



Illinois Department of Transportation

Local Public Agency Formal Contract Proposal

PROPOSAL SUBMITTED BY		
Contractor's Name		
Street	P.O. Box	
City	State	Zip Code

STATE OF ILLINOIS

COUNTY OF McHenry

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

FOR THE IMPROVEMENT OF

STREET NAME OR ROUTE NO. Various Roads

SECTION NO. 21-00527-00-RS

TYPES OF FUNDS MFT & RTA Funds

SPECIFICATIONS (required)

PLANS (required)

**For Municipal Projects**

Submitted/Approved/Passed

Mayor  President of Board of Trustees  Municipal Official

Date

**Department of Transportation**

Released for bid based on limited review

*Joseph R. Karpeski Jr.*  
Regional Engineer

*01.19.21*

Date

**For County and Road District Projects**

Submitted/Approved

Highway Commissioner

Date

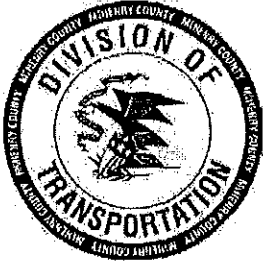
Submitted/Approved

County Engineer/Superintendent of Highways

Date

County Engineer  
On behalf of IDOT pursuant to Agreement  
of Understanding dated March 4, 2005

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



# McHenry County Division of Transportation

16111 Nelson Road  
Woodstock, IL 60098

Request for Authorization to Bid

IDOT Contractor Number: \_\_\_\_\_  
Letting Date: \_\_\_\_\_

TYPE OR USE BLACK INK

**SPECIAL NOTICE**

Companies wishing to bid **MUST** request Authorization to Bid.

**TO EXPEDITE THIS REQUEST, PLEASE PRINT LEGIBLY AND FOLLOW THE INSTRUCTIONS ON PAGE TWO.**

**Part A:**

Companies that wish to bid on McHenry County Division of Transportation (MCDOT) projects, as the prime contractor, **must** submit a **Request for Authorization to Bid** form to MCDOT, filling in Part A. MCDOT will email an **Authorization to Bid** letter to the company within three (3) working days.

We request **Authorization to Bid** on the following projects.

Please list our Company on the **For Bid List** for the following projects (check all that apply):

<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____
<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____
<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____

MCDOT will review the request and issue an **Authorization to Bid** only on the projects checked and listed in Part A.

**Part B:**

Companies downloading plans and/or specifications that wish to be placed on the **Not for Bid List**, **must** submit a **Request for Authorization to Bid** form to MCDOT, filling in Part B.

Please list our Company on the **Not For Bid List** for the following items (check all that apply):

<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____
<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____
<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____	<input type="checkbox"/> _____

**Part C:**

Company Name: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Company Address (\*): \_\_\_\_\_

For United Parcel Delivery

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Post Office Box No. (\*): \_\_\_\_\_

Box No. \_\_\_\_\_ For First Class Delivery

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

E-Mail: \_\_\_\_\_

Phone No.: \_\_\_\_\_ Fax No.: \_\_\_\_\_

(\* ) Complete street address and post office box information are required.

E-mail to: [MCDOTBidDocs@co.mchenry.il.us](mailto:MCDOTBidDocs@co.mchenry.il.us) or Fax to: MCDOT at (815) 334-4989, Attn: MCDOT Bid Docs

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## Instructions

1. Using a computer or **Black Ink (PLEASE PRINT)** complete the MCDOT Request for Authorization to Bid form (Page 1).
2. To be placed on the **For Bid List** and request **Authorization to Bid** on specific MCDOT projects, check and include the section number(s) ( XX-XXXXX-XX-XX) in Part A, that apply.
3. To be placed on the **Not For Bid List**, check and include the section number(s) ( XX-XXXXX-XX-XX) in Part B, that apply.
4. Fill in all information in Part C.
5. **E-mail** the completed Request for Authorization to Bid form (Page 1) along with a copy of your current IDOT prequalification **Certificate of Eligibility** and **Affidavit of Availability** to [MCDOTBidDocs@co.mchenry.il.us](mailto:MCDOTBidDocs@co.mchenry.il.us) or Fax the completed Request for Authorization to Bid form (Page 1) along with a copy of your current IDOT prequalification **Certificate of Eligibility** and **Affidavit of Availability** to MCDOT at (815) 334-4989, attention MCDOT Bid Docs. Certificate not required for materials letting.
6. Requests for **Authorization to Bid** will not be processed after 4:00 p.m., three (3) calendar days preceding the published letting date as specified on form BLR 12200, Notice to Bidders, in the various project specifications.

Companies that have not received an Authorization to Bid letter within three (3) working days of submitting their request should contact MCDOT at (815) 334-4960 to check on their status.

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## ELECTRONIC PLANS & SPECIFICATIONS

**HOW TO OBTAIN ELECTRONIC PLANS & SPECIFICATIONS?:** Project plans and/or specifications may be downloaded from MCDOT's website at <http://www.co.mchenry.il.us/county-government/departments-j-z/transportation/doing-business/bid-documents>. A CD containing the plans and specifications for the project(s) may be purchased from MCDOT at a cost of \$20. Contact MCDOT at (815) 334-4960 to request a CD. Hard copies of the plans and/or specifications will be available by request for a fee. **Three (3) days advance notice is required for both requests.**

**ADDENDA:** Companies downloading plans and/or specifications from the internet are responsible for checking the McHenry County Division of Transportation web site (<http://www.co.mchenry.il.us/county-government/departments-j-z/transportation/doing-business/bid-documents>) for any project ADDENDA. Companies that sign up for the electronic notification will be alerted to addenda when they are published. **It is each Company's responsibility to download any addenda and include them with their proposal(s).**

**WHO CAN BID?:** Bids will be accepted from only those companies that request and receive written **Authorization to Bid** letter from MCDOT.

**WHAT IS AUTHORIZATION TO BID?:** A Company that wishes to bid on a MCDOT project, as the prime contractor, **must** submit a **Request for Authorization to Bid** form, filling in Part A and select which project(s) they wish to bid on, to MCDOT along with a copy of their IDOT prequalification **Certificate of Eligibility** and **Affidavit of Availability**. Certificate not required for Materials Lettings. MCDOT will review the request and issue an **Authorization to Bid** letter indicating which projects the Company is authorized to bid on. If a Company is not authorized to bid on a project, the **Authorization to Bid** letter will indicate the reason for denial.

**WHAT MUST BE INCLUDED IN THE BID PROPOSAL:** Companies *do not need to return the entire bid package when submitting a bid proposal*. The following documents must be included in the bid proposal:

**FOR CONTRACT PROPOSAL:**

- Local Public Agency Formal Contract Proposal (BLR 12200)
- Schedule of Prices (BLR 12200a) (**Note: Written bid will not be accepted and will be subject to rejection of bid.**)
- Local Agency Proposal Bid Bond (BLR 12230)
- Apprenticeship or Training Program Certification (BLR 12325) [if included in the bid package]
- Affidavit of Illinois Business Office (BLR 12326)
- Affidavit of Availability (BC 57)

**FOR MATERIAL PROPOSAL:**

- Local Public Agency Material Proposal or Deliver & Install Proposal (BLR 12240)
- Material Proposal Schedule of Prices (BLR 12241)

All proposal documents, including the Proposal Guaranty Checks or Proposal Bid Bonds, should be stapled together to prevent loss.

MCDOT does not accept electronic bids. Signed and sealed paper copy proposals **must** be submitted.

MCDOT recommends that Companies deliver their proposals in person to insure they arrive at 16111 Nelson Road, Woodstock, Illinois 60098, prior to the time specified on form BLR 12200, under Notice to Bidders. **Any bid(s) received after the time specified on form BLR 12200 will not be accepted.**

**For Assistance Contact MCDOT at 815-334-4960**

RETURN WITH BID

NOTICE TO BIDDERS

County McHenry
Local Public Agency McHenry D.O.T.
Section Number 21-00527-00-RS
Route Various Roads

Sealed proposals for the improvement described below will be received at the office of The McHenry County Division,
of Transportation, 16111 Nelson Rd., Woodstock, IL 60098 until 9:00 AM on February 3, 2021
Address Time Date

Sealed proposals will be opened and read publicly at the office of The McHenry County Division
of Transportation, 16111 Nelson Rd., Woodstock, IL 60098 at 9:00 AM on February 3, 2021
Address Time Date

DESCRIPTION OF WORK

Name McHenry County Length: 57770.00 feet ( 10.94 miles)
Location Ackman, Kishwaukee Valley and Vermont roads.
Proposed Improvement Constr.ofHMABin.Cse.IL19.0,N70,HMASurf.Cse.,IL9.5,MixD,N70,HMASurfaceRemo., Earth Ex.,
Excavate&GradeShoulder,HMAPatching,NewADARamps,ConcreteCurbs,GrvedThermoStripingw/othernecessary&related work

1. Plans and proposal forms will be available in the office of Proposal Available: https://www.co.mchenry.il.us/county
-government/departments-j-z/transportation/doing-business/bid-documents
Address

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

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

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

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

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

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

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

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

RETURN WITH BID

PROPOSAL

County McHenry
Local Public Agency McHenry D.O.T.
Section Number 21-00527-00-RS
Route Various Roads

1. Proposal of
for the improvement of the above section by the construction of
Constr.ofHMABin.Cse.II,19.0,N70,HMASurf.Cse.,IL9.5,MixD,N70,HMASurfaceRemo., Earth Ex.,
Excavate&GradeShoulder,HMAPatching,NewADARamps,ConcreteCurbs,GrvedThermoStripingw/othernec

a total distance of 57770.00 feet, of which a distance of 57770.00 feet, ( 10.940 miles) are to be improved.

2. The plans for the proposed work are those prepared by McHenry County Division of Transportation
and approved by the Department of Transportation on January 21, 2021

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 October 29,2021
unless additional time is granted in accordance with the specifications.

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

Glenda L. Miller Treasurer of McHenry County

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

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

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

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

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

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

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



SCHEDULE OF PRICES

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

**Base Bid, Locations "A"& "B"**

County McHenry  
 Local Public Agency \_\_\_\_\_  
 Section 21-00527-00-RS  
 Route Various Roads

**Schedule for Multiple Bids**

Combination Letter	Sections Included in Combinations	Total

**Schedule for Single Bid**

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

Bidder's Proposal for making Entire Improvements

Item No.	Items	Unit	Quantity	Unit Price	Total
1	BITUMINOUS MATERIALS (TACK COAT)	POUND	260,969.0		
2	AGGREGATE FOR TACK COAT	TON	259.0		
3	LEVELING BINDER (HAND METHOD), N50	TON	1,100.0		
4	LEVELING BINDER (MACHINE METHOD), N50	TON	7,500.0		
5	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	22,325.0		
7	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D, N70 1.5"	TON	14,481.0		
8	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	2,000.0		
9	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1.0		
11	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	29,000.0		
13	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	161,900.0		
14	CONSTRUCTING TEST STRIP	EACH	2.0		
15	SHORT TERM PAVEMENT MARKING (SPECIAL)	FOOT	237,498.0		
16	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	388.0		
17	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	777.0		
18	GROOVED THERMOPLASTIC PAVT MARK - L&S	SQ FT	1,112.8		
19	GROOVED THERMOPLASTIC PAVT MARK - LINE 4"	FOOT	140,003.0		
20	GROOVED THERMOPLASTIC PAVT MARK - LINE 6"	FOOT	4,157.0		
21	GROOVED THERMOPLASTIC PAVT MARK - LINE 8"	FOOT	100.0		
22	GROOVED THERMOPLASTIC PAVT MARK - LINE 12"	FOOT	1,725.0		
23	GROOVED THERMOPLASTIC PAVT MARK - LINE 24"	FOOT	172.0		
24	RECLAMITE EMUL MALTENE-BASED REJUVENATING	SQ YD	172,393.0		
25	HOT-MIX ASPHALT SURFACE REMOVAL, ADJUST SP 1/2"	SQ YD	2,000.0		
26	AGGREGATE SHOULDERS, TYPE B	TON	1,541.0		
27	EARTH EXCAVATION	CU YD	45.0		
29	EXCAVATING AND GRADING EXISTING SHOULDER-2'	UNIT	46.0		
31	EXCAVATING AND GRADING EXISTING SHOULDERS-4'	UNIT	47.0		
33	EXCAVATING AND GRADING EXISTING SHOULDER-6'	UNIT	120.0		
34	EXCAVATING AND GRADING EXISTING SHOULDER-8'	UNIT	2.0		
35	EXCAVATING AND GRADING EXISTING SHOULDER-10'	UNIT	2.0		
36	HMA SHOULDERS, 6 INCH - 2 FEET WIDE	TON	365.0		
38	HMA SHOULDERS, 6 INCH - 4 FEET WIDE	TON	710.0		
40	HMA SHOULDERS, 6 INCH - 6 FEET WIDE	TON	2,760.0		

RETURN WITH BID

Bidder's Proposal for making Entire Improvements

Item No.	Items	Unit	Quantity	Unit Price	Total
41	HMA SHOULDERS, 6 INCH - 8 FEET WIDE	TON	61.0		
42	HMA SHOULDERS, 6 INCH - 10 FEET WIDE	TON	85.0		
43	ADA RAMP REMOVAL & REPLACEMENT	DOL	1.0		
44	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	2.0		
45	STORM SEWER INSTALLATION 15"	FOOT	50.0		
46	HOT-MIX ASPHALT REMOVAL (SPECIAL)	SQ YD	250.0		
47	SEEDING, CLASS 2	ACRE	8.9		
48	NITROGEN FERTILIZER NUTRIENT	POUND	525.0		
49	PHOSPHORUS FERTILIZER NUTRIENT	POUND	525.0		
50	POTASSIUM FERTILIZER NUTRIENT	POUND	525.0		
51	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	525.0		
52	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	45,093.0		
53	COMBINATION CURB AND GUTTER REMOVAL	FOOT	260.0		
54	B6.12 CONCRETE CURB & GUTTER	FOOT	625.0		
55	CONCRETE CURB - DEPRESSED	FOOT	40.0		
56	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	10.0		
57	STONE RIPRAP, CLASS A3	SQ YD	135.0		
58	FILTER FABRIC	SQ YD	135.0		
59	REMOVAL & RE-ERECT STEEL BEAM GUARDRAIL	FOOT	180.0		
60	REMOVE & RE-ERECT TRAFFIC BARRIER TERMINALS - TYPE 1	EACH	2.0		



**SCHEDULE OF PRICES**

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

**Alternate Bid, Location "C"**

County McHenry  
 Local Public Agency \_\_\_\_\_  
 Section 21-00527-00-RS  
 Route Various Roads

**Schedule for Multiple Bids**

Combination Letter	Sections Included in Combinations	Total

**Schedule for Single Bid**

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

**Bidder's Proposal for making Entire Improvements**

Item No.	Items	Unit	Quantity	Unit Price	Total
1	BITUMINOUS MATERIALS (TACK COAT)	POUND	83,395.0		
2	AGGREGATE FOR TACK COAT	TON	99.0		
3	LEVELING BINDER (HAND METHOD), N50	TON	100.0		
4	LEVELING BINDER (MACHINE METHOD), N50	TON	2,600.0		
6	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D N70 - 2"	TON	7,404.0		
8	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	250.0		
10	TRAFFIC CONTROL AND PROTECTION, (SPECIAL) - ALT BID	L SUM	1.0		
11	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	34,000.0		
12	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	51,000.0		
14	CONSTRUCTING TEST STRIP	EACH	1.0		
15	SHORT TERM PAVEMENT MARKING (SPECIAL)	FOOT	24,655.0		
17	RECESSED REFLECTIVE PAVMENT MARKER	EACH	105.0		
19	GROOVED THERMOPLASTIC PAVT MARK - LINE 4"	FOOT	51,280.0		
24	RECLAMITE EMUL MALTENE-BASED REJUVENATING	SQ YD	66,108.0		
25	HOT-MIX ASPHALT SURFACE REMOVAL, ADJUST SP 1/2"	SQ YD	1,000.0		
28	CONTROLLED LOW STRENGTH MATERIAL	CU YD	50.0		
30	EXCAVATING AND GRADING EXISTING SHOULDER-3'	UNIT	137.0		
32	EXCAVATING AND GRADING EXISTING SHOULDERS-5'	UNIT	190.0		
37	HMA SHOULDERS, 6 INCH - 3 FEET WIDE	TON	1,600.0		
39	HMA SHOULDERS, 6 INCH - 5 FEET WIDE	TON	3,700.0		
47	SEEDING, CLASS 2	ACRE	4.6		
48	NITROGEN FERTILIZER NUTRIENT	POUND	300.0		
49	PHOSPHORUS FERTILIZER NUTRIENT	POUND	300.0		
50	POTASSIUM FERTILIZER NUTRIENT	POUND	300.0		
51	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	300.0		
52	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	22,600.0		



RETURN WITH BID

CONTRACTOR CERTIFICATIONS

County	<u>McHenry</u>
Local Public Agency	<u>McHenry County D.O.T.</u>
Section Number	<u>21-00527-00-RS</u>
Route	<u>Various Roads</u>

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

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

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

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

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

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

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

RETURN WITH BID

SIGNATURES

County McHenry  
Local Public Agency McHenry County D.O.T.  
Section Number 21-00527-00-RS  
Route Various Roads

(If an individual)

Signature of Bidder \_\_\_\_\_

Business Address \_\_\_\_\_  
\_\_\_\_\_

(If a partnership)

Firm Name \_\_\_\_\_

Signed By \_\_\_\_\_

Business Address \_\_\_\_\_  
\_\_\_\_\_

Inset Names and Addressed of All Partners



\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(If a corporation)

Corporate Name \_\_\_\_\_

Signed By \_\_\_\_\_

President

Business Address \_\_\_\_\_  
\_\_\_\_\_

Inset Names of Officers



President \_\_\_\_\_

Secretary \_\_\_\_\_

Treasurer \_\_\_\_\_

Attest: \_\_\_\_\_  
Secretary



Local Agency Proposal Bid Bond

Route Various Roads
County McHenry
Local Agency McHenry Co. D.O.T.
Section 21-00527-00-RS

RETURN WITH BID

PAPER BID BOND

WE \_\_\_\_\_ as PRINCIPAL,
and \_\_\_\_\_ as SURETY.
are held jointly, severally and firmly bound unto the above Local Agency (hereafter referred to as "LA") in the penal sum of 5% of the total bid price, or for the amount specified in the proposal documents in effect on the date of invitation for bids whichever is the lesser sum. We bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly pay to the LA this sum under the conditions of this instrument.

WHEREAS THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that, the said PRINCIPAL is submitting a written proposal to the LA acting through its awarding authority for the construction of the work designated as the above section.

THEREFORE if the proposal is accepted and a contract awarded to the PRINCIPAL by the LA for the above designated section and the PRINCIPAL shall within fifteen (15) days after award enter into a formal contract, furnish surety guaranteeing the faithful performance of the work, and furnish evidence of the required insurance coverage, all as provided in the "Standard Specifications for Road and Bridge Construction" and applicable Supplemental Specifications, then this obligation shall become void; otherwise it shall remain in full force and effect.

IN THE EVENT the LA determines the PRINCIPAL has failed to enter into a formal contract in compliance with any requirements set forth in the preceding paragraph, then the LA acting through its awarding authority shall immediately be entitled to recover the full penal sum set out above, together with all court costs, all attorney fees, and any other expense of recovery.

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this \_\_\_\_\_ day of \_\_\_\_\_

Principal

(Company Name)
By: \_\_\_\_\_
(Signature and Title)

(Company Name)
By: \_\_\_\_\_
(Signature and 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)

By: \_\_\_\_\_
(Signature of Attorney-in-Fact)

STATE OF ILLINOIS,
COUNTY OF \_\_\_\_\_

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

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

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

Given under my hand and notarial seal this \_\_\_\_\_ day of \_\_\_\_\_

My commission expires \_\_\_\_\_ (Notary Public)

ELECTRONIC BID BOND

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

Electronic Bid Bond ID Code

(Company/Bidder Name)
(Signature and Title)
Date



**Return with Bid**

Route	<u>Various Roads</u>
County	<u>McHenry</u>
Local Agency	<u>McHenry Co. D.O.T.</u>
Section	<u>21-00527-00-RS</u>

**All contractors are required to complete the following certification:**

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

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

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

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

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

Bidder: \_\_\_\_\_

By: \_\_\_\_\_

(Signature)

Address: \_\_\_\_\_

Title: \_\_\_\_\_

RETURN WITH BID



Affidavit of Illinois Business Office

County McHenry  
Local Public Agency McHenry Co. D.O.T.  
Section Number 21-00527-00-RS  
Route Various Roads

State of \_\_\_\_\_ )  
County of \_\_\_\_\_ ) ss.

I, \_\_\_\_\_ of \_\_\_\_\_, \_\_\_\_\_,  
(Name of Affiant) (City of Affiant) (State of Affiant)

being first duly sworn upon oath, states as follows:

1. That I am the \_\_\_\_\_ of \_\_\_\_\_,  
officer or position bidder
2. That I have personal knowledge of the facts herein stated.
3. That, if selected under this proposal, \_\_\_\_\_,  
(bidder) will maintain a  
business office in the State of Illinois which will be located in \_\_\_\_\_ 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)  
\_\_\_\_\_  
(Print Name of Affiant)

This instrument was acknowledged before me on \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

(SEAL)

\_\_\_\_\_  
(Signature of Notary Public)



**Affidavit of Availability**  
For the Letting of 02/03/21



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

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

**Part I. Work Under Contract**

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

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

**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)						
<b>Totals</b>						

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					
<b>Total Uncompleted</b>					

**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





# Substance Abuse Prevention Program Certification



Contract Number	District	Letting Date
	1	02/03/21
Route		County
Various Roads		McHenry
Project Number	Job Number	
Section Number		
21-00527-00-RS		

The Substance Abuse Prevention on Public Works Act, Public Act 95-0635, prohibits the use of drugs and alcohol, as defined in the Act, by employees of the Contractor and by employees of all approved Subcontractors while performing work on a public works project. The Contractor/Subcontractor herewith certifies that it has a superseding collective bargaining agreement or makes the public filing of its written substance abuse prevention program for the prevention of substance abuse among its employees who are not covered by a collective bargaining agreement dealing with the subject as mandated by the Act.

A. The undersigned representative of the Contractor/Subcontractor certifies that the contracting entity has signed collective bargaining agreements that are in effect for all of its employees, and that deal with the subject matter of Public Act 95-0635.

Contractor/Subcontractor

Name of Authorized Representative (type or print)

Title of Authorized Representative (type or print)

Signature of Authorized Representative      Date

B. The undersigned representative of the Contractor/Subcontractor certifies that the contracting entity has in place for all of its employees not covered by a collective bargaining agreement that deals with the subject of the Act, the attached substance abuse prevention program that meets or exceeds the requirements of Public Act 95-0635.

Contractor/Subcontractor

Name of Authorized Representative (type or print)

Title of Authorized Representative (type or print)

Signature of Authorized Representative      Date



# Check Sheet for Recurring Special Provisions



Local Public Agency	County	Section Number
McHenry County D.O.T.	McHenry	21-00527-00-RS

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

Recurring Special Provisions

Check Sheet #		Page No.
1	<input type="checkbox"/> Additional State Requirements for Federal-Aid Construction Contracts	97
2	<input type="checkbox"/> Subletting of Contracts (Federal-Aid Contracts)	100
3	<input type="checkbox"/> EEO	101
4	<input type="checkbox"/> Specific EEO Responsibilities Non Federal-Aid Contracts	111
5	<input type="checkbox"/> Required Provisions - State Contracts	116
6	<input type="checkbox"/> Asbestos Bearing Pad Removal	122
7	<input type="checkbox"/> Asbestos Waterproofing Membrane and Asbestos HMA Surface Removal	123
8	<input type="checkbox"/> Temporary Stream Crossings and In-Stream Work Pads	124
9	<input type="checkbox"/> Construction Layout Stakes Except for Bridges	125
10	<input type="checkbox"/> Construction Layout Stakes	128
11	<input type="checkbox"/> Use of Geotextile Fabric for Railroad Crossing	131
12	<input type="checkbox"/> Subsealing of Concrete Pavements	133
13	<input type="checkbox"/> Hot-Mix Asphalt Surface Correction	137
14	<input type="checkbox"/> Pavement and Shoulder Resurfacing	139
15	<input type="checkbox"/> Patching with Hot-Mix Asphalt Overlay Removal	140
16	<input type="checkbox"/> Polymer Concrete	142
17	<input type="checkbox"/> PVC Pipeliner	144
18	<input type="checkbox"/> Bicycle Racks	145
19	<input type="checkbox"/> Temporary Portable Bridge Traffic Signals	147
20	<b>Reserved</b>	149
21	<input type="checkbox"/> Nighttime Inspection of Roadway Lighting	150
22	<input type="checkbox"/> English Substitution of Metric Bolts	151
23	<input type="checkbox"/> Calcium Chloride Accelerator for Portland Cement Concrete	152
24	<input type="checkbox"/> Quality Control of Concrete Mixtures at the Plant	153
25	<input type="checkbox"/> Quality Control/Quality Assurance of Concrete Mixtures	161
26	<input type="checkbox"/> Digital Terrain Modeling for Earthwork Calculations	177
27	<b>Reserved</b>	179
28	<input type="checkbox"/> Preventive Maintenance - Bituminous Surface Treatment (A-1)	180
29	<b>Reserved</b>	186
30	<b>Reserved</b>	187
31	<b>Reserved</b>	188
32	<input type="checkbox"/> Temporary Raised Pavement Markers	189
33	<input type="checkbox"/> Restoring Bridge Approach Pavements Using High-Density Foam	190
34	<input type="checkbox"/> Portland Cement Concrete Inlay or Overlay	193
35	<input type="checkbox"/> Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	197
36	<input type="checkbox"/> Longitudinal Joint and Crack Patching	200
37	<input type="checkbox"/> Concrete Mix Design - Department Provided	202

Local Public Agency

County

Section Number

McHenry County D.O.T.

McHenry

21-00527-00-RS

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

Local Roads And Streets Recurring Special Provisions

<u>Check Sheet #</u>		<u>Page No.</u>
LRS 1	<b>Reserved</b>	204
LRS 2	<input type="checkbox"/> <i>Furnished Excavation</i>	205
LRS 3	<input checked="" type="checkbox"/> Work Zone Traffic Control Surveillance	206
LRS 4	<input checked="" type="checkbox"/> Flaggers in Work Zones	207
LRS 5	<input checked="" type="checkbox"/> Contract Claims	208
LRS 6	<input checked="" type="checkbox"/> Bidding Requirements and Conditions for Contract Proposals	209
LRS 7	<input type="checkbox"/> Bidding Requirements and Conditions for Material Proposals	215
LRS 8	<b>Reserved</b>	221
LRS 9	<input type="checkbox"/> Bituminous Surface Treatments	222
LRS 10	<b>Reserved</b>	223
LRS 11	<input checked="" type="checkbox"/> Employment Practices	224
LRS 12	<input checked="" type="checkbox"/> Wages of Employees on Public Works	226
LRS 13	<input checked="" type="checkbox"/> Selection of Labor	228
LRS 14	<input type="checkbox"/> Paving Brick and Concrete Paver Pavements and Sidewalks	229
LRS 15	<input checked="" type="checkbox"/> Partial Payments	232
LRS 16	<input checked="" type="checkbox"/> Protests on Local Lettings	233
LRS 17	<input checked="" type="checkbox"/> Substance Abuse Prevention Program	234
LRS 18	<input type="checkbox"/> Multigrade Cold Mix Asphalt	235

CHECK SHEET #LRS3

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

SPECIAL PROVISION  
FOR  
WORK ZONE TRAFFIC CONTROL SURVEILLANCE

Effective: January 1, 1999  
Revised: January 1, 2018

Revise Article 701.10 of the Standard Specifications to read:

"The Contractor shall conduct inspections of the worksite at a frequency that will allow for the timely replacement of any traffic control device that has become displaced, worn, or damaged. A sufficient quantity of replacement devices, based on vulnerability to damage, shall be readily available to meet this requirement."

Delete Article 701.20(g) of the Standard Specifications.

**CHECK SHEET #LRS4**

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

**SPECIAL PROVISION  
FOR  
FLAGGERS IN WORK ZONES**

Effective: January 1, 1999  
Revised: January 1, 2007

Revise the last paragraph of Article 701.13 of the Standard Specifications to read:

"Flaggers are required only when workers are present."

CHECK SHEET #LRS5

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

SPECIAL PROVISION  
FOR  
CONTRACT CLAIMS

Effective: January 1, 2002  
Revised: January 1, 2007

Revise the second sentence of subparagraph (a) of Article 109.09 of the Standard Specifications to read:

"All claims shall be submitted to the Engineer."

Revise subparagraph (e) of Article 109.09 of the Standard Specifications to read:

"(e) Procedure. All Claims shall be submitted to the Engineer. The Engineer will consider all information submitted with the claim. Claims not conforming to this Article will be returned without consideration. The Engineer may schedule a claim presentation meeting if, in the Engineer's judgment, such a meeting would aid in resolution of the claim, otherwise a decision will be based on the claim documentation submitted. A final decision will be rendered within 90 days of receipt of the claim.

Full compliance by the Contractor with the provisions specified in this Article is a contractual condition precedent to the Contractor's right to seek relief in the Court of Claims. The Engineer's written decision shall be the final administrative action of the Department. Unless the Contractor files a claim for adjudication by the Court of Claims within 60 days after the date of the written decision, the failure to file shall constitute a release and waiver of the claim."

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

SPECIAL PROVISION  
FOR  
BIDDING REQUIREMENTS AND CONDITIONS FOR CONTRACT PROPOSALS

Effective: January 1, 2002

Revised: January 1, 2015

Replace Article 102.01 of the Standard Specifications with the following:

Prequalification of Bidders. When prequalification is required and the Awarding Authority for contract construction work is the County Board of a County, the Council, the City Council, or the President and Board of Trustees of a city, village, or town, each prospective bidder, in evidence of competence, shall furnish the Awarding Authority as a prerequisite to the release of proposal forms by the Awarding Authority, a certified or photostatic copy of a "Certificate of Eligibility" issued by the Department of Transportation, according to the Department's "Prequalification Manual".

The two low bidders must file, within 24 hours after the letting, a sworn affidavit in triplicate, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work, using the blank form made available for this affidavit. One copy shall be filed with the Awarding Authority and two copies with IDOT's District office.

Issuance of Proposal Forms. The Awarding Authority reserves the right to refuse to issue a proposal form for bidding purposes for any of the following reasons:

- (a) Lack of competency and adequate machinery, plant, and other equipment, as revealed by the financial statement and experience questionnaires required in the prequalification procedures.
- (b) Uncompleted work which, in the judgment of the Awarding Authority, might hinder or prevent the prompt completion of additional work awarded.
- (c) False information provided on a bidder's "Affidavit of Availability".
- (d) Failure to pay, or satisfactorily settle, all bills due for labor and material on former contracts in force at the time of issuance of proposal forms.
- (e) Failure to comply with any prequalification regulations of the Department.
- (f) Default under previous contracts.
- (g) Unsatisfactory performance record as shown by past work for the Awarding Authority, judged from the standpoint of workmanship and progress.
- (h) When the Contractor is suspended from eligibility to bid at a public letting where the contract is awarded by, or requires approval of, the Department.

## CHECK SHEET #LRS6

- (i) When any agent, servant, or employee of the prospective bidder currently serves as a member, employee, or agent of a governmental body that is financially involved in the proposal work.
- (j) When any agent, servant, or employee of the perspective bidder has participated in the preparation of plans or specifications for the proposed work.

Interpretation of Quantities in the Bid Schedule. 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.

Examination of Plans, Specifications, Special Provisions, and Site of Work. The bidder shall, before submitting a bid, carefully examine the provisions of the contract. The bidder shall inspect in detail the site of the proposed work, investigate and become familiar with all the local conditions affecting the contract and fully acquaint themselves with the detailed requirements of construction. Submission of a bid shall be a conclusive assurance and warranty the bidder has made these examinations and the bidder understands all requirements for the performance of the work. If his/her bid is accepted, the bidder shall be responsible for all errors in the proposal resulting from his/her failure or neglect to comply with these instructions. The Awarding Authority will, in no case, be responsible for any costs, expenses, losses, or change in anticipated profits resulting from such failure or neglect of the bidder to make these examinations.

The bidder shall take no advantage of any error or omission in the proposal and advertised contract. Any prospective bidder who desires an explanation or interpretation of the plans, specification, or any of the contract documents, shall request such in writing from the Awarding Authority, in sufficient time to allow a written reply by the Awarding Authority that can reach all prospective bidders before the submission of their bids. Any reply given a prospective bidder concerning any of the contract documents, plans, and specifications will be furnished to all prospective bidders in the form determined by the Awarding Authority including, but not limited to, an addendum, if the information is deemed by the Awarding Authority to be necessary in submitting bids or if the Awarding Authority concludes the information would aid competition. Oral explanations, interpretations, or instructions given before the submission of bids unless at a prebid conference will not be binding on the Awarding Authority.

Preparation of the Proposal. Bidders shall submit their proposals on the form furnished by the Awarding Authority. The proposal shall be executed properly, and bids shall be made for all items indicated in the proposal form, except when alternate bids are asked, a bid on more than one alternate for each item is not required, unless otherwise provided. The bidder shall indicate in figures, a unit price for each of the separate items called for in the proposal form; the bidder shall show the products of the respective quantities and unit prices in the column provided for that purpose, and the gross sum shown in the place indicated in the proposal form shall be the



CHECK SHEET #LRS6

summation of said products. All writing shall be with ink or typewriter, except the signature of the bidder which shall be written in ink.

If the proposal is made by an individual, that individual's name and business address shall be shown. If made by a firm or partnership, the name and business address of each member of the firm or partnership shall be shown. If made by a corporation, the proposal shall show the names, titles, and business addresses of the president, corporate secretary and treasurer. The proposal shall be signed by president or someone with authority to execute contracts and attested by the corporate secretary or someone with authority to execute or attest to the execution of contracts.

When prequalification is required, the proposal form shall be submitted by an authorized bidder in the same name and style as shown on the "Contractor's Statement of Experience and Financial Condition" used for prequalification.

Rejection of Proposals. The Awarding Authority reserves the right to reject any proposal for any of the conditions in "Issuance of Proposal Forms" or for any of the following reasons:

- (a) More than one proposal for the same work from an individual, firm, partnership, or corporation under the same name or different names.
- (b) Evidence of collusion among bidders.
- (c) Unbalanced proposals in which the bid prices for some items are, in the judgment of the Awarding Authority, out of proportion to the bid prices for other items.
- (d) If the proposal does not contain a unit price for each pay item listed, except in the case of authorized alternate pay items or lump sum pay items.
- (e) If the proposal form is other than that furnished by the Awarding Authority; or if the form is altered or any part thereof is detached.
- (f) If there are omissions, erasures, alterations, unauthorized additions, conditional or alternate bids, or irregularities of any kind which may tend to make the proposal incomplete, indefinite or ambiguous as to its meaning.
- (g) If the bidder adds any provisions reserving the right to accept or reject an award, or to enter into a contract pursuant to an award.
- (h) If the proposal is not accompanied by the proper proposal guaranty.
- (i) If the proposal is prepared with other than ink or typewriter, or otherwise fails to meet the requirements of the above "Preparation of Proposal" section.

Proposal Guaranty. Each proposal shall be accompanied by a bid bond on the Department form contained in the proposal, executed by a corporate surety company satisfactory to the Awarding Authority, by a bank cashier's check or a properly certified check for not less than five percent of the amount bid, or for the amount specified in the following schedule:

CHECK SHEET #LRS6

Amount Bid	Proposal Guaranty	
Up to	\$5,000	\$150
>\$5,000	\$10,000	\$300
>\$10,000	\$50,000	\$1,000
>\$50,000	\$100,000	\$3,000
>\$100,000	\$150,000	\$5,000
>\$150,000	\$250,000	\$7,500
>\$250,000	\$500,000	\$12,500
>\$500,000	\$1,000,000	\$25,000
>\$1,000,000	\$1,500,000	\$50,000
>\$1,500,000	\$2,000,000	\$75,000
>\$2,000,000	\$3,000,000	\$100,000
>\$3,000,000	\$5,000,000	\$150,000
>\$5,000,000	\$7,500,000	\$250,000
>\$7,500,000	\$10,000,000	\$400,000
>\$10,000,000	\$15,000,000	\$500,000
>\$15,000,000	\$20,000,000	\$600,000
>\$20,000,000	\$25,000,000	\$700,000
>\$25,000,000	\$30,000,000	\$800,000
>\$30,000,000	\$35,000,000	\$900,000
Over	\$35,000,000	\$1,000,000

In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must equal to the sum of the proposal guaranties which would be required for each individual proposal.

Bank cashier's checks or properly certified checks accompanying proposals shall be made payable to the County Treasurer, when a County is the Awarding Authority; or the City, Village, or Town Treasurer, when a city, village, or town is the Awarding Authority.

The proposal guaranty checks of all, except the two lowest responsible, will be returned promptly after the proposals have been checked, tabulated, and the relation of the proposals established. Proposal guaranty checks of the two lowest bidders will be returned as soon as the contract and contract bond of the successful bidder have been properly executed and approved. Bid bonds will not be returned.

After a period of three working days has elapsed after the date of opening proposals, the Awarding Authority may permit the two lowest bidders to substitute for the bank cashier's checks or certified checks submitted with their proposals as proposal guaranties, bid bonds on the Department forms executed by corporate surety companies satisfactory to the Awarding Authority.

Delivery of Proposals. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Authority 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

CHECK SHEET #LRS6

Bidders. Proposals received after the time specified will be returned to the bidder unopened.

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

Public Opening of Proposals. Proposals will be opened and read publicly at the time and place specified in the Notice to Bidders. Bidders, their authorized agents, and other interested parties are invited to be present.

Consideration of Proposals. After the proposals are opened and read, they will be compared on the basis of the summation of the products of the quantities shown in the bid schedule by the unit bid prices. In awarding contracts, the Awarding Authority will, in addition to considering the amounts stated in the proposals, take into consideration the responsibility of the various bidders as determined from a study of the data required under "Prequalification of Bidders", and from other investigations which it may elect to make.

The right is reserved to reject any or all proposals, to waive technicalities, or to advertise for new proposals, if in the judgment of the Awarding Authority, the best interests of the Awarding Authority will be promoted thereby.

Award of Contract. The award of contract will be made within 45 calendar days after the opening of proposals to the lowest responsible and qualified bidder whose proposal complies with all the requirements prescribed. The successful bidder will be notified by letter of intent that his/her bid has been accepted, and subject to the following conditions, the bidder will be the Contractor.

An approved contract executed by the Awarding Authority is required before the Awarding Authority is bound. An award may be cancelled any time by the Awarding Authority prior to execution in order to protect the public interest and integrity of the bidding process or for any other reason if, in the judgment of the Awarding Authority, the best interests of the Awarding Authority will be promoted thereby.

If a contract is not awarded within 45 days after the opening of proposals, bidders may file a written request with the Awarding Authority for the withdrawal of their bid, and the Awarding Authority will permit such withdrawal.

Requirement of Contract Bond. If the Awarding Authority requires a Contract Bond, the Contractor or Supplier shall furnish the Awarding Authority a performance and payment bond with good and sufficient sureties in the full amount of the contract as the penal sum. The surety shall be acceptable to the Awarding Authority, shall waive notice of any changes and extensions of time, and shall submit its bond on the form furnished by the Awarding Authority.

Execution of Contract. The contract shall be executed by the successful bidder and returned, together with the Contract Bond, within 15 days after the contract has been mailed to the bidder.

If the bidder to whom the award is made is a corporation organized under the laws of a State other than Illinois, the bidder shall furnish the Awarding Authority a

## CHECK SHEET #LRS6

copy of the corporation's Certificate of Authority to do business in the State of Illinois with the return of the executed contract and bond. Failure to furnish such evidence of a Certificate of Authority within the time required will be considered as just cause for the annulment of the award and the forfeiture of the proposal guaranty to the Awarding Authority, not as a penalty, but in payment of liquidated damages sustained as a result of such failure.

Failure to Execute Contract. If the contract is not executed by the Awarding Authority within 15 days following receipt from the bidder of the properly executed contracts and bonds, the bidder shall have the right to withdraw his/her bid without penalty.

Failure of the successful bidder to execute the contract and file acceptable bonds within 15 days after the contract has been mailed to the bidder shall be just cause for the cancellation of the award and the forfeiture of the proposal guaranty which shall become the property of the Awarding Authority, not as penalty, but in liquidation of damages sustained. Award may then be made to the next lowest responsible bidder, or the work may be readvertised and constructed under contract, or otherwise, as the Awarding Authority may decide."

CHECK SHEET #LRS11

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

SPECIAL PROVISION  
FOR  
EMPLOYMENT PRACTICES

Effective: January 1, 1999

In addition to all other labor requirements set forth in this proposal and in the Standard Specifications for Road and Bridge Construction, adopted by the Department of Transportation, during the performance of this contract, the Contractor for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

**Selection of Labor.** The Contractor shall comply with all Illinois statutes pertaining to the selection of labor.

**Equal Employment Opportunity.** During the performance of this contract, the Contractor agrees as follows:

- (a) That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, ancestry, age, marital status, physical or mental handicap or unfavorable discharge from military service, and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization.
- (b) That, if it hires additional employees in order to perform this contract or any portion hereof, it will determine the availability of minorities and women in the area(s) from which it may reasonably recruit and it will hire for each job classification for which employees are hired in such a way that minorities and women are not underutilized.
- (c) That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, national origin, ancestry, age, marital status, physical or mental handicap or unfavorable discharge from military service.

That it will send to each labor organization or representative of workers with which it has or is bound by collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the Contractor's obligations under the Illinois Human Rights Act and the Department's Rules and Regulations. If any such labor organization or representative fails or refuses to cooperate with the Contractor in its efforts to comply with so such Act and Rules and Regulations, the Contractor will promptly so notify the Illinois Department of Human Rights and the contracting agency and will recruit employees from other sources when necessary to fulfill its obligations thereunder.

CHECK SHEET #LRS11

- (e) That it will submit reports as required by the Department of Human Rights Rules and Regulations, furnish all relevant information as may from time to time be requested by the Department or the contracting agency, and in all respects comply with the Illinois Human Rights Act and the Department's Rules and Regulations.
- (f) That it will permit access to all relevant books, records, accounts and work sites by personnel of the contracting agency Illinois Department of Human Rights for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Department's Rules and Regulations.
- (g) That it will include verbatim or by reference the provisions of this clause in every subcontract so that such provisions will be binding upon every such subcontractor. In the same manner as with other provisions of this contract, the Contractor will be liable for compliance with applicable provisions of this clause by all its subcontractors; and further it will promptly notify the contracting agency and the Illinois Department of Human Rights in the event any subcontractor fails or refuses to comply therewith. In addition, the Contractor will not utilize any subcontractor declared by the subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.

CHECK SHEET #LRS12

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

SPECIAL PROVISION  
FOR  
WAGES OF EMPLOYEES ON PUBLIC WORKS

Effective: January 1, 1999

Revised: January 1, 2015

1. **Prevailing Wages.** All wages paid by the Contractor and each subcontractor shall be in compliance with The Prevailing Wage Act (820 ILCS 130), as amended, except where a prevailing wage violates a federal law, order, or ruling, the rate conforming to the federal law, order, or ruling shall govern. The Illinois Department of Labor publishes the prevailing wage rates on its website. If the Illinois Department of Labor revises the prevailing wage rates, the revised prevailing wage rates on the Illinois Department of Labor's website shall apply to this contract and the Contractor will not be allowed additional compensation on account of said revisions. The Contractor shall review the wage rates applicable to the work of the contract at regular intervals in order to ensure the timely payment of current wage rates. The Contractor agrees that no additional notice is required. The Contractor shall be responsible to notify each subcontractor of the wage rates set forth in this contract and any revisions thereto.
2. **Payroll Records.** The Contractor and each subcontractor shall make and keep, for a period of not less than five years from the date of the last payment on a contract or subcontract, records of all laborers, mechanics, and other workers employed by them on the project; the records shall include information required by 820 ILCS 130/5 for each worker. Upon seven business days' notice, the Contractor and each subcontractor shall make available for inspection and copying at a location within this State during reasonable hours, the payroll records to the public body in charge of the project, its officers and agents, the Director of Labor and his deputies and agents, and to federal, State, or local law enforcement agencies and prosecutors.
3. **Submission of Payroll Records.** The Contractor and each subcontractor shall, no later than the 15th day of each calendar month, file a certified payroll for the immediately preceding month with the public body in charge of the project, except that the full social security number and home address shall not be included on weekly transmittals. Instead the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's social security number). The certified payroll shall consist of a complete copy of the payroll records, except starting and ending times of work each day may be omitted.

The certified payroll shall be accompanied by a statement signed by the Contractor or subcontractor or an officer, employee, or agent of the Contractor or subcontractor which avers that: (i) he or she has examined the certified payroll records required to be submitted by the Act and such records are true and accurate; (ii) the hourly rate paid to each worker is not less than the general

CHECK SHEET #LRS12

prevailing rate of hourly wages required; and (iii) the Contractor or subcontractor is aware that filing a certified payroll that he or she knows to be false is a Class A misdemeanor.

4. Employee Interviews. The Contractor and each subcontractor shall permit his/her employees to be interviewed on the job, during working hours, by compliance investigators of the Department or the Department of Labor.





**JB Pritzker, Governor**

**Michael D. Kleinik, Director**

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**FOR IMMEDIATE RELEASE**

May 11, 2020

**Contact:**

Mike Matulis 217-785-1719  
Michael.Matulis@illinois.gov

## **IDOL Reminds Local Governments They No Longer Need to Approve Prevailing Wage Ordinances**

**SPRINGFIELD** – The Illinois Department of Labor (IDOL) wants to remind local units of governments that while they still must pay prevailing wages for public works projects, a 2019 change in the law means they no longer need to adopt a prevailing wage ordinance or file it with IDOL.

“While most local governments are aware of the change, some continue to adopt prevailing wage ordinances and attempt to file them with the Illinois Department of Labor. That is no longer a requirement,” said IDOL Director Michael Kleinik.

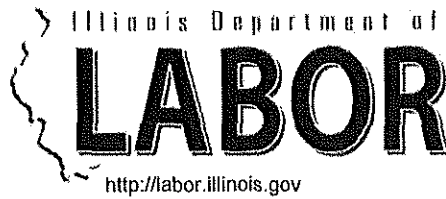
The enactment of Public Act 100-1177, which took effect June 1, 2019, relieves local units of government from the former requirement of passing a prevailing wage ordinance, publishing it and filing it with the Illinois Department of Labor.

