "**A RESOLUTION APPROVING A CONTRACT BETWEEN THE VILLAGE OF TINLEY PARK AND D CONSTRUCTION FOR THE 94TH AVENUE RESURFACING**," which was adopted by the President and Board of Trustees of the Village of Tinley Park on March 19, 2024.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Tinley Park this 19th day of March, 2024.

[redacted]