The prevailing wage schedules for each county in the state are now ascertained by IDOL and published on its website.

The changes to the Prevailing Wage Act also required IDOL to create an electronic database of certified payrolls where contractors will submit certified payrolls directly online rather than filing them with the local government.

Here is a link to the current prevailing wage rates for Illinois counties:

<https://www2.illinois.gov/idol/Laws-Rules/CONMED/Pages/Rates/2020/March-Rates.aspx>



## NEWS

**JB Pritzker, Governor**

**Michael D. Kleinik, Director**

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**FOR IMMEDIATE RELEASE**

July 1, 2020

**Contact:**

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### **IDOL Alerts Local Officials on Hiring for Public Works Projects** *State Law requires hiring Illinois workers during times of high unemployment*

**SPRINGFIELD** – Due to the high unemployment rate caused by the ongoing COVID-19 pandemic, the Employment of Illinois Workers on Public Works Act will take effect beginning July 1<sup>st</sup>. The state law requires the workforce on all public works projects to be comprised of a minimum of 90% Illinois residents.

The Illinois Department of Labor (IDOL) administers the Employment of Illinois Workers on Public Works Act, which was enacted to alleviate unemployment in Illinois by ensuring that most workers on public works projects live in the state. The requirement to employ 90 percent Illinois workers applies to all labor on public works projects or improvements, including projects involving the clean-up and on-site disposal of hazardous waste.

The law comes into effect following two consecutive months of a state unemployment rate above 5 percent. According to the U.S. Bureau of Labor Statistics, Illinois' unemployment rate during the COVID-19 pandemic increased from 4.2 percent in March, to 17.2 percent in April, and 15.2 percent in May. Given the unanticipated and large unemployment increase, IDOL wants to alert public bodies to the details of the law.

“As we all deal with the far-reaching impact of this pandemic, the Illinois Department of Labor wants to remind public officials and employers of the requirements of this law, which has not been triggered in recent years due to low unemployment,” said IDOL Director Michael Kleinik.

Illinois Attorney General Kwame Raoul pledged to work with IDOL to enforce the law.

“As the nation faces record levels of unemployment, the people of Illinois should be assured that government is using all available tools to put Illinois residents back to work,” Attorney General Kwame Raoul said. “The Employment of Illinois Workers on Public Works Act requires contractors on public works projects to prioritize Illinois workers, and my office stands ready to work with the Department of Labor to enforce the law and ensure that public works projects – which are funded by Illinois taxpayers – are completed using the best workforce in the country.”

The law is intended to ensure that projects funded using public dollars employ Illinois residents. That includes public works projects that are funded in whole or in part with state funds or funds administered by the state of Illinois. Any public works project financed in whole or in part by federal funds administered by the state of Illinois is covered under the provisions of this act to the extent permitted by applicable federal law or regulation.

More information about the Employment of Illinois Workers on Public Works Act can be found here:

<http://www.ilga.gov/legislation/ilcs/ilcs3.asp?ActID=549&ChapterID=7>

## McHenry County Prevailing Wage Rates posted on 12/1/2020

Trade Title	Rg	Type	C	Base	Foreman	Overtime				H/W	Pension	Vac	Trng	Other Ins
						M-F	Sa	Su	Hoi					
ASBESTOS ABT-GEN	AII	ALL		44.40	45.40	1.5	1.5	2.0	2.0	14.26	16.05	0.00	0.90	
ASBESTOS ABT-MEC	AII	BLD		38.44	41.51	1.5	1.5	2.0	2.0	14.07	12.51	0.00	0.77	
BOILERMAKER	AII	BLD		51.56	56.20	2.0	2.0	2.0	2.0	6.97	21.58	0.00	1.20	
BRICK MASON	AII	BLD		47.56	52.32	1.5	1.5	2.0	2.0	11.20	20.51	0.00	0.97	
CARPENTER	AII	ALL		49.76	51.76	1.5	1.5	2.0	2.0	11.79	23.35	0.00	0.73	
CEMENT MASON	AII	ALL		48.20	50.20	2.0	1.5	2.0	2.0	10.90	23.86	0.00	0.50	
CERAMIC TILE FINISHER	AII	BLD		41.80	41.80	1.5	1.5	2.0	2.0	11.25	13.41	0.00	0.88	
COMMUNICATION TECHNICIAN	AII	BLD		42.41	44.81	1.5	1.5	2.0	2.0	13.79	15.42	0.00	0.85	
ELECTRIC PWR EQMT OP	AII	ALL		44.61	60.87	1.5	1.5	2.0	2.0	6.50	12.49	0.00	1.01	1.34
ELECTRIC PWR GRNDMAN	AII	ALL		34.27	60.87	1.5	1.5	2.0	2.0	6.50	9.60	0.00	0.77	1.03
ELECTRIC PWR LINEMAN	AII	ALL		53.63	60.87	1.5	1.5	2.0	2.0	6.50	15.02	0.00	1.21	1.61
ELECTRIC PWR TRK DRV	AII	ALL		35.52	60.87	1.5	1.5	2.0	2.0	6.50	9.95	0.00	0.80	1.07
ELECTRICIAN	AII	ALL		51.15	55.55	1.5	1.5	2.0	2.0	15.66	16.98	0.00	1.02	
ELEVATOR CONSTRUCTOR	AII	BLD		58.47	65.78	2.0	2.0	2.0	2.0	15.73	18.41	4.68	0.63	
FENCE ERECTOR	E	ALL		44.42	46.42	1.5	1.5	2.0	2.0	13.68	15.40	0.00	0.65	
FENCE ERECTOR	S	ALL		47.99	51.83	2.0	2.0	2.0	2.0	13.06	24.15	0.00	1.03	
GLAZIER	AII	BLD		46.35	47.85	1.5	2.0	2.0	2.0	14.79	22.67	0.00	1.26	
HEAT/FROST INSULATOR	AII	BLD		51.25	54.33	1.5	1.5	2.0	2.0	14.07	14.26	0.00	0.77	
IRON WORKER	E	ALL		52.51	54.51	2.0	2.0	2.0	2.0	15.15	24.34	0.00	0.44	
IRON WORKER	S	ALL		47.99	51.83	2.0	2.0	2.0	2.0	13.06	24.15	0.00	1.03	
IRON WORKER	W	ALL		40.85	45.75	2.0	2.0	2.0	2.0	12.66	28.22	0.00	1.55	
LABORER	AII	ALL		44.40	45.15	1.5	1.5	2.0	2.0	14.26	16.05	0.00	0.90	
LATHER	AII	ALL		49.76	51.76	1.5	1.5	2.0	2.0	11.79	23.35	0.00	0.73	
MACHINIST	AII	BLD		49.68	52.18	1.5	1.5	2.0	2.0	7.93	8.95	1.85	1.47	
MARBLE FINISHER	AII	ALL		35.73	49.05	1.5	1.5	2.0	2.0	11.20	18.71	0.00	0.87	
MARBLE MASON	AII	BLD		46.71	51.38	1.5	1.5	2.0	2.0	11.20	19.98	0.00	0.95	
MATERIAL TESTER I	AII	ALL		34.40		1.5	1.5	2.0	2.0	14.26	16.05	0.00	0.90	
MATERIALS TESTER II	AII	ALL		39.40		1.5	1.5	2.0	2.0	14.26	16.05	0.00	0.90	
MILLWRIGHT	AII	ALL		49.76	51.76	1.5	1.5	2.0	2.0	11.79	23.35	0.00	0.73	
OPERATING ENGINEER	AII	BLD	1	52.10	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	AII	BLD	2	50.80	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	

OPERATING ENGINEER	All	BLD	3	48.25	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	4	46.50	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	5	55.85	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	6	53.10	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	BLD	7	55.10	56.10	2.0	2.0	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	FLT		40.00	40.00	1.5	1.5	2.0	2.0	20.50	16.85	2.00	1.65	
OPERATING ENGINEER	All	HWY	1	50.30	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	2	49.75	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	3	47.70	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	4	46.30	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	5	45.10	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	6	53.30	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	7	51.30	54.30	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
ORNAMENTAL IRON WORKER	E	ALL		51.63	54.13	2.0	2.0	2.0	2.0	14.23	22.25	0.00	1.25	
ORNAMENTAL IRON WORKER	S	ALL		47.99	51.83	2.0	2.0	2.0	2.0	13.06	24.15	0.00	1.03	
PAINTER	All	ALL		48.30	50.30	1.5	1.5	1.5	2.0	18.23	3.65	0.00	1.45	
PAINTER - SIGNS	All	BLD		39.84	44.74	1.5	1.5	2.0	2.0	2.73	3.39	0.00	0.00	
PILEDRIVER	All	ALL		49.76	51.76	1.5	1.5	2.0	2.0	11.79	23.35	0.00	0.73	
PIPEFITTER	All	BLD		50.75	53.75	1.5	1.5	2.0	2.0	10.85	20.85	0.00	2.92	
PLASTERER	All	BLD		45.00	47.70	1.5	1.5	2.0	2.0	15.75	18.14	0.00	1.25	
PLUMBER	All	BLD		52.00	55.10	1.5	1.5	2.0	2.0	16.22	15.60	0.00	1.40	
ROOFER	All	BLD		45.75	49.75	1.5	1.5	2.0	2.0	11.23	13.61	0.00	0.91	
SHEETMETAL WORKER	All	BLD		49.07	51.52	1.5	1.5	2.0	2.0	10.85	17.51	0.00	1.14	2.32
SIGN HANGER	All	BLD		26.07	27.57	1.5	1.5	2.0	2.0	3.80	3.55	0.00	0.00	
SPRINKLER FITTER	All	BLD		50.95	53.45	1.5	1.5	2.0	2.0	13.50	16.80	0.00	0.75	
STEEL ERECTOR	E	ALL		52.51	54.51	2.0	2.0	2.0	2.0	15.15	24.34	0.00	0.44	
STEEL ERECTOR	S	ALL		47.99	51.83	2.0	2.0	2.0	2.0	13.06	24.15	0.00	1.03	
STONE MASON	All	BLD		47.56	52.32	1.5	1.5	2.0	2.0	11.20	20.51	0.00	0.97	
TERRAZZO FINISHER	All	BLD		43.54	43.54	1.5	1.5	2.0	2.0	11.25	15.61	0.00	0.90	
TERRAZZO MASON	All	BLD		47.38	50.88	1.5	1.5	2.0	2.0	11.25	17.07	0.00	0.94	
TILE MASON	All	BLD		48.75	52.75	1.5	1.5	2.0	2.0	11.25	16.90	0.00	0.95	
TRAFFIC SAFETY WORKER	All	HWY		36.75	38.35	1.5	1.5	2.0	2.0	7.95	8.20	0.00	0.75	
TRUCK DRIVER	All	ALL	1	40.29	40.84	1.5	1.5	2.0	2.0	11.00	10.25	0.00	0.15	
TRUCK DRIVER	All	ALL	2	40.44	40.84	1.5	1.5	2.0	2.0	11.00	10.25	0.00	0.15	
TRUCK DRIVER	All	ALL	3	40.64	40.84	1.5	1.5	2.0	2.0	11.00	10.25	0.00	0.15	
TRUCK DRIVER	All	ALL	4	40.84	40.84	1.5	1.5	2.0	2.0	11.00	10.25	0.00	0.15	

TUCKPOINTER	All	BLD	47.25	48.25	1.5	1.5	2.0	2.0	8.59	19.48	0.00	0.94	
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**Legend**

**Rg** Region

**Type** Trade Type - All,Highway,Building,Floating,Oil & Chip,Rivers

**C** Class

**Base** Base Wage Rate

**OT M-F** Unless otherwise noted, OT pay is required for any hour greater than 8 worked each day, Mon through Fri. The number listed is the multiple of the base wage.

**OT Sa** Overtime pay required for every hour worked on Saturdays

**OT Su** Overtime pay required for every hour worked on Sundays

**OT Hol** Overtime pay required for every hour worked on Holidays

**H/W** Health/Welfare benefit

**Vac** Vacation

**Trng** Training

**Other Ins** Employer hourly cost for any other type(s) of insurance provided for benefit of worker.

Explanations MCHENRY COUNTY

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

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

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

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

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

EXPLANATION OF CLASSES

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

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

CERAMIC TILE FINISHER

The grouting, cleaning, and polishing of all classes of tile, whether for interior or exterior purposes, all burned, glazed or unglazed products; all composition materials, granite tiles, warning detectable tiles, cement tiles, epoxy composite materials, pavers, glass, mosaics, fiberglass, and all substitute materials, for tile made in tile-like units; all mixtures in tile like form of cement, metals, and

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

#### COMMUNICATIONS TECHNICIAN

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

#### MARBLE FINISHER

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

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

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

#### OPERATING ENGINEER - BUILDING

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

Backhoes; Hydraulic Boom Trucks; Hydro Vac (and similar equipment); Locomotives, All; Motor Patrol; Lubrication Technician; Manipulators; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes-Screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-Form Paver; Straddle Buggies; Operation of Tie Back Machine; Tournapull; Tractor with Boom and Side Boom; Trenching Machines.

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

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

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

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

#### OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

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

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



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

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

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

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

Class 6. Field Mechanics and Field Welders

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

#### OPERATING ENGINEERS - FLOATING

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

TRAFFIC SAFETY - Effective November 30, 2018, the description of the traffic safety worker trade in this County is as follows: Work associated with barricades, horses and drums used to reduce lane usage on highway work, the installation and removal of temporary, non-temporary or permanent lane, pavement or roadway markings, and the installation and removal of temporary road signs.

#### TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

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

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

## TERRAZZO FINISHER

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

### Other Classifications of Work:

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

## LANDSCAPING

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

## MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

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

CHECK SHEET #LRS13

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

SPECIAL PROVISION  
FOR  
SELECTION OF LABOR

Effective: January 1, 1999

Revised: January 1, 2012

The Contractor shall comply with all Illinois statutes pertaining to the selection of labor.

Employment of Illinois Workers During Periods of Excessive Unemployment. Whenever there is a period of excessive unemployment in Illinois, which is defined herein as any month immediately following two consecutive calendar months during which the level of unemployment in the State of Illinois has exceeded five percent as measured by the United States Bureau of Labor Statistics in its monthly publication of employment and unemployment figures, the Contractor shall employ at least 90 percent Illinois laborers. "Illinois laborer" means any person who has resided in Illinois for at least 30 days and intends to become or remain an Illinois resident.

Other laborers may be used when Illinois laborers as defined herein are not available, or are incapable of performing the particular type of work involved, if so certified by the Contractor and approved by the Engineer. The Contractor may place no more than three of his regularly employed non-resident executive and technical experts, who do not qualify as Illinois laborers, to do work encompassed by this Contract during a period of excessive unemployment.

This provision applies to all labor, whether skilled, semi-skilled or unskilled, whether manual or non-manual.

CHECK SHEET #LRS15

State of Illinois  
Department of Transportation

SPECIAL PROVISION  
FOR  
PARTIAL PAYMENTS

Effective: January 1, 2007

Add the following after the first paragraph of Article 109.07(a) of the Standard Specifications:

"The State will deduct from the amount so determined for the first 50 percent of the completed work a sum of ten percent to be retained until after the completion of the entire work to the satisfaction of the Engineer. After 50 percent or more of the work is completed, the Engineer may, at his/her discretion, certify the remaining partial payments without any further retention, provided that satisfactory progress is being made, and provided that the amount retained is not less than five percent of the total adjusted contract price. When the principal items of the work have been satisfactorily completed, a semi-final estimate may be made with the consent of the surety. Payment to the Contractor under such an estimate shall not exceed 90 percent of the amount retained after making partial payments, but in no event shall the amount retained after making the semi-final payment be less than one percent of the adjusted contract price, nor less than \$500.00.

When any payment is made directly to the State, payments for completed work shall have deducted the proportionate share of the cost to be borne by the State. The deduction will be the estimated cost to the State divided by the awarded contract value with this percentage applied to the value of work in place. Any adjustment to be made because of changed quantities will be made when the final payment is being processed. No retainage will be held from the value of such payments."

CHECK SHEET #LRS16

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

SPECIAL PROVISION  
FOR  
PROTESTS ON LOCAL LETTINGS

Effective: January 1, 2007  
Revised: January 1, 2013

Except for apprenticeship and training certification issues, all protests shall be handled according to Sections 6.390 through 6.440 of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative Code. For the purpose of a protest under this special provision, a representative of the awarding local authority executing the contract will perform the functions of the Chief Procurement Officer (CPO) and the State Purchasing Officer (SPO).

CHECK SHEET #LRS17

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

SPECIAL PROVISION  
FOR  
SUBSTANCE ABUSE PREVENTION PROGRAM

Effective: January 1, 2008

Revised: January 1, 2014

In addition to all other labor requirements set forth in this proposal and in the Standard Specification for Road and Bridge Construction, adopted by the Department, during the performance of this contract, the Contractor for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

Substance Abuse Prevention Program. Before the Contractor and any subcontractor commences work, the Contractor and any subcontractor shall have in place a written Substance Abuse Prevention Program for the prevention of substance abuse among its employees which meets or exceeds the requirements in 820 ILCS 265 or shall have a collective bargaining agreement in effect dealing with the subject matter of 820 ILCS 265.

The Contractor and any subcontractor shall file with the public body engaged in the construction of the public works: a copy of the Substance Abuse Prevention Program along with a cover letter certifying that their program meets the requirements of the Act, or a letter certifying that the Contractor or a subcontractor has a collective bargaining agreement in effect dealing with the subject matter of this Act.

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:

McHenry County Division of Transportation

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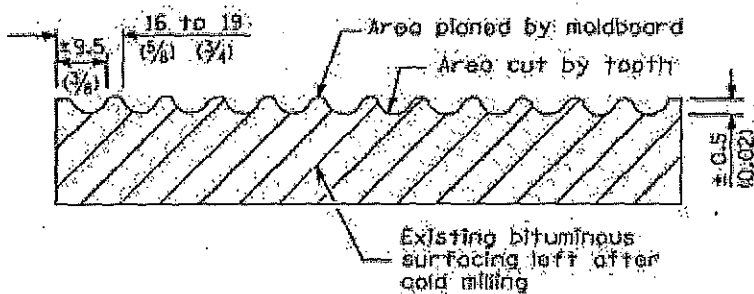
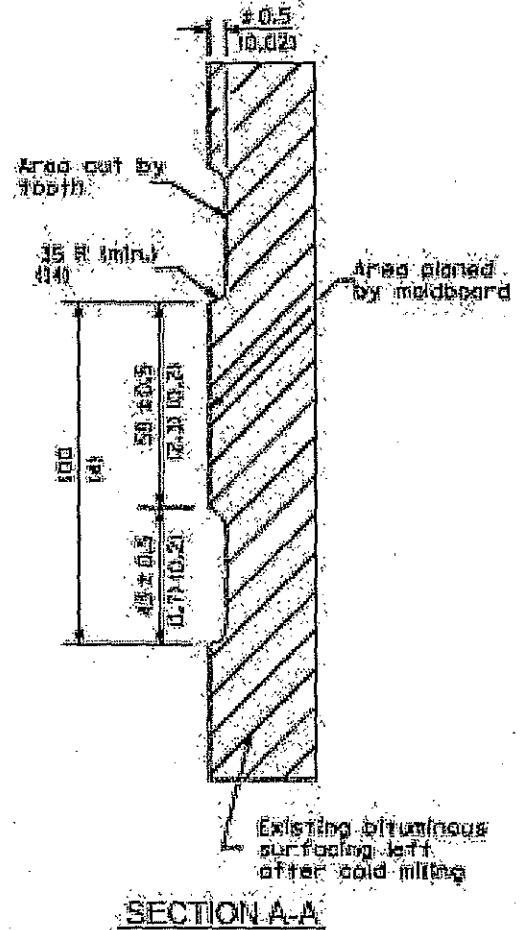
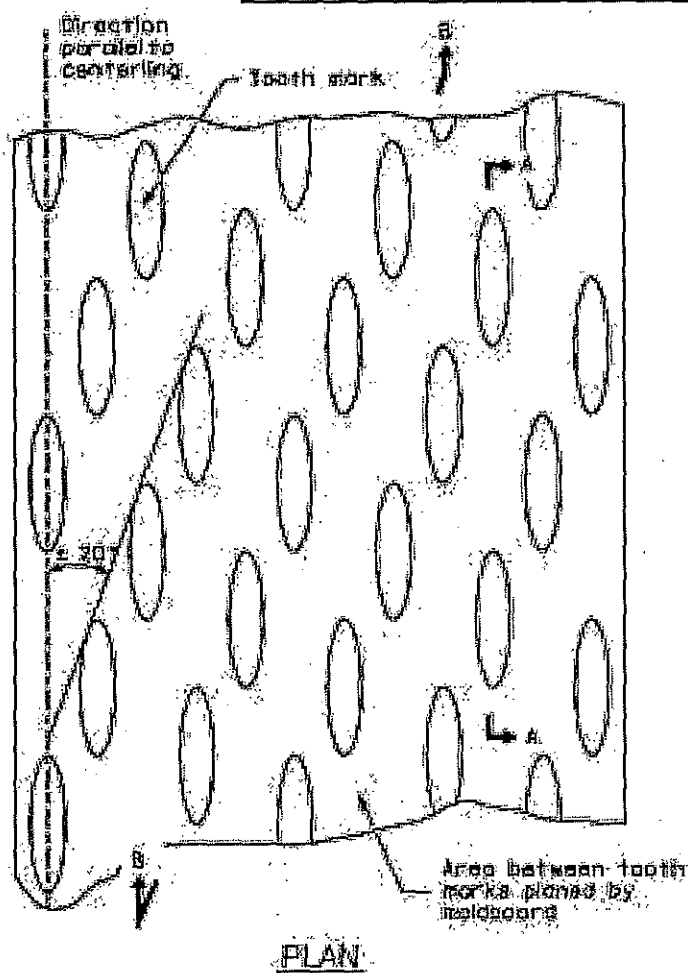
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The entities listed above and their officers, employees, and agents shall be indemnified and held harmless in accordance with Article 107.26.

**REQUIRED COLD MILLED SURFACE TEXTURE**

Effective: November 1, 1987  
Revised: January 1, 2007



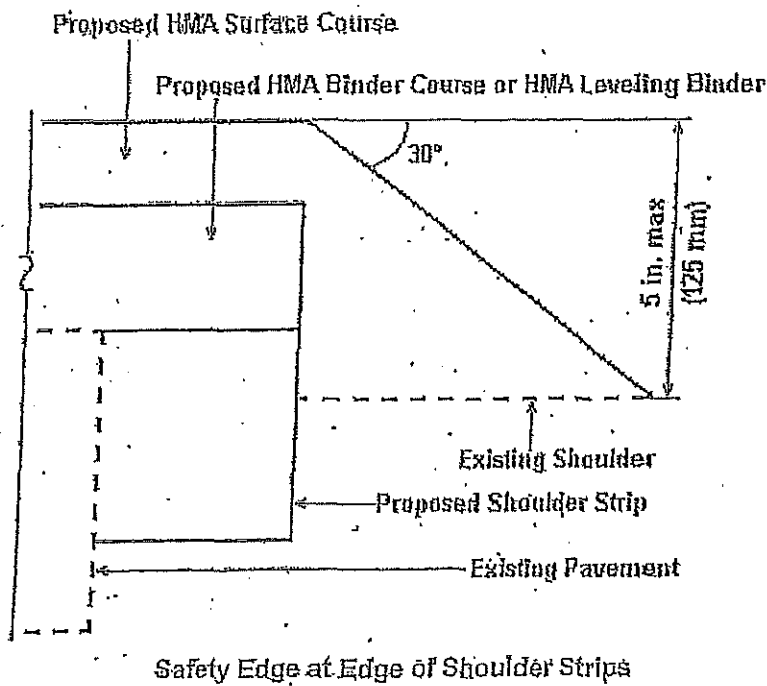
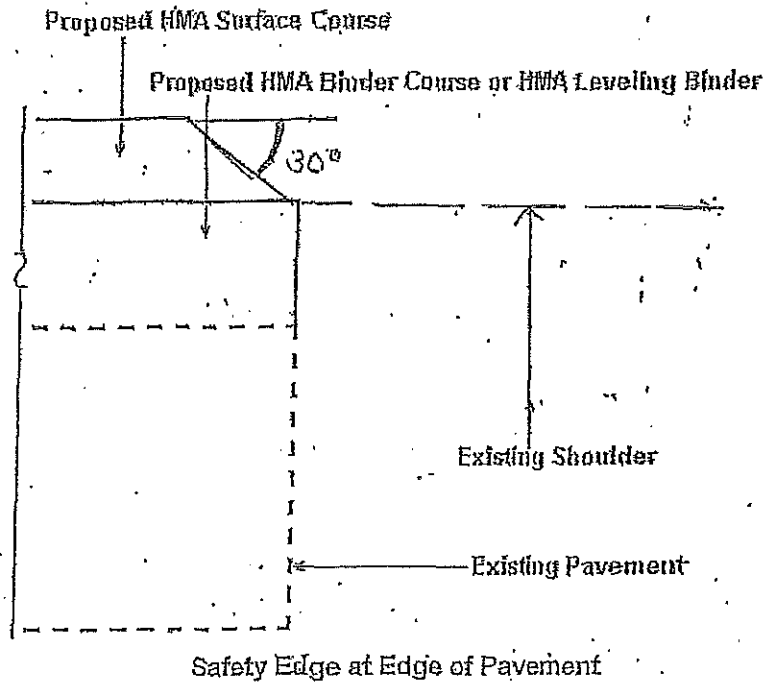
**GENERAL NOTES**

1. Cold Milling shall consist of two processes:
  - Cutting with carbide teeth mounted on a rotating drum, and
  - Planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a portion of discontinuous longitudinal striations.
3. All dimensions are in millimeters (inches) unless otherwise shown.



SAFETY EDGE

Effective: April 1, 2011



**BDE SPECIAL PROVISIONS**  
For the January 15 and March 5, 2021 Lettings

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

File Name	#		Special Provision Title	Effective	Revised
	80099	<input type="checkbox"/>	Accessible Pedestrian Signals (APS)	April 1, 2003	April 1, 2020
	80274	<input type="checkbox"/>	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
	80192	<input type="checkbox"/>	Automated Flagger Assistance Device	Jan. 1, 2008	
	80173	<input type="checkbox"/>	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80426	<input type="checkbox"/>	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	
	80241	<input type="checkbox"/>	Bridge Demolition Debris	July 1, 2009	
	50261	<input type="checkbox"/>	Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	50481	<input type="checkbox"/>	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	50491	<input type="checkbox"/>	Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	50531	<input type="checkbox"/>	Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
*	80425	<input type="checkbox"/>	Cape Seal	Jan. 1, 2020	Jan. 1, 2021
	80384	<input type="checkbox"/>	Compensable Delay Costs	June 2, 2017	April 1, 2019
	80198	<input type="checkbox"/>	Completion Date (via calendar days)	April 1, 2008	
	80199	<input type="checkbox"/>	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80293	<input type="checkbox"/>	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
	80311	<input type="checkbox"/>	Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
	80261	<input type="checkbox"/>	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
	80387	<input type="checkbox"/>	Contrast Preformed Plastic Pavement Marking	Nov. 1, 2017	
*	80434	<input type="checkbox"/>	Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
	80029	<input type="checkbox"/>	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	March 2, 2019
	80402	<input type="checkbox"/>	Disposal Fees	Nov. 1, 2018	
	80378	<input type="checkbox"/>	Dowel Bar Inserter	Jan. 1, 2017	Jan. 1, 2018
	80421	<input type="checkbox"/>	Electric Service Installation	Jan. 1, 2020	
	80415	<input type="checkbox"/>	Emulsified Asphalts	Aug. 1, 2019	
	80423	<input type="checkbox"/>	Engineer's Field Office and Laboratory	Jan. 1, 2020	
	80229	<input type="checkbox"/>	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80417	<input type="checkbox"/>	Geotechnical Fabric for Pipe Underdrains and French Drains	Nov. 1, 2019	
	80420	<input type="checkbox"/>	Geotextile Retaining Walls	Nov. 1, 2019	
*	80433	<input type="checkbox"/>	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	
	80304	<input checked="" type="checkbox"/>	Grooving for Recessed Pavement Markings	Nov. 1, 2012	Nov. 1, 2020
	80422	<input type="checkbox"/>	High Tension Cable Median Barrier	Jan. 1, 2020	Nov. 1, 2020
	80416	<input type="checkbox"/>	Hot-Mix Asphalt – Binder and Surface Course	July 2, 2019	Nov. 1, 2019
	80398	<input type="checkbox"/>	Hot-Mix Asphalt – Longitudinal Joint Sealant	Aug. 1, 2018	Nov. 1, 2019
*	80406	<input type="checkbox"/>	Hot-Mix Asphalt – Mixture Design Verification and Production (Modified for I-FIT)	Jan. 1, 2019	Jan. 1, 2021
	80347	<input type="checkbox"/>	Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	July 2, 2019
	80383	<input type="checkbox"/>	Hot-Mix Asphalt – Quality Control for Performance	April 1, 2017	July 2, 2019
	80411	<input type="checkbox"/>	Luminaires, LED	April 1, 2019	
	80393	<input type="checkbox"/>	Manholes, Valve Vaults, and Flat Slab Tops	Jan. 1, 2018	March 1, 2019
	80045	<input type="checkbox"/>	Material Transfer Device	June 15, 1999	Aug. 1, 2014
	80418	<input type="checkbox"/>	Mechanically Stabilized Earth Retaining Walls	Nov. 1, 2019	Nov. 1, 2020
*	80424	<input type="checkbox"/>	Micro-Surfacing and Slurry Sealing	Jan. 1, 2020	Jan. 1, 2021
	80428	<input type="checkbox"/>	Mobilization	April 1, 2020	
	80412	<input type="checkbox"/>	Obstruction Warning Luminaires, LED	Aug. 1, 2019	
	80430	<input type="checkbox"/>	Portland Cement Concrete – Haul Time	July 1, 2020	
	80359	<input type="checkbox"/>	Portland Cement Concrete Bridge Deck Curing	April 1, 2015	Nov. 1, 2019
	80431	<input type="checkbox"/>	Portland Cement Concrete Pavement Patching	July 1, 2020	

80432	47	<input type="checkbox"/>	Portland Cement Concrete Pavement Placement	July 1, 2020	
80300	48	<input type="checkbox"/>	Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
34261	49	<input type="checkbox"/>	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
80157	50	<input type="checkbox"/>	Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
* 80306	51	<input type="checkbox"/>	Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	Jan. 1, 2021
80407	52	<input type="checkbox"/>	Removal and Disposal of Regulated Substances	Jan. 1, 2019	Jan. 1, 2020
80419	53	<input type="checkbox"/>	Silt Fence, Inlet Filters, Ground Stabilization and Riprap Filter Fabric	Nov. 1, 2019	April 1, 2020
80395	54	<input type="checkbox"/>	Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018	
80340	55	<input type="checkbox"/>	Speed Display Trailer	April 2, 2014	Jan. 1, 2017
80127	56	<input type="checkbox"/>	Steel Cost Adjustment	April 2, 2004	Aug. 1, 2017
80408	57	<input type="checkbox"/>	Steel Plate Beam Guardrail Manufacturing	Jan. 1, 2019	
80413	58	<input type="checkbox"/>	Structural Timber	Aug. 1, 2019	
80397	59	<input type="checkbox"/>	Subcontractor and DBE Payment Reporting	April 2, 2018	
80391	60	<input type="checkbox"/>	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
* 80435	61	<input type="checkbox"/>	Surface Testing of Pavements – IRI	Jan. 1, 2021	
80298	62	<input type="checkbox"/>	Temporary Pavement Marking	April 1, 2012	April 1, 2017
80409	63	<input type="checkbox"/>	Traffic Control Devices - Cones	Jan. 1, 2019	
80410	64	<input type="checkbox"/>	Traffic Spotters	Jan. 1, 2019	
20338	65	<input type="checkbox"/>	Training Special Provisions	Oct. 15, 1975	
80318	66	<input type="checkbox"/>	Traversable Pipe Grate for Concrete End Sections	Jan. 1, 2013	Jan. 1, 2018
80429	67	<input type="checkbox"/>	Ultra-Thin Bonded Wearing Course	April 1, 2020	
80288	68	<input type="checkbox"/>	Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
80302	69	<input type="checkbox"/>	Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
80414	70	<input type="checkbox"/>	Wood Fence Sight Screen	Aug. 1, 2019	April 1, 2020
80427	71	<input type="checkbox"/>	Work Zone Traffic Control Devices	Mar. 2, 2020	
80071	72	<input type="checkbox"/>	Working Days	Jan. 1, 2002	

The following special provisions are in the 2021 Supplemental Specifications and Recurring Special Provisions.

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location(s)</u>	<u>Effective</u>	<u>Revised</u>
80277	Concrete Mix Design – Department Provided	Check Sheet #37	Jan. 1, 2012	April 1, 2016
80405	Elastomeric Bearings	Article 1083.01	Jan. 1, 2019	
80388	Equipment Parking and Storage	Article 701.11	Nov. 1, 2017	
80165	Moisture Cured Urethane Paint System	Article 1008.06	Nov. 1, 2006	Jan. 1, 2010
80349	Pavement Marking Blackout Tape	Articles 701.04, 701.19(f), 701.20(j) and 1095.06	Nov. 1, 2014	April 1, 2016
80371	Pavement Marking Removal	Articles 783.02-783.04, 783.06 and 1101.13	July 1, 2016	
80389	Portland Cement Concrete	Article 1020.04 Table 1 and Note 4	Nov. 1, 2017	
80403	Traffic Barrier Terminal, Type 1 Special	Articles 631.04 and 631.12	Nov. 1, 2018	

The following special provisions have been deleted from use.

<u>File Name</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80317	Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	Aug. 1, 2019

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

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

## **GROOVING FOR RECESSED PAVEMENT MARKINGS (BDE)**

Effective: November 1, 2012

Revised: November 1, 2020

Description. This work shall consist of grooving the pavement surface in preparation for the application of recessed pavement markings.

Equipment. Equipment shall be according to the following.

- (a) Preformed Plastic Pavement Marking Installations. The grooving equipment shall have a free-floating saw blade cutting head equipped with gang-stacked diamond saw blades. The diamond saw blades shall be of uniform wear and shall produce a smooth textured surface. Any ridges in the groove shall have a maximum height of 15 mils (0.38 mm).
- (b) Paint, Epoxy, Polyurea, Modified Urethane and Thermoplastic Pavement Marking Installations. The grooving equipment shall be equipped with either a free-floating saw blade cutting head or a free-floating grinder cutting head configuration with diamond or carbide tipped cutters and shall produce an irregular textured surface.

### CONSTRUCTION REQUIREMENTS

General. The Contractor shall supply the Engineer with a copy of the pavement marking material manufacturer's recommendations for constructing a groove.

Pavement Grooving Methods. The grooves for recessed pavement markings shall be constructed using the following methods.

- (a) Wet Cutting Head Operation. When water is required or used to cool the cutting head, the groove shall be flushed with high pressure water immediately following the cut to avoid build up and hardening of slurry in the groove. The pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.
- (b) Dry Cutting Head Operation. When used on HMA pavements, the groove shall be vacuumed or cleaned by blasting with high-pressure air to remove loose aggregate, debris, and dust generated during the cutting operation. When used on PCC pavements, the groove shall be flushed with high pressure water or shot blasted to remove any PCC particles that may have become destabilized during the grooving process. If high pressure water is used, the pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.

Pavement Grooving. Grooving shall not cause ravels, aggregate fractures, spalling or disturbance of the joints to the underlying surface of the pavement. Grooves shall be cut into the pavement prior to the application of the pavement marking material. Grooves shall be cut such

that the width is 1 in. (25 mm) greater than the width of the pavement marking line as specified on the plans. Grooves for letters and symbols shall be cut in a square or rectangular shape so that the entire marking will fit within the limits of the grooved area. The position of the edge of the grooves shall be a minimum of 2 in. (50 mm) from the edge of all longitudinal joints. The depth of the groove shall not be less than the manufacturer's recommendations for the pavement marking material specified, and according to the following.

- (a) Preformed Plastic and Thermoplastic Pavement Markings. Grooving shall be to a minimum depth of 110 mils (2.79 mm) and a maximum depth of 200 mils (5.08 mm).
- (b) Paint, Epoxy, Polyurea, and Modified Urethane Pavement Markings. Grooving shall be to a minimum depth of 40 mils (1.02 mm) and a maximum depth of 80 mils (2.03 mm).

The cutting head shall be operated at the appropriate speed in order to prevent undulation of the cutting head and grooving at an inconsistent depth.

For new HMA pavements, grooves shall not be installed within 10 days of the placement of the final course of pavement.

Final Cleaning. Immediately prior to the application of the pavement marking material or primer sealer, the groove shall be cleaned with high-pressure air blast.

Method of Measurement. Grooving for lines will be measured for payment in place, in feet (meters).

Grooving for letters and symbols will be measured in square feet (square meters).

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for GROOVING FOR RECESSED PAVEMENT MARKING of the groove width specified, and per square foot (square meter) for GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS.

The following shall only apply when preformed plastic pavement markings are to be recessed:

Add the following paragraph after the first paragraph of Article 780.07 of the Standard Specifications.

"Recessed markings in grooving shall be capable of being applied in a grooved slot on new and existing portland cement concrete and HMA surfaces, by means of a pressure-sensitive, precoated adhesive, or liquid contact cement which shall be applied at the time of installation. A primer sealer shall be applied with a roller and shall cover and seal the entire bottom of the groove. The primer sealer shall be recommended by the manufacturer of the pavement marking material and shall be compatible with the material being used. The Contractor shall install the markings in the groove as soon as possible after the primer sealer cures according to the manufacturer's recommendations."

80304

**HOT-MIX ASPHALT – TACK COAT (BDE)**

Effective: November 1, 2016

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

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

80376

**FRICITION AGGREGATE (D-1)**

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

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

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

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

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



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

Use	Mixture	Aggregates Allowed	
		50% Dolomite <sup>2/</sup>	Any Mixture E aggregate
		75% Dolomite <sup>2/</sup>	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone
		75% Crushed Gravel <sup>2/</sup> or Crushed Concrete <sup>3/</sup>	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 <sup>5/ 6/</sup>	
		Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		Other Combinations Allowed:	
		<i>Up to...</i>	<i>With...</i>
		50% Crushed Gravel <sup>2/</sup> , Crushed Concrete <sup>3/</sup> , or Dolomite <sup>2/</sup>	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

1/ Crushed steel slag allowed in shoulder surface only.

2/ Carbonate crushed stone (limestone) and/or crushed gravel shall not be used in SMA Ndesign 80. In SMA Ndesign 50, carbonate crushed stone shall not be blended with any of the other aggregates allowed alone in Ndesign 50 SMA binder or Ndesign 50 SMA surface.

3/ Crushed concrete will not be permitted in SMA mixes.

4/ Crushed steel slag shall not be used as leveling binder.

5/ When combinations of aggregates are used, the blend percent measurements shall be by volume."

6/ Combining different types of aggregate will not be permitted in SMA Ndesign 80."

## HMA MIXTURE DESIGN REQUIREMENTS (D-1)

Effective: January 1, 2013

Revised: January 1, 2018

### 1) Design Composition and Volumetric Requirements

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

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

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

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

1/ CA 16 or CA 13 may be blended with the gradations listed.

2/ The coarse aggregates used shall be capable of being combined with stone sand, slag sand, or steel slag sand meeting the FA/FM 20 gradation and mineral filler to meet the approved mix design and the mix requirements noted herein.

3/ CA 13 shall be 100 percent passing the 1/2 in. (12.5mm) sieve.

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

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

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

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

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

"High ESAL	IL-19.0 binder; IL-9.5 surface; IL-4.75; SMA-12.5, SMA-9.5
Low ESAL	IL-19.0L binder; IL-9.5L surface; Stabilized Subbase (HMA) <sup>1/</sup> ; HMA Shoulders <sup>2/</sup>

1/ Uses 19.0L binder mix.

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

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

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

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

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

Note 2. The asphalt binder shall be an SBS PG 76-28 when the SMA is used on a full-depth asphalt pavement and SBS PG 76-22 when used as an overlay, except where modified herein. The asphalt binder shall be an Elvaloy or SBS PG 76-22 for IL-4.75, except where modified herein. The elastic recovery shall be a minimum of 80.

Note 3. A stabilizing additive such as cellulose or mineral fiber shall be added to the SMA mixture according to Illinois Modified AASHTO M 325. The stabilizing additive shall meet the Fiber Quality Requirements listed in Illinois Modified AASHTO M 325. Prior to approval and use of fibers, the Contractor shall submit a notarized certification by the producer of these materials stating they meet these requirements. Reclaimed Asphalt Shingles (RAS) may be used in Stone Matrix Asphalt (SMA) mixtures designed with an SBA polymer modifier as a fiber additive if the mix design with RAS included meets AASHTO T305 requirements. The RAS shall be from a certified source that

produces either Type I or Type 2. Material shall meet requirements noted herein and the actual dosage rate will be determined by the Engineer.

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

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

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

High ESAL, MIXTURE COMPOSITION (% PASSING) <sup>1/</sup>										
Sieve Size	IL-19.0 mm		SMA <sup>4/</sup> IL-12.5 mm		SMA <sup>4/</sup> IL-9.5 mm		IL-9.5 mm		IL-4.75 mm	
	min	max	min	max	min	max	min	max	min	max
1 1/2 in. (37.5 mm)										
1 in. (25 mm)		100								
3/4 in. (19 mm)	90	100		100						
1/2 in. (12.5 mm)	75	89	80	100		100		100		100
3/8 in. (9.5 mm)				65	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	90	100
#8 (2.36 mm)	20	42	16	24 <sup>3/</sup>	16	32 <sup>3/</sup>	34 <sup>3/</sup>	52 <sup>2/</sup>	70	90
#16 (1.18 mm)	15	30					10	32	50	65
#30 (600 μm)			12	16	12	18				
#50 (300 μm)	6	15					4	15	15	30
#100 (150 μm)	4	9					3	10	10	18
#200 (75 μm)	3	6	7.0	9.0 <sup>3/</sup>	7.5	9.5 <sup>3/</sup>	4	6	7	9 <sup>3/</sup>
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		1.0

- 1/ Based on percent of total aggregate weight.
- 2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign = 90.
- 3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.
- 4/ The maximum percent passing the #635 (20 μm) sieve shall be ≤ 3 percent.

- 5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above the percentage stated on the table.
- 6/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.

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

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

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

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

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

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

“(3) SMA Mixtures.

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

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

2/ Applies when specific gravity of coarse aggregate is  $\geq 2.760$ .

- 3/ Applies when specific gravity of coarse aggregate is < 2.760.
- 4/ Blending of different types of aggregate will not be permitted.  
For surface course, the coarse aggregate can be crushed steel slag, crystalline crushed stone or crushed sandstone. For binder course, coarse aggregate shall be crushed stone (dolomite), crushed gravel, crystalline crushed stone, or crushed sandstone.

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

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

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

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

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

- (a.) Sufficient collected dust (baghouse) is available for production of the SMA mix for the entire project.
- (b.) A mix design was prepared based on collected dust (baghouse).

## 2) Design Verification and Production

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

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

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

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

Illinois Modified AASHTO T 324 Requirements <sup>1/</sup>

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

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

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

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

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

"(a) High ESAL, IL-4.75, WMA, and SMA Mixtures. For each contract, a 300 ton (275 metric tons) test strip, except for SMA mixtures it will be 400 ton (363 metric ton), will be required at the beginning of HMA production for each mixture at the beginning of each construction year according to the Manual of Test Procedures for Materials "Hot Mix Asphalt Test Strip Procedures". At the request of the Producer, the Engineer may waive the test strip if previous construction during the current construction year has demonstrated the constructability of the mix using Department test results."

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

"The Hamburg Wheel test shall also be conducted on all HMA mixtures from a sample taken within the first 500 tons (450 metric tons) on the first day of production or during start up with a split reserved for the Department. The mix sample shall be tested according to the Illinois Modified AASHTO T 324 and shall meet the requirements specified herein. Mix production shall not exceed 1500 tons (1350 metric tons) or one day's production, whichever comes first, until the testing is completed and the mixture is found to be in conformance. The requirement to cease mix production may be waived if the plant produced mixture demonstrates conformance prior to start of mix production for a contract.

If the mixture fails to meet the Hamburg Wheel criteria, no further mixture will be accepted until the Contractor takes such action as is necessary to furnish a mixture meeting the criteria"

Method of Measurement:

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



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

Basis of Payment.

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

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

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

Effective: November 1, 2012

Revise: January 1, 2018

Revise Section 1031 of the Standard Specifications to read:

### "SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

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

- (a) Reclaimed Asphalt Pavement (RAP). RAP is the material resulting from cold milling or crushing an existing hot-mix asphalt (HMA) pavement. RAP will be considered processed FRAP after completion of both crushing and screening to size. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.
- (b) Reclaimed Asphalt Shingles (RAS). Reclaimed asphalt shingles (RAS). RAS is from the processing and grinding of preconsumer or post-consumer shingles. RAS shall be a clean and uniform material with a maximum of 0.5 percent unacceptable material, as defined in Central Bureau of Materials Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources", by weight of RAS. All RAS used shall come from a Central Bureau of Materials approved processing facility where it shall be ground and processed to 100 percent passing the 3/8 in. (9.5 mm) sieve and 90 percent passing the #4 (4.75 mm) sieve. RAS shall meet the testing requirements specified herein. In addition, RAS shall meet the following Type 1 or Type 2 requirements.
  - (1) Type 1. Type 1 RAS shall be processed, preconsumer asphalt shingles salvaged from the manufacture of residential asphalt roofing shingles.
  - (2) Type 2. Type 2 RAS shall be processed post-consumer shingles only, salvaged from residential, or four unit or less dwellings not subject to the National Emission Standards for Hazardous Air Pollutants (NESHAP).

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

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

- (1) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in FRAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. All FRAP shall be processed prior to testing and sized into fractions with the separation occurring on or between the #4 (4.75 mm) and 1/2 in. (12.5 mm) sieves. Agglomerations shall be minimized such that 100 percent of the RAP in the coarse fraction shall pass the maximum sieve size specified for the mix the FRAP will be used in.
- (2) Restricted FRAP (B quality) stockpiles shall consist of RAP from Class I, HMA (High ESAL), or HMA (High ESAL). If approved by the Engineer, the aggregate from a maximum 3.0 in. (75 mm) single combined pass of surface/binder milling will be classified as B quality. All millings from this application will be processed into FRAP as described previously.
- (3) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate RAP shall be processed (FRAP) prior to testing. Conglomerate RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (4) Conglomerate "D" Quality (DQ). Conglomerate DQ RAP stockpiles shall consist of RAP from HMA shoulders, bituminous stabilized subbases or HMA (Low ESAL)/HMA (Low ESAL) IL-19.0L binder mixture. The coarse aggregate in this RAP may be crushed or round but shall be at least D quality. This RAP may have an inconsistent gradation and/or asphalt binder content. Conglomerate DQ RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (5) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Parameter	FRAP
No. 4 (4.75 mm)	$\pm 6 \%$
No. 8 (2.36 mm)	$\pm 5 \%$
No. 30 (600 $\mu\text{m}$ )	$\pm 5 \%$
No. 200 (75 $\mu\text{m}$ )	$\pm 2.0 \%$
Asphalt Binder	$\pm 0.3 \%$
$G_{mm}$	$\pm 0.03$ <sup>1/</sup>

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

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

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

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

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

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

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

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

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

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

The Engineer will notify the Contractor of observed deficiencies.

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

Test Parameter	Acceptable Limits of Precision
----------------	--------------------------------

% Passing: <sup>1/</sup>	FRAP	RAS
1/2 in.	5.0%	
No. 4	5.0%	
No. 8	3.0%	4.0%
No. 30	2.0%	4.0%
No. 200	2.2%	4.0%
Asphalt Binder Content	0.3%	3.0%
G <sub>mm</sub>	0.030	

1/ Based on washed extraction.

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

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

#### 1031.05 Quality Designation of Aggregate in RAP and FRAP.

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

- (1) RAP from Class I, HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.
- (2) RAP from HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.
- (3) RAP from Class I, HMA (High ESAL) binder mixtures, bituminous base course mixtures, and bituminous base course widening mixtures are designated as containing Class C quality coarse aggregate.
- (4) RAP from bituminous stabilized subbase and BAM shoulders are designated as containing Class D quality coarse aggregate.

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

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

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

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

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

- (1) Coarse Aggregate Size (after extraction). The coarse aggregate in all FRAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.
- (2) Steel Slag Stockpiles. FRAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) mixtures regardless of lift or mix type.
- (3) Use in HMA Surface Mixtures (High and Low ESAL). FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall have coarse aggregate that is Class B quality or better. FRAP shall be considered equivalent to limestone for frictional considerations unless produced/screened to minus 3/8 inch.
- (4) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP in which the coarse aggregate is Class C quality or better.
- (5) Use in Shoulders and Subbase. FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be FRAP, Restricted FRAP, conglomerate, or conglomerate DQ.

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

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

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



Max Asphalt Binder Replacement for FRAP with RAS Combination

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

- 1/ For Low ESAL HMA shoulder and stabilized subbase, the percent asphalt binder replacement shall not exceed 50 % of the total asphalt binder in the mixture.
- 2/ When the binder replacement exceeds 15 % for all mixes, except for SMA and IL-4.75, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 % binder replacement using a virgin asphalt binder grade of PG64-22 will be reduced to a PG58-28). When constructing full depth HMA and the ABR is less than 15 %, the required virgin asphalt binder grade shall be PG64-28.
- 3/ When the ABR for SMA or IL-4.75 is 15 % or less, the required virgin asphalt binder shall be SBS PG76-22 and the elastic recovery shall be a minimum of 80. When the ABR for SMA or IL-4.75 exceeds 15%, the virgin asphalt binder grade shall be SBS PG70-28 and the elastic recovery shall be a minimum of 80.
- 4/ When FRAP or RAS is used alone, the maximum percent asphalt binder replacement designated on the table shall be reduced by 10 %.

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

- (a) FRAP and/or RAS. FRAP and /or RAS mix designs shall be submitted for verification. If additional FRAP or RAS stockpiles are tested and found to be within tolerance, as defined under "Evaluation of Tests" herein, and meet all requirements herein, the additional FRAP or RAS stockpiles may be used in the original design at the percent previously verified.
- (b) RAS. Type 1 and Type 2 RAS are not interchangeable in a mix design.

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

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

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

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

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

- (a) RAS, RAS shall be incorporated into the HMA mixture either by a separate weight depletion system or by using the RAP weigh belt. Either feed system shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. The portion of RAS shall be controlled accurately to within  $\pm 0.5$  percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that the mixture production is halted when RAS flow is interrupted.
- (b) HMA Plant Requirements. HMA plants utilizing FRAP and/or RAS shall be capable of automatically recording and printing the following information.
  - (1) Dryer Drum Plants.
    - a. Date, month, year, and time to the nearest minute for each print.
    - b. HMA mix number assigned by the Department.
    - c. Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
    - d. Accumulated dry weight of RAS and FRAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
    - e. Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.
    - f. Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.
    - g. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.

- h. Aggregate RAS and FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAS and FRAP are printed in wet condition.)
- i. When producing mixtures with FRAP and/or RAS, a positive dust control system shall be utilized.
- j. Accumulated mixture tonnage.
- k. Dust Removed (accumulated to the nearest 0.1 ton (0.1 metric ton))

(2) Batch Plants.

- a. Date, month, year, and time to the nearest minute for each print.
- b. HMA mix number assigned by the Department.
- c. Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).
- d. Mineral filler weight to the nearest pound (kilogram).
- f. RAS and FRAP weight to the nearest pound (kilogram).
- g. Virgin asphalt binder weight to the nearest pound (kilogram).
- h. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.

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

**1031.09 RAP in Aggregate Surface Course and Aggregate Wedge Shoulders, Type B.**

The use of RAP or FRAP in aggregate surface course and aggregate shoulders shall be as follows.

- (a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Non-Quality" and "FRAP". The testing requirements of Article 1031.03 shall not apply. RAP used shall be according to the current Central Bureau of Materials Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications".
- (b) Gradation. The RAP material shall meet the gradation requirements for CA 6 according to Article 1004.01(c), except the requirements for the minus No. 200 (75 µm) sieve shall not apply. The sample for the RAP material shall be air dried to constant weight prior to being tested for gradation."

**SAFETY EDGE (BDE)**

Effective: April 1, 2011

Add the following to Article 406.06 of the Standard Specifications:

"(h) Safety Edge. The HMA surface course at the edge of pavement, or edge of shoulder strip, shall be finished with a safety edge as shown on the plans.

The device which forms the safety edge shall be mounted on the paver screed against the end gate and shall be removable or be able to be lifted when not in use. The device shall be designed to maintain contact with surface of the shoulder and allow automatic transition to cross roads, driveways and obstructions. The device shall also constrain the HMA material and increase the consolidation of the extruded profile. The use of a conventional single plate strike-off will not be allowed.

Rollers will not be allowed on the sloped face of the safety edge."

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The following Special Provisions supplement the “Standard Specifications for Road and Bridge Construction”, Adopted April 1, 2016, the latest edition of the “Manual on Uniform Traffic Control Devices for Streets and Highways”, and the “Manual of Test Procedures of Materials” in effect on the date of invitation of bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of Various Roads; Section 21-00527-00-RS, and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

**PREQUALIFICATION FOR BIDDERS**

Prequalification of bidders in accordance with the applicable parts of Check Sheet LRS6 of the *Supplemental Specifications and Recurring Special Provisions* will be required for this Section.

**LOCATION AND DESCRIPTION OF WORK**

**THE LOW BID FOR THIS PROJECT SHALL BE DETERMINED BASED ON THE LOW BID OF THE BASE BID.**

**If the sum of the Base Bid amount (Location A and B) and Alternate Bid amount (Location C) is less than the budgeted funds, both bids may be accepted. The Alternate bid will have no bearing towards base bid low bid.**

This work consists of construction of 2.25” of “HMA Binder Course, IL 19.0, N70” and 1.5” of “HMA Surface Course, IL 9.5, Mix D, N70” at Base Bid Locations A and B. Alternate Bid Location C shall have 2.0” of “HMA Surface Course, Mix D, IL 9.5, N70” placed. Other associated work includes Aggregate Shoulders, HMA Surface Removal, Excavating and Grading for HMA Shoulders, Guardrail removal and Installation, Short Term Pavement Marking, Special, ADA Ramp & Sidewalk Upgrades, Concrete Curb removal and Installation, Catch Basin Installation, Landscaping and Seeding, Grooved Permanent Pavement Marking installation and removal along with other necessary and related work.

The HMA Binder Course, IL 19.0, N70 shall be furnished and spread by machine and hand methods and thoroughly compacted by rolling at an average of 258.75 pounds per square yard ( $\pm 2.25$ ”), Hot-Mix Asphalt Surface Course, IL 9.5 Mix D, N70, shall be furnished and spread by machine and hand methods and thoroughly compacted by rolling at an average of 168.0 pounds per square yard ( $\pm 1.5$ ”) at Base Bid Locations A and B. Hot Mix Asphalt Surface Course IL 9.5, Mix D, N70 shall be furnished and spread by machine and hand methods and thoroughly compacted by rolling at an average of 224 pounds per square yard ( $\pm 2.0$ ”) at Alternate Bid Location C.

The following work shall be included and paid for under the unit price for HMA Surface and Binder mix:

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- Mailbox turnouts shall be paved in accordance with Standard BLR 24-1 or to a dimension conforming to existing conditions as directed by the Engineer.
- Driveway Entrances shall be constructed to a three (3) foot width or whatever dimension is necessary to create and maintain a satisfactory riding condition. These guidelines are variable only with approval of the Engineer and shall be finalized after the HMA surface removal has been completed.

The Contractor shall be responsible for disposing of all surplus materials related to the job after completing the paving project.

**PROJECT FUNDING**

This improvement is being funded as follows:

- |              |                      |
|--------------|----------------------|
| 1. MFT Funds | 95% of Contract Cost |
| 2. RTA Funds | 5% of Contract Cost  |

**START AND COMPLETION DATE**

The start date for this contract shall be **July 19, 2021** and all work shall be completed by **October 29, 2021**. These completion dates will be strictly enforced and shall include all pay items, specifically all bituminous paving work, recessed pavement marker installation, grooved permanent pavement markings and removal of temporary traffic marking tape, where applicable. Liquidated damages will be charged in accordance with Article 108.09 of the Standard Specification for Road and Bridge Construction.

**HIGHWAY STANDARDS**

Any reference to Highway Standards shall be assumed to mean the most recent revision.

**TEST STRIP**

A test strip shall be performed at a site determined by the McHenry County Division of Transportation (MCDOT). The Test Strip shall be performed according to Article 406.14 and 1030.06 of IDOT Standard Specifications for Road and Bridge Construction. The Hamburg Wheel shall be used as one of the testing procedures for acceptance of the HMA test strip.

**Basis of Payment:** This work shall be paid for at the contract, lump sum price, **CONSTRUCTING TEST STRIP**, which price shall include all materials, labor, traffic control and equipment necessary to complete the work.

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**PREPARATION OF SURFACE**

The Contractor shall be responsible for all surface preparation necessary to meet the performance requirements. The pavement surface shall be clean and free of debris before placement of the tack coat and HMA lifts.

**EQUIPMENT FOR WEIGHING BITUMINOUS MATERIALS**

Contractors shall comply with Section 1102 of the Standard Specifications. Contractors will not be compensated for any bituminous mixtures which are not weighed in accordance with Article 1102 of the Standard Specifications and utilized on this project.

**QUALITY CONTROL/QUALITY ASSURANCE**

This is a Quality Control/Quality Assurance (QC/QA) project in accordance with Article 1030 of the Standard Specifications. Per the Standard Specifications, the Contractor shall submit, in writing to the Engineer, a proposed QC plan for the project for approval before construction. Included with the QC Plan shall be detail information on how the Contractor shall deal with FLUSHING if and when it occurs. The Contractor shall notify the MCDOT and McHenry County's material testing agency 24 hours prior to any paving operations. Contact information for the testing agency shall be provided at the pre-construction meeting.

**TRAFFIC CONTROL & PROTECTION**

All roads shall remain open to traffic. The Contractor shall obtain, erect, maintain, and remove all signs, barricades, flaggers, and other traffic control devices as may be necessary for the regulating, warning, or guiding of traffic. Placement and maintenance of traffic control devices shall be in accordance with the applicable parts of Article 701 of the Standard Specifications and as directed by the Engineer. **No Contractor personnel or equipment shall be allowed onto the road surface or shoulders unless flaggers and traffic control devices are in place.**

**Basis of Payment:** This work shall be paid for at the contract lump sum price, as **TRAFFIC CONTROL & PROTECTION** which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**TRAFFIC CONTROL PLAN**

The Engineer shall be responsible for administration of the Traffic Control Plan.

Two-way movement on all roads and access to abutting properties shall be maintained at all times.

Special attention is called to Article 107.09 and the applicable parts of Section 701 and 703 of the *Standard Specifications for Road and Bridge Construction* and the following *Highway Standards, Supplemental Specifications and Recurring Special Provisions* or other Special Provisions relating to traffic control.



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For projects that shall exceed four (4) days duration, all signs except those referring to daily lane closures shall be post-mounted in accordance with Highway Standard 701901.

The Contractor shall insure that all traffic control devices installed by the contractor are in place and operational every day, including Sundays, holidays and under all weather conditions.

Placement and maintenance of all traffic control devices shall be in accordance with the applicable Highway Standards and as directed by the Engineer. The Engineer shall be the sole judge as the acceptability of placement and maintenance of all traffic control devices. The contractor shall provide all materials, labor, equipment and traffic control necessary to complete the work. All work shall be paid for under the Pay Item – **TRAFFIC CONTROL & PROTECTION**.

**ADA RAMP REMOVAL & REPLACEMENT**

This work shall be performed at fifteen (15) ramp locations along Ackman Road. This includes five (5) ramps at Westport Ridge, eight (8) at Golf Course Road and two (2) at Manchester Drive. The work shall entail removal of the existing ADA ramps and sidewalks, layout of proposed and installation of new ADA ramps and sidewalks. Other work included in the costs associated with this pay item shall be the efforts needed to hire a consultant and design the ADA ramps and associated work including structure adjustments and all other related work for the installation of the ADA ramps. MCDOT shall provide ADA design guidance to the Consultant for design purposes, once the design is completed, it shall be reviewed internally by MCDOT staff for concurrence and acceptance of the design prior to construction of the proposed ADA ramp locations. All locations will be verified in the field for compliance at the end of the project with a representative from the contractor and MCDOT and any part not meeting ADA requirements may require adjustments, removals and reinstallations of certain sidewalk sections or ramps shall be at the contractor's expense. The locations for this work are on the maps located in the Standards section of this contract.

**Basis of Payment:** Payment for ADA upgrades and other facilities shall be according to Article 109.04.b in the Standard Specifications for Road and Bridge Construction, at a dollar amount price for **ADA RAMP REMOVAL & REPLACEMENT**, which price shall include the design, layout, all materials, labor, equipment and traffic control necessary to complete the work.

**ACCESSIBLE PEDESTRIAN SIGNAL**

The pedestrian signals will be installed at the ADA locations on Ackman Road at Golf Course Road at all eight (8) ADA locations as well as two (2) at Ackman Road at Westport Ridge. Locations will be laid out by the MCDOT Traffic Manager. All work associated with the installation of the pedestrian signals will be included in the cost of this item.

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**Basis of Payment:** Payment for Accessible Pedestrian Signal and other facilities shall be EACH for **ACCESSIBLE PEDESTRIAN SIGNAL**, which price shall include the design, layout, all materials, labor, equipment and traffic control necessary to complete the work.

**CONCRETE CURB REMOVAL & INSTALLATION**

Concrete Curb shall be removed and installed during the installation of the ADA ramps at the fifteen (15) locations listed above as well as the removal of acceleration lanes on the northwest and southeast ends of the intersection on Ackman road at Westport Ridge. This work shall entail the installation of B6.12 Combination Curb & Gutter and Depressed Curb and removal of existing curb. The Contractor shall be responsible for disposal of all waste materials related to this work.

**Basis of Payment:** Payment for Installation of Concrete Curb & Gutter Shall be according to Section 606 & 1020 of the Standard Specifications for Road and Bridge Construction, at a unit price per foot for **B6.12 CONCRETE CURB & GUTTER**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**Basis of Payment:** Payment for Installation of Depressed Gutter Installation shall be according to Section 606 and 1020 of the Standard Specifications for Road and Bridge Construction, at a unit price per foot for **DEPRESSED GUTTER**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**Basis of Payment:** Payment for Concrete Curb Removal shall be according to Section 440 in the Standard Specifications for Road and Bridge Construction, at a unit price per foot for **CONCRETE CURB & GUTTER REMOVAL**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**CONCRETE STORM CATCH BASIN & STORM INLET & STORM SEWER PIPE**

Installation of the Storm Catch basin & Storm Inlet & Pipe shall be at the intersection of Ackman and Golf Course roads. The installation shall be in the Southwest and Southeast corners of the intersection. The two catch basins shall be 48 inch diameter and 6 feet deep with curb inlets to match B6.12 curb. The sewer pipe shall be only PVC or RCCP pipe and 15 inch diameter. The catch basin in the SE corner shall connect to an existing storm sewer manhole, a connection point shall be established in the existing storm manhole and that cost included with the storm sewer pipe installation. The catch basin in the SW corner of the intersection shall discharge into an existing ditch line.

**Basis of Payment:** Payment for installation of the Storm Catch Basin shall be according to Section 602 in the Standard Specifications for Road and Bridge Construction, at a unit price per

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each for **CB TYPE A, 4' DIA, TYPE 11 FR&GR**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**Basis of Payment:** Payment for installation of the storm sewer pipe shall be according to Section 542 in the Standard Specifications for Road and Bridge Construction, at a unit price per foot for **STORM SEWER INSTALLATION-15"**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**HMA REMOVAL**

HMA removal shall be performed at the intersection of Ackman Road and Westport Ridge after the installation of the concrete curb. The Contractor shall be responsible for the disposal of all waste material related to this work.

**Basis of Payment:** Payment for HMA Removal shall be according to Section 440 in the Standard Specifications for Road and Bridge Construction, at a unit price per square yard for **HMA REMOVAL**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**EXCAVATING & GRADING EXISTING SHOULDERS**

This work consists of the installation of 2 ft., 3 ft., 4 ft., 5 ft, 6 ft., and 10 ft. HMA shoulders and one 10ft. right turn lane at various locations. This work will be located at Base Bid Locations A on Ackman Road & Alternate Bid Location C on Vermont Road. The widening of these roads are shown on the location maps later in these Special Provisions. All of the shoulder excavation work shall be performed after the milling work is complete and to a depth 6" below the milled asphalt surface. HMA Binder Course, IL 19.0, N50 material shall be placed in two lifts with the final lift matching the existing surface of the milled pavement. The work shall be done in accordance with Article 202 of the Standard Specifications of Road and Bridge Construction. The work shall be measured in accordance with Article 202.07 (b) of the Standard Specifications. The Engineer shall lay out the areas on the two roads where this work is to be done.

The following work shall be incidental to and included in the unit costs of the above work:

Access to all driveways within the work zone shall be maintained during this work. There are a total of 38 mailboxes on Vermont Road 10 on Ackman road that have to be moved, repositioned and re-installed to original location during this work.

After the paved shoulders are in place, soils and seeding shall be placed to match the existing conditions of the ditch line. This work shall be in accordance with Section 211, 250 and 251 of the Standard Specifications.

**Basis of Payment:** This work shall be paid for at the contract unit price per unit, for **EXCAVATING & GRADING EXISTING SHOULDERS 2', 3', 4' & 6'**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

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**Basis of Payment:** This work shall be paid for at the contract unit price per square yard, for **RIP RAP CA-3**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**Basis of Payment:** This work shall be paid for at the contract unit price per square yard, for **FILTER FABRIC**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**LANDSCAPING**

Landscaping shall be performed at most locations where Excavating & Grading Existing Shoulders occurs, areas around the ADA Ramp upgrades and the elimination of the acceleration lanes at Ackman Road and Westport Ridge on the northwest and southeast sections of that intersection. All areas shall be laid out by the Engineer. This work shall be in accordance with Section 211, 250 and 251 of the Standard Specifications.

**Basis of Payment:** This work shall be paid for at the contract unit price per square yard, for **HEAVY DUTY EROSION CONTROL BLANKET**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**Basis of Payment:** This work shall be paid for at the contract unit price per square yard, for **TOP SOIL FURNISH AND PLACE**, of the thickness specified, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**Basis of Payment:** This work shall be paid for at the contract unit price per acre, for **SEEDING** of the class specified, and at the contract unit prices per pound for **NITROGEN FERTILIZER NUTRIENT, PHOSPHORUS FERTILIZER NUTRIENT and POTASSIUM FERTILIZER NUTRIENT**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**EARTH EXCAVATION**

This work shall be on Vermont Road between Collins and Secor Roads and shall be completed after the HMA Milling work is complete. One lane shall always be open to traffic during this work. This work shall consist of excavating to the top of the culvert and establishing several holes in the crown of the CMP cross culvert, then fill the void in the culvert with controlled low-strength material. The culvert is a 60" round CMP, that is approximately 44 feet in length. The controlled low-strength material shall fill culvert and all voids up to the holes at the milled surface of the road. The Engineer shall mark the area over the culvert to be excavated. It is the Contractors responsibility to dispose of all of the HMA and granular excavated material. MCDOT maintenance staff shall install the end plugs on each side of the culvert before the contractor begins the above work.

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**Basis of Payment:** This work shall be paid for at the contract unit price per Cubic Yard and according to Article 202.03 in the Standard Specifications for Road and Bridge Construction for **EARTH EXCAVATION**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**Basis of Payment:** This work shall be paid for at the contract unit price per cubic yard for **CONTROLLED LOW-STRENGTH MATERIAL**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**GUARDRAIL INSTALLATION**

This work will take place on Ackman road between Redtail Drive and Swanson Road. **All guardrail shall be replaced and upgraded to the most current guardrail standards** and the existing guardrail can be disposed of. All steel posts and end sections shall be mounted into the new HMA shoulder. Traffic Barrier Terminal Type 1, Special (Tangent) shall be used when re-erected. The Standard for the re-erection of the Guardrail Terminal & Guardrail shall be 630301-09 sheet 1.

*RIPRAP and FILTER FABRIC shall be placed on the slope adjacent the newly placed HMA Shoulder before the Guardrail installation.*

**Basis of Payment:** This work shall be paid for at the contract unit price per foot and according to Section 630 in the Standard Specifications for Road and Bridge Construction for **REMOVE & RE-ERECT STEEL PLATE BEAM GUARDRAIL**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**Basis of Payment:** This work shall be paid for at the contract unit price per each and according to Section 633 in the Standard Specifications for Road and Bridge Construction for **REMOVE and RE-ERECT TRAFFIC BARRIER TERMINALS – TYPE 1**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**Basis of Payment:** This work shall be paid for at the contract unit price per Square Yard for **STONE RIP-RAP CLASS A3**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**Basis of Payment:** This work shall be paid for at the contract unit price per Square Yard for **FILTER FABRIC**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**HMA SURFACE REMOVAL (SPECIAL)**

This work consists of removal of the existing bituminous pavement to a nominal thickness of  $\pm 3.75''$  at Locations A & B and  $\pm 2.00''$  at Alternate Location C. Specific milling areas are identified in other parts of these special provisions. The work shall be accomplished in

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accordance with the applicable portions of Section 440 of the Standard Specifications. The machine used for this work shall be a milling machine meeting the requirements of Article 440.02 of the Standard Specifications. The materials resulting from the operation shall become the property of the Contractor. The Contractor shall recycle the milled material. The McHenry County Division of Transportation and/or McHenry County Township Road Districts shall be provided with the opportunity to provide three trucks to haul recycled asphalt to the McHenry County Division of Transportation or Township Road District garages during Hot-Mix Asphalt Surface Removal (Special) operations.

Prior to Hot-Mix Asphalt Surface Removal (Special), appropriate signage must be installed in accordance with the requirements of Section 700 of the *Standard Specifications*. Upon completion of the Hot-Mix Asphalt Surface Removal (Special) operations, "Road Construction Ahead" and "Bump" signs must remain in place on each side of the road at both **upstream and downstream** ends and any **side roads** entering the area being removed until all construction on the project has been completed, **there will be no substitution for the installation of these signs**. Bump signs can be removed after the paving operations have been completed however, Road Construction Ahead signs must remain in place until all construction has been completed. Road Construction Ahead signs shall be accompanied by signage in accordance with Section 701 of the *Standard Specification* during construction operations.

At job limits or where the milled portions of pavement meet existing pavement not being resurfaced, the Contractor shall create a straight, perpendicular joint to facilitate and enhance paving operations. This part of the work will be considered incidental and not measured for payment. The contractor shall provide and maintain temporary bituminous ramps across the entire cut at both **upstream and downstream** ends of the area removed. Temporary bituminous ramps shall be installed across the entire length of all side roads and driveways entering onto the area being milled if there is a 1 (one) inch difference in height between the milled surface and the existing road or driveway. Contractor shall have sufficient bituminous materials meeting the approval of the Engineer at the worksite to construct the ramps before beginning pavement surface removal. Surface removal shall be in accordance with Section 440. Cold-milled bituminous tailings shall **not** be acceptable for temporary ramps. The temporary ramps shall be constructed immediately upon completion of the removal operation. Ramps shall have a minimum taper rate of 1:40 (V:H) and shall extend the entire width of the roadway or driveway. This work shall be included as part of the unit price for HMA Surface Removal (Special) pay item and not a separate pay item. Longitudinal joints created between milled and un-milled sections of the roadway shall not be left overnight. The entire width of the pavement section shall be milled prior to the end of each day.

In accordance with Article 105.03 of the Standard Specifications, the contractor shall be assessed a monetary deduction in the amount of either \$1000 per calendar day or 0.05% of the awarded contract value, whichever is greater, as a Traffic Control Deficiency, for each calendar day per each location at which the temporary bituminous ramps have not been installed.

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Not more than seven (7) calendar days will be allowed between the time the Contractor finishes each days' pavement removal and the time the pavement lift is placed. An exception will be made for River Road in which a longer time beyond (7) calendar days may be needed.

In accordance with Article 105.03 of the Standard Specifications, if the Contractor does not place the proposed first pavement lift within the seven calendar day period after the removal of the existing pavement the contractor shall be assessed a monetary deduction in the amount of either \$1000 per calendar day or 0.05% of the awarded contract value, whichever is greater, as a Traffic Control Deficiency for each calendar day per each location in excess of the seven day period.

For the Proposal/Contract the average roadway width was obtained by taking ten measurements over the entire length of the proposed work. The total roadway width shall be removed. Final square yard quantities will be based on measurements taken every one hundred feet for the total length of each road being milled.

Total Square Yards identified in the Estimate of Quantities Sheet includes all side roads entering onto the County road being milled.

The following work shall be included and paid for under the unit price for HMA Surface Removal (Special):

- Mailbox turnouts shall be milled to a dimension conforming to existing conditions.
- Driveway and Field Entrances shall be milled to a three (3) foot length or whatever dimension is necessary to create and maintain a satisfactory riding condition. These guidelines are variable only with approval of the Engineer and shall be finalized after the mainline HMA surface removal has been completed.

The following work shall be incidental to the HMA milling work being performed and included in the unit price for HMA Surface Removal (Special):

- Installation of temporary ramps at the end of milling day.
- Removal of the temporary ramps and the saw cutting of the HMA and the application of the tack coat onto the existing surface after the HMA ramps have been removed.

**Basis of Payment:** This work will be paid for at the contract unit price per square yard, measured in place and computed, for **HMA SURFACE REMOVAL (Special) – 2.0” or 3.75”** of the thickness specified, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

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#### **HMA SURFACE REMOVAL ADJUSTMENT (SPECIAL) - 1/2"**

When milling the existing road to the specified depth reveals substantial scabbing left from previous HMA paving lifts the Contractor shall mill an additional one half (1/2") inch off of the exposed surface to remove the scabbing. This work shall be undertaken at the direction of the Engineer.

**Basis of Payment:** This work will be paid for at the contract unit price per square yard, measured in place and computed, for **HMA SURFACE REMOVAL ADJUSTMENT (SPECIAL) – 1/2"** which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

#### **PAVEMENT PATCHING - 6"**

Pavement Patching shall be done in accordance with Section 442 of the Standard Specifications. The pavement patching required in this contract is to a depth of six (6") inches after the milling is complete.

**Basis of Payment:** This work shall be paid for at the contract unit price per square yard for **CLASS D PATCH, TYPE IV, 6"**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

#### **BITUMINOUS MATERIALS (TACK COAT)**

This work shall be performed in accordance with the applicable parts of Section 406 of the Standard Specifications and included Special Provisions. The method of measurement shall be by the pound of residual asphalt applied and in accordance with the applicable parts of Article 406.14. Materials shall be selected, prepared and applied in accordance with the Hot-Mix Asphalt – Tack Coat (BDE) included in these specifications, with the approval of the Engineer. Signage shall be in accordance with Section 701. **During the application of the Tack Coat, Flaggers shall be used to direct traffic off of the tacked areas until at such time the Tack Coat does not track onto vehicles. Tack coat will be applied at a rate of 0.05 pounds per square foot on milled surfaces and a rate of 0.025 between binder and surface lifts as a fog coat.**

**STATIONING SHALL BE PROVIDED BY THE CONTRACTOR FOR EACH TACK COAT LOAD THAT IS DISTRIBUTED.**

**Basis of Payment:** This work will be paid for at the contract unit price per pound of residual asphalt applied for **BITUMINOUS MATERIALS (TACK COAT)**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

#### **HMA BLEEDING OR FLUSHING**

The Contractor shall address in the HMA QC Addendum the steps that shall be taken to avoid this issue during construction. If bleeding/flushing occurs in any HMA course, regardless of the



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cause, the areas of bleeding/flushing larger than one square foot within a five-foot length of pavement shall result in a deduction of 2 tons from that HMA pay item. If bleeding/flushing occurs in any HMA course, regardless of the cause, the areas of bleeding/flushing larger than ten square feet within a ten-foot length of pavement shall result in the entire area affected to be removed and replaced for the full width of the driving lane (including paved shoulder where applicable) with the same HMA course mixture at the entire expense of the Contractor.

If and when flushing occurs as stated above it shall be the responsibility of the Contractor to identify and stop the cause of the flushing immediately at the HMA Plant. The following guidelines shall be followed in the field when flushing occurs:

1. When flushing is identified behind the paver from a single truck the Contractor Foreman and QC field technician shall notify the QC Manager and the Plant of the flushing to resolve the issue. The above stated remedies shall be followed for any flushing issues.
2. When flushing is identified behind the paver of a second truck all paving operations shall stop and all HMA that is on the road shall return to the plant for disposal by the contractor. The above stated remedies shall be followed for any flushing issues.
3. Paving operations shall only start back up again when the QC Manager and the QA Manager are in agreement that the flushing issue has been resolved.

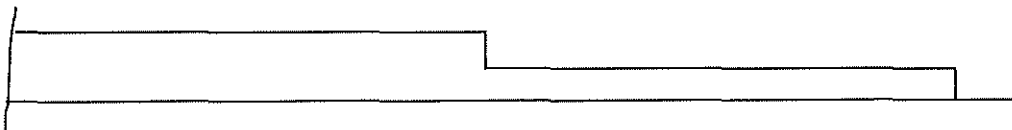
**SAFETY EDGE (SPECIAL)**

“The device which forms the safety edge shall be mounted on the paver screed against the end gate....”, which shall be changed to state, “The device which forms the safety edge shall be mounted inside the screed against the end plate....”. All other safety edge devices shall be considered unacceptable. Providing the Safety Edge shall be at no cost and incidental to the Paving operations.

**NOTCHED WEDGE LONGITUDINAL JOINT**

Description: This work shall consist of constructing a notched wedge longitudinal joint between successive passes of hot-mix asphalt (HMA) binder course that is placed in two and one quarter (2.25”) inch or greater lifts on pavement that is open to traffic.

The notched wedge longitudinal joint shall consist of a 1 to 1-1/4 inch vertical notch at the centerline or lane line, a 9 to 12 inch uniform taper extending into the open lane, and a second 1 to 1-1/4 inch vertical notch. (see Figure 1)



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Figure 1

Equipment: Equipment shall meet the following requirements:

- a) Strike off Device: The strike off device shall produce the notches and wedge of the joint and shall be adjustable. The device shall be attached to the paver and shall not restrict operation of the main screed.
- b) Wedge Roller: The wedge roller shall have a minimum diameter of 12 inches, a minimum weight of 50lb/in. of width, and a width equal to the wedge. The roller shall be attached to the paver.

**CONSTRUCTION REQUIREMENTS**

Joint Construction: The notched wedge longitudinal joint shall be formed by the strike off device on the paver. The wedge shall then be compacted by a joint roller or joint compactor.

c)

Compaction: Initial compaction of the wedge shall be as close to final density as possible. Final density requirements of the entire mat, including the wedge, shall remain unchanged.

Tack Coat: Immediately prior to placing the adjacent lift of binder, the bituminous material specified for the mainline prime coat shall be applied to the entire face of the notched wedge longitudinal joint. The material shall be applied uniformly and at a rate that will provide a residual asphalt on the prepared surface as approved by the Engineer.

Method of Measurement: The notched wedge longitudinal joint will not be measured for payment.

The tack coat will be measured for payment according to Article 406.13 of the Standard Specification.

**SHORT TERM PAVEMENT MARKINGS (SPECIAL)**

Short Term pavement markings shall be placed at the end of every day after the following operations:

Milled Surface  
Application of Bituminous Materials (Tack Coat)  
HMA Two Inch Surface Course

and

Milled Surface  
Application of Bituminous Materials (Tack Coat)  
HMA Binder Course  
Application of Bituminous Materials (Tack Coat)

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HMA Surface Course

Short Term pavement markings shall be placed in sets of two. Each pavement marker shall be four inches wide, four feet long and placed every forty (40) feet. Short term pavement markings shall be placed 1.5 feet from the center line of the road. Short term pavement markings shall conform to the requirements of Section 1095 of the Standard Specifications. When the Contractor installs the short term pavement markings and the markings interfere with the installation of the permanent pavement markings on the Bituminous Surface course the Contractor shall remove the short term pavement markings before the installation of the permanent pavement markings. Short term pavement markings shall be removed within five (5) working days of notification by the County that permanent markings are scheduled to be placed. If the Contractor does not remove the short term pavement markings before the permanent pavement markings are installed, the Contractor shall be responsible for removing the short term pavement markings and installing permanent pavement markings. The voids shall be filled with the same permanent pavement marking material when the Short Term pavement markers are removed. Removal of Short Term pavement markings shall be incidental to the pay item Short Term Pavement Marking (Special).

**Basis of Payment:** This work shall be paid for at the contract unit price per foot for **SHORT TERM PAVEMENT MARKING (SPECIAL)**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**AGGREGATE SHOULDERS, TYPE B (SPECIAL)**

Quantity estimates are shown on the Estimate of Quantities schedule located elsewhere in this proposal. Aggregate Shoulders, Type B (Special) will be measured in place and the area computed in square yards. The width for placement and measurement shall be as shown in the Estimate of Quantities. No payment will be made for aggregate outside the plan width shown on the Estimate of Quantities. Aggregate shoulder depths will be variable to meet existing conditions. The Contractor is responsible for determining the existing shoulder condition to determine needed quantities for the project. Shoulders shall be placed in such a manner as to not exceed 9.0% slope.

**All coarse aggregate shoulder material shall be 100% crushed stone or crushed gravel or concrete material meeting the IDOT specifications for CA-6. No Reclaimed Asphalt Pavement (RAP) shall be used for shoulder material on County Highways even if the RAP material meets the required CA-6 gradation requirements.**

Final payment for Aggregate Shoulders, Type B (Special) will be based upon the above stated widths unless otherwise directed by the Engineer in the field.

**Basis of Payment:** This work will be paid for at the contract unit price per ton for **AGGREGATE SHOULDERS, TYPE B (SPECIAL)** which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

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**RECESSED REFLECTIVE PAVEMENT MARKERS**

This work consists of furnishing and installing snowplow resistant recessed reflective pavement markers, at locations where markers were previously removed prior to resurfacing operations. Placement operations must be coordinated to prevent a conflict with pavement striping work.

**Basis of Payment:** Removal of existing raised reflective pavement markers shall be paid for at the contract unit price per each for **RAISED REFLECTIVE MARKER REMOVAL**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**Basis of Payment:** This work shall be paid for at the contract unit price per each for **RECESSED REFLECTIVE PAVEMENT MARKER**, which price shall include all materials, labor, equipment and traffic control necessary to complete the work in accordance with the standard drawings included in the contract and the applicable parts of Article 781 of the Standard Specifications.

**PAVING OPERATIONS**

The Contractor shall, at all times, provide at least a five (5) man crew for all paving operations. The five man crew will consist of a dump man, paver operator, two back screed operators and at least one lute man. The Contractor shall, when needed, lute the center seam between the two new layers of bituminous mix.

**RECLAMITE EMUSIFIED MALTENE-BASED REJUVENATOR**

**General Scope:** This work shall consist of furnishing all labor, material, traffic control and equipment necessary to perform all operations for the application of Reclamite Emulsified Maltene-Based Asphalt Rejuvenating Agent to bituminous asphaltic concrete surface courses. The rejuvenation of surface courses shall be by spray application of a cationic **Maltene-Based Rejuvenating Agent** composed of petroleum oils and resins emulsified with water. The base used for the emulsion shall be naphthenic. All work shall be in accordance with the specifications, any applicable drawings, and subject to the terms and conditions of this contract.

**Pre-Construction:** The CONTRACTOR shall present samples of materials, laboratory reports, calibration reports, and proof of work experience as required by these specifications to the Resident Engineer at the pre-construction meeting.

**Material Specifications:** The emulsion will be a naphthenic maltene-based rejuvenating agent composed of four maltene components (listed below) uniformly emulsified with water. Each bidder must submit with his bid a certified statement from the asphalt rejuvenator manufacturer showing that the asphalt rejuvenating emulsion conforms to the required physical and chemical requirements.

RECLAMITE MALTENE-BASED ASPHALT REJUVENATOR SPECIFICATIONS:

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<u>Property</u>	<u>Test Method</u>	<u>Requirements</u>	
		Min.	Max.
Viscosity @ 25°C, SFS	ASTM D244	15	40
Residue, w%	D244 (Mod) <sup>3</sup>	60	65
Miscibility Test	D244 (Mod) <sup>2</sup>	Pass	
Sieve Test, w%	D244(Mod.) <sup>1</sup>		0.1
Particle Charge Test	D244	Positive	
Tests on Distillation Residue:			
Flash Point, COC, C	D92	196	-
Viscosity@ 60C, C	D2170	100	200
Asphaltenes, %w	D2006-70	-	1.00
Maltene Dist. Ratio (Polar Compounds) + (First Acidaffins) (Saturates) + (Second Acidaffins)	D2006-70	0.3	0.6
Polar Compounds/Saturates Ratio	D2006-70	0.5	
Asphaltenes, w%	D2006-70		1.0
Saturated Hydrocarbons, w%	D2006-70	21	28

<sup>1</sup>Test procedure identical with ASTM D-244 except that distilled water shall be used in place of two (2) percent sodium oleate solution.

<sup>2</sup>Test procedure identical with ASTM D-244 except that .02 Normal Calcium Chloride solution shall be used in place of distilled water.

<sup>3</sup>ASTM D-244 Modified Evaporation Test for percent of residue is made by heating 50 gram sample to 149 C (300 F) until foam ceases, then cool immediately and calculate results.

**Material Performance:** The rejuvenating agent shall have record of at least two years of satisfactory service as asphalt rejuvenating agent and in-depth sealer. Satisfactory service shall be based on the capability of the material to penetrate, replace lost maltene fractions, and decrease the viscosity and increase the penetration value of the in-place asphalt binder as follows; the viscosity shall be reduced by a minimum of forty-five (45) percent, the penetration value shall be increased by a minimum of twenty-five (25) percent. Testing shall be performed by an independent testing laboratory on extracted asphalt cement from pavement to a depth of three-eighths inch (3/8"). In addition, the pavement shall be in-depth sealed to prevent the intrusion of air and water.

The bidder must submit with their bid:

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1. Asphalt Rejuvenator product name and descriptive literature. Literature shall be descriptive and detailed information and shall show it at least meets the material specifications.
2. A current Material Safety Data Sheet (MSDS) for the material.
3. The manufacturer's certification that the material proposed for use is in compliance with these specification requirements.
4. Previous use documentation and test data conclusively demonstrating that the rejuvenating agent has been used successfully for a period of two years by government agencies such as Cities, Counties, or DOT's.
5. Testing data from a minimum of five projects showing that the asphalt rejuvenating agent has been proven to perform, as heretofore required, through field testing by an independent testing laboratory as to the required change in the asphalt binder viscosity and penetration number.

**Product Standards:** The product "Reclamite"® produced by Tricor Refining, LLC is the standard for the naphthenic emulsified maltene-based asphalt rejuvenating agent requirements and the prices quoted on the Bid Sheet Base Bid shall be for one of these standards.

**Applicator Experience:** The asphalt rejuvenating agent shall be applied by an experienced applicator of such material. The bidder shall have a minimum of 5 years' experience in applying the product proposed for use on municipal streets. The Contractor must submit with his bid a list of five (5) projects on which he applied said rejuvenator. He shall indicate the project dates, number of square yards treated in each and the name and phone number of the manager in charge of each project. A project superintendent knowledgeable and experienced in application of the asphalt rejuvenating agent must be present and in control of each day's work. The bidder shall submit at the preconstruction meeting a written experience outline of the project superintendent.

**Application Temperature and Weather Limitations:** The temperature of the asphalt rejuvenation emulsion, at the time of application shall be as recommended by the manufacturer. The asphalt rejuvenating agent shall be applied only when the existing surface to be treated is thoroughly dry and when there is no likelihood of precipitation forecasted within twenty-four (24) hours of application. The asphalt rejuvenating agent shall not be applied when the ambient temperature is below 45 degrees Fahrenheit or when temperatures are forecasted to fall below 40 degrees Fahrenheit within twenty-four (24) hours of application. It shall be the discretion of the Resident Engineer to determine when weather conditions are not appropriate for the application to occur. Contractor shall halt the application process when so ordered by the Resident Engineer.

**Handling of Asphalt Rejuvenating Agent:** Contents in tank cars or storage tanks shall be circulated at least forty-five minutes before withdrawing any material for application. When loading the distributor, the asphalt rejuvenating agent concentrate shall be loaded first and then

**SPECIAL PROVISIONS**  
**MCHENRY COUNTY**  
**Section 21-00527-00-RS**

the required amount of water shall be added. The water shall be added into the distributor with enough force to cause agitation and thorough mixing of the two (2) materials. To prevent foaming, the discharge end of the water hose or pipe shall be kept below the surface of the material in the distributor which shall be used as a spreader. The distributor truck will be cleaned of all of its asphalt materials, and washed out to the extent that no discoloration of the emulsion may be perceptible. Cleanliness of the spreading equipment shall be subject to inspection and the Contractor shall halt the application process when so ordered by the Project Manager.

**Application Equipment:** The distributor for spreading the emulsion shall be self-propelled, and shall have pneumatic tires. The distributor shall be designed and equipped to distribute the asphalt rejuvenating agent uniformly on variable widths of surface at readily determined and controlled rates from 0.05 to 0.5 gallons per square yard of surface, and with an allowable variation from any specified rate not to exceed five (5) percent of the specified rate. Distributor equipment shall include full circulation spray bars, pump tachometer, volume measuring device and a hand hose attachment suitable for application of the emulsion manually to cover areas inaccessible to the distributor. The distributor shall be equipped to circulate and agitate the emulsion within the tank. A check of distributor equipment as well as application rate accuracy and uniformity of distribution shall be made when directed by the Resident Engineer. The truck used for sanding shall be equipped with a spreader that allows the sand to be uniformly distributed onto the pavement. The spreader shall be able to apply  $\frac{1}{2}$  pound to 3 pounds of sand per square yard in a single pass. The spreader shall be adjustable so as to not broadcast sand onto driveways or tree lawns. Any wet sand shall be rejected from the job site. Any equipment which is not maintained in full working order, or is proven inadequate to obtain the results prescribed, shall be repaired or replaced at the direction of the Resident Engineer.

**Application of Rejuvenating Agent:** The asphalt rejuvenating agent shall be applied by a distributor truck at the temperature recommended by the manufacturer and at the pressure required for the proper distribution. The emulsion shall be so applied that uniform distribution is obtained at all points of the areas to be treated. Distribution shall be commenced with a running start to insure full rate of spread over the entire area to be treated. Areas inadvertently missed shall receive additional treatment as may be required by a hand sprayer application. Application of the asphalt rejuvenating agent shall be on one-half width of the pavement at a time. When the second half of the surface is treated, the nozzle nearest the center of the road shall overlap the previous by at least one-half the width of the nozzle spray. In any event the construction joint of the pavement shall be treated in both passes of the distributor truck. Before spreading, the asphalt rejuvenating agent shall be blended with water at the rate of two (2) parts rejuvenating agent to one (1) part water, by volume or as specified by the manufacturer. The combined mixture of asphalt rejuvenating agent and water shall be spread at the rate of 0.05 to 0.10 gallons per square yard, or as approved by the Resident Engineer following field testing. Where more than one application is to be made, succeeding applications shall be made as soon as penetration of the preceding application has been completed and approval is granted for additional applications by the Resident Engineer. Grades or super elevations of surfaces that may cause excessive runoff in the opinion of the Resident Engineer shall have the required amounts applied in two (2) or more applications as directed. Said treatment shall be uniformly applied by a method acceptable to the

**SPECIAL PROVISIONS**  
**MCHENRY COUNTY**  
**Section 21-00527-00-RS**

Resident Engineer. Care should be taken during all rejuvenator applications to not get excessive material on the curb and gutter. Additional cleaning may be required if this occurs at the contractor's expense. After the rejuvenating emulsion has penetrated, a coating of dry sand shall be applied to the surface in sufficient amount to protect the traveling public as required by the Resident Engineer. The Contractor shall furnish a quality inspection report showing the source and manufacturer of asphalt rejuvenating agent. When directed by the Resident Engineer, the Contractor shall take representative samples of material for testing.

**Street Sweeping:** The Contractor shall be responsible for sweeping and cleaning of the streets prior to and after treatment. Prior to treatment, the street will be cleaned of all standing water, dirt, leaves, foreign materials, etc. This work shall be accomplished by hand brooming, power blowing or other methods approved by the Resident Engineer. If hand cleaning is not sufficient, then a self-propelled street sweeper shall be used. All sand used during the treatment must be removed no later than forty-eight (48) hours after treatment of the street. This shall be accomplished by a combination of hand and mechanical sweeping. All turnouts, cul-de-sacs, etc. must be cleaned and free of any material that would interfere with the treatment. All debris generated by sweeping shall be picked up and disposed of by the contractor. Street sweeping shall be included in the price bid per square yard for asphalt rejuvenating agent. If after sand is swept and it is determined that a hazardous condition exists on the roadway, the Contractor must apply additional sand and sweep no later than twenty-four (24) hours following reapplication. No additional compensation will be allowed for reapplications and removal of sand.

**Traffic Control and Safety:** The Contractor shall schedule his operations and carry out the work in a manner to cause the least disturbance and/or interference with the normal flow of traffic over the areas to be treated. Treated portions of the pavement surfaces shall be kept closed and free from traffic until penetration has become complete and the area is suitable for traffic. Cure time shall be no longer than 90 minutes. When traffic must be maintained at all times on a particular street, then the Contractor shall apply asphalt rejuvenating agent to one (1) lane at a time. Traffic shall be maintained in the untreated lane until the traffic may be switched to the completed lane. Access to adjacent properties shall be maintained during the application. The Contractor shall be responsible for all traffic control and signing required to permit safe travel. All signing and barricading of the work zone shall comply with MUTCD guidelines and IDOT standards.

The Contractor shall notify the Resident Engineer as to the streets that are to be treated each day. All support vehicles used shall also have flashing beacons that can be seen from all sides of the vehicle, for safety considerations for all work on major arterials. If the Contractor fails to provide the required signing, the Contractor shall stop all operations until safe signing and barricading is achieved.

**Basis of Payment:** This work shall be paid for by the contract unit price per square yard for **RECLAMITE EMULSIFIED MALTENE-BASED REJUVENATING**, which price shall include all materials, equipment, labor, traffic control and incidentals to complete the work as specified and required.



**SPECIAL PROVISIONS**  
**MCHENRY COUNTY**  
**Section 21-00527-00-RS**

**GROOVED THERMOPLASTIC PAVEMENT MARKINGS**

All quantities listed in the Schedule of Prices are estimated quantities. The County reserves the right to add or deduct from the locations and quantities shown on the Schedule of Prices. Final decisions to stripe or not stripe a road shall be made by the Engineer.

**CONTROL OF WORK:** Control of work shall be in accordance with Section 105 of the Standard Specifications. **The contractor shall provide traffic control during all grooving and striping operations.**

**DESCRIPTION:** This work shall consist of furnishing, grooving and applying inlaid thermoplastic pavement markings.

**MATERIALS:** The materials shall be according to Article 780.02 of the "Standard Specifications" and the following:

Article 1095.01 for Thermoplastic Pavement Markings, paragraph (a) Ingredient Materials, subparagraph (4) Glass Beads, shall be modified by adding the following sentence:

The percentage of Glass Beads, Type A, shall be raised to 45% by decreasing the percentage of filler material specified in subparagraph (3) by 15%.

**GENERAL:** The Contractor shall supply the Engineer with a copy of the pavement marking material manufacturer's recommendations for constructing a groove.

**CONSTRUCTION REQUIREMENTS:** The work shall be according to Section 780 of the "Standard Specifications" and the following:

**GROOVING FOR THERMOPLASTIC PAVEMENT MARKINGS**

All Grooving and Thermoplastic Pavement Striping shall not take place until fourteen (14) days after the Reclamite has been placed. The contractor shall provide traffic control during all grooving and striping operations.

The grooving and cleaning of the grooves and road shall be one continuous operation. Any ground HMA material that remains in the groove or road shall be removed before any striping begins.

Equipment: Plane the grooved lines according to manufacturer's recommendations. The grooving equipment shall be equipped with either a free-floating saw blade cutting head or a free-floating grinder cutting head configuration with diamond or carbide tipped cutters and shall produce an irregular textured surface.

**SPECIAL PROVISIONS**  
**MCHENRY COUNTY**  
**Section 21-00527-00-RS**

Pavement Grooving Methods: The grooves for recessed pavement markings shall be constructed using the following methods:

(a) **Wet Cutting Head Operation.** When water is required or used to cool the cutting head, the groove shall be flushed with high pressure water immediately following the cut to avoid build up and hardening of slurry in the groove. The pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.

(b) **Dry Cutting Head Operation.** When used on HMA pavements, the groove shall be vacuumed or cleaned by blasting with a high-pressure air blower with at least 185 ft<sup>3</sup>/min air flow and 120 psi air pressure to remove loose aggregate, debris, and dust generated during the cutting operation. When used on PCC pavements, the groove shall be flushed with high pressure water or shot blasted to remove any PCC particles that may have become destabilized during the grooving process. If high pressure water is used, the pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.

**PAVEMENT GROOVING:** Grooving shall not cause ravels, aggregate fractures, spalling or disturbance of the joints to the underlying surface of the pavement. Grooves shall be cut into the pavement prior to the application of the pavement marking material. Grooves shall be cut such that the width is 1 inch greater than the width of the pavement marking line as specified on the plans. Grooves for letters and symbols shall be cut in a square or rectangular shape so that the entire marking will fit within the limits of the grooved area.

The position of the edge of the grooves shall be a minimum of 2 inches from the edge of all longitudinal joints. The Contractor shall achieve straight alignment with the grooving equipment.

The depth of the groove shall not be less than the manufacturer's recommendations for the pavement marking material specified, but shall be installed to a minimum depth of 120 mils ± 10mils from the pavement surface or, if tined, from the high point of the tined surface. To measure the depth, the contractor may use a depth plate placed in the groove and a straightedge placed across the plate and groove, or the contractor may use a straightedge placed perpendicular to the groove. The Engineer may periodically check groove depths. The cutting head shall be operated at the appropriate speed in order to prevent undulation of the cutting head and grooving at an inconsistent depth.

At the start of grooving operations, a 50 ft test section shall be installed and depth measurements shall be made at 10 ft intervals within the test section. The individual depth measurements shall be within the allowable ranges according to this Special Provision. If it is determined the test section has not been grooved at the appropriate depth or texture, adjustments shall be made to the

**SPECIAL PROVISIONS**  
**MCHENRY COUNTY**  
**Section 21-00527-00-RS**

cutting head and another 50 ft test section shall be installed and checked. This process shall continue until the test section meets the requirements of this Special Provision.

**FINAL CLEANING**

New HMA - Use a high-pressure air blower with at least 185 ft<sup>3</sup>/min air flow and 120 psi air pressure to clean the groove.

**THERMOPLASTIC PAVEMENT MARKING APPLICATION**

Apply the thermoplastic pavement markings according to Section 780 of the “Standard Specifications” and the following:

The equipment used to apply thermoplastic pavement markings, under this contract, shall be limited to hand-operated equipment only. Truck-mounted equipment shall not be used.

**Method of Measurement:** Lines will be measured for payment in place in feet. Double yellow lines will be measured as two separate lines.

Words and symbols shall conform to the sizes and dimensions specified in the Illinois Manual on Uniform Traffic Control Devices and IDOT standard 780001. They will be measured based on the total areas indicated in Table 1 of Section 780 of the “Standard Specifications” or as indicated on the plans.

**Basis of Payment:** This work will be paid for at the contract price per foot of applied **GROOVED THERMOPLASTIC PAVEMENT MARKING – LINE** of the width specified; and/or per square foot for **GROOVED THERMOPLASTIC PAVEMENT MARKING – LETTERS AND SYMBOLS**. The unit price shall include all equipment, materials and labor required to furnish, groove and install the thermoplastic pavement markings.

**RUMBLE STRIPS**

Shoulder Strips shall be installed according to Section 642 of the Standard Specifications and IDOT Standard 642006, at areas designated by the Engineer. MCDOT shall mark the rumble strip limits at all side streets, driveways and at any other entrance, the Contractor shall provide all other guidance for the proper installation of the Rumble Strips. All shoulder Rumble stripes will be to IDOT guidelines which at this time are 48 feet of rumble strip with a 12 foot space. The Contractor shall provide a machine that can cut a straight line rumble strip one inch outside of the white edge line.

**Basis of Payment:** This work will be paid for at the contract unit price bid per foot for **SHOULDER RUMBLE STRIPS – 8”** which price shall include all materials, labor, equipment and traffic control necessary to complete the work.

**SPECIAL PROVISIONS**  
**MCHENRY COUNTY**  
**Section 21-00527-00-RS**

**KEEPING ROADWAYS OPEN TO TRAFFIC**

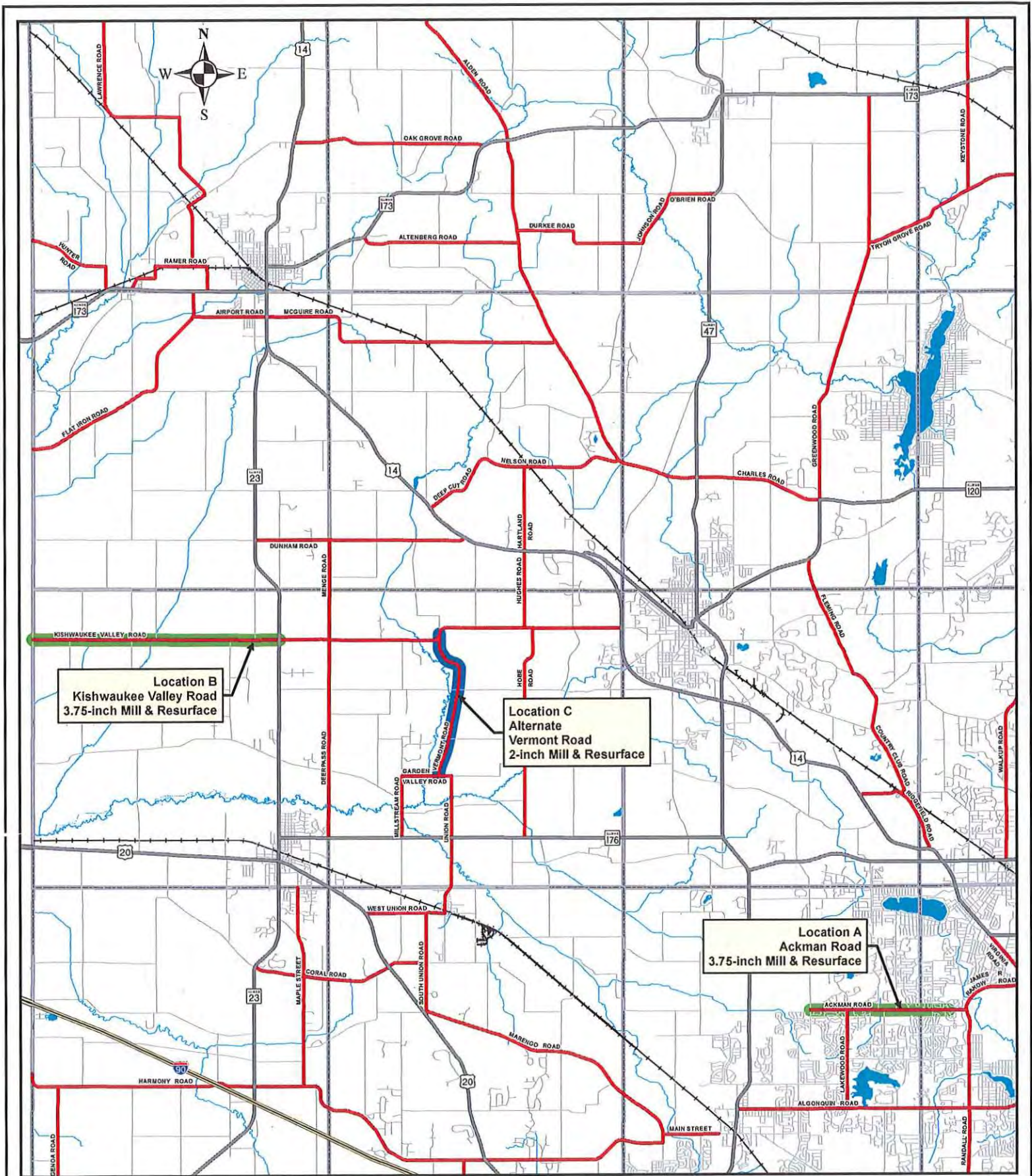
All roads shall remain open to traffic and *Flaggers shall be present when work is being performed.* The Contractor shall obtain, erect, maintain, and remove all signs, barricades, flaggers, and other traffic control devices as may be necessary for the regulating, warning, or guiding of traffic. Placement and maintenance of traffic control devices shall be as directed by the Engineer in accordance with the applicable parts of Article 107.14 of the Standard Specifications. All traffic control will be considered as incidental to the contract.

**GENERAL AREA CLEANUP**

The Contractor shall be responsible for disposing of all surplus materials or construction debris related to the job. The Contractor shall also be responsible for any refuse that was discarded by the crews during the paving project.

**LIEN WAIVERS**

End of contract final waivers from all sub-contractors and material suppliers that perform work or provide materials under this contract must be submitted before final payment shall be made.



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**DATE**  
 Wednesday, January 20, 2021

**FILE**  
 2021 Resurface

**PROJECTION**  
 Transverse Mercator  
 NAD 1983 State Plane  
 Block East

**BASE MAP**

- County Route
- State/US Route
- Interstate Route
- Munic/Twp Route
- Rail Road
- Hydrography

**TREATMENT**

- 3.75-inch Mill & Resurface
- 2-inch Mill & Resurface

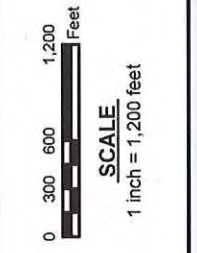
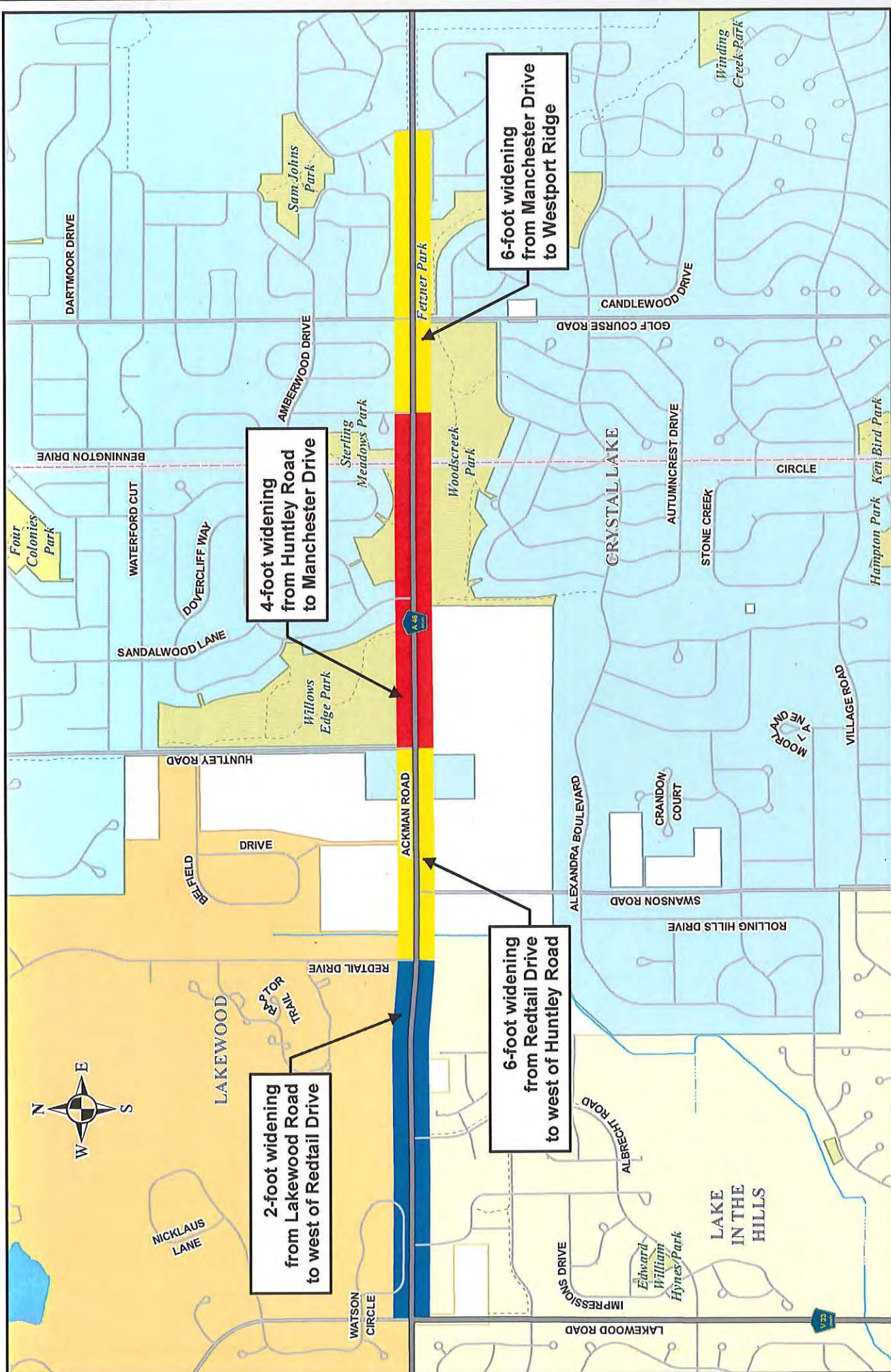
**SCALE**  
 1 in = 3 mile

# 2021 PAVEMENT PRESERVATION PROGRAM





# ACKMAN ROAD



**TREATMENT**

- 2-foot Widening
- 4-foot Widening
- 6-foot Widening

**LEGEND**

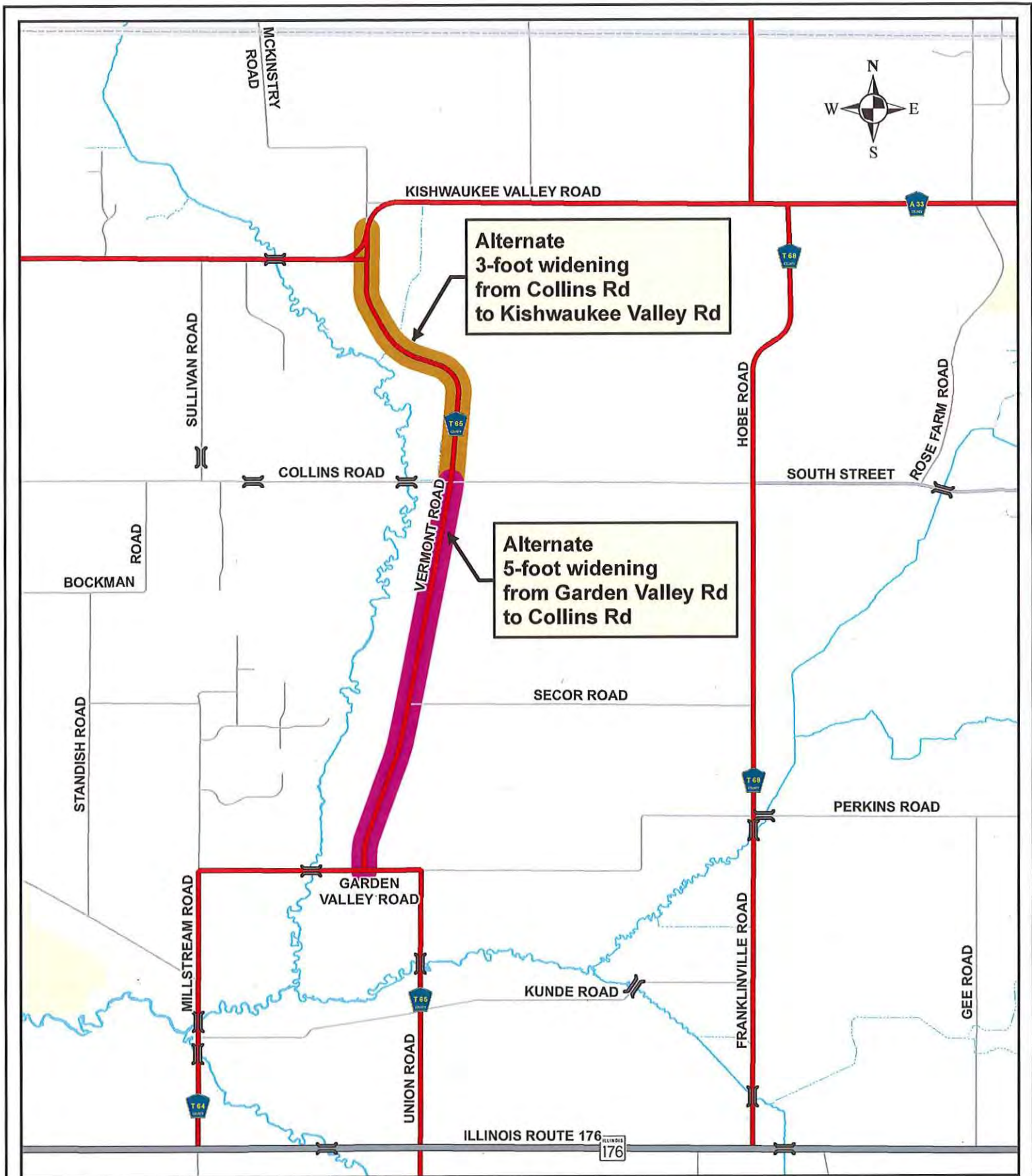
- County Route
- State/US Route
- Interstate Route
- Municipal/Township Route
- Rail Road
- Hydrography

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**DATE**  
1/15/2021

**FILE**  
MOCKUP\_ACKMAN.RD

**PROJECTION**  
North Carolina State Plane, NAD 83



**DISCLAIMER**  
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**DATE**  
 Wednesday, January 20, 2021

**FILE**  
 Widening Vermont Rd

**PROJECTION**  
 Transverse Mercator  
 NAD 1983 State Plane  
 MZone East

**BASE MAP**

- County Route
- State/US Route
- Interstate Route
- Munic/Twp Route
- Rail Road
- Hydrography

**TREATMENT**

- 5-foot Widening
- 3-foot Widening

**SCALE**  
 1 in = 1 mile

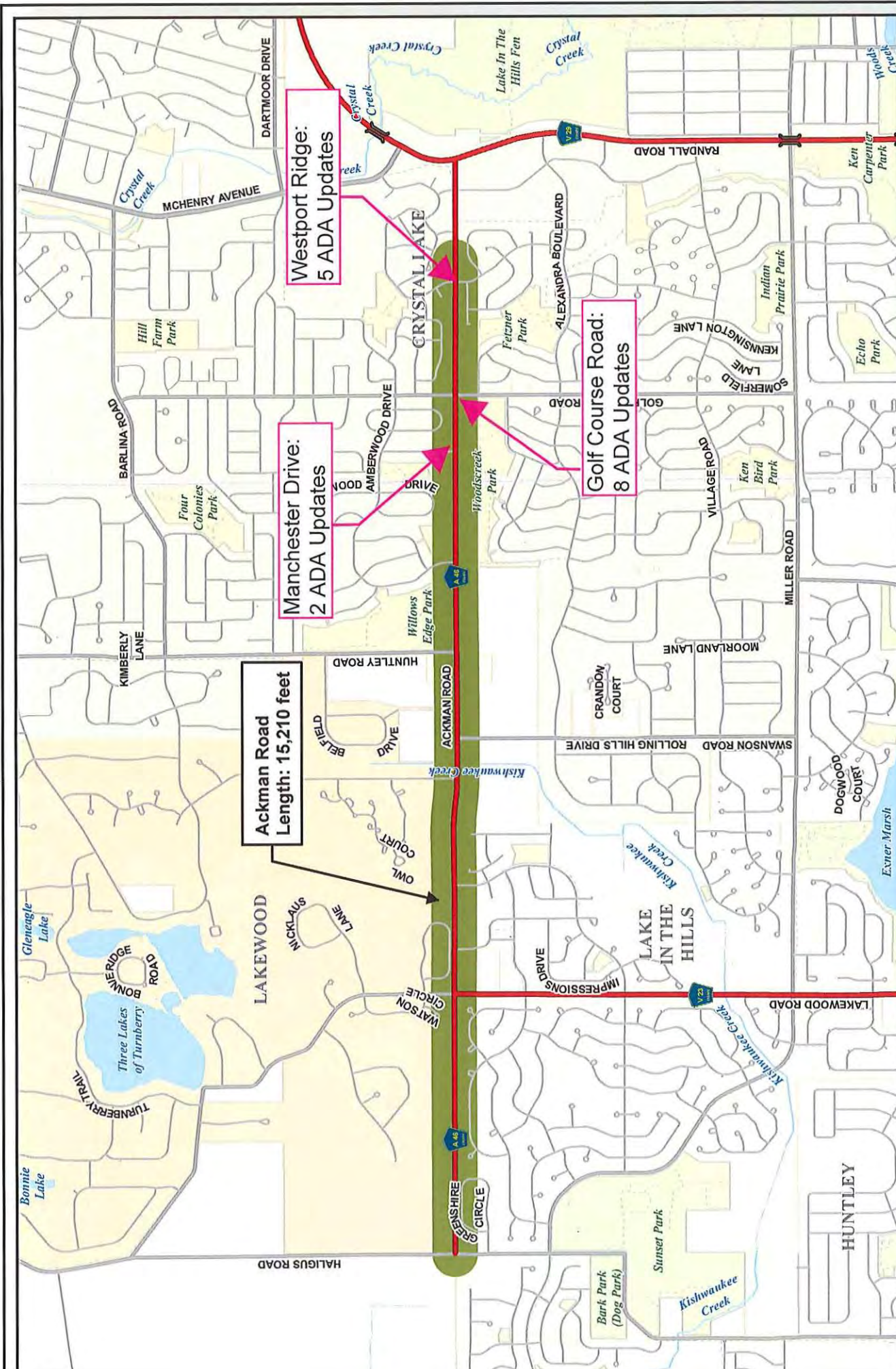
# VERMONT ROAD





# ACKMAN ROAD

McHENRY COUNTY  
DIVISION OF TRANSPORTATION

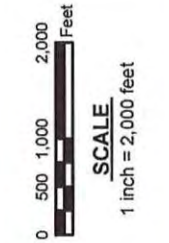


**Ackman Road**  
Length: 15,210 feet

**Westport Ridge:**  
5 ADA Updates

**Manchester Drive:**  
2 ADA Updates

**Golf Course Road:**  
8 ADA Updates



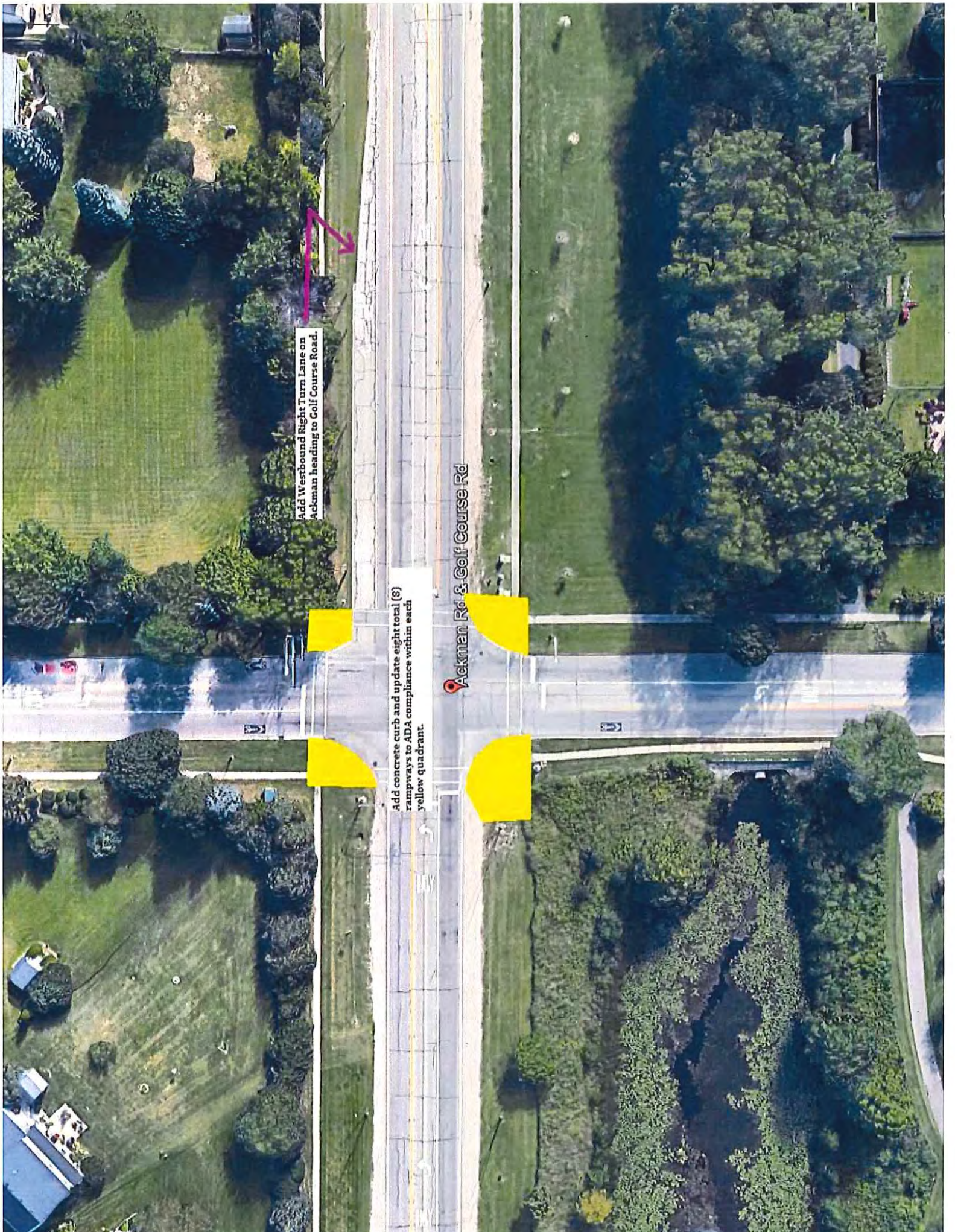
- LEGEND**
- County Route
  - State/US Route
  - Interstate Route
  - Municipal/Township Route
  - Rail Road
  - Hydrography



**DISCLAIMER**  
The information on this map was prepared by the McHenry County Division of Transportation and is for informational purposes only. It is not intended to be used as a legal document. The information on this map is not a guarantee of accuracy. The information on this map is not a warranty of any kind. The information on this map is not a representation of any kind. The information on this map is not a statement of any kind. The information on this map is not a declaration of any kind. The information on this map is not a promise of any kind. The information on this map is not a contract of any kind. The information on this map is not a covenant of any kind. The information on this map is not a deed of any kind. The information on this map is not a will of any kind. The information on this map is not a trust of any kind. The information on this map is not a power of any kind. The information on this map is not a lease of any kind. The information on this map is not a license of any kind. The information on this map is not a franchise of any kind. The information on this map is not a trademark of any kind. The information on this map is not a service mark of any kind. The information on this map is not a registered trademark of any kind. The information on this map is not a registered service mark of any kind. The information on this map is not a copyright of any kind. The information on this map is not a registered copyright of any kind. The information on this map is not a patent of any kind. The information on this map is not a registered patent of any kind. The information on this map is not a trademark of any kind. The information on this map is not a service mark of any kind. The information on this map is not a registered trademark of any kind. The information on this map is not a registered service mark of any kind. The information on this map is not a copyright of any kind. The information on this map is not a registered copyright of any kind. The information on this map is not a patent of any kind. The information on this map is not a registered patent of any kind.

**DATE** November 15, 2020  
**FILE** Ackman Road 01.dwg  
**PROJECTION** NAD 83 State Plane Illinois East

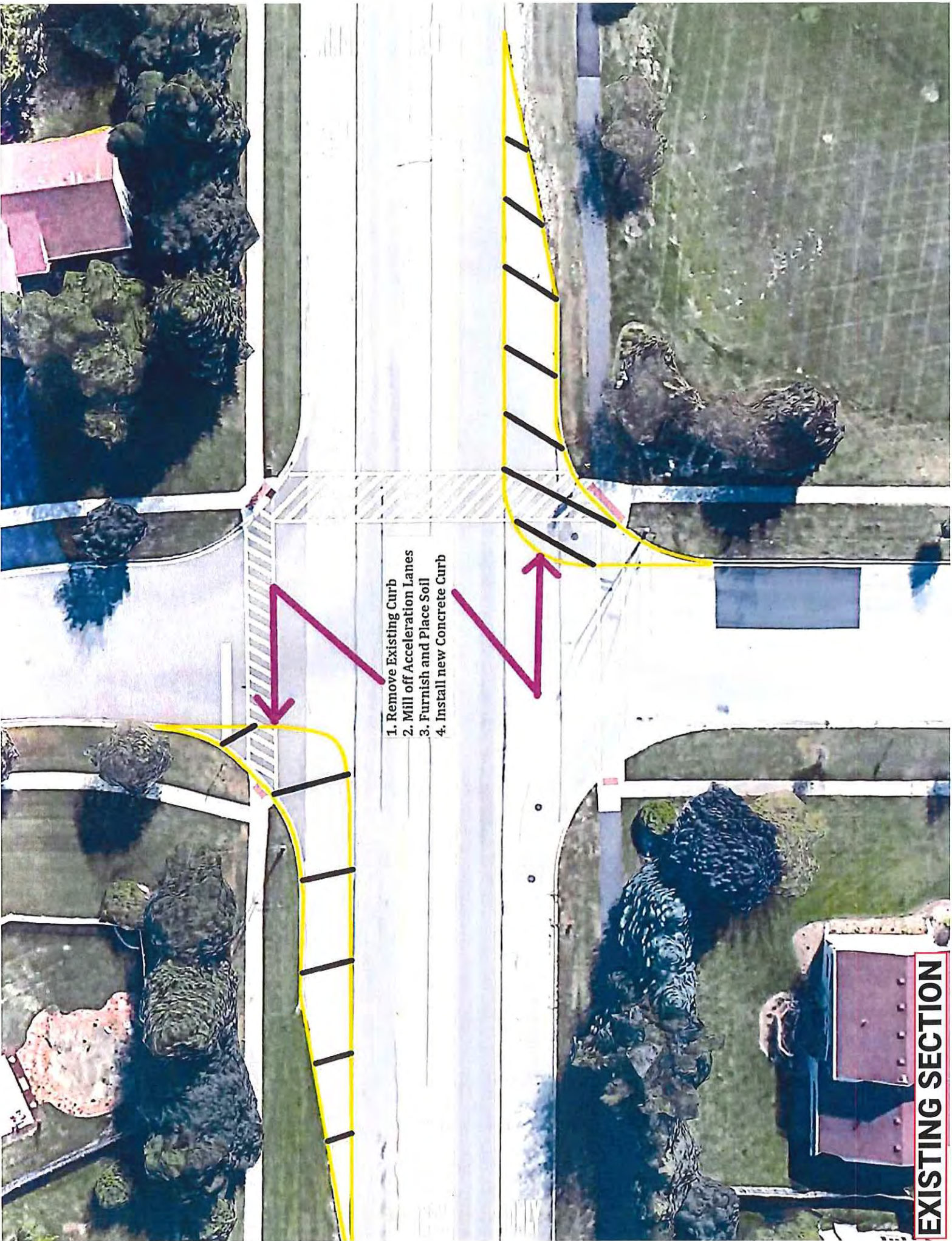




Add Westbound Right Turn Lane on Ackman heading to Golf Course Road.

Add concrete curb and update eight total (8) rampways to ADA compliance within each yellow quadrant.

Ackman Rd & Golf Course Rd



1. Remove Existing Curb
2. Mill off Acceleration Lanes
3. Furnish and Place Soil
4. Install new Concrete Curb

**EXISTING SECTION**



**PROPOSED SECTION**



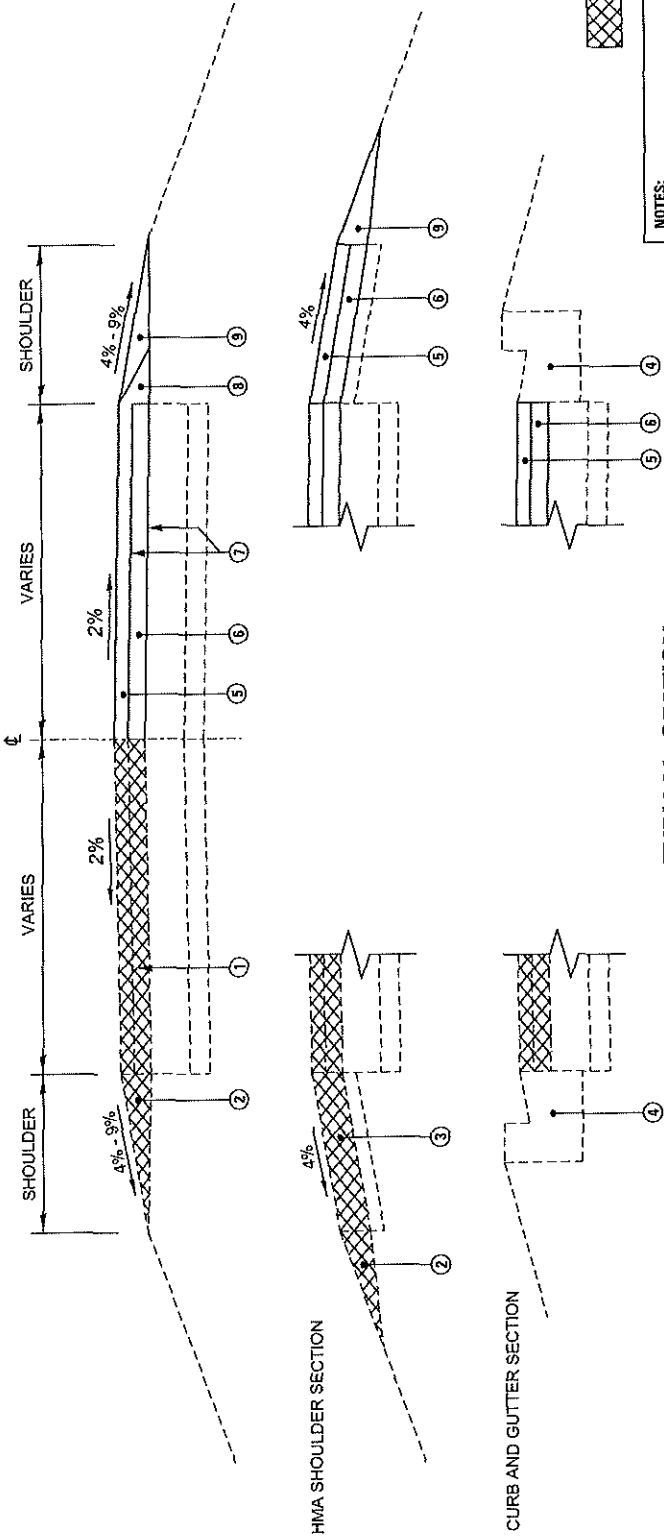
Concept Render regarding Final Right Turn Lane, Bike Lanes and, Concrete Curb



Concept Render regarding Final Right Turn Lane, Bike Lanes and, Concrete Curb

# MCHENRY COUNTY RESURFACING PROGRAM

2021



**NOTES:**  
 1) WHERE HMA SHOULDERS EXIST, REMOVAL AND REPLACEMENT SHALL BE SAME AS MAINLINE.  
 2) WHERE CURB AND GUTTER EXIST, RESURFACE UP TO EDGE OF GUTTER. ANY DAMAGE TO THE CURB AND GUTTER SHALL BE REPAIR AT CONTRACTOR'S EXPENSE.

## TYPICAL SECTION

Kishwaukee and Ackman Roads

### LEGEND

- ① HOT-MIX ASPHALT SURFACE REMOVAL 4.25"
- ② EXISTING AGGREGATE SHOULDERS 3' & Landscaped Shoulders
- ③ EXISTING HOT-MIX ASPHALT SHOULDERS
- ④ EXISTING COMBINATION CURB AND GUTTER
- ⑤ PROPOSED HMA Surface Course, Mix "D", N70 1.5"
- ⑥ PROPOSED HMA Binder Course, IL 19.0, N57 2.25"
- ⑦ PROPOSED BITUMINOUS MATERIALS (TACK COAT)
- ⑧ SAFETY EDGE (TYPICAL) (SEE DETAIL ON SHEET 2 OF 2)
- ⑨ PROPOSED AGGREGATE SHOULDERS, TYPE B, (SPECIAL)

DESIGNED BY	DATE	REVISION / COMMENTS	NO.	DESCRIPTION	DATE	BY		
DRWN	1/27/2021		1	REVISED ITR 1	1/27/2021	CL		
CHECKED								
DATE	12-14-2018							
STATE OF ILLINOIS MCHENRY COUNTY DIVISION OF TRANSPORTATION			MCHENRY COUNTY RESURFACING TYPICAL SECTION		ROUTE	SECTION NUMBER	SHEET NO.	TOTAL SHEETS
						21-00527-00-RS	1	2

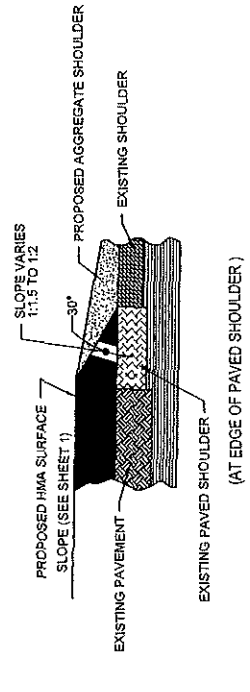
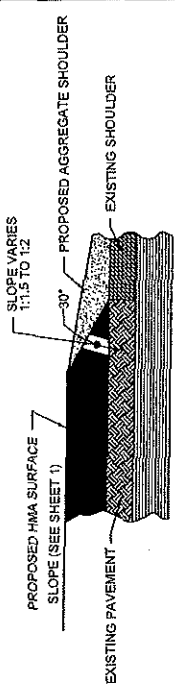
# MCHENRY COUNTY RESURFACING PROGRAM

2021

NOTES:  
 CONTRACTOR SHALL MILL BEFORE PATCHING.  
 ONLY THE CHECKED MIXTURE TYPE(S) IS/ARE APPLICABLE TO THE PROJECT.

## HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", 1.5"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, 2.25"	4% @ 70 GYR.
CLASS D PATCHES (HMA BINDER IL-19mm) 6"	4% @ 50 GYR.
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19mm)	4% @ GYR.
LEVELING BINDER (MACHINE METHOD) .75"	4% @ 50 GYR.
LEVELING BINDER (HAND METHOD) Varies	4% @ 50 GYR.



**SAFETY EDGE DETAILS**  
 SAFETY EDGE TREATMENT SHALL BE APPLIED TO PAVED SHOULDER OF 1 FT OR LESS THAT IS ADJACENT TO AGGREGATE/EARTH SHOULDER.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.  
 THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 58-28 " UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.  
 FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

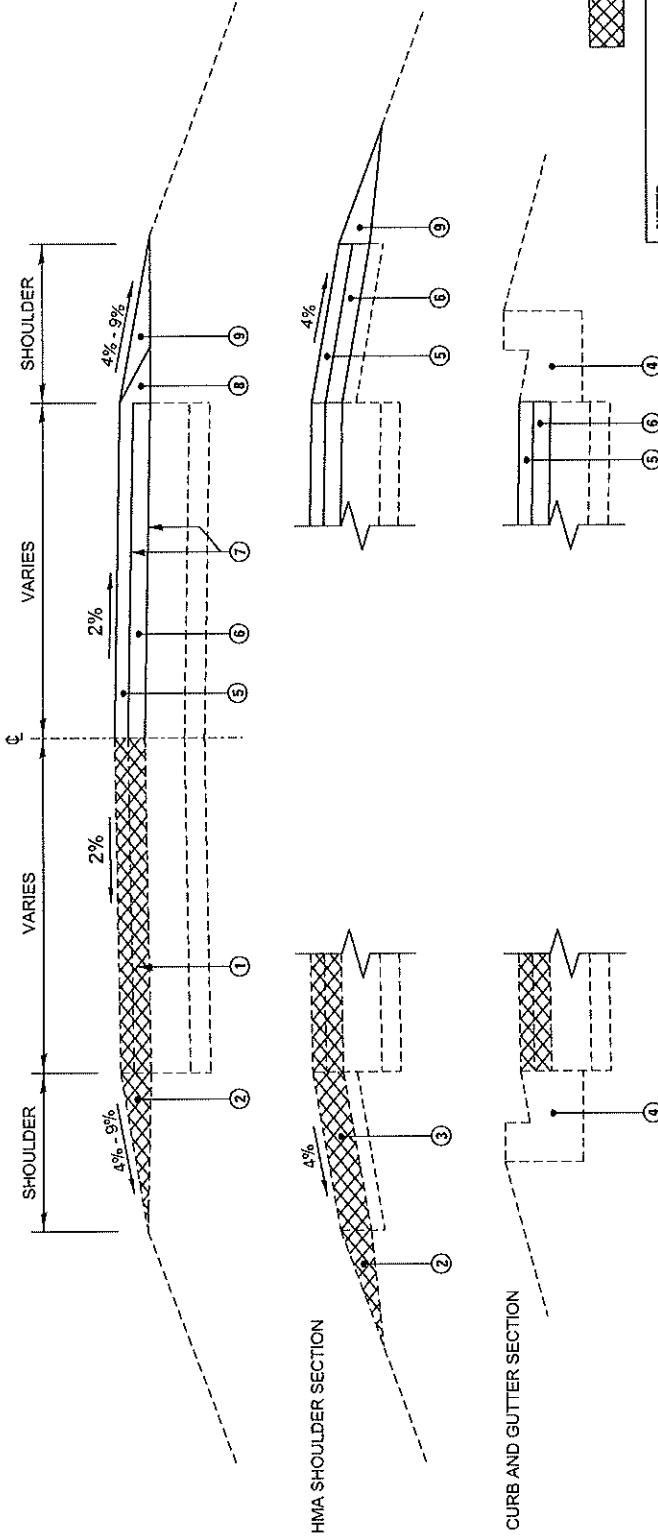
DESIGNED BY: [Blank]	DATE: [Blank]	REVISION / REMARKS	NO.	DESCRIPTION	DATE	BY
CHECKED BY: [Blank]	DATE: [Blank]	1	Revised Safety Edge Details	7/2/21	DL	
DATE: 12-14-2019						

STATE OF ILLINOIS MCHENRY COUNTY DIVISION OF TRANSPORTATION		MCHENRY COUNTY RESURFACING TYPICAL SECTION		ROUTE	SECTION NUMBER	SHEET NO.	TOTAL SHEETS
[Blank]		[Blank]		21-00527-00-RS	2	2	2

# MCHENRY COUNTY RESURFACING PROGRAM

2021



**NOTES:**  
 1) WHERE HMA SHOULDERS EXISTS, REMOVAL AND REPLACEMENT SHALL BE SAME AS MAINLINE.  
 2) WHERE CURB AND GUTTER EXIST, RESURFACE UP TO EDGE OF GUTTER. ANY DAMAGE TO THE CURB AND GUTTER SHALL BE REPAIR AT CONTRACTOR'S EXPENSE.

## TYPICAL SECTION

Alternate Vermont Road

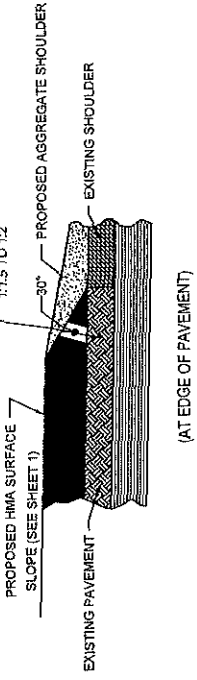
- LEGEND**
- ① HOT-MIX ASPHALT SURFACE REMOVAL 2.5"
  - ② EXISTING AGGREGATE SHOULDERS Landscaped Shoulders
  - ③ EXISTING HOT-MIX ASPHALT SHOULDERS
  - ④ EXISTING COMBINATION CURB AND GUTTER
  - ⑤ PROPOSED HMA Surface Course, Mix "D", N70, 2"
  - ⑥ PROPOSED None
  - ⑦ PROPOSED BITUMINOUS MATERIALS (TACK COAT)
  - ⑧ SAFETY EDGE (TYPICAL) (SEE DETAIL ON SHEET 2 OF 2)
  - ⑨ PROPOSED AGGREGATE SHOULDERS, TYPE B, (SPECIAL)

DESIGNED BY DIBAHN	DATE 1/21/2017	REVISION / REMARKS	MCHENRY COUNTY RESURFACING TYPICAL SECTION	ROUTE 21-00527-00-RS	SECTION NUMBER 21-00527-00-RS	SHEET NO. 1	TOTAL SHEETS 2
CHECKED BY DATE	DATE 1/21/2017	DESCRIPTION REVISED ITEM 7.					
STATE OF ILLINOIS MCHENRY COUNTY DIVISION OF TRANSPORTATION			MCHENRY COUNTY ENGINEERS		SHEET 1 OF 2 SHEETS STA. TO STA.		

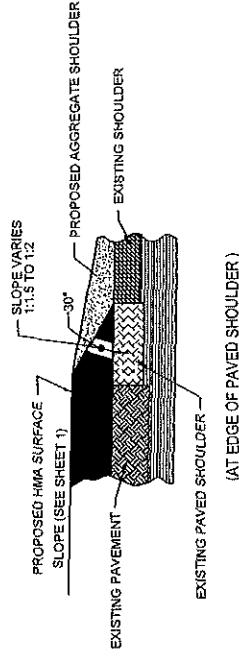


# MCHENRY COUNTY RESURFACING PROGRAM

2021



(AT EDGE OF PAVEMENT)



(AT EDGE OF PAVED SHOULDER)

**SAFETY EDGE DETAILS**

SAFETY EDGE TREATMENT SHALL BE APPLIED TO PAVED SHOULDER OF 1 FT OR LESS THAT IS ADJACENT TO AGGREGATE/EARTH SHOULDER.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N 70, 2"	4% @ 70 GYR.	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0,	4% @ GYR.	
CLASS D PATCHES (HMA BINDER IL-19mm) N50, 6"	4% @ 50 GYR.	
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19mm)	4% @ GYR.	
LEVELING BINDER (MACHINE METHOD) N50, 0.75"	4% @ 50 GYR.	
LEVELING BINDER (HAND METHOD) Varies	4% @ 50 GYR.	

NOTES:  
 CONTRACTOR SHALL MILL BEFORE PATCHING.  
 ONLY THE CHECKED MIXTURE TYPE(S) IS/ARE APPLICABLE TO THE PROJECT.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/MIN.  
 THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/ISBR PG76-22" AND FOR NON-POLYMERIZED HMA  
 THE "AC TYPE" SHALL BE "PG 58-28" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.  
 FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.

DESIGNED BY: [Blank]	DATE: [Blank]	REVISION / REMARKS: [Blank]	NO.:	DATE:	BY:
CHECKED BY: [Blank]	DATE: [Blank]	REVISION / REMARKS: [Blank]	1	1/20/11	C
DATE: 12-11-2010					
STATE OF ILLINOIS MCHENRY COUNTY DIVISION OF TRANSPORTATION		MCHENRY COUNTY RESURFACING TYPICAL SECTION		ROUTE	TOTAL SHEETS
PAGE 012		21-00527-00-RS		2	2

## PROJECT SUMMARY

McHenry County  
Section 21-00527-00-RS  
Various County Roads

Project	Begin Point	End Point	Length (ft)	Pavmnt Width (ft)	Improvements
Location A Ackman Rd.	Halgus Rd.	Westport Ridge	14,370	27.2 to 47.0	Hot Mix Asphalt Bind. Cse., IL 19.0, N70 (1- 2.25" Lift), 8" Shoulder Rumble Strips, Hot Mix Asphalt Surf. Cse., IL 9.5, Mix "D", N70 (1- 1.5" Lift), HMA Sur. Rem. (SPECIAL) (3.75" removal), Excav. & Grad. Existing Shoulders, R&R Guardrails, Agg. Sho., Type B, (Special), ADA Ramps, Rec. Ref. Pav. Markers, Short Term P.M., Grooved Thermo Striping
Location B Kishwaukee Valley Rd.	Boone Co. Line	IL 23	26,450	29.8 to 30.3	Hot Mix Asphalt Bind. Cse., IL 19.0, N70 (1- 2.25" Lift) Hot Mix Asphalt Surf. Cse., IL 9.5, Mix "D", N70 (1- 1.5" Lift), HMA Surface Removal (SPECIAL) (3.75" removal), Landscaping along entire road, 8" Shoulder Rumble Strips, Short Term P.M., Grooved Thermo Striping
Location C Vermont Rd. Alternate Road	Garden Valley Road	Kishwaukee Valley Road	16,950	23.6 to 26	Hot Mix Asphalt Surf. Cse., IL 9.5, Mix "D", N70 (1- 2.0" Lift) HMA Surface Removal (SPECIAL) (2.0 " removal), Rec. Ref. Pav. Markers, Short Term P.M., Excavating & Grading Existing Shoulders, Landscaping entire shoulder, Earth Excavation, Grooved Thermo Striping

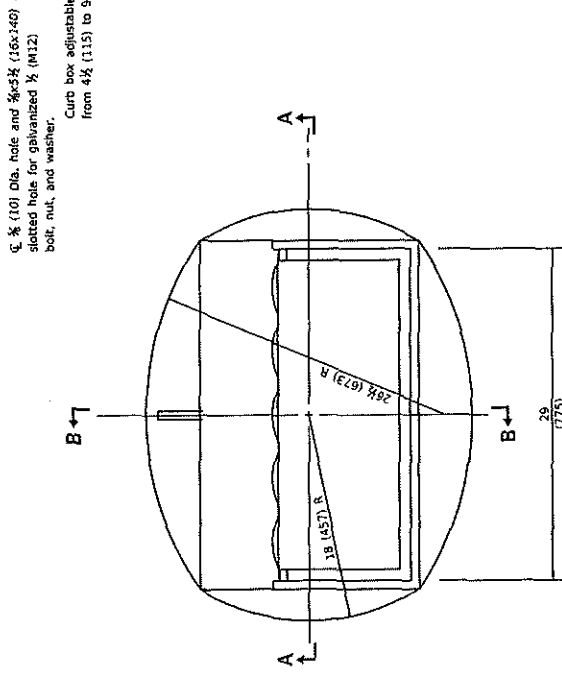
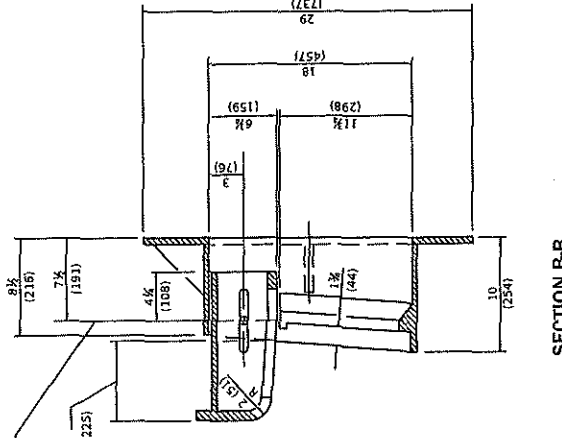
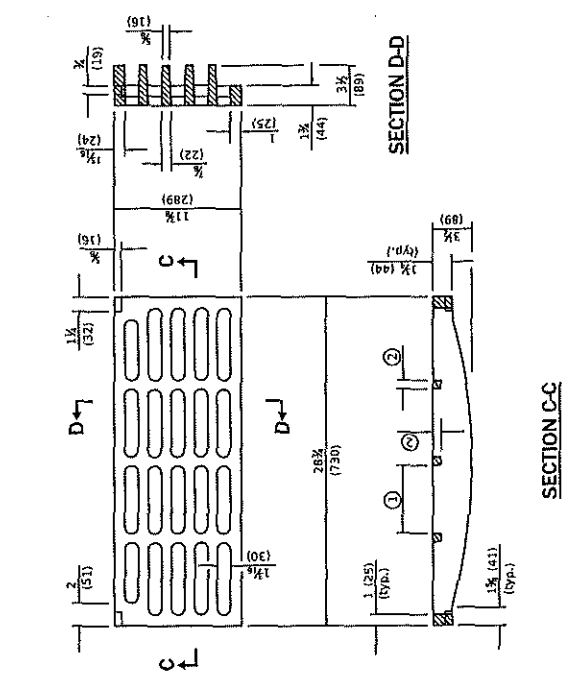
Summary of Quantities

COUNTY: McHenry  
SECTION: 21-00527-00-RS

Item No.	Code Number	Description	Unit	Total Quantity	Quantities			Bid Quantities					
					Loc. "A" Ackman/3.75"	Loc. "B" Kish.Va/ 3.75"	Loc. "C" Vermont/2 "						
1	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	344,364.0	120,064.0	140,905.0	83,395.0						
2	05640601	AGGREGATE FOR TACK COAT	TON	358.0	119.0	140.0	99.0						
3	40600525	LEVELING BINDER (HAND METHOD), N50	TON	1,200.0	100.0	1,000.0	100.0						
4	40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	10,100.0	3,500.0	4,000.0	2,600.0						
5	40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	22,325.0	10,271.0	12,054.0							
6	05640603	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D N70 - 2"	TON	7,404.0			7,404.0						
7	40603340	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D, N70 1.5"	TON	14,481.0	6,662.0	7,819.0							
8	44201723	CLASS D PATCHES, TYPE IV, 6 INCH	SQ YD	2,250.0	1,000.0	1,000.0	250.0						
9	X7010236	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1.0	0.5	0.5	0.0						
10	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL) - ALT BID	L SUM	1.0	0.0	0.0	1.0						
11	64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	63,000.0	29,000.0		34,000.0						
12	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	51,000.0			51,000.0						
13	44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	161,900.0	68,000.0	93,900.0							
14	5640617	CONSTRUCTING TEST STRIP	EACH	3.0	2.0		1.0						
15	05670301	SHORT TERM PAVEMENT MARKING (SPECIAL)	FOOT	262,153.0	83,607.0	153,891.0	24,655.0						
16	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	388.0	388.0								
17	X7810300	RECESSED REFLECTIVE PAVMENT MARKER	EACH	882.0	777.0		105.0						
18	05678001	GROOVED THERMOPLASTIC PAVT MARK - L&S	SQ FT	1,112.8	1,112.8								
19	05678002	GROOVED THERMOPLASTIC PAVT MARK - LINE 4"	FOOT	191,283.0	71,574.0	68,429.0	51,280.0						
20	05678003	GROOVED THERMOPLASTIC PAVT MARK - LINE 6"	FOOT	4,157.0	4,157.0								
21	05678004	GROOVED THERMOPLASTIC PAVT MARK - LINE 8"	FOOT	100.0	100.0								
22	05678005	GROOVED THERMOPLASTIC PAVT MARK - LINE 12"	FOOT	1,725.0	1,725.0								
23	05678006	GROOVED THERMOPLASTIC PAVT MARK - LINE 24"	FOOT	172.0	172.0								
24	05600001	RECLAMITE EMUL MALTENE-BASED REJUVENATING	SQ YD	238,501.0	79,313.0	93,080.0	66,108.0						
25	05644002	HOT-MIX ASPHALT SURFACE REMOVAL, ADJUST SP 1/2"	SQ YD	3,000.0	1,000.0	1,000.0	1,000.0						
26	48101200	AGGREGATE SHOULDERS, TYPE B	TON	1,541.0	1,541.0								
27	20200100	EARTH EXCAVATION	CU YD	45.0	45.0								
28	56406210	CONTROLLED LOW STRENGTH MATERIAL	CU YD	50.0			50.0						
29	5640609	EXCAVATING AND GRADING EXISTING SHOULDER-2'	UNIT	46.0	46.0								
30	5640619	EXCAVATING AND GRADING EXISTING SHOULDER-3'	UNIT	137.0			137.0						
31	5640620	EXCAVATING AND GRADING EXISTING SHOULDERS-4'	UNIT	47.0	47.0								
32	05640627	EXCAVATING AND GRADING EXISTING SHOULDERS-5'	UNIT	190.0			190.0						
33	5640610	EXCAVATING AND GRADING EXISTING SHOULDER-6'	UNIT	120.0	120.0								
34	5640636	EXCAVATING AND GRADING EXISTING SHOULDER-8'	UNIT	2.0	2.0								
35	05640628	EXCAVATING AND GRADING EXISTING SHOULDER-10'	UNIT	2.0	2.0								
36	5640607	HMA SHOULDERS, 6 INCH - 2 FEET WIDE	TON	365.0	365.0								
37	5640623	HMA SHOULDERS, 6 INCH - 3 FEET WIDE	TON	1,600.0			1,600.0						
38	5640624	HMA SHOULDERS, 6 INCH - 4 FEET WIDE	TON	710.0	710.0								
39	05640629	HMA SHOULDERS, 6 INCH - 5 FEET WIDE	TON	3,700.0			3,700.0						
40	5640608	HMA SHOULDERS, 6 INCH - 6 FEET WIDE	TON	2,760.0	2,760.0								
41	5640635	HMA SHOULDERS, 6 INCH - 8 FEET WIDE	TON	61.0	61.0								
42	05640630	HMA SHOULDERS, 6 INCH - 10 FEET WIDE	TON	85.0	85.0								
43	05640631	ADA RAMP REMOVAL & REPLACEMENT	DOL	1.0	1.0								
44	60201105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 11 FRAME AND GRATE	EACH	2.0	2.0								
45	55106035	STORM SEWER INSTALLATION 15"	FOOT	50.0	50.0								
46	20004542	HOT-MIX ASPHALT REMOVAL (SPECIAL)	SQ YD	250.0	250.0								
47	25000200	SEEDING, CLASS 2	ACRE	13.5	1.5	7.4	4.6						
48	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	825.0	125.0	400.0	300.0						
49	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	825.0	125.0	400.0	300.0						
50	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	825.0	125.0	400.0	300.0						
51	25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	825.0	125.0	400.0	300.0						
52	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	67,693.0	9,826.0	35,267.0	22,600.0						
53	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	260.0	260.0								
54	5640637	B6.12 CONCRETE CURB & GUTTER	FOOT	625.0	625.0								
55	05640632	CONCRETE CURB - DEPRESSED	FOOT	40.0	40.0								
56	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	10.0	10.0								
57	28100105	STONE RIPRAP, CLASS A3	SQ YD	135.0	135.0								
58	28200200	FILTER FABRIC	SQ YD	135.0	135.0								

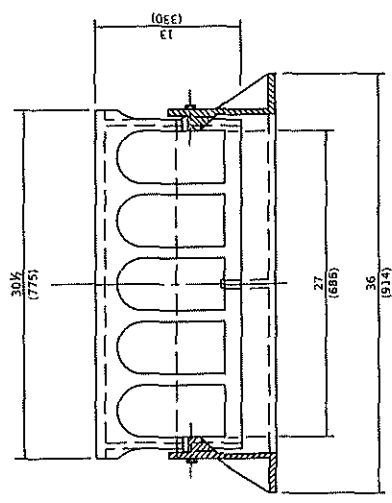
**Grooved Thermoplastic Pavement Marking Schedule**  
**McHenry County Division of Transportation**

Location	Removal (sqft)	L&S (sqft)	Pavement Marking Lines-Various (lin ft)					L&S Summary		
			4"	6"	8"	12"	24"	Only	Arrow	RR Crossing (2-R's and X)
Kishwaukee Valley Road, Il. Route 23 to County Line Road		0.0	68,429							
Vermont Road, Kishwaukee Valley Road to Garden Valley Road		0.0	51,280							
Ackman Road, Halligus Road to Westport Ridge		1,112.80	71,574	4,157	100	1,725	172	28	34	
<b>Total</b>		<b>1,112.80</b>	<b>191,283</b>	<b>4,157</b>	<b>100</b>	<b>1,725</b>	<b>172</b>			

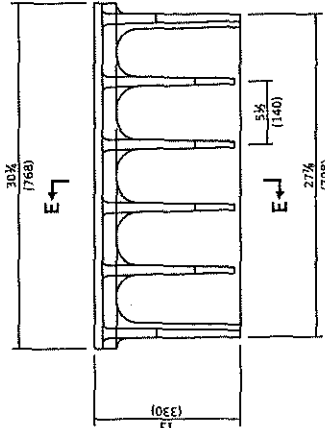


1/4" (10) Dia. hole and 3/8" x 3/4" (16x140) slotted hole for galvanized 1/2" (M12) bolt, nut, and washer.  
Curb box adjustable from 4 1/2" (115) to 9" (225)

**SECTION A-A**  
**CAST FRAME**



**SECTION E-E**  
**ALTERNATE CURB BOX**

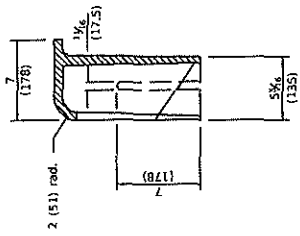


**SECTION E-E**  
**ALTERNATE CURB BOX**

**SECTION C-C**

- ① = 6 1/2 (159) max. (typ.)
- ② = 3 (76) min. (typ.)

**CAST GRATE**



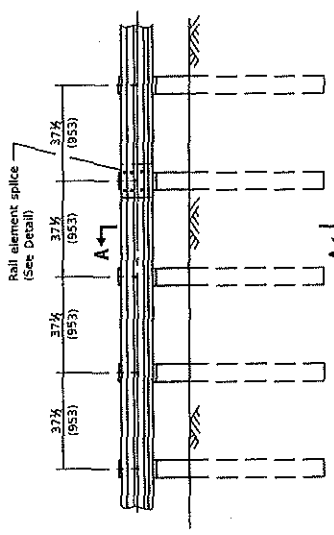
All dimensions are in inches (millimeters) unless otherwise shown.

ILLINOIS DEPARTMENT OF TRANSPORTATION	ISSUED 1-1-97
PASSED	JANUARY 1, 2015
APPROVED	JANUARY 1, 2015
ENGINEER OF POLICY AND PROCEDURES	
ENGINEER OF DESIGN AND ENVIRONMENT	

REVISIONS	
DATE	REVISIONS
1-1-15	Revised dimensions of frame and alternate curb box.
4-1-09	Switched units to English (metric).

**FRAME AND GRATE**  
**TYPE 11**

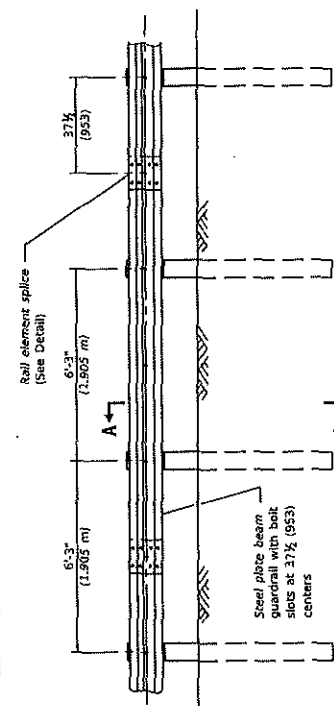
STANDARD 604051-04



**ELEVATION**

**TYPE B**

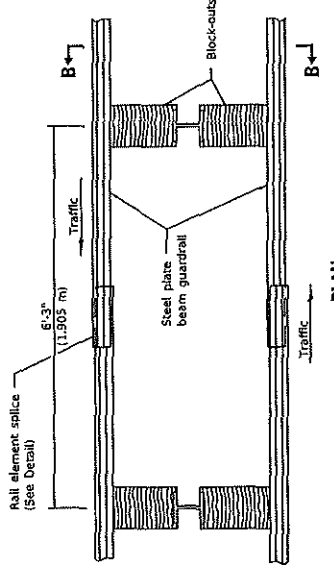
37 1/2 (953) Closed post spacing



**ELEVATION**

**TYPE A**

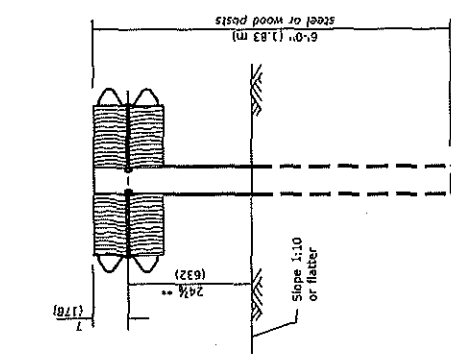
6'-3" (1,905 m) Typical post spacing



**PLAN**

**TYPED**

Double steel plate beam guardrail  
6'-3" (1,905 m) typical post spacing



**SECTION A-A**

\* When "S" is less than 3 and the distance from the back of post is less than 24 (610), the post shall be steel and the embedment shall be 76% (1,92 m) and the minimum top of rail height shall be 31 (787).

**SECTION B-B**

When connecting Type D guardrail to an impact attenuator, adjust this dimension to match over a distance of 25'-0" (7,62 m) from point of connection if necessary.

**GENERAL NOTES**

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

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

DATE	REVISIONS
1-1-18	Revised steel post to have four holes in each flange.
1-1-17	Added detail for leave-out. Rev. 'D' to less than 6 (150) for guardrail behind curb.

**STEEL PLATE BEAM GUARDRAIL**

(Sheet 1 of 4)

STANDARD 630001-12

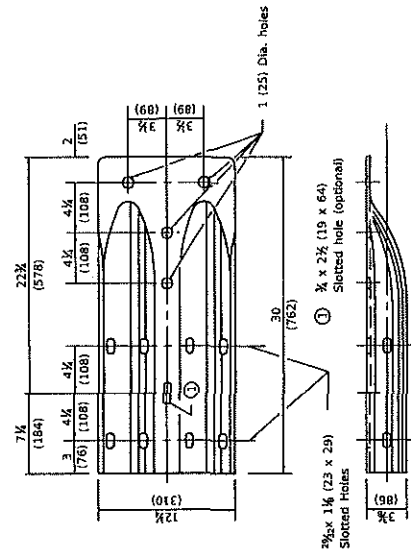
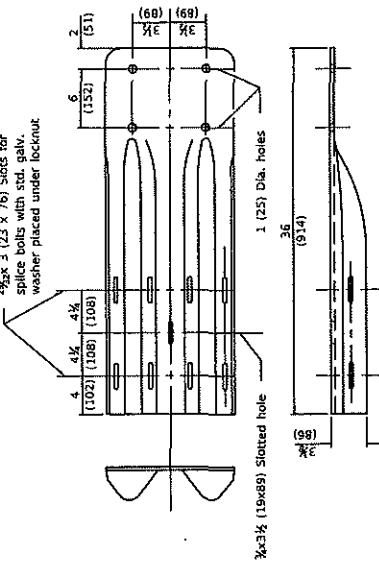
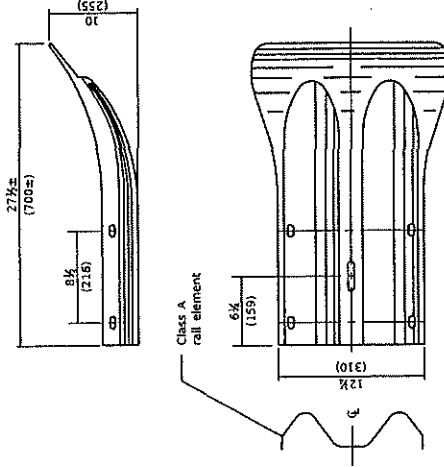
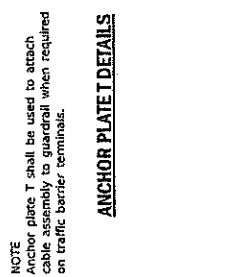
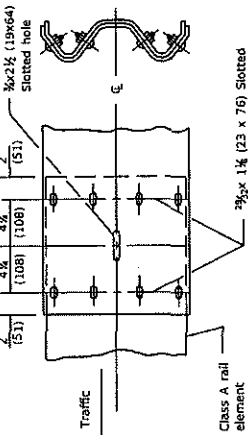
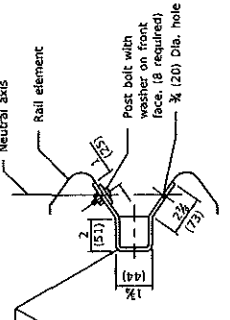
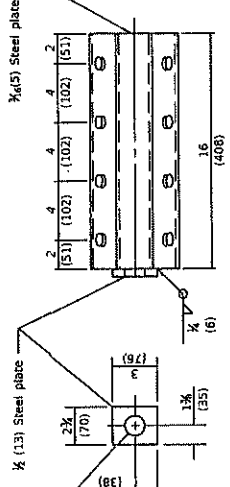
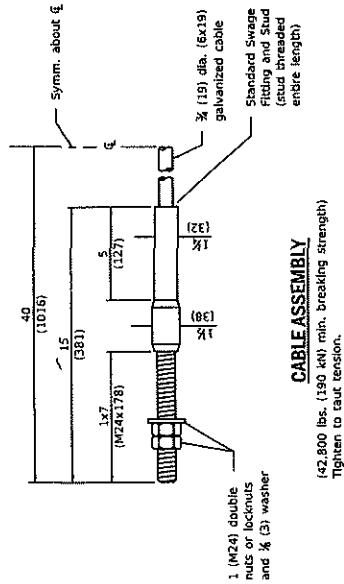
Illinois Department of Transportation

APPROVED: *[Signature]* January 1, 2018  
 ENGINEER OF POWER AND INFRASTRUCTURE

APPROVED: *[Signature]* January 1, 2018  
 ENGINEER OF DESIGN AND CONSTRUCTION

ISSUED 1-1-97



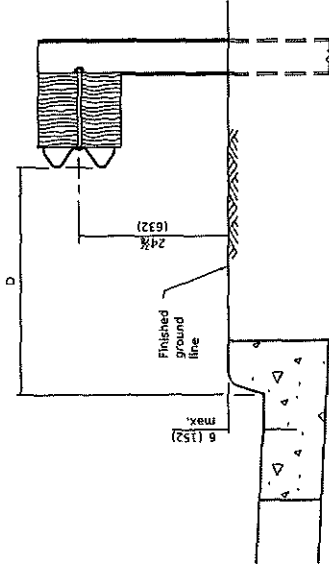


**NOTE**  
 When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.  
 The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.  
 Externally threaded studs protruding from the surface of the concrete will not be permitted.

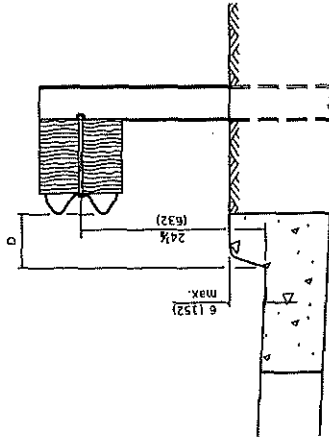
**STEEL PLATE BEAM  
 GUARDRAIL**  
 STANDARD 630001-12  
 (Sheet 3 of 4)

Illinois Department of Transportation  
 APPROVED: [Signature] 2018  
 REGISTERED PROFESSIONAL ENGINEER  
 APPROVED: [Signature] 2018  
 ENGINEER OF DESIGN AND ENVIRONMENT





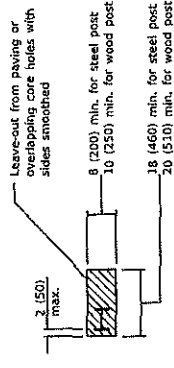
$4'-0" (1.2 m) \leq D \leq 12'-0" (3.7 m)$



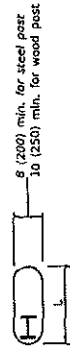
$0 \leq D \leq 6 (150 m)$

**GUARDRAIL PLACED BEHIND CURB**

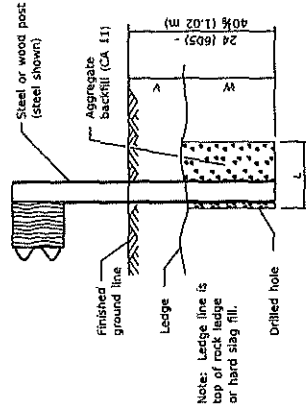
Note: "D" shall not exceed 5 (152) for design speeds greater than 45 mph.



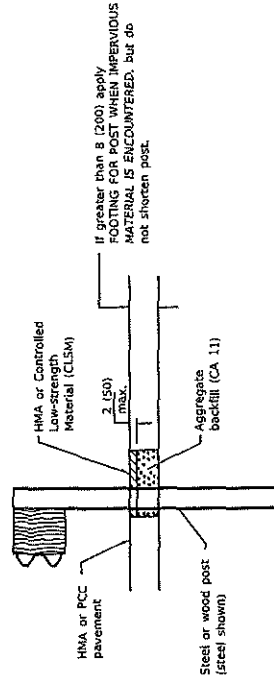
PLAN



PLAN



ELEVATION



ELEVATION

V	W		L	
	Steel Post	Wood Post	Steel Post	Wood Post
0 - 6 (0 - 152)	24 (610)	23 (580)	21 (530)	23 (580)
> 6 - 18 (> 152 - 458)	18 (458)	16 1/2 (419)	14 1/2 (368)	16 1/2 (419)
> 18 - 31 (> 458 - 787)	12 (305)	10 (250)	8 (203)	10 (250)
> 31 - 40 1/2 (> 787 - 1,02 m)	12 - 0 (305 - 0)	10 (250)	8 (203)	10 (250)

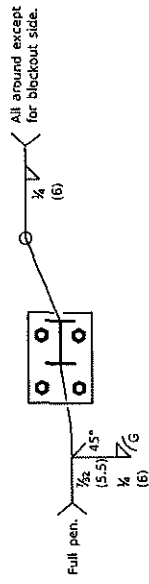
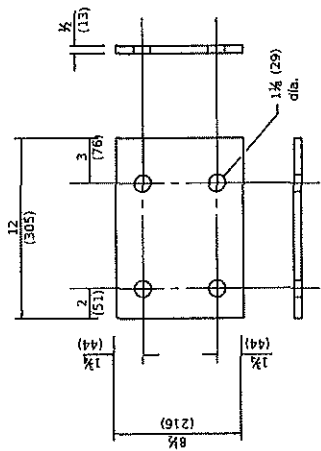
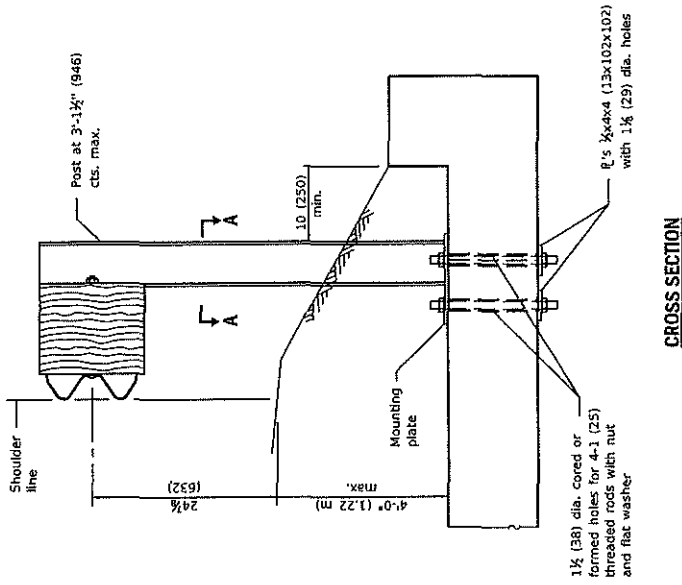
**STEEL PLATE BEAM  
GUARDRAIL**

STANDARD 630001-12  
(Sheet 4 of 4)

**LEAVE-OUT FOR POST WHEN PAVED  
MATERIAL IS ENCOUNTERED**

**FOOTING FOR POST WHEN IMPERVIOUS  
MATERIAL IS ENCOUNTERED**

Illinois Department of Transportation  
 APPROVED: *Michael J. [Signature]* January 1, 2018  
 ENGINEER OF ROADS AND PROCEDURES  
 APPROVED: *[Signature]* January 1, 2018  
 ENGINEER OF DESIGN AND CONSTRUCTION  
 ISSUED: 1-1-97



**SECTION A-A**

**GENERAL NOTES**  
 For details of guardrail elements not shown, see Standard 630001.

All threaded rods shall be installed with heavy hex nuts and standard washers.  
 All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-17	Omitted all cases but MMT.
	ON SLAB, Renamed standard.
	Added mounting plate detail.
1-1-11	Revised weld detail for Case IV.

**STRONG POST GUARDRAIL ATTACHED TO CULVERT**

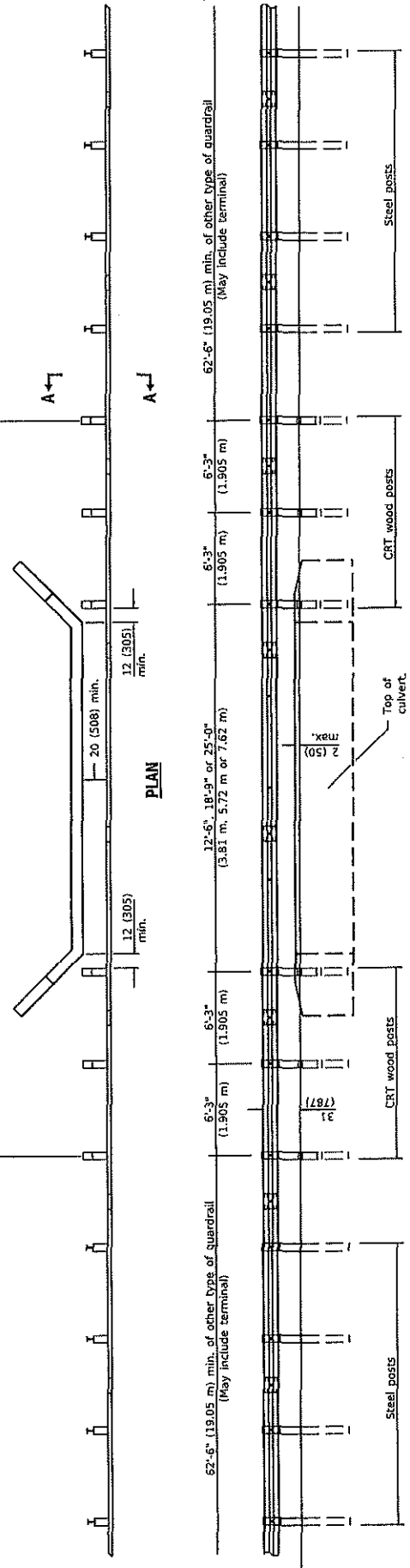
STANDARD 630101-10

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 PASSED BY: [Signature] 2017  
 ENGINEER OF PROJECT AND PROCEDURES  
 APPROVED BY: [Signature] 2017  
 PROJECT DESIGN AND ENVIRONMENT  
 ISSUED 1-1-17

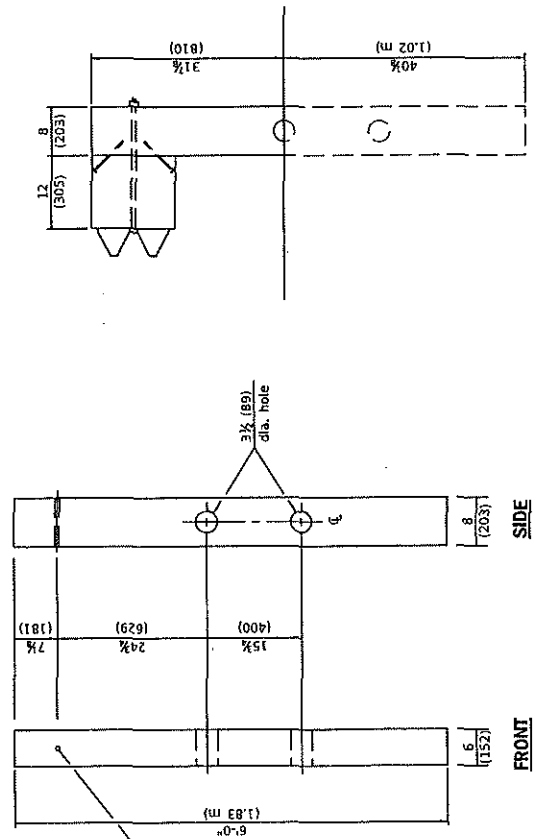
Pay limits of other type

Pay limits of LONG-SPAN GUARDRAIL OVER CULVERT

Pay limits of other type



**ELEVATION**



**GENERAL NOTES**

See Standard 630001 for details of guardrail not shown.

Blockouts shown at steel posts shall be omitted when NON-BLOCKED STEEL PLATE BEAM GUARDRAIL is specified. See Standard 630006 for details not shown.

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

DATE	REVISIONS
1-1-17	Revised general notes for non-blocked guardrail option.
	Revised pay limits.
1-1-13	Added min. dim. from guardrail to headwall. Added dim. to section A-A.

**LONG-SPAN GUARDRAIL OVER CULVERT**

STANDARD 630106-02

Illinois Department of Transportation

ISSUED 1-1-11

PASSED

JANUARY 1, 2017

Michael Bond

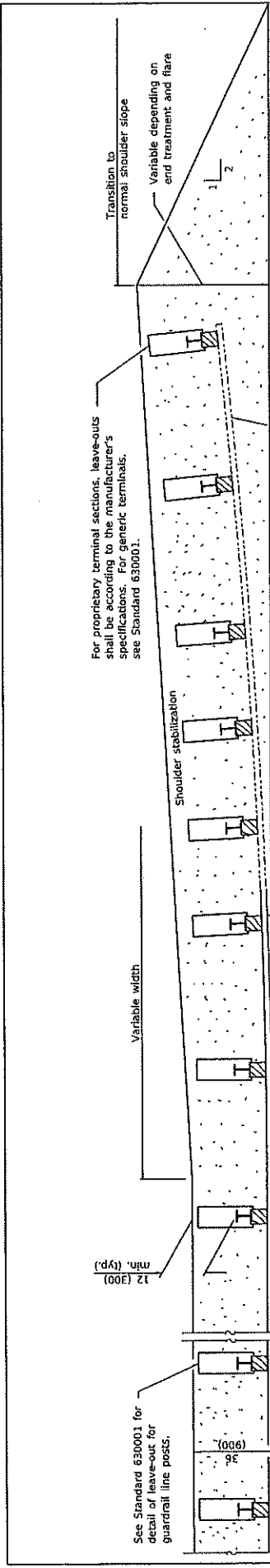
ENGINEER OF POLICY AND PROCEDURES

APPROVED

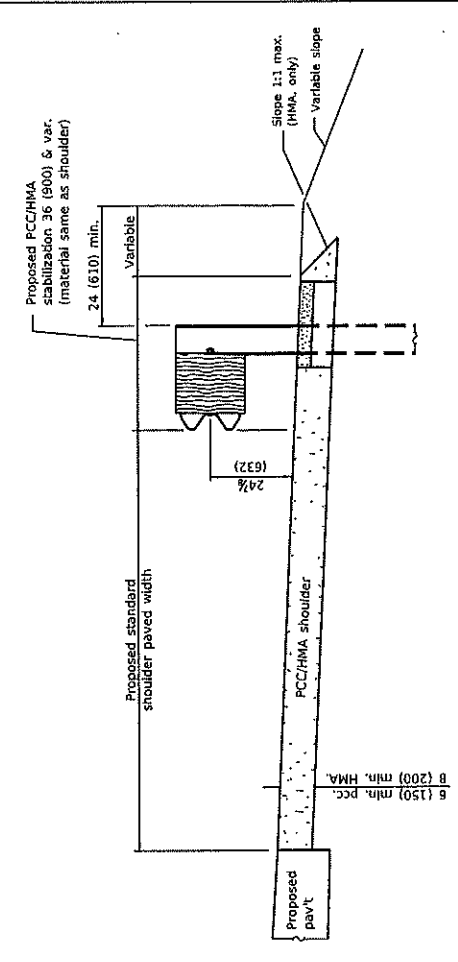
JANUARY 1, 2017

Thomas J. [Signature]

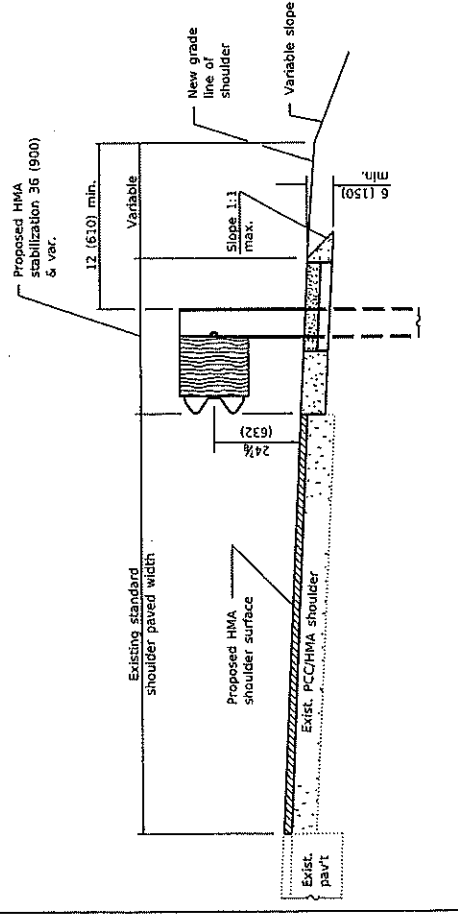
ENGINEER OF DESIGN AND ENVIRONMENT



**PLAN**



**NEW CONSTRUCTION**



**RESURFACING**

**GENERAL NOTES**  
See Standard 482001, 482006, 483001 and 630001 for details not shown.

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

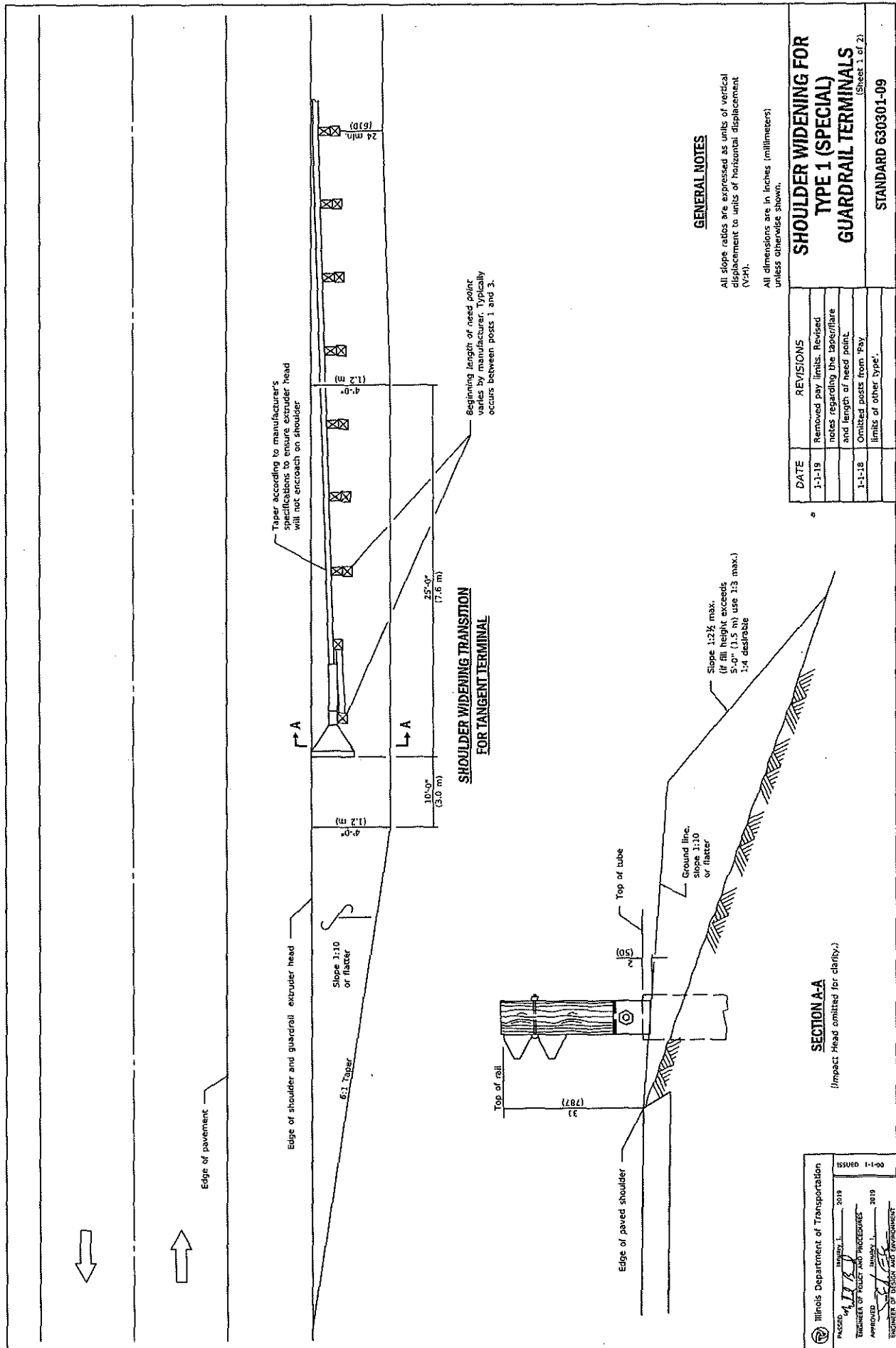
DATE	REVISIONS
1-1-17	Revised leave-outs, moved dimensions to Standard 630001.
1-1-09	Switched units to English (metric).

Illinois Department of Transportation

ISSUED 1-1-97

PASSED: *[Signature]* 2017  
 ENGINEER OF PROJECT AND PROCEDURES  
 APPROVED: *[Signature]* 2017  
 ENGINEER OF DESIGN AND CONSTRUCTION

**PCC / HMA**  
**STABILIZATION AT STEEL**  
**PLATE BEAM GUARDRAIL**  
**STANDARD 630201-07**



**GENERAL NOTES**

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

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

DATE	REVISIONS
1-1-19	Removed pay limits. Revised notes regarding the base/flare and length of need point.
1-1-18	Omitted posts from 'Pay limits of other type.'

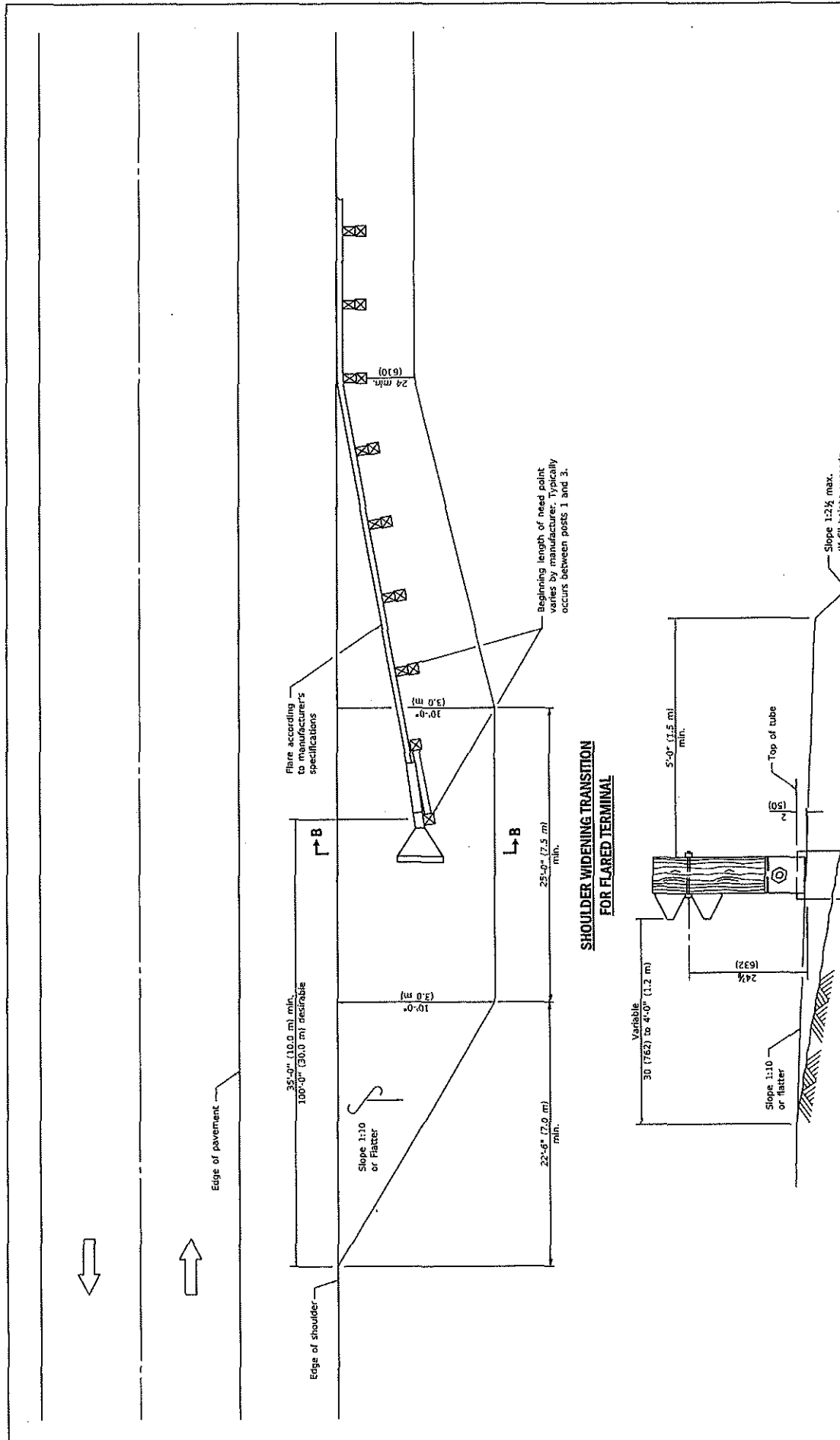
**SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS**  
(Sheet 1 of 2)

STANDARD 630301-09

**SECTION A-A**

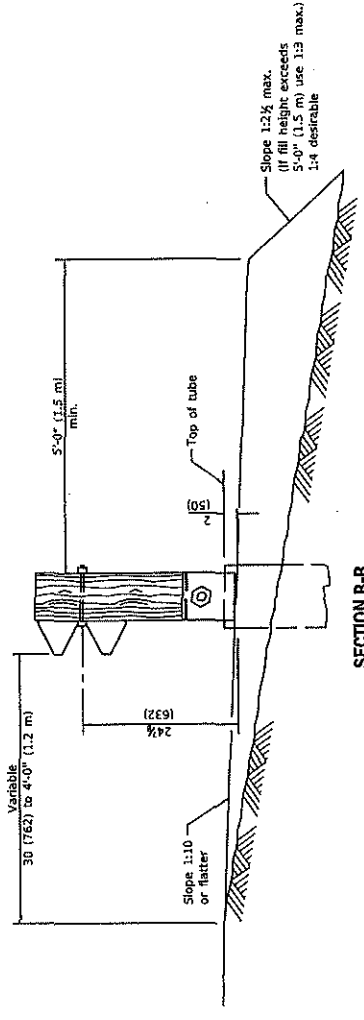
Impact Head omitted for clarity.

Illinois Department of Transportation  
 ISSUED 1-1-00  
 2018  
 ENGINEER OF POLICY AND PROCEDURES  
 APPROVED  
 ENGINEER OF DESIGN AND ENVIRONMENT



**SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS**  
 (Sheet 2 of 2)  
 STANDARD 630301-09

**SHOULDER WIDENING TRANSITION FOR FLARED TERMINAL**

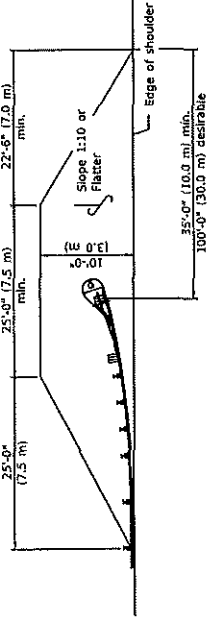


**SECTION B-B**  
 (Impact head omitted for clarity.)

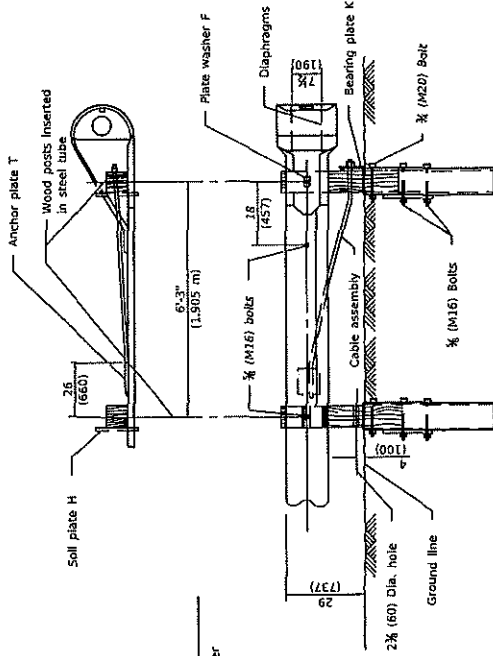
Illinois Department of Transportation  
 PASSED JANUARY 1, 2019  
 ENGINEER OF POLICY AND PROCEDURES  
 APPROVED JANUARY 1, 2019  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-09

OFFSETS TO FACE OF RAIL		
Post	X ft (m)	Y ft (m)
1	37.23 (11.345)	4.0 (1.22)
2	31.06 (9.475)	2.79 (0.850)
3	24.52 (7.555)	1.79 (0.545)
4	20.75 (6.335)	1.25 (0.380)
5	16.64 (5.070)	0.80 (0.245)
6	12.49 (3.805)	0.45 (0.135)
7	6.23 (1.905)	0.11 (0.035)
8	0.00 (0.00)	0.00 (0.00)



**SHOULDER WIDENING TRANSITION**



**WOOD BREAKAWAY POSTS  
TUBULAR STEEL FOUNDATIONS**

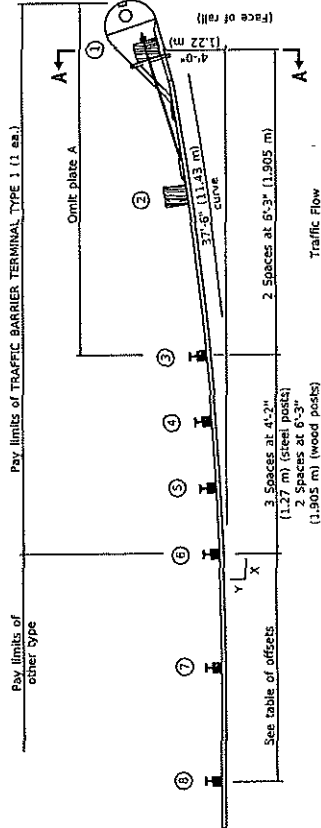
**GENERAL NOTES**  
See Standard B.L.R. 26 for details of guardrail not shown.  
Posts at location 1 & 2 shall be wood breakaway posts. Posts other than 1 & 2 may be either standard wood posts or steel posts, at the option of the Contractor. If standard wood posts are used, one post shall be located midway between and in lieu of posts 4 & 5. The offset (Y) for this post shall be 12 (300).

A two-piece assembly may be substituted for the one piece near shown above.  
The bearing plate K shall be held in position by (2) two eighty penny nails driven into the post and bent over the top of the plate.

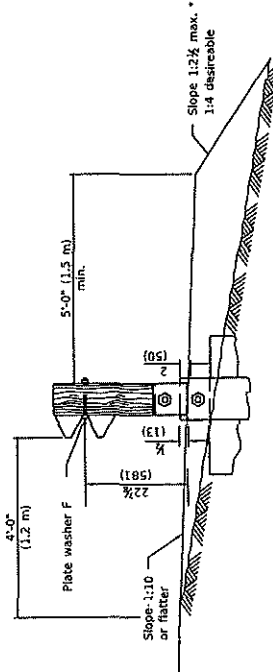
When this terminal is used with Standard 630001, the guardrail shall transition down to the height of the terminal prior to post 8.

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

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



**PLAN**



**SECTION A-A**

\* if fill height exceeds 5'-0" (1.5 m) use 1:3 max.

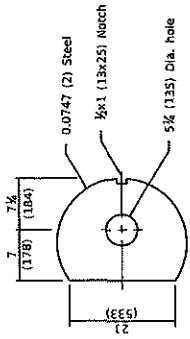
Illinois Department of Transportation  
 PASSED: [Signature] January 1, 2012  
 ENGINEER OF LOCAL ROADS AND STREETS  
 APPROVED: [Signature] January 1, 2012  
 ENGINEER OF DESIGN AND ENVIRONMENT

DATE	REVISIONS
1-1-12	Revised barrier terminal height and wood breakaway post.
1-1-09	Switched units to English (metric).

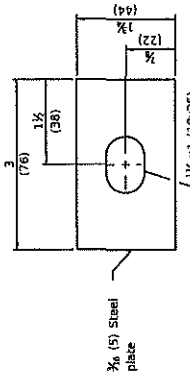
**TRAFFIC BARRIER  
TERMINAL TYPE 1**

(Sheet 1 of 2)

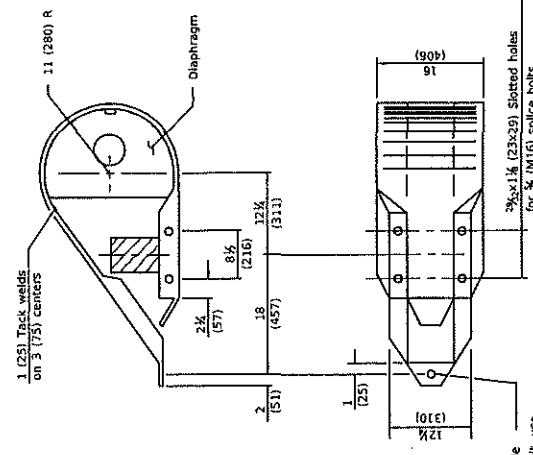
STANDARD B.L.R. 23-4



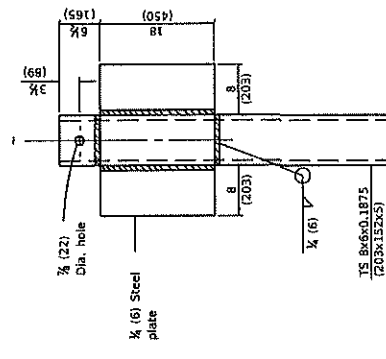
**DIAPHRAGM**  
(2 ea.)



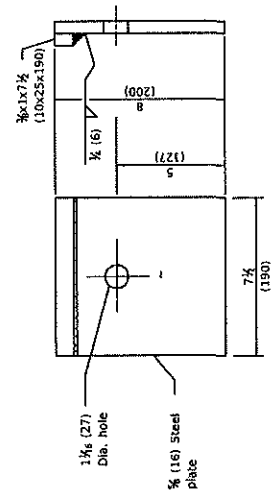
**PLATE WASHER F**  
(1 ea.)



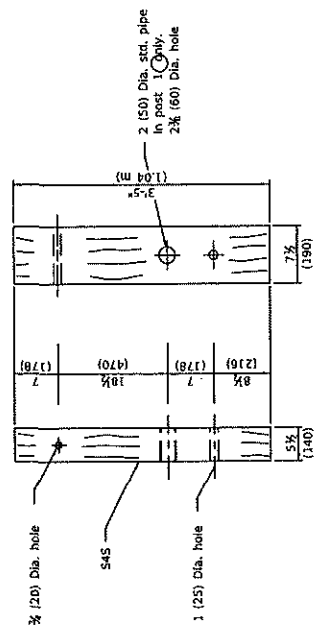
**NOSE**  
(1 ea.)



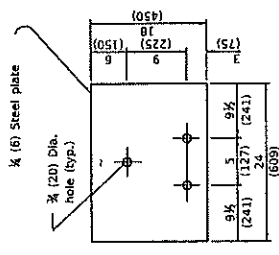
**ALTERNATE SOIL PLATE CONNECTION**



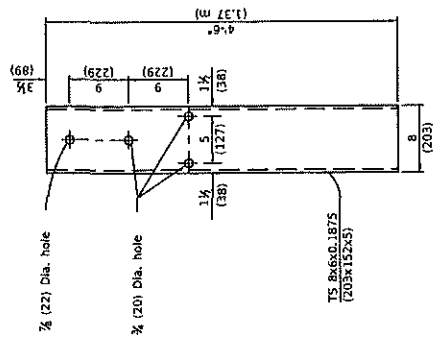
**BEARING PLATE K**  
(1 ea.)



**WOOD BREAKAWAY POST**  
(2 ea.)



**SOIL PLATE H**  
(2 ea.)



**STEEL TUBE**  
(2 ea.)

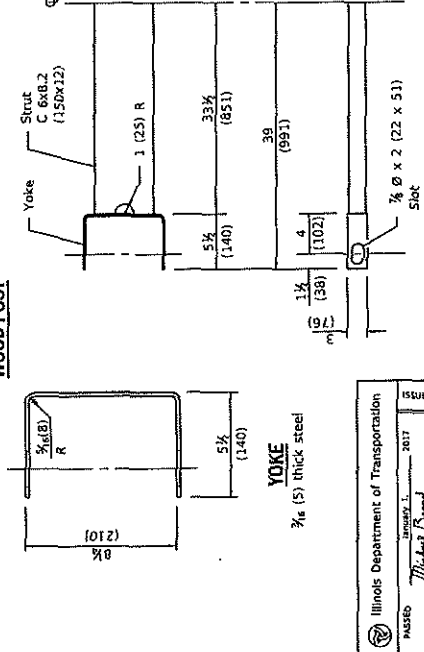
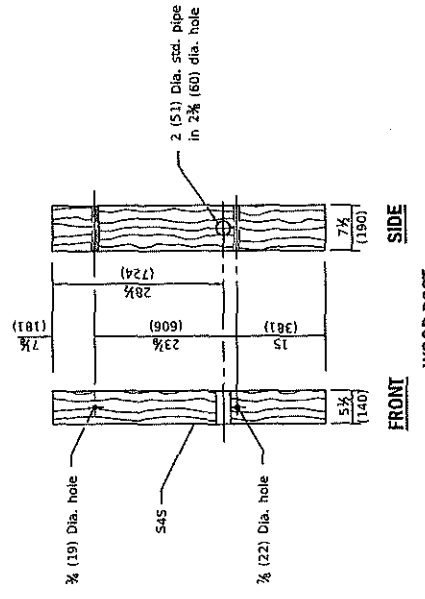
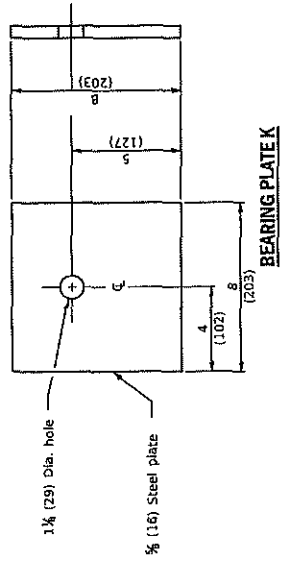
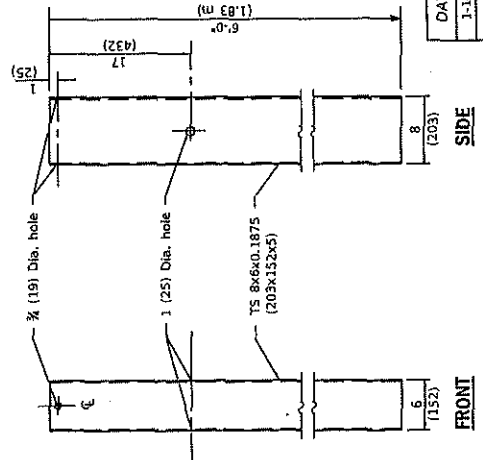
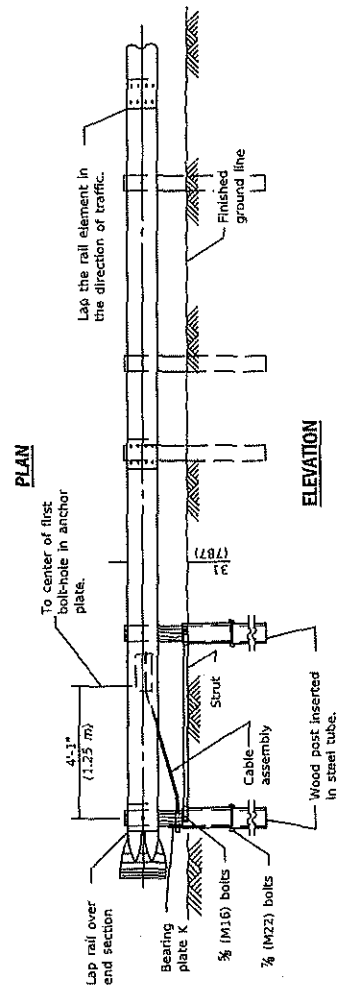
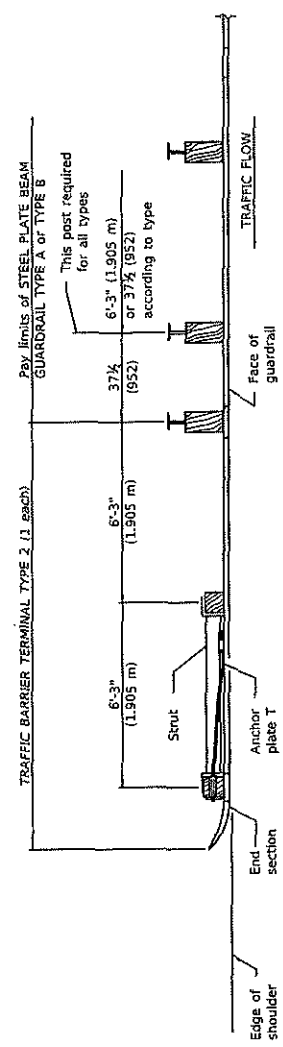
Illinois Department of Transportation  
 ISSUED 1-3-08  
 APPROVED BY: [Signature]  
 REGISTERED PROFESSIONAL ENGINEER  
 APPROVED BY: [Signature]  
 ENGINEER OF DESIGN AND SURVEILLANCE

**TRAFFIC BARRIER TERMINAL TYPE 1**

(Sheet 2 of 2)

STANDARD B.L.R. 23-4



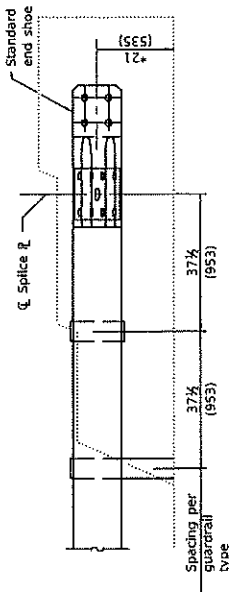


**GENERAL NOTES**  
 See Standard 630001 for details of guardrail not shown.  
 The bearing plate K shall be held in position by two eight penny nails driven into the post and bent over the top of the plate.  
 All dimensions are in inches (millimeters) unless otherwise shown.

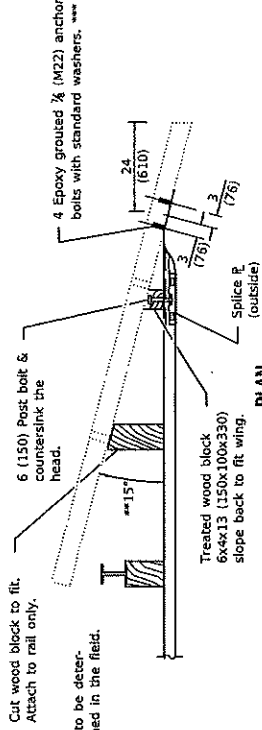
DATE	REVISIONS
1-1-17	Revised wood post length and hole spacing.
1-1-13	Corrected metric dimension for BEARING PLATE K. Changed pipe dia. in wood post.

**TRAFFIC BARRIER TERMINAL, TYPE 2**  
 STANDARD 631011-10

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

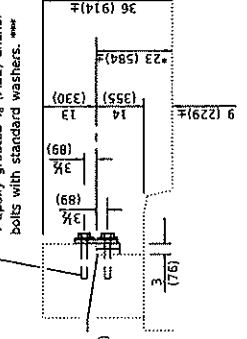


**ELEVATION**

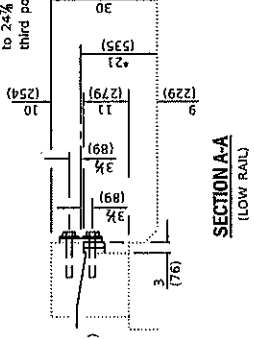


**PLAN**

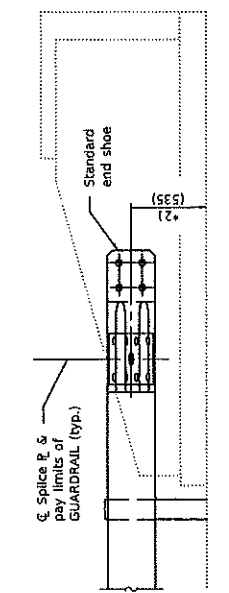
**FLARED WING**



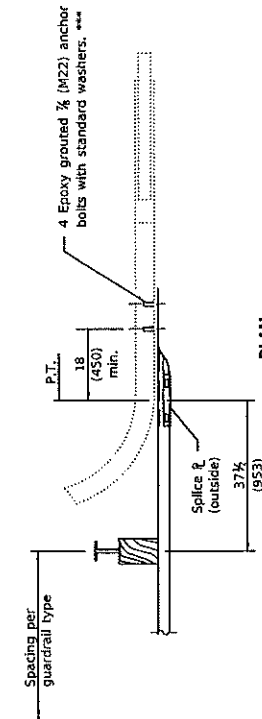
**SECTION A-A**  
(HIGH RAIL)



**SECTION A-A**  
(LOW RAIL)

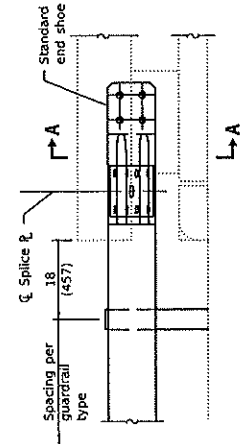


**ELEVATION**

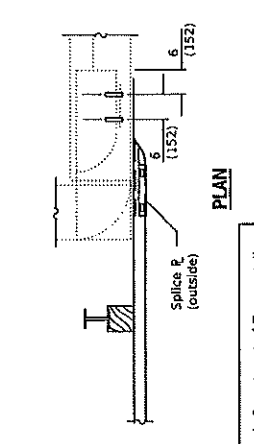


**PLAN**

**CURVED WING**



**ELEVATION**



**PLAN**

**GENERAL NOTES**

See standard 630001 or details of guardrail not shown.  
 \*\*\* After tightening, cut the anchor bolts flush with nuts, and damage the bolt head to prevent it from loosening.  
 All dimensions are in inches (millimeters) unless otherwise shown.

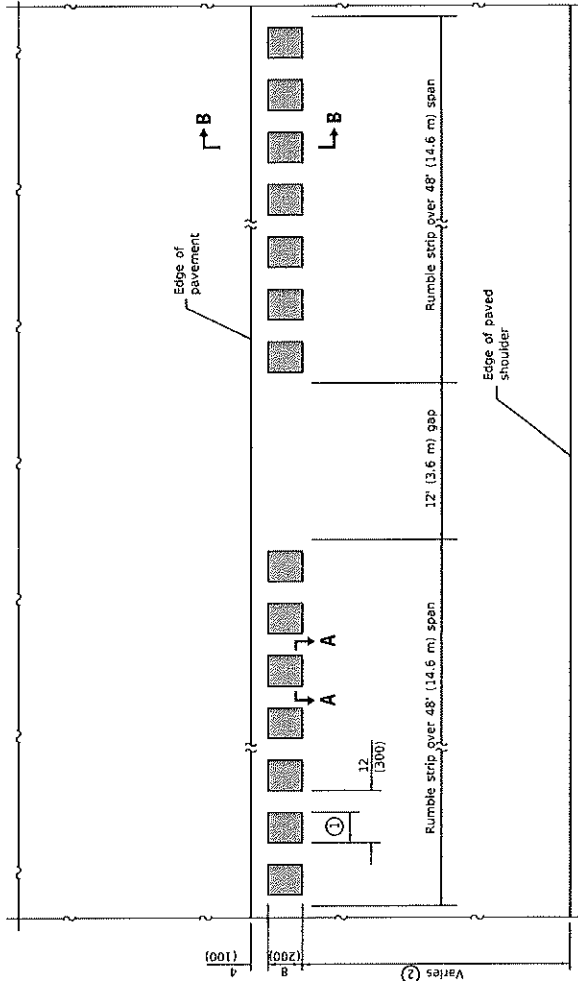
**REINFORCED CONCRETE HANDRAIL**

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Changes adopted to implement the Midwest Guardrail System.

**TRAFFIC BARRIER TERMINAL, TYPE 10**

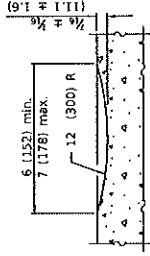
STANDARD 631046-04

Illinois Department of Transportation  
 PASSED January 1, 2009  
 ENGINEER OF POLICY AND PROCEDURES  
 APPROVED [Signature] 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

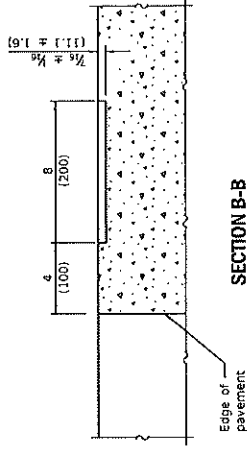


**PLAN**

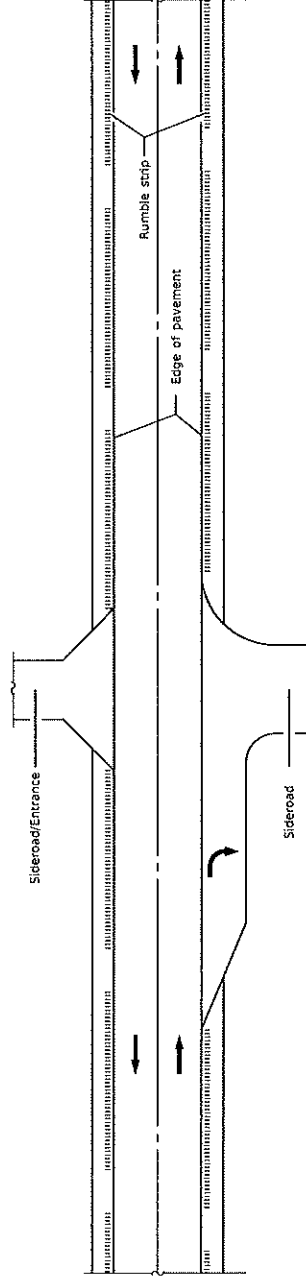
- ① See Section A-A.
- ② 4' (1.2 m) preferred, 3' (900) minimum where the paved shoulder is considered a bicycle accommodation.



**SECTION A-A**



**SECTION B-B**



**GENERAL NOTES**  
Omit shoulder rumble strips across structures and at mailbox turnouts.

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

**TYPICAL APPLICATION AT AN INTERSECTION OR ENTRANCE**

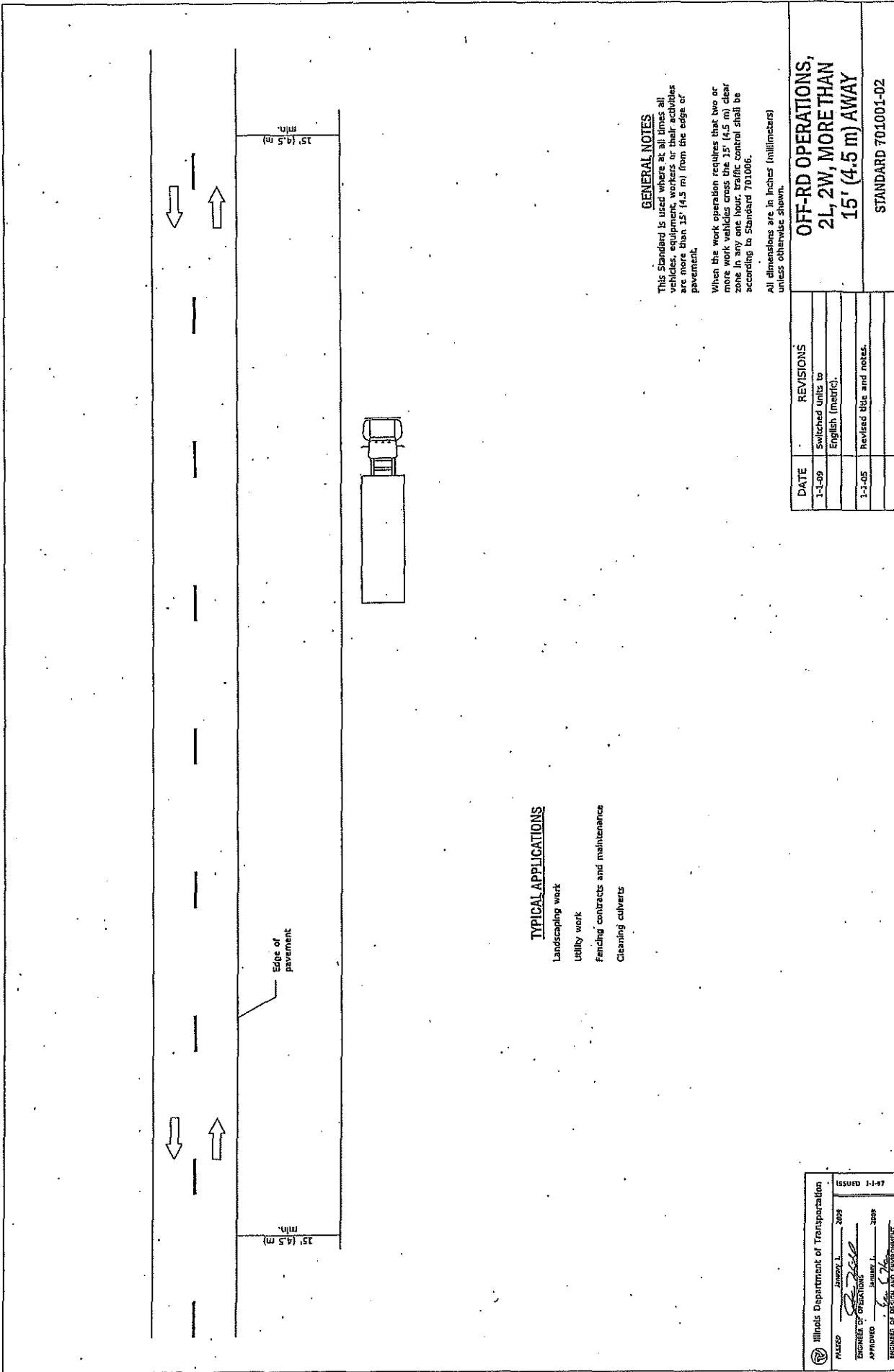
DATE	REVISIONS
1-1-21	Added minimum width of paved shoulder for bicycle accommodations.
1-1-12	New standard.

**SHOULDER RUMBLE STRIPS, 8 in.**

STANDARD 642006-01

Illinois Department of Transportation  
 PASSED: \_\_\_\_\_ 2021  
 REVIEWER 1: \_\_\_\_\_  
 ENGINEER OF POLICY AND PROCEDURES  
 APPROVED: \_\_\_\_\_ 2021  
 REVIEWER 2: \_\_\_\_\_  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12



**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.

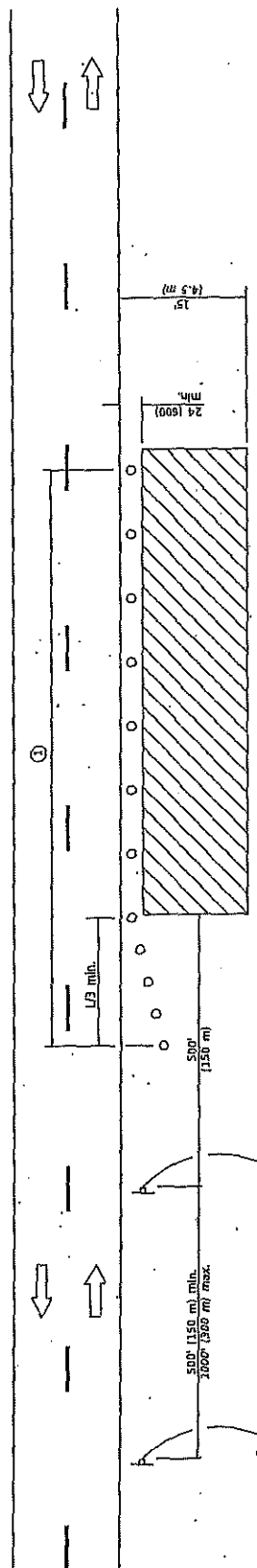
All dimensions are in inches (millimeters) unless otherwise shown.

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

Illinois Department of Transportation  
 ISSUED 1-1-97  
 APPROVED: [Signature] 1/1/09  
 ENGINEER OF OPERATIONS  
 APPROVED: [Signature] 1/1/09  
 ENGINEER OF DESIGN AND ENVIRONMENT



**GENERAL NOTES**

This Standard is used where any vehicles, equipment, workers or their activities will encroach in the area 15' (4.5 m) to 24' (600) from the edge of pavement.

Calculate L as follows:

SPEED LIMIT		FORMULAS	
		English	(Metric)
40 mph (70 km/h) or less:		$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{350}$
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.

① When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for U3 distance, and at 30' (10 m) centers through the remainder of the work area.

**TYPICAL APPLICATIONS**

- Utility operations
- Conduit extensions
- Side slope changes
- Guardrail installation and maintenance
- Drainage installation
- Landscaping operations
- Shoulder repair
- Sign installation and maintenance

**SYMBOLS**

- Work area
- Sign
- Cone, drum or barricade

DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Changed text "WORKERS" sign.

**OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE**

STANDARD 701006-05

Illinois Department of Transportation

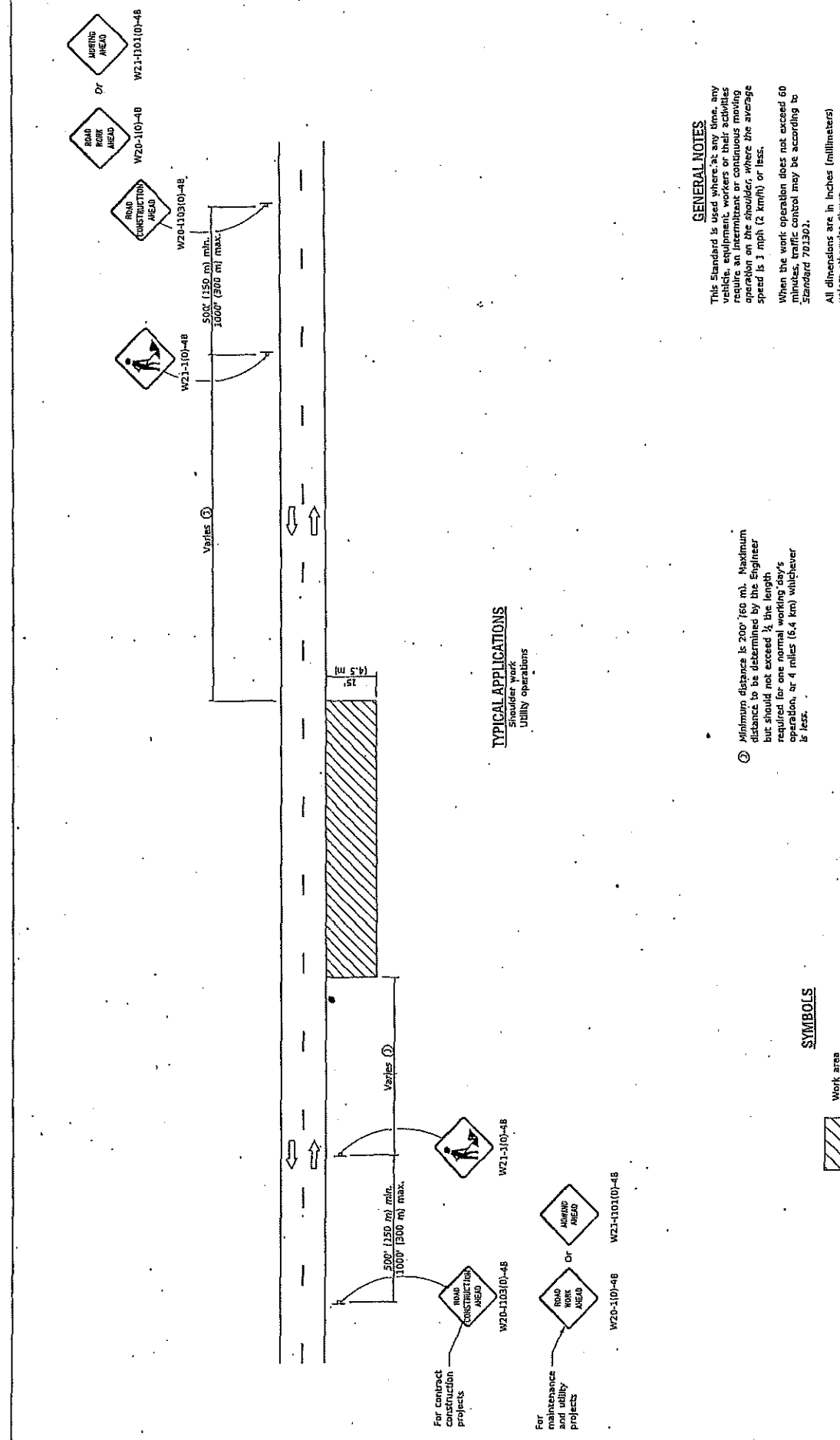
ISSUED 1-1-17

DESIGNED BY: [Signature] 2814

CHECKED BY: [Signature] 2814

APPROVED BY: [Signature] 2814

ENGINEER OF DESIGN AND ENVIRONMENT



**OFF-RD MOVING OPERATIONS,  
2L, 2W, DAY ONLY**

STANDARD 701011-04

DATE	REVISIONS
1-3-14	Revised workers sign number to agree with current MUTCD.
1-3-13	Omitted text "WORKERS" sign.

**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 3 mph (2 km/h) or less.

When the work operation does not exceed 60 minutes, traffic control may be according to Standard 70.302.

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

① Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but should not exceed 1/2 the length required for one normal working day's operation, or 4 miles (6.4 km) whichever is less.

**TYPICAL APPLICATIONS**

- Shoulder work
- Utility operations

**SYMBOLS**

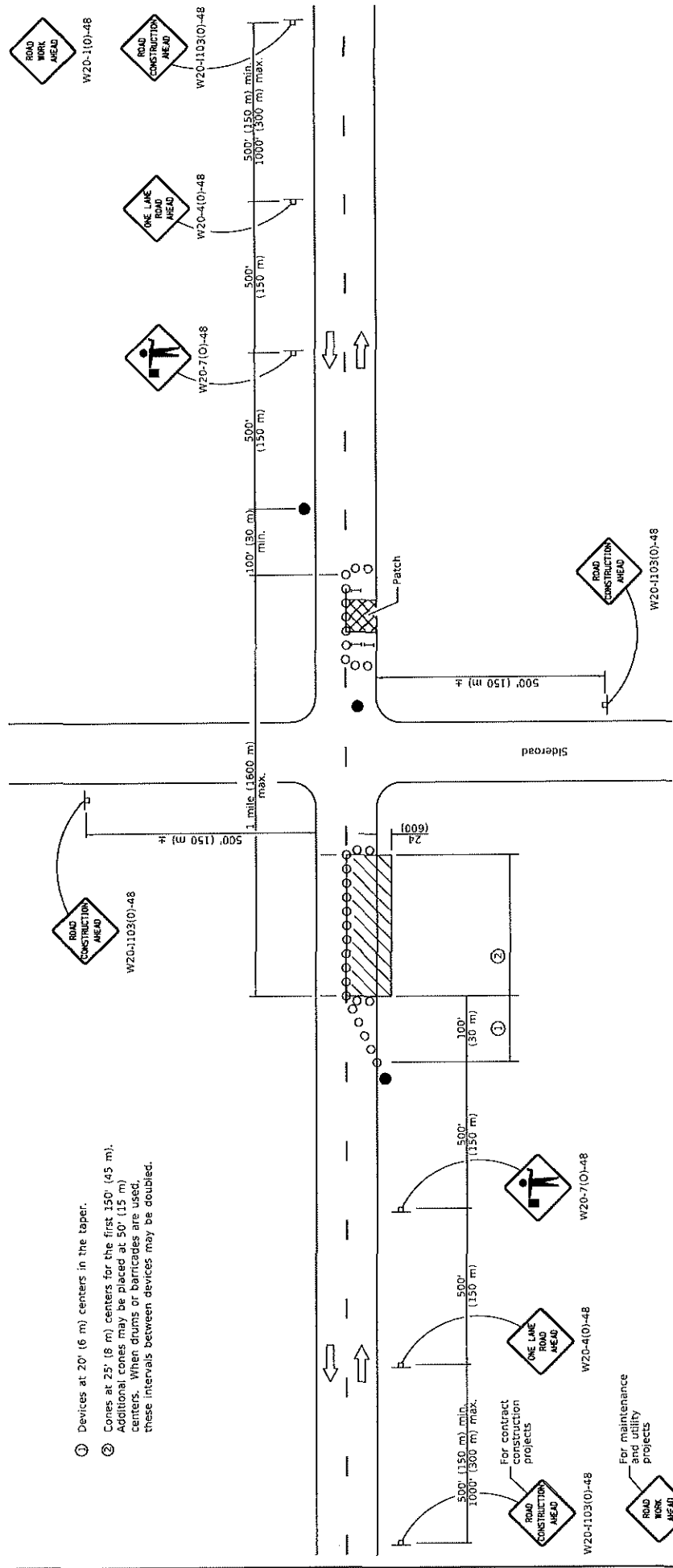
- Work area
- Sign
- Flagger with traffic control sign when required

Illinois Department of Transportation

ISSUED 1-1-97

APPROVED: [Signature] 2014  
 ENGINEER OF SAFETY ENGINEERING

APPROVED: [Signature] 2014  
 ENGINEER OF DESIGN AND ENVIRONMENT



- ① Devices at 20' (6 m) centers in the taper.
- ② Cones at 25' (8 m) centers for the first 150' (45 m). Additional cones may be placed at 50' (15 m) centers. When drums or barricades are used, these intervals between devices may be doubled.

For contract construction projects

For maintenance and utility projects

- SYMBOLS**
- Work area
  - Sign
  - Barricade or drum
  - Cone, drum or barricade
  - Flagger with traffic control sign

**TYPICAL APPLICATIONS**

- Isolated patching
- Utility operations
- Storm sewer
- Culverts
- Cable placement

**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.

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**

Illinois Department of Transportation

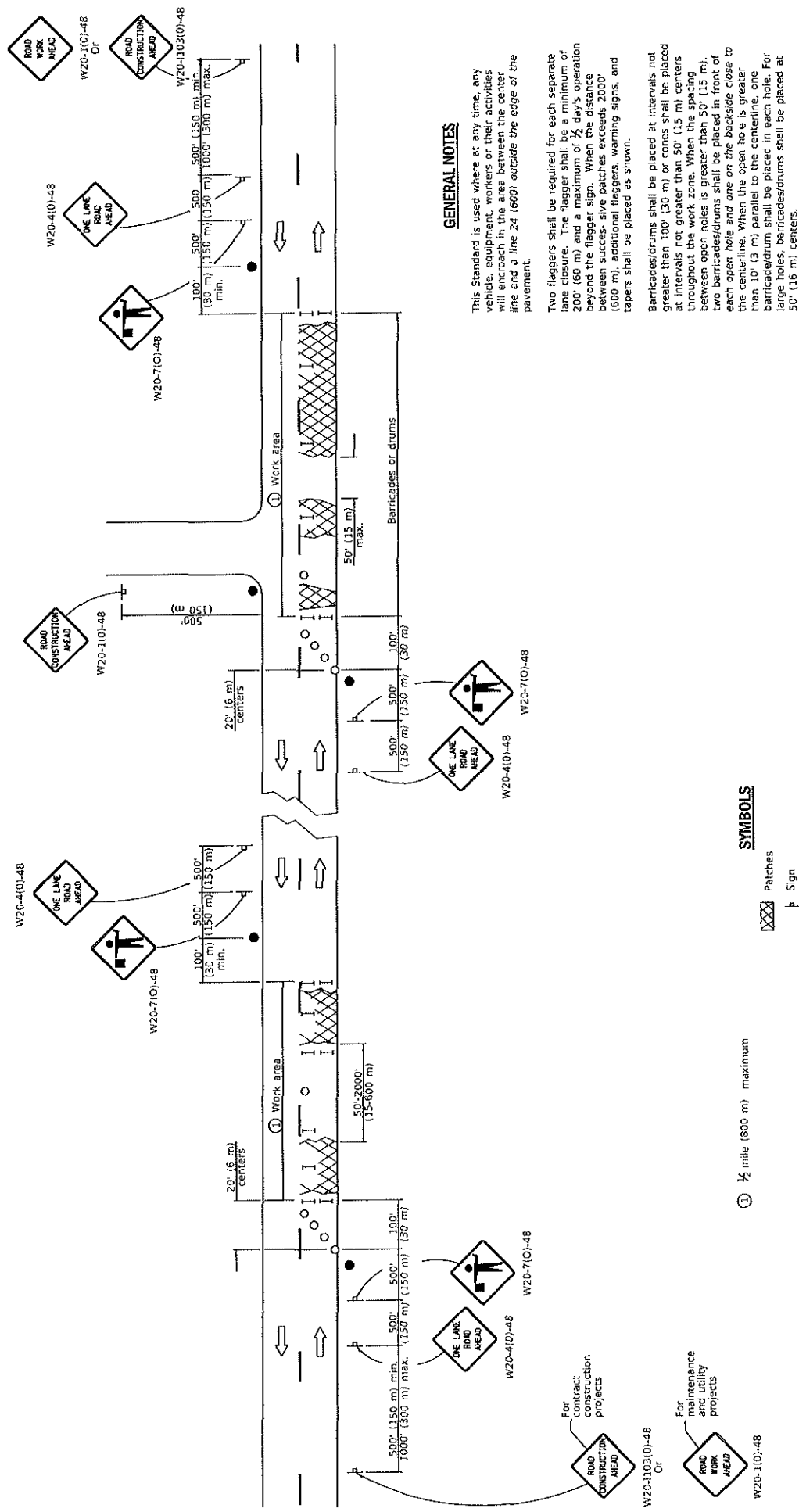
APPROVED: [Signature] January 1, 2019

ENGINEER OF SAFETY, PROGS. AND ENGINEERING

APPROVED: [Signature] January 1, 2019

ENGINEER OF SAFETY AND ENVIRONMENT

ISSUED 1-1-97



**GENERAL NOTES**

This Standard is used where at any time, any vehicle, equipment, workers or their activities will encroach in the area between the center line and a line 24 (600) outside the edge of the pavement.

Two flaggers shall be required for each separate lane closure. The flagger shall be a minimum of 200' (60 m) and a maximum of 1/2 day's operation beyond the flagger sign. When the distance between successive patches exceeds 2000' (600 m), additional flaggers, warning signs, and tapers shall be placed as shown.

Barricades/drums shall be placed at intervals not greater than 100' (30 m) or cones shall be placed at intervals not greater than 50' (15 m) centers throughout the work zone. When the spacing between open holes is greater than 50' (15 m), two barricades/drums shall be placed in front of each open hole and one on the backside close to the centerline. When the open hole is greater than 10' (3 m) parallel to the centerline, one barricade/drum shall be placed in each hole. For large holes, barricades/drums shall be placed at 50' (15 m) centers.

**SYMBOLS**

- ▨ Patches
- ⊥ Sign
- Flagger with traffic control sign
- I Barricade or drum
- Cone, barricade or drum

**TYPICAL APPLICATIONS**

Patching

**LANE CLOSURE, 2L, 2W,  
WORK AREAS IN SERIES,  
FOR SPEEDS ≥ 45 MPH**

**STANDARD 701336-07**

DATE	REVISIONS
1-1-19	Revised device spacing in taper.
1-1-11	Revised flagger sign.

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

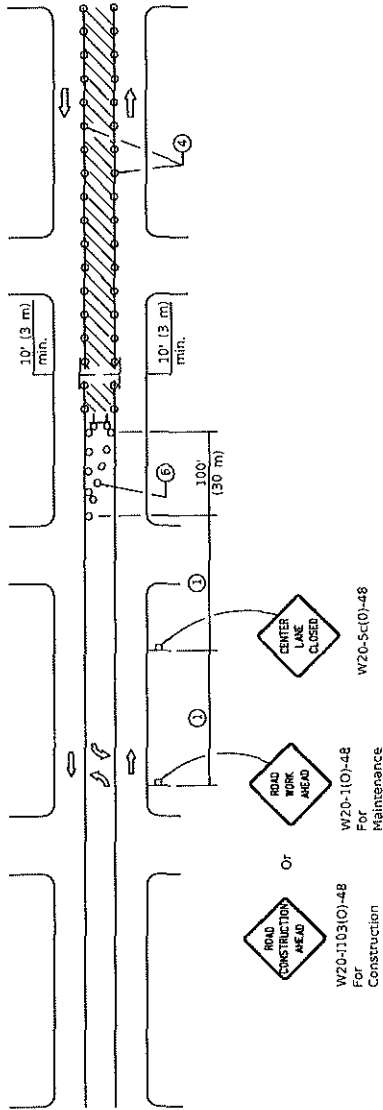
Illinois Department of Transportation

APPROVED: *[Signature]* January 1, 2019  
 ENGINEER OF SAFETY PROJ. AND ENGINEERING

APPROVED: *[Signature]* January 1, 2019  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-17





W20-1103(O)-48  
For  
Construction

W20-11(O)-48  
For  
Maintenance

W20-5c(O)-48

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

**CASE I**

(Signs required for both directions)

- ① Refer to SIGN SPACING TABLE for distances.
- ② Required for speeds > 40 mph (70 km/h).
- ③ Required if work exceeds 500' (152 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.

**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

**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

English (Metric)

$$L = \frac{WS^2}{60} \quad L = 150$$

$$L = (W)(S) \quad L = 0.65(W)(S)$$

40 mph (70 km/h) or less.

45 mph (80 km/h) or greater.

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

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)

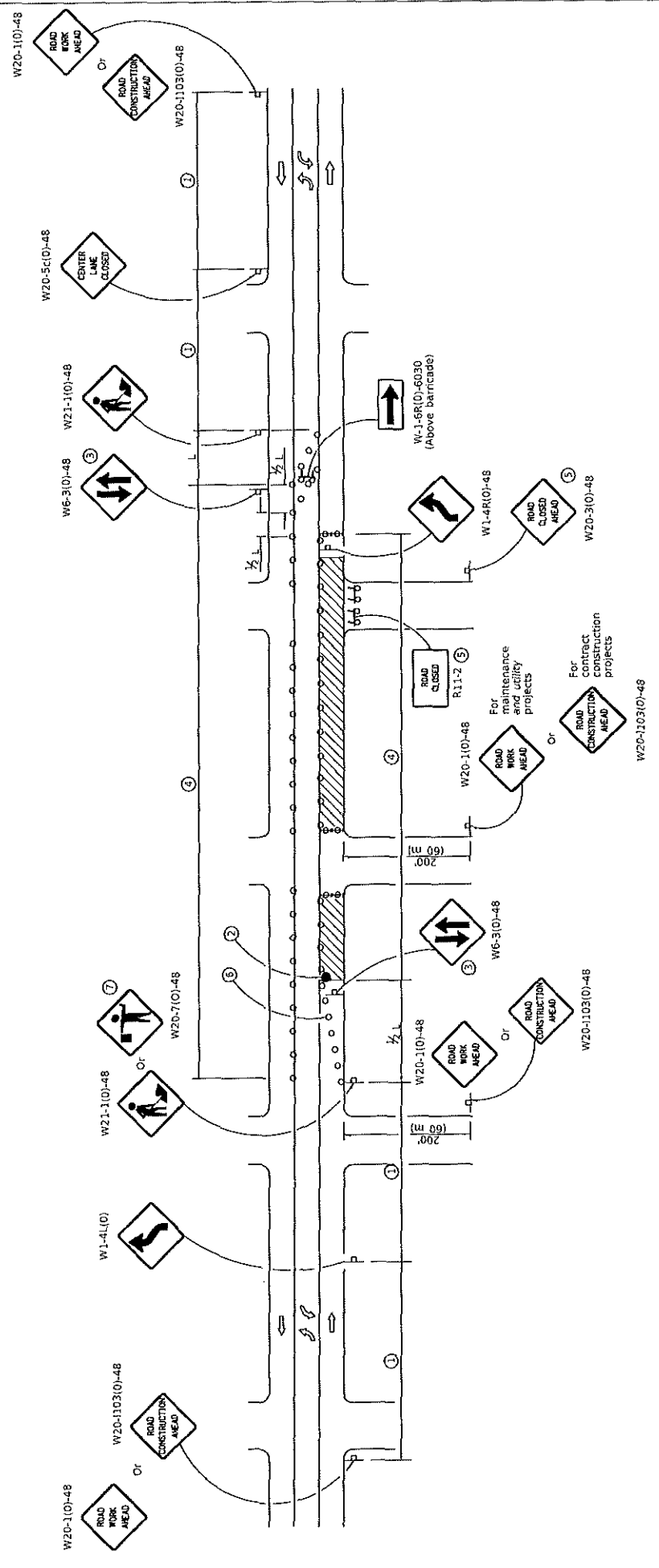
**STANDARD 701502-09**

Illinois Department of Transportation

APPROVED January 2, 2019

ENGINEER OF SAFETY PROC. AND ENGINEERING

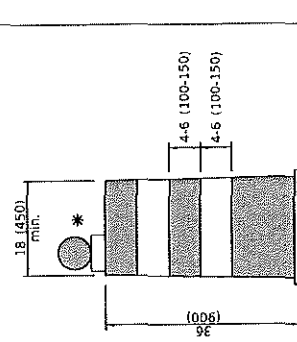
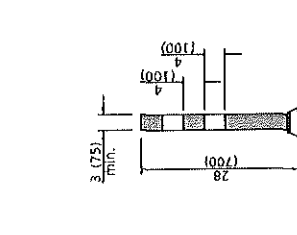
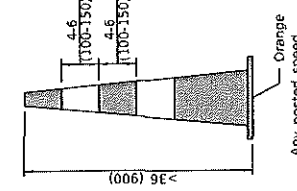
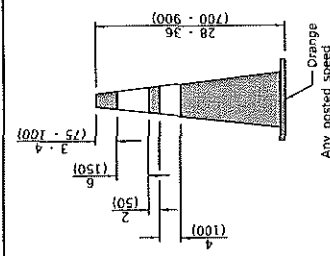
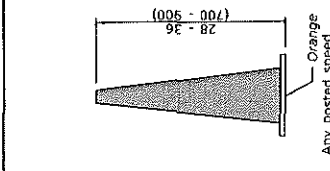
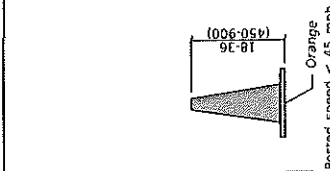
ISSUED 1-1-01



**CASE II**

**URBAN LANE CLOSURE,  
2L, 2W, WITH BIDIRECTIONAL  
LEFT TURN LANE**  
(Sheet 2 of 2)  
**STANDARD 701502-09**

Illinois Department of Transportation ISSUED 1-1-01	
APPROVED: [Signature] [Name] ENGINEER OF SAFETY PROG. AND ENGINEERING	January 1, 2019
APPROVED: [Signature] [Name] ENGINEER OF DESIGN AND ENVIRONMENT	January 1, 2019



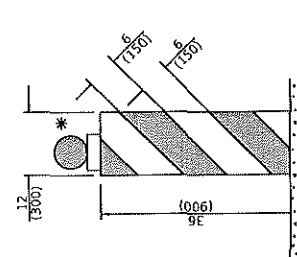
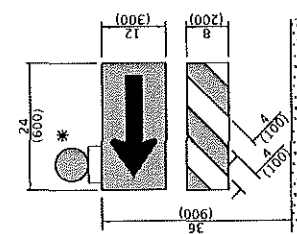
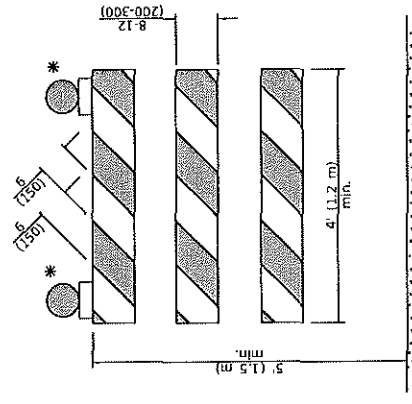
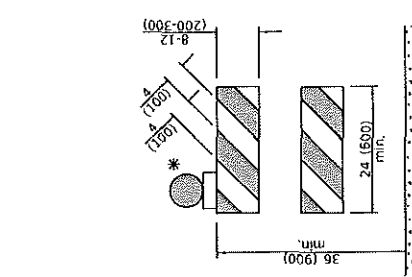
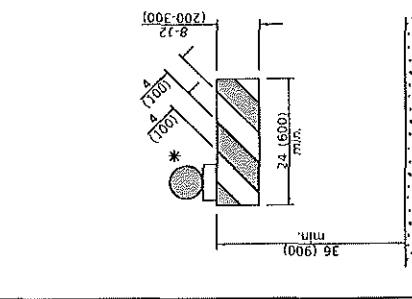
**CONES**

**DAY OR NIGHTTIME USE**

**TUBULAR MARKER**

**VERTICAL PANEL  
POST MOUNTED**

**DRUM**



**TYPE I BARRICADE**

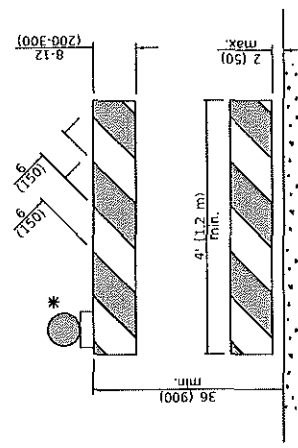
**TYPE II BARRICADE**

**TYPE III BARRICADE**

**DIRECTION INDICATOR  
BARRICADE**

**VERTICAL BARRICADE**

\* Warning lights (if required)



**GENERAL NOTES**

All heights shown shall be measured above the pavement surface.  
All dimensions are in inches (millimeters) unless otherwise shown.

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

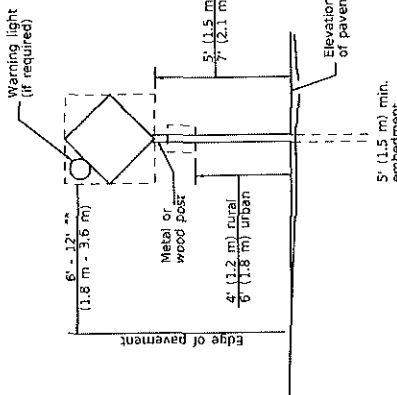
**TRAFFIC CONTROL  
DEVICES**

(Sheet 1 of 3)

STANDARD 701901-08

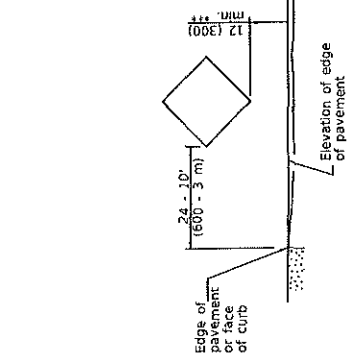
Illinois Department of Transportation  
APPROVED: [Signature] January 1, 2019  
ENGINEER OF SAFETY PROC. AND ENGINEERING  
APPROVED: [Signature] January 1, 2019  
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED: [Signature] January 1, 2019



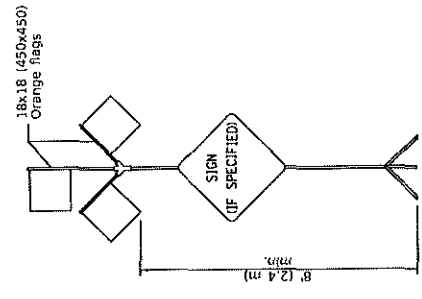
**POST MOUNTED SIGNS**

\*\*\* When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 15.6 to the outside edge of the paved shoulder.



**SIGNS ON TEMPORARY SUPPORTS**

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



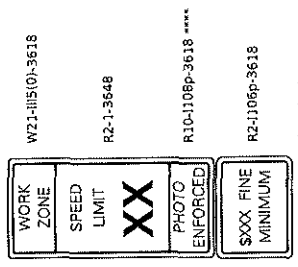
**HIGH LEVEL WARNING DEVICE**

**ROAD CONSTRUCTION NEXT X MILES**  
G20-1104(0)-6036

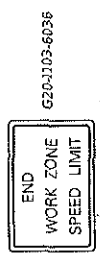
**END CONSTRUCTION**  
G20-1105(0)-6024

This signing is required for all projects 2 miles (3200 m) or more in length.  
ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.  
END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).  
Dual sign displays shall be utilized on multi-lane highways.

**WORK LIMIT SIGNING**



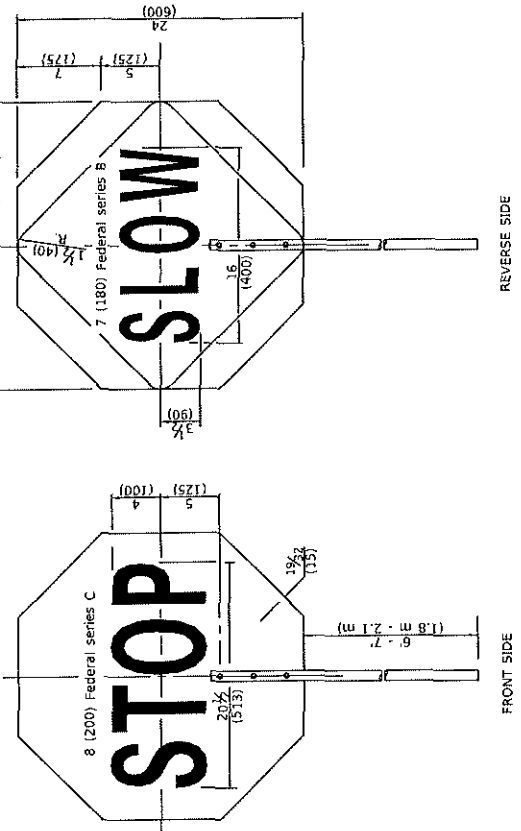
Sign assembly as shown on Standards or as allowed by District Operations.



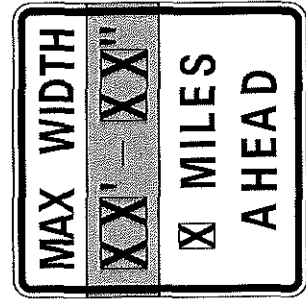
This sign shall be used when the above sign assembly is used.

**HIGHWAY CONSTRUCTION SPEED ZONE SIGNS**

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



**FLAGGER TRAFFIC CONTROL SIGN**



W12-1103-4848

**WIDTH RESTRICTION SIGN**

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

**TRAFFIC CONTROL DEVICES**

(Sheet 2 of 2)

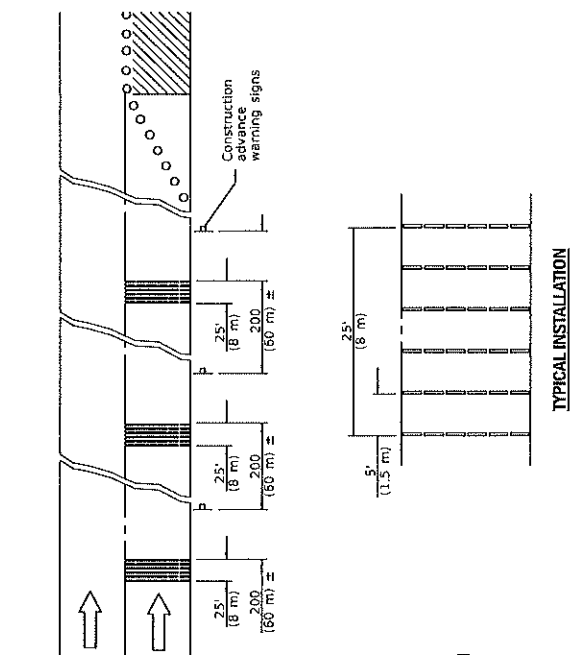
**STANDARD 701901-08**

Illinois Department of Transportation

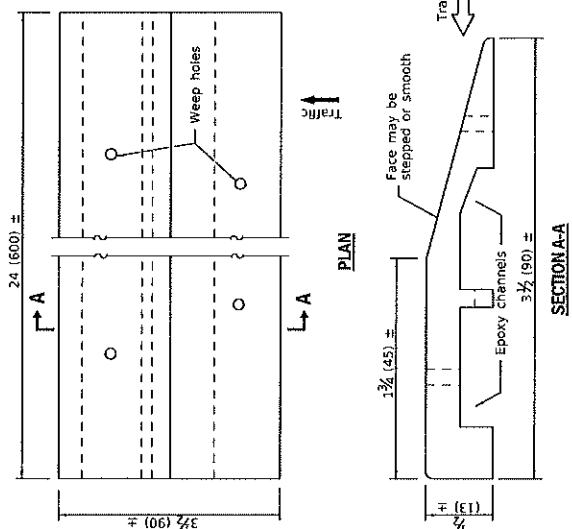
APPROVED January 1, 2019  
 ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

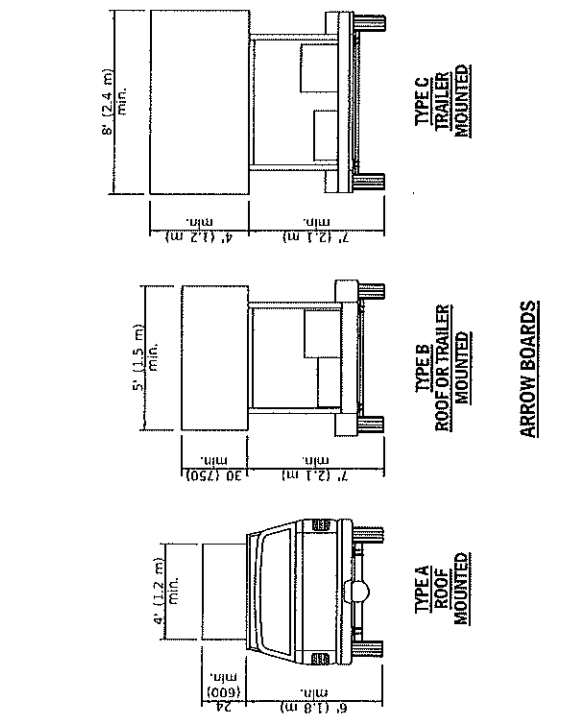


TYPICAL INSTALLATION

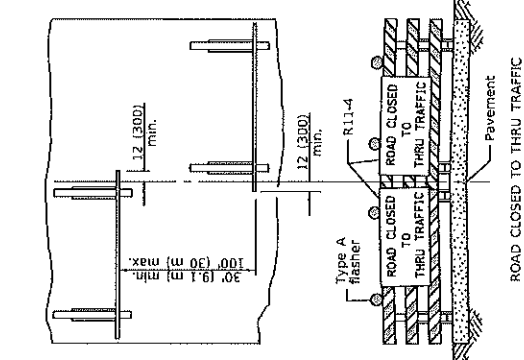


SECTION A-A

TEMPORARY RUMBLE STRIPS

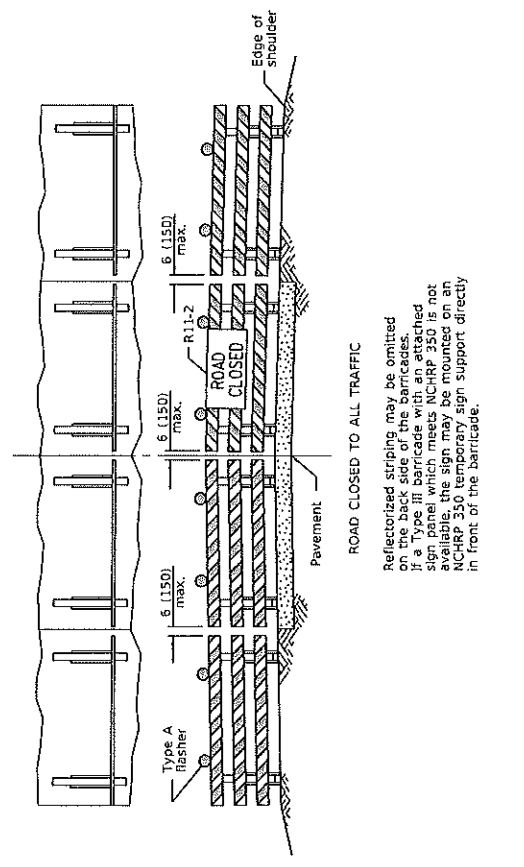


ARROW BOARDS



ROAD CLOSED TO THRU TRAFFIC

ReflectORIZED striping shall appear on both sides of the barricades. If a Type A barricade with an NCHRP 350 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.



ROAD CLOSED TO ALL TRAFFIC

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

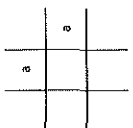
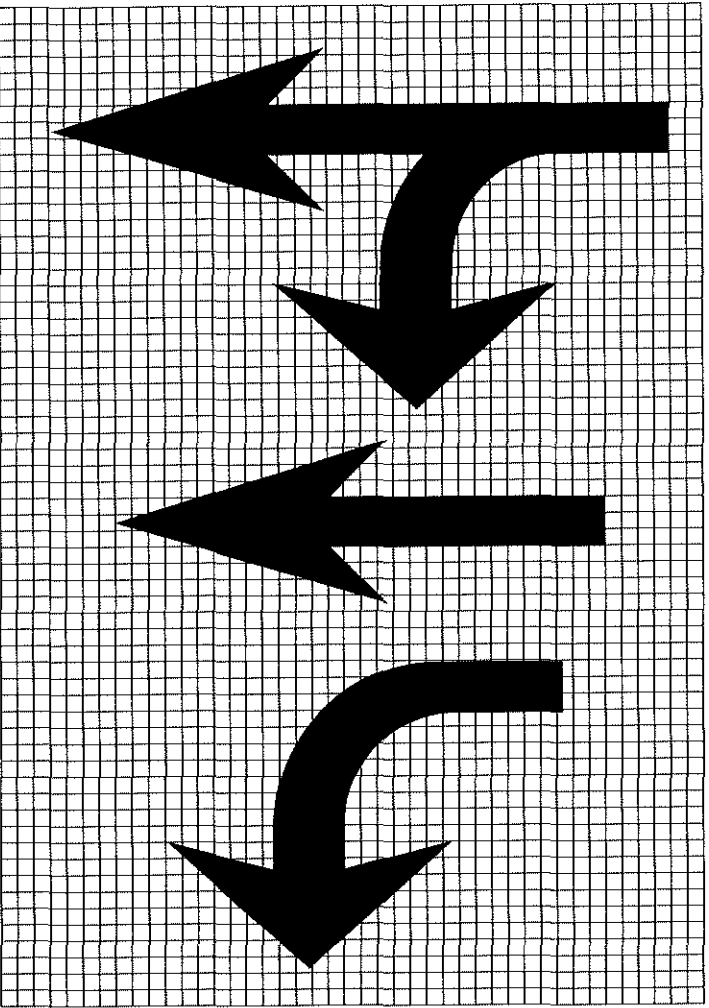
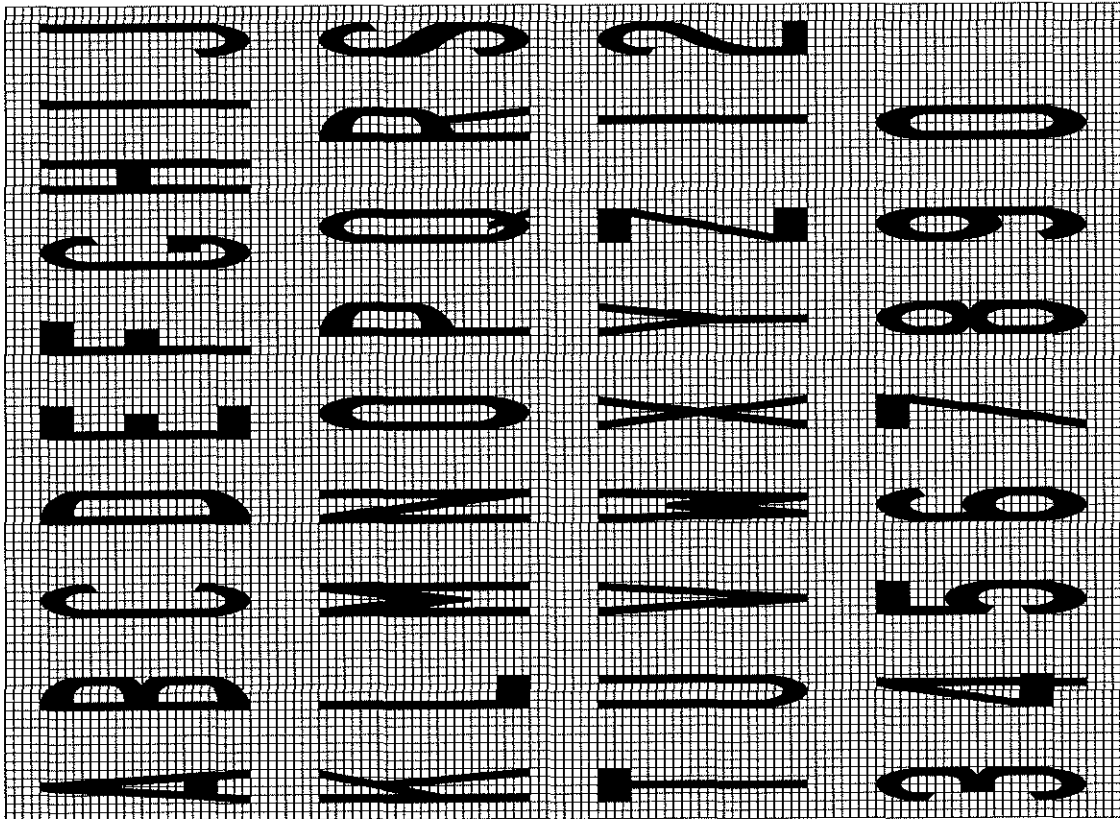
TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

Illinois Department of Transportation APPROVED: [Signature] JANUARY 1, 2019 ENGINEER OF SAFETY PRAC. AND ENGINEERING APPROVED: [Signature] JANUARY 1, 2019 ENGINEER OF DESIGN AND ENVIRONMENT	ISSUED 1-1-13
---	---------------

TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

STANDARD 701901-08



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

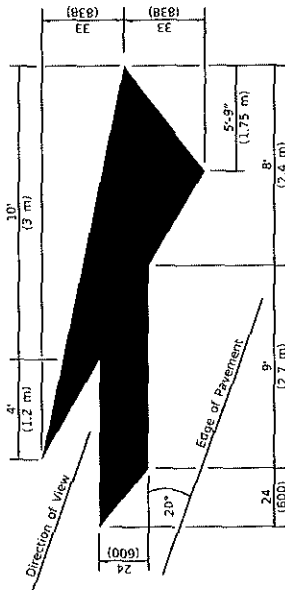
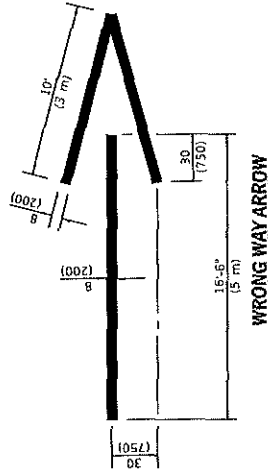
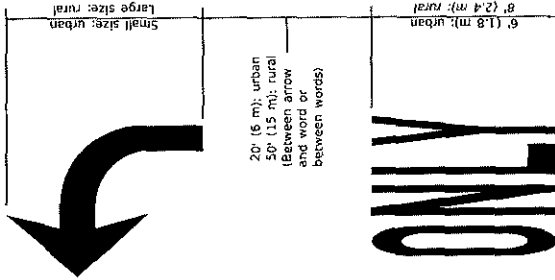
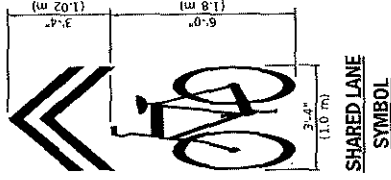
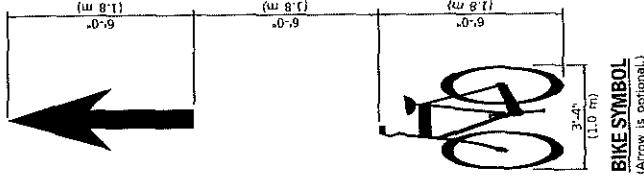
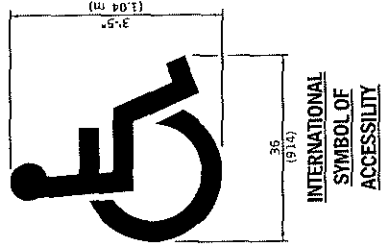
The space between adjacent letters or numerals should be approximately 3 (75) for 6' (1.8 m) legend and 4 (100) for 8' (2.4 m) legend.

**LETTER AND ARROW GRID SCALE**

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

ISSUED 1-1-97

**TYPICAL PAVEMENT MARKINGS**  
 (Sheet 2 of 3)  
**STANDARD 780001-05**

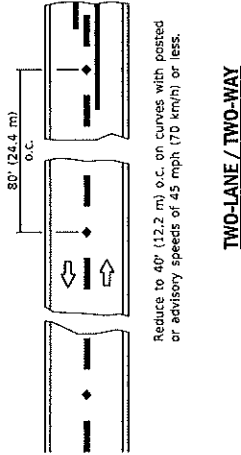


**TYPICAL PAVEMENT MARKINGS**

(Sheet 3 of 3)

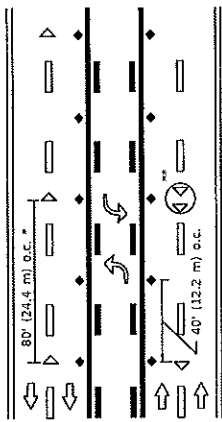
STANDARD 780001-05

	ISSUED	1-1-67
	PASSED	January 1, 2015
	ENGINEER OF OPERATIONS	<i>[Signature]</i>
	APPROVED	January 2, 2015
ENGINEER OF DESIGN AND ENVIRONMENT		



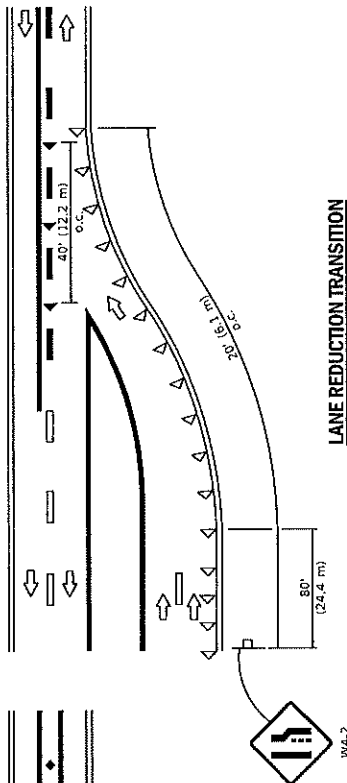
**TWO-LANE / TWO-WAY**

Reduce to 40' (12.2 m) o.c. on curves with posted or advisory speeds of 45 mph (70 km/h) or less.

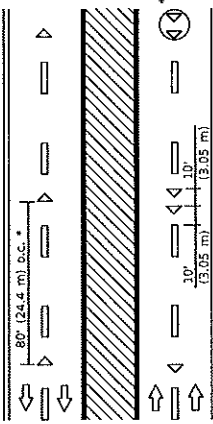


See MULTI LANE DIVIDED detail for lane marker notes.

**TWO-WAY LEFT TURN**

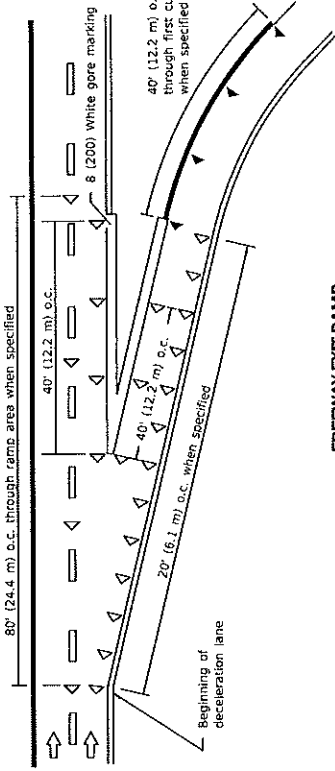


**LANE REDUCTION TRANSITION**



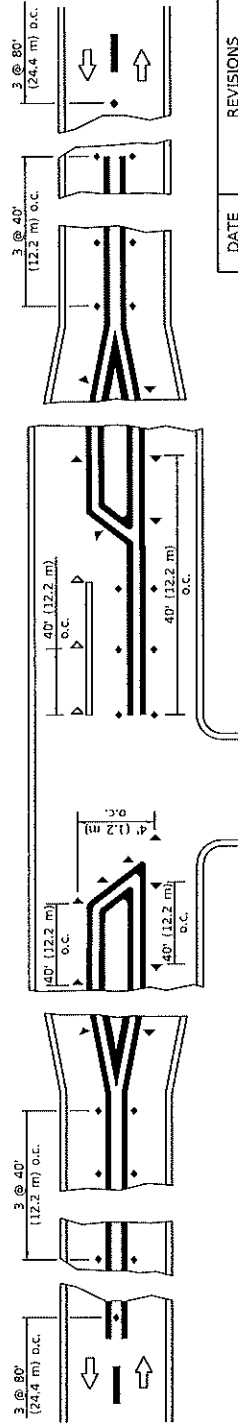
See MULTI LANE DIVIDED detail for lane marker notes.

**MULTI-LANE UNDIVIDED**



**FREEWAY EXIT RAMP**

**MULTI-LANE DIVIDED**



**RURAL LEFT TURN**

**SYMBOLS**

- Yellow stripe
- White stripe
- One-way amber marker
- One-way crystal marker
- Two-way amber marker

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

DATE	REVISIONS
4-1-16	Revised LANE ENDS sign
	W4-2 to agree with current MUTCD.
1-1-09	Switched units to English (metric).

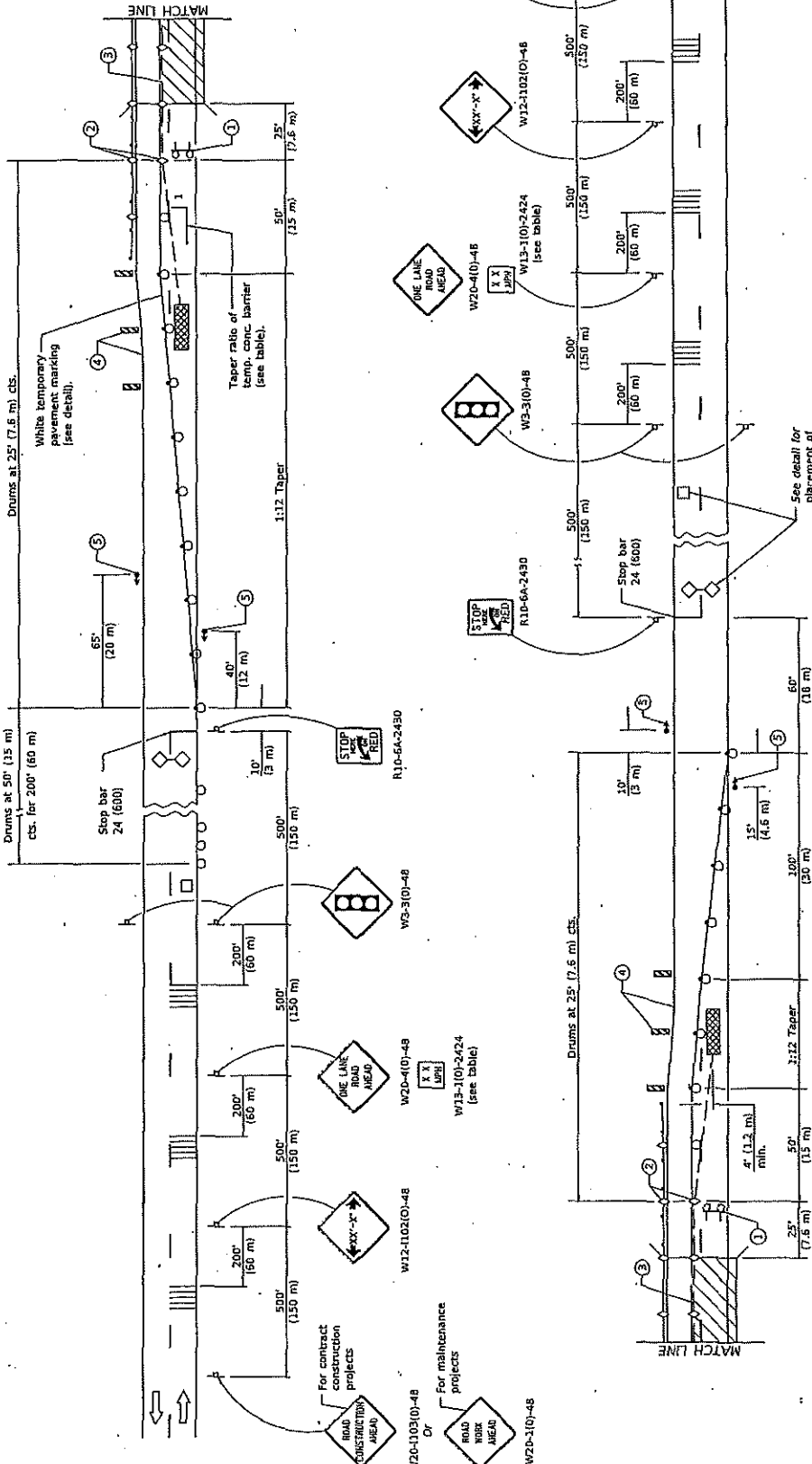
**TYPICAL APPLICATIONS  
RAISED REFLECTIVE  
PAVEMENT MARKERS**

STANDARD 781001-04

Illinois Department of Transportation  
 PASSED April 1, 2016  
 ENGINEER OF OPERATIONS  
 APPROVED April 1, 2016  
 ENGINEER OF DESIGN AND ENVIRONMENT  
 ISSUED 1-1-97



- ① Type III barricade to be placed when no work is being performed.
- ② Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 702006.
- ③ When temp. bridge rail is specified, it shall be connected to the temp. conc. barrier using a traffic barrier terminal Type 11.
- ④ Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, barriers, and reflectors are placed at this point on the taper.
- ⑤ The edge of the post mounted signal head shall be between 24' (6.10) and 6' (1.8 m) from edge of shoulder.



**SYMBOLS**

- Work area
- Sign
- Type III barricade with flashing lights
- Traffic signal
- Detector loops
- Impact attenuator
- Drum with steady burning bi-directional light
- Temporary concrete barrier
- Temporary rumble strip (when specified)
- Double vertical panel (see detail)
- Crystal, bidirectional guardrail/barrier wall reflector
- Drum

See Sheet 2 for GENERAL NOTES

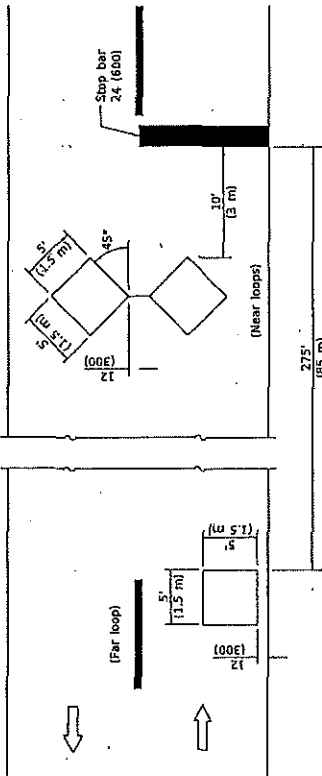
DATE	REVISIONS
1-1-20	Revised from F-shape to constant slope parapet.
1-1-18	Omitted lights in tangents.
3-3-17	Added flashing lights to Type III barricades. Revised note ④.

**LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER**

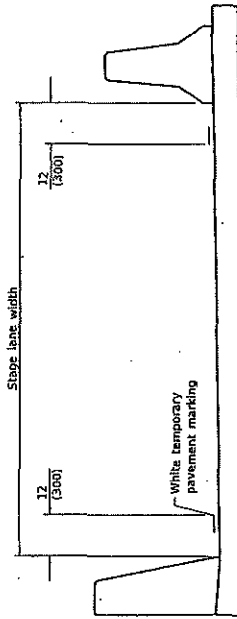
(Sheet 1 of 2)

STANDARD 701321-18

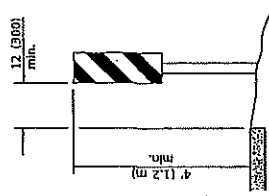
Illinois Department of Transportation  
 PROJECT: I-55/US-40  
 DRAWING: 701321-18  
 ISSUED: 1-1-97  
 APPROVED: [Signature]  
 CHECKED: [Signature]  
 ENGINEER: [Signature]



**DETECTOR LOOPS**



**TEMPORARY PAVEMENT MARKING**



**VERTICAL PANELS**  
(Post mounted, one each side)

TRAFFIC SIGNAL SEQUENCE		A		B			
PHASE	INTERVAL	1	2	3	4	5	6
NORTHBOUND OR EASTBOUND		G	Y	R	R	R	R
SOUTHBOUND OR WESTBOUND		R	R	R	G	Y	R

TEMPORARY CONCRETE BARRIER		TAPER RATIO
NORMAL POSTED SPEED	BELOW 40 mph	12:1
BELOW 40 mph	BELOW 40 mph	8:1

ADVISORY SPEED LIMIT		ADVISORY SPEED
NORMAL POSTED SPEED	55 - 45 mph	40 mph
40 mph	35 - 30 mph	35 mph
35 - 30 mph	30 mph	30 mph

**GENERAL NOTES**

This Standard is used where, at any time, any vehicle, equipment, workers, or their activities will encroach on one lane of a bridge. Traffic signals and a positive barrier are required.

Traffic signals shall be operational only when all traffic controls are in place. When traffic signals are not in operation, flaggers shall be used and traffic control shall conform to Standard 701201 or 701206.

Temporary concrete barrier shall be according to Standard 704001.

Existing or temporary pavement markings shall be on both sides of open lane from stop bar to stop bar.

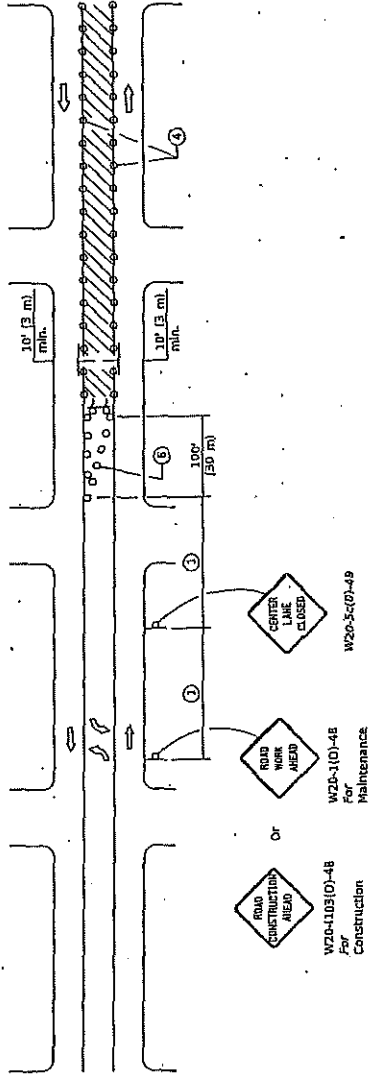
All dimensions are in inches (millimeters) unless otherwise shown.

**LANE CLOSURE, 2L, 2W,  
BRIDGE REPAIR WITH BARRIER**

(Sheet 2 of 2)

STANDARD 701321-16

Illinois Department of Transportation  
 PREPARED BY: [Signature] JUNES 1, 2020  
 CHECKED BY: [Signature] JUNES 1, 2020  
 APPROVED BY: [Signature] JUNES 1, 2020  
 ENGINEER OF ROAD AND ENVIRONMENT



**CASE I**  
(Signs required for both directions)

SIGN SPACING	
Posted Sign	Sign Spacing
55	500' (150 m)
30-45	350' (100 m)
<45	200' (60 m)

- 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 1 or II barricades are used, the interval between devices may be doubled.
- ⑤ For approved shoulder closures.
- ⑥ Cones, drums or barricades at 20' (6 m) centers in taper.
- ⑦ Use flagger sign only when flagger is present.

**SYMBOLS**

- Work area
- Barricade or drum with flashing light
- Flagger with traffic control sign
- Cones, drum or barricade (Cones for daytime use only)
- Sign on portable or permanent support
- Type III barricade with flashing lights

**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**

40 mph (70 km/h)  
 or less  
 45 mph (80 km/h)  
 or greater

W = Width of offset  
 in feet (meters).

S = Normal posted speed  
 mph (km/h).

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

**FORMULAS**  
 English (Metric)  
 $L = \frac{WS^2}{50}$   $L = \frac{WS^2}{150}$   
 $L = (W/5)S$   $L = 0.65(W/5)S$

DATE	REVISIONS
1-1-18	Corrected sign number for TWO WAY TRAFFIC sign for CASE II.
1-1-17	Added flashing lights to Type III barr. Revised dev. & sign spacing, TWILL taper length.

**URBAN LANE CLOSURE,  
 2L, 2W, WITH BIDIRECTIONAL  
 LEFT TURN LANE**  
 STANDARD 701502-08  
 (Sheet 1 of 2)

ISSUED 1-1-01

PASSED

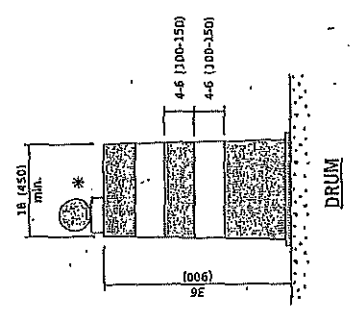
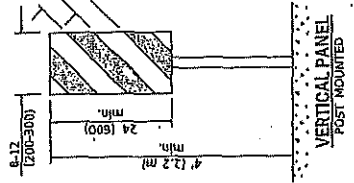
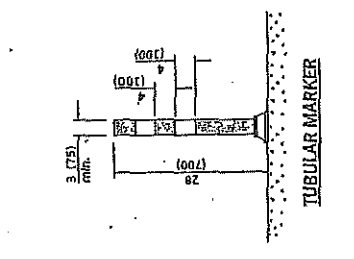
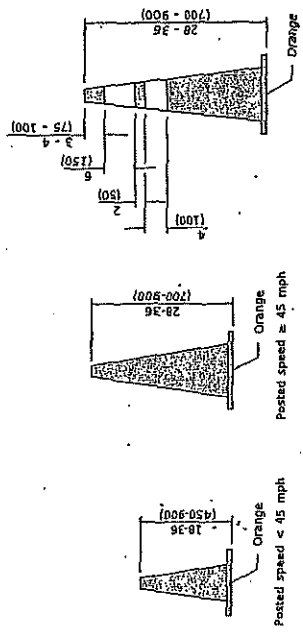
ILLINOIS Department of Transportation

JANUARY, L. 2018

ENGINEER OF SAFETY PRACTICE AND ENGINEERING

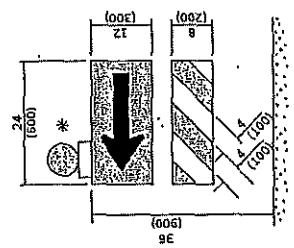
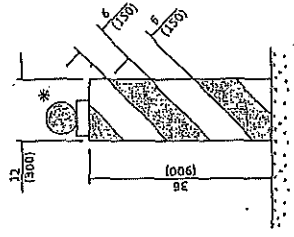
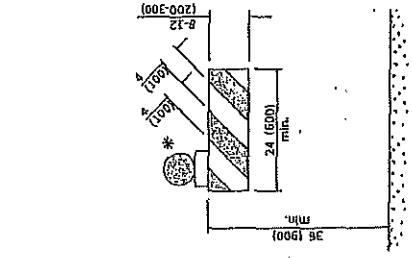
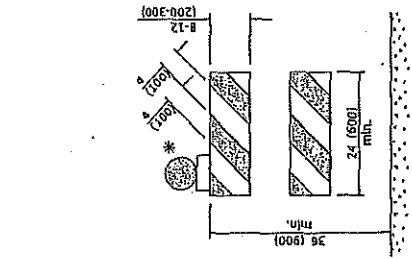
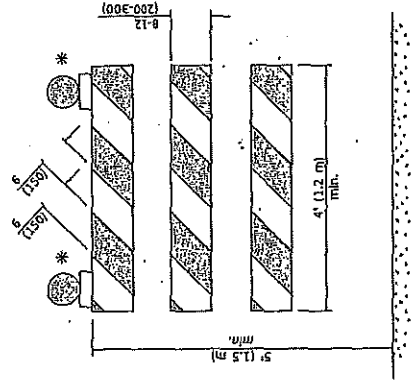
APPROVED

ENGINEER OF DESIGN AND CONSTRUCTION



**REFLECTORIZED CONE FOR NIGHTTIME**

**CONE FOR DAYTIME**



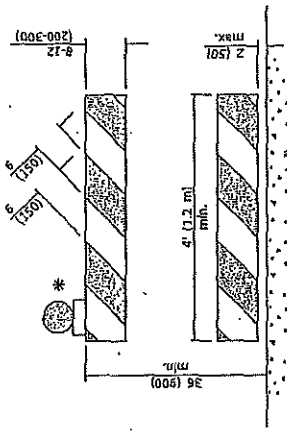
**TYPE I BARRICADE**

**TYPE II BARRICADE**

**TYPE III BARRICADE**

**DIRECTION INDICATOR BARRICADE**

**VERTICAL BARRICADE**



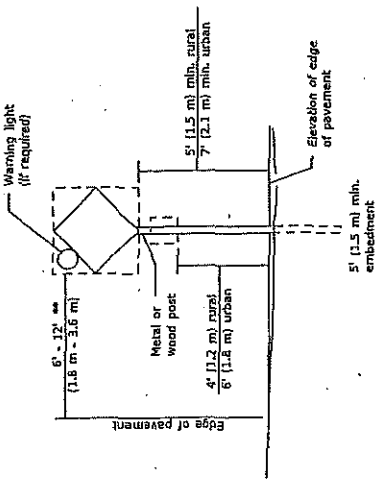
\* Warning lights (if required)

**GENERAL NOTES**  
All heights shown shall be measured above the pavement surface.  
All dimensions are in inches (millimeters) unless otherwise shown.

ILLINOIS DEPARTMENT OF TRANSPORTATION PASSED JANUARY 1, 2018 ENGINEER OF OPERATIONS APPROVED JANUARY 1, 2018 CHIEF ENGINEER AND TRANSPORTATION	47-1-1 GENST
	2018

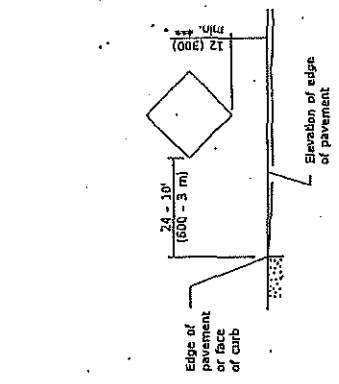
DATE	REVISIONS
3-3-18	Revised END WORK ZONE SPEED LIMIT sign from orange to white background.
3-1-17	Changed FLEXIBLE DELINEATOR to TUBULAR MARKER.

**TRAFFIC CONTROL DEVICES**  
STANDARD 701901-07  
(Sheet 1 of 3)



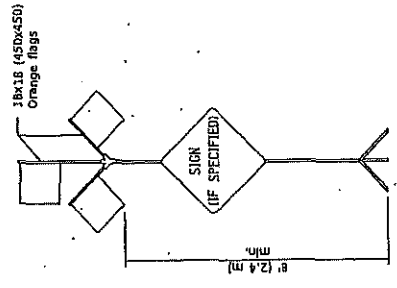
**POST MOUNTED SIGNS**

When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 5 (125) to the outside edge of the paved shoulder.



**SIGNS ON TEMPORARY SUPPORTS**

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



**HIGH LEVEL WARNING DEVICE**

**ROAD CONSTRUCTION NEXT X MILES**  
G20-1104(0)-6036

**END CONSTRUCTION**  
G24-1105(0)-6024

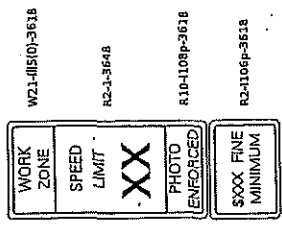
This sign is required for all projects 2 miles (3200 m) or more in length.

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

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

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

**WORK LIMIT SIGNING**

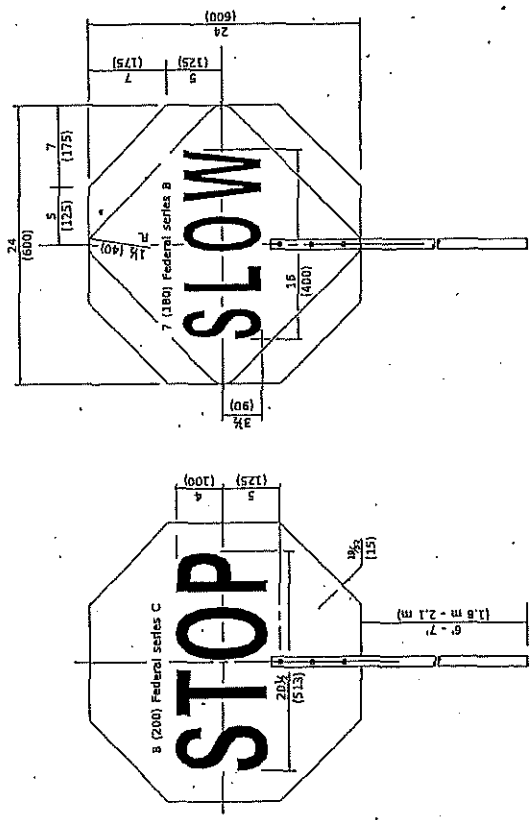


Sign assembly as shown on Standards or as allowed by District Operations.

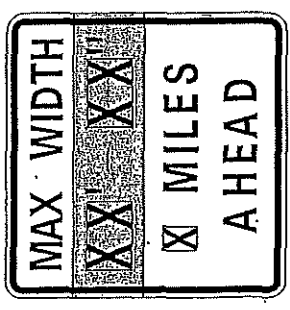
This sign shall be used when the above sign assembly is used.

**HIGHWAY CONSTRUCTION SPEED ZONE SIGNS**

R20-1109p shall only be used along roadways under the jurisdiction of the State.



**FLAGGER TRAFFIC CONTROL SIGN**

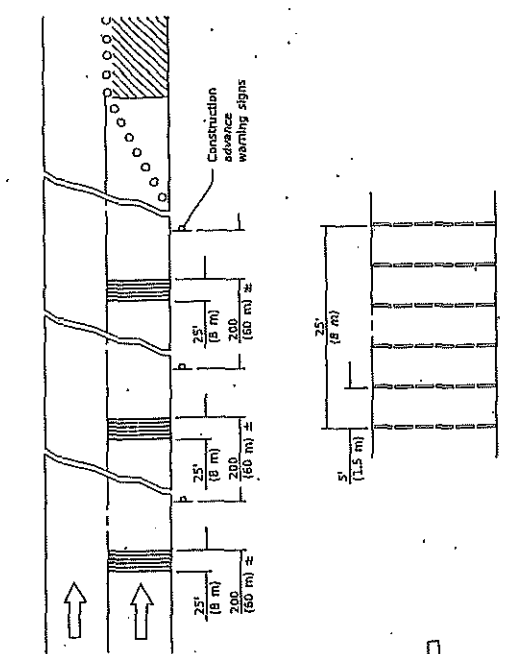


W12-1103-4B4

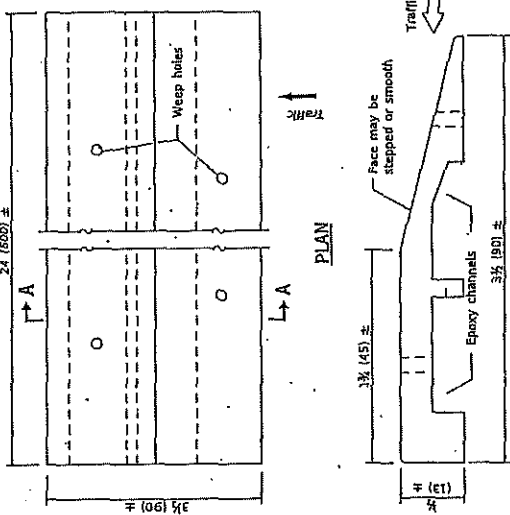
**WIDTH RESTRICTION SIGN**  
XXX'-XX" width and X miles are variable.

Illinois Department of Transportation  
 PASSED: [Signature] JUNE 1, 2019  
 ENGINEER OF ORDINANCES  
 APPROVED: [Signature] JUNE 1, 2019  
 ENGINEER OF DESIGN AND ENVIRONMENT

**TRAFFIC CONTROL DEVICES**  
 STANDARD 701901-07  
 (Sheet 2 of 3)

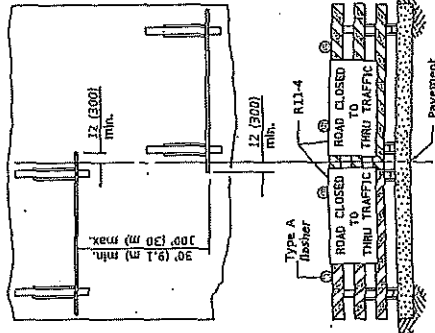


TYPICAL INSTALLATION

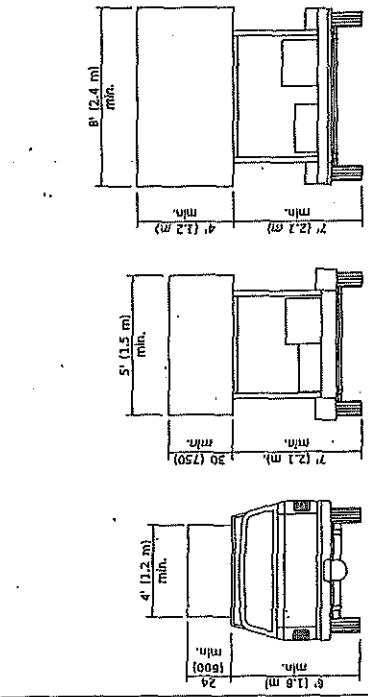


SECTION A-A

TEMPORARY RUMBLE STRIPS

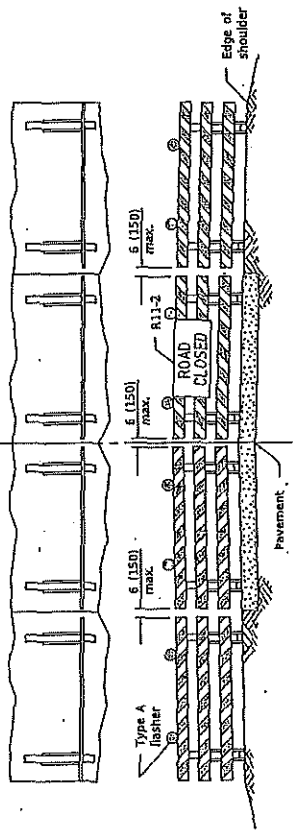


ROAD CLOSED TO THRU TRAFFIC  
 ReflectORIZED striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel, which meets MCHRP 350 is not available, the signs may be mounted on MCHRP 350 temporary sign supports directly in front of the barricade.



TYPE A ROOF MOUNTED  
 TYPE B ROOF OR TRAILER MOUNTED  
 TYPE C TRAILER MOUNTED

ARROW BOARDS



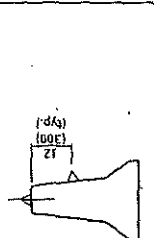
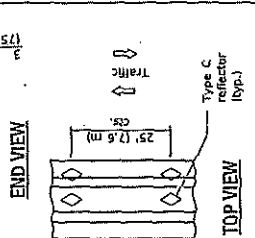
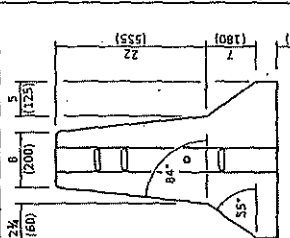
ROAD CLOSED TO ALL TRAFFIC  
 ReflectORIZED striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets MCHRP 350 is not available, the sign may be mounted on an MCHRP 350 temporary sign support directly in front of the barricade.

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

TRAFFIC CONTROL DEVICES  
 STANDARD 701901-07  
 (Sheet 3 of 3)

Illinois Department of Transportation  
 PASSED January 1, 2011  
 ENGINEER OF DESIGN  
 APPROVED January 1, 2014  
 ENGINEER OF DESIGN AND SUPERVISOR

**F SHAPE DESIGN**



**BARRIER WALL REFLECTORS**

**GENERAL NOTES**

Each F shape barrier shall be clearly marked with "ILLINOIS F SHAPE", the Producer's mark and the date of manufacture. The markings shall be indented on the barrier or painted thereon with waterproof paint.

The insert for the 1/2 (M12) bolt shall be capable of 3,000 lb (13 kN) pull-out strength.

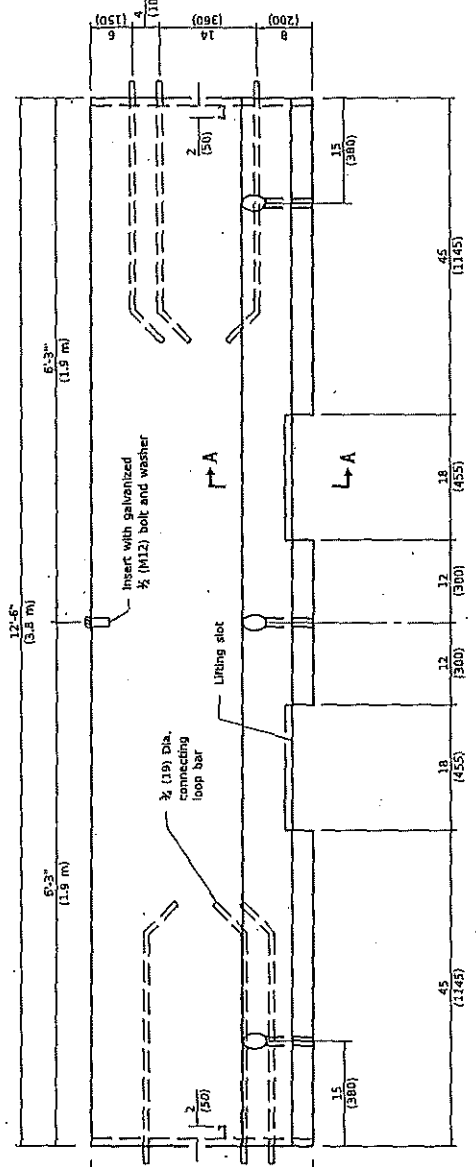
When barriers separate opposing flows of traffic markers shall be on both sides of barrier.

See Standard 782006 for dimensions of Type C reflector.

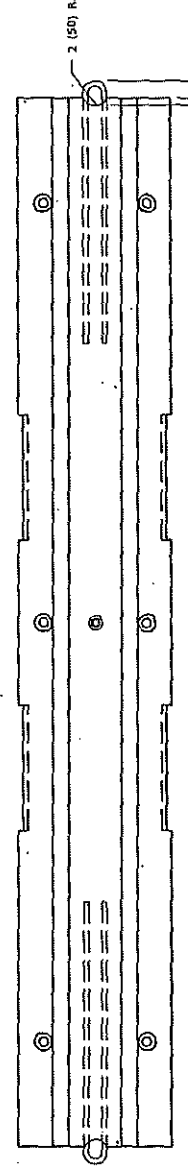
All dimensions are in inches (millimeters) unless otherwise shown.

**TEMPORARY CONCRETE BARRIER**

STANDARD 704001-08  
(Sheet 1 of 2)

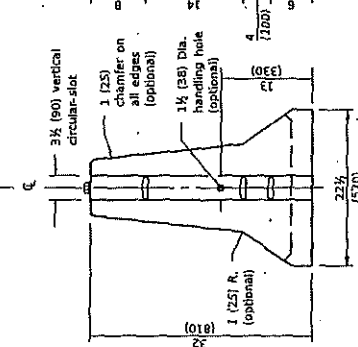


**ELEVATION**  
(Showing connecting loop bars and vertical panel bolt/insert)

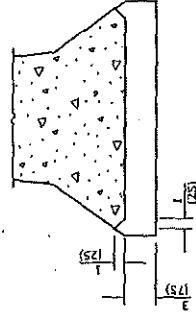


**PLAY**

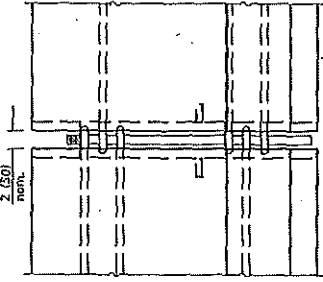
2 1/2 (62) measured from face of barrier to end of loop bar



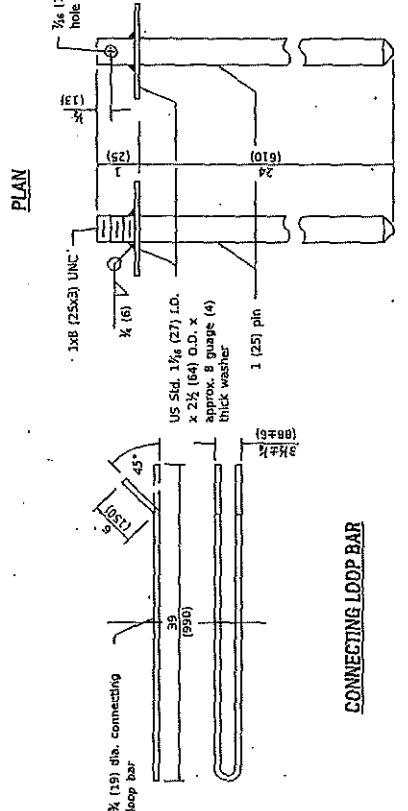
**END VIEW**  
(Showing lifting slot)



**SECTION A-A LIFTING SLOT**



**CONNECTING DETAIL**



**CONNECTING LOOP BAR**

**CONNECTING AND ANCHOR PINS**

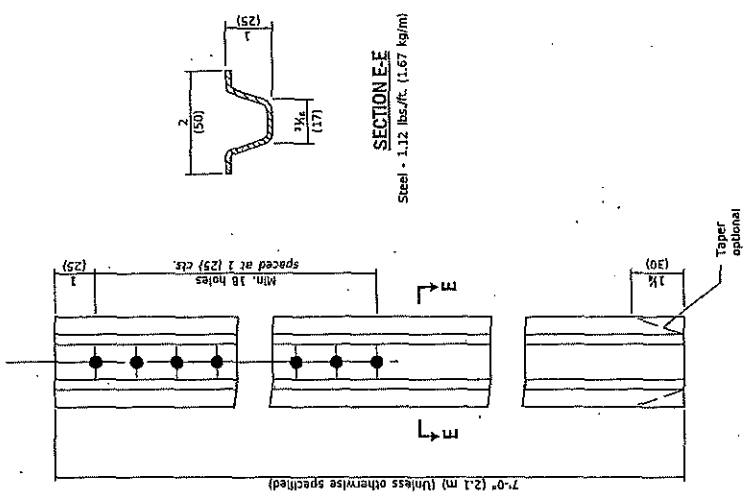
(End may be beveled 1/8 (15) max.)

DATE	REVISIONS
4-1-16	Rev. opt. chamfer on all edges to 1 (25). Reference to Std. 6350.11 now 782006.
1-1-12	Omitted 'ALTERNATE' from connecting and anchoring pin detail.

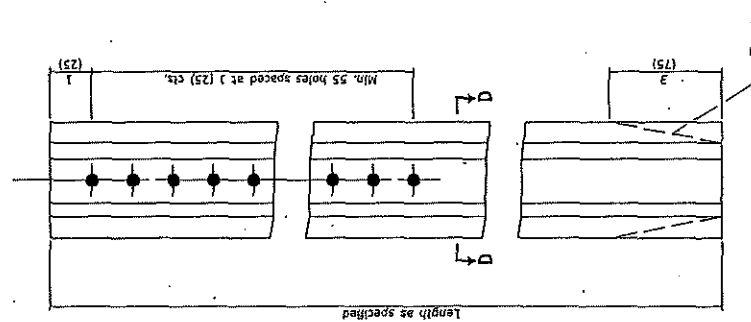
Illinois Department of Transportation  
 PASSED APR 1 2016  
 ENGINEER OF TRAFFIC AND PROCEDURES  
 APPROVED APR 1 2016  
 ENGINEER OF DESIGN AND ENVIRONMENT  
 ISSUED 10-1-02



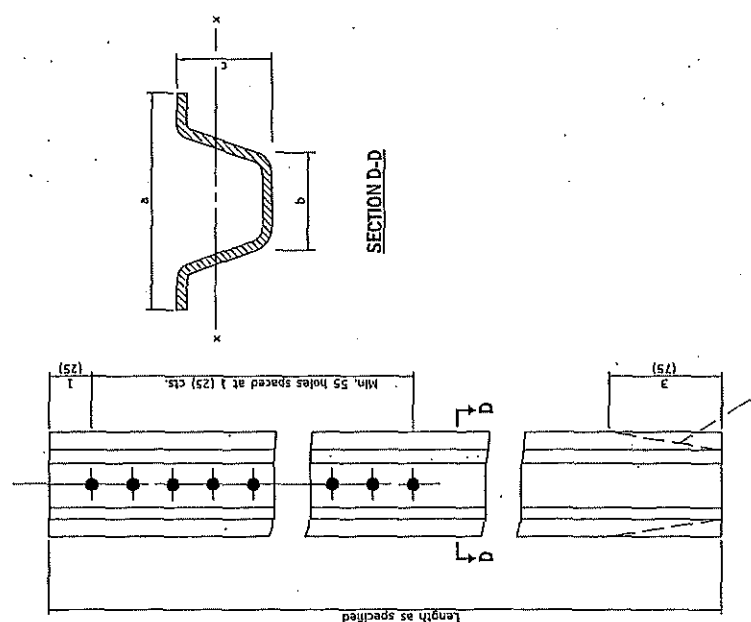




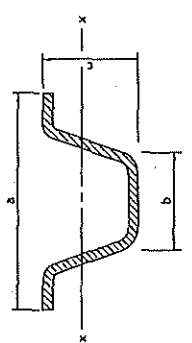
**TYPE C**



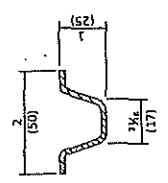
**TYPE B**



**TYPE A**



**SECTION D-D**



**SECTION E-E**

Steel - 1.12 lbs./ft. (1.67 kg/m)

**GENERAL NOTES**

Dimensions shown for cross sections are minimum.  
 All holes are  $\frac{3}{16}$  (10).  
 S-x-x is the minimum section modulus about the x-x axis of the post as shown. For posts in which holes are punched or drilled for more than half their length, S-x-x shall be computed for the net section.  
 All dimensions are in inches (millimeters) unless otherwise shown.

	a	b	c	S-x-x in. <sup>2</sup> (mm <sup>2</sup> )	lbs./ft. (kg/m)
Type A	Steel	3 1/4 (79)	1 1/2 (38)	0.233 (2.56)	2.00 (2.00)
	Aluminum	3 1/4 (89)	1 1/2 (41)	0.437 (7.58)	6.90 (11.30)
Type B	Steel	3 1/4 (89)	1 1/2 (38)	0.241 (2.60)	3.00 (3.00)
	Aluminum	4 1/4 (110)	2 1/4 (57)	0.488 (5.32)	13.0 (14.5)

DATE	REVISIONS
1-1-99	Switched units to English (metric).
1-1-97	Revised Standard 720011-01.

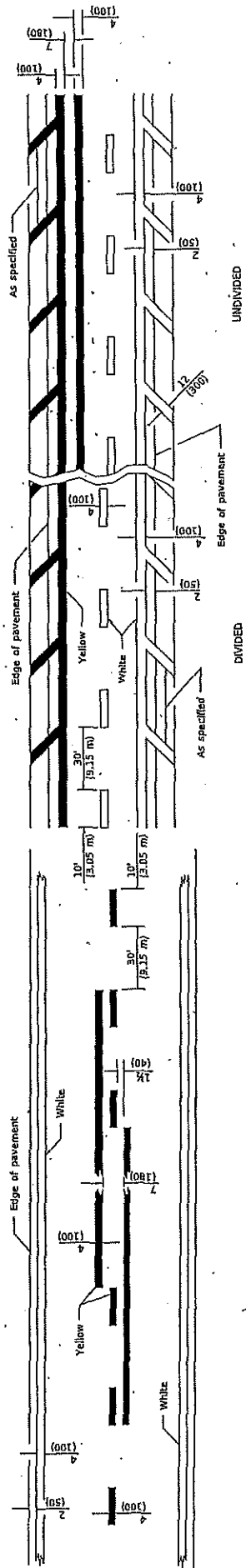
Illinois Department of Transportation  
 ISSUED 1-1-97

DESIGNED BY: [Signature]  
 CHECKED BY: [Signature]  
 ENGINEER OF POLICE AND PROCEDURES  
 APPROVED BY: [Signature]  
 ENGINEER OF DESIGN AND ENVIRONMENT

**METAL POSTS FOR SIGNS,  
 MARKERS & DELINEATORS**

STANDARD 720011-01





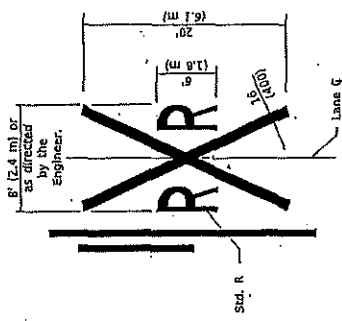
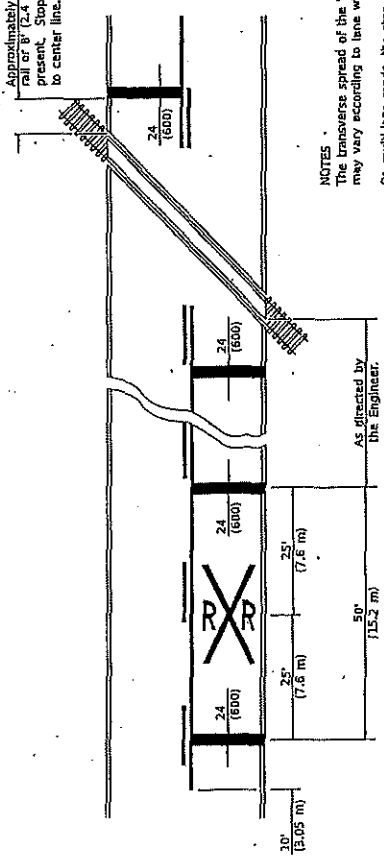
2 LANE

MULTI-LANE

UNDIVIDED

LANE AND EDGE LINES

Approximately 15' (4.5 m) from nearest rail or 8' (2.4 m) back from gate, if present. Stop line placed perpendicular to center line.



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 foot 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.

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

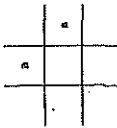
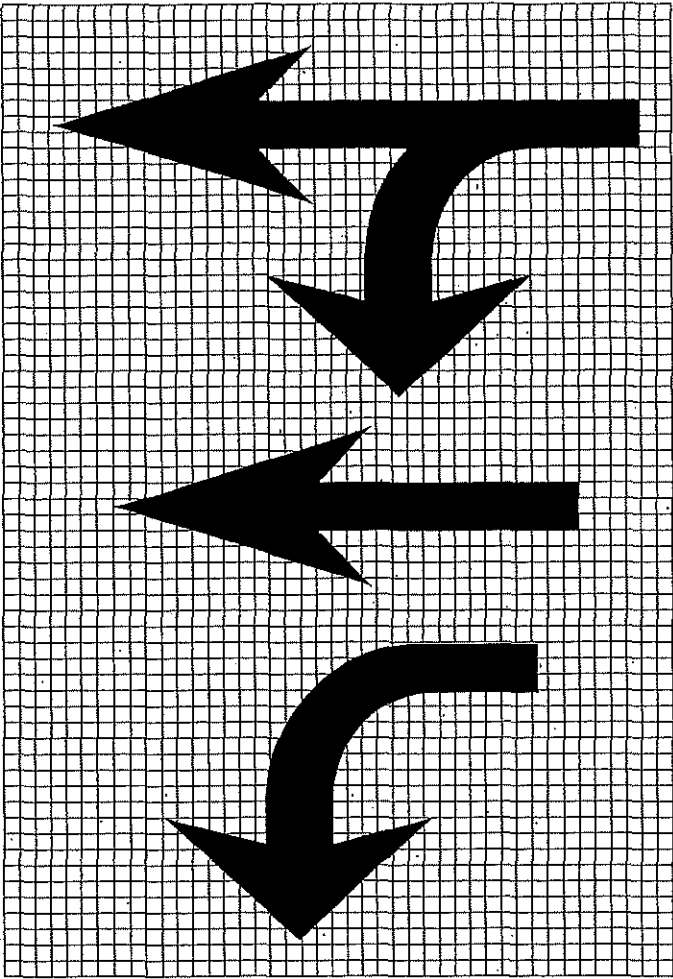
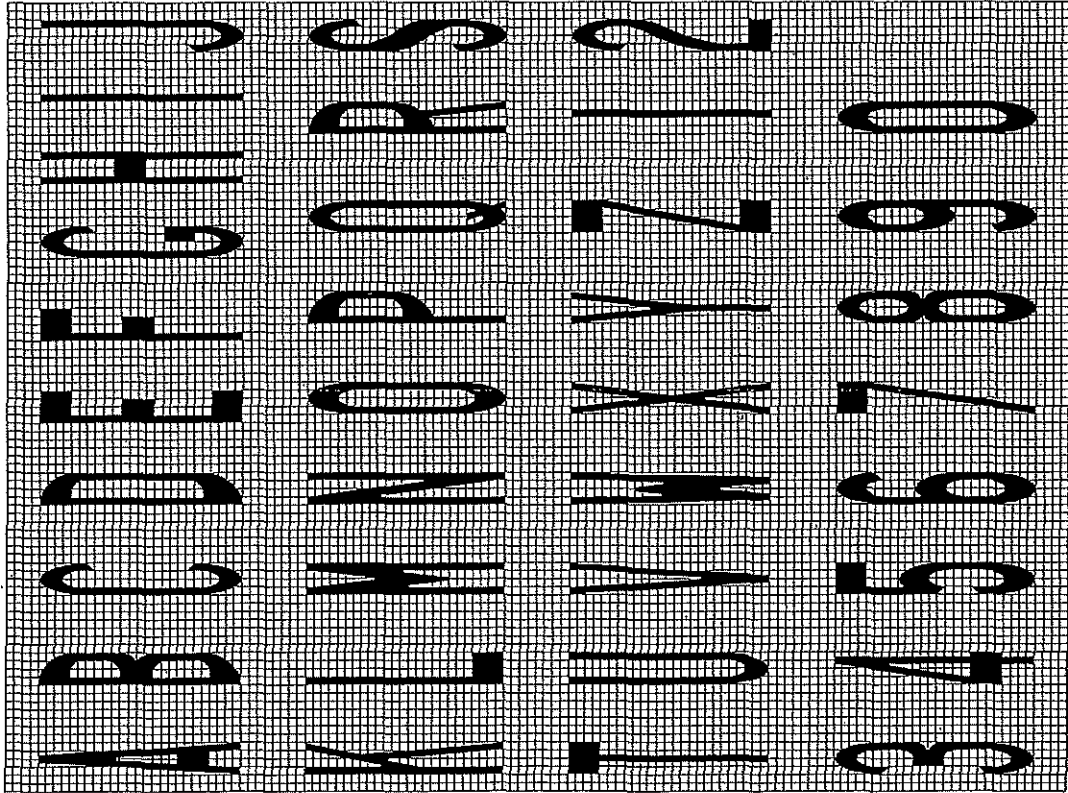
PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

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

Illinois Department of Transportation  
 PASSED: January 1, 2015  
 APPROVED: [Signature]  
 ENGINEER OF OPERATIONS: [Signature]  
 ISSUED: 1-1-97  
 ENGINEER OF DESIGN AND ENVIRONMENT: [Signature]

TYPICAL PAVEMENT MARKINGS

STANDARD 780001-05 (Sheet 1 of 3)



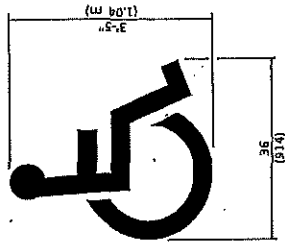
The space between adjacent letters or numerals should be approximately 3/4 (75) for 6" (1.8 m) legend and 4/100 for 8" (2.4 m) legend.

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

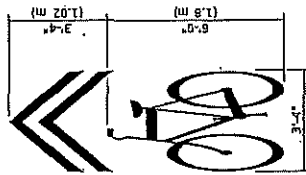
**LETTER AND ARROW GRID SCALE**

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

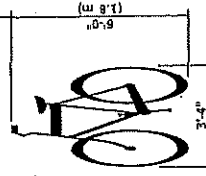
**TYPICAL PAVEMENT MARKINGS**  
 (Sheet 2 of 3)  
 STANDARD 780001-05



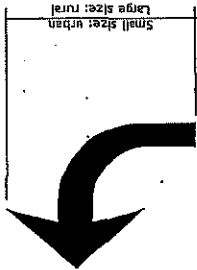
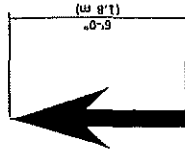
**INTERNATIONAL SYMBOL OF ACCESSIBILITY**



**SHARED LANE SYMBOL**



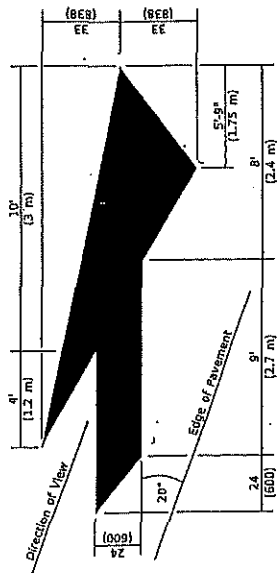
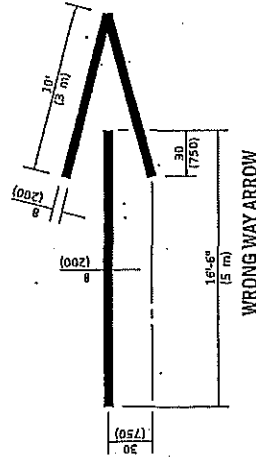
**BIKE SYMBOL**  
(Arrow is optional.)



20" (510 mm) urban  
50" (1270 mm) rural  
(Between arrow  
and word or  
between words)



**WORD AND ARROW LAYOUT**



**LANE-REDUCTION ARROW**

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

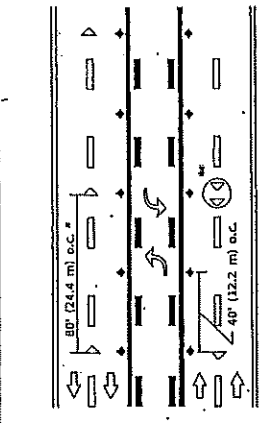
**TYPICAL PAVEMENT MARKINGS**

(Sheet 3 of 3)

STANDARD 780001-05

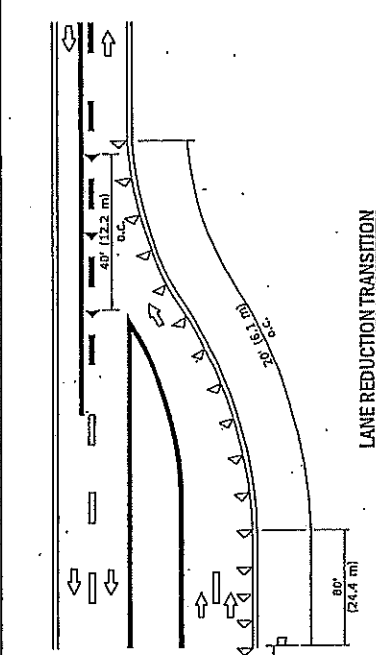
Illinois Department of Transportation  
 PASSEP JAMES L. 2015  
 ENGINEER OF OPERATIONS  
 APPROVED JAMES L. 2015  
 ENGINEER OF DESIGN AND ENVIRONMENT

15-(1-03)S-07

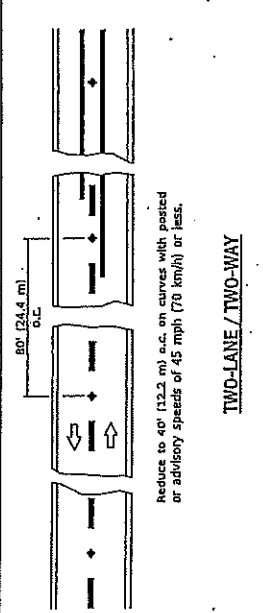


\*\*\* See MULTI LANE DIVIDED detail for lane marker notes.

**TWO-WAY LEFT TURN**

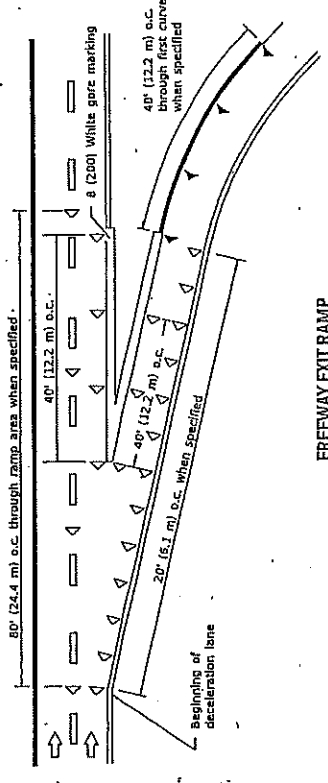


**LANE REDUCTION TRANSITION**

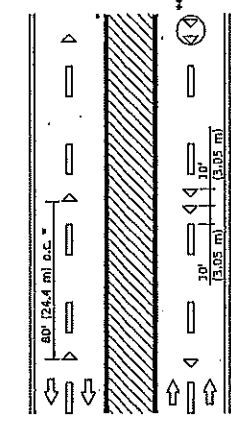


**TWO-LANE / TWO-WAY**

Reduce to 40' (12.2 m) o.c. on curves with posted or advisory speeds of 45 mph (70 km/h) or less.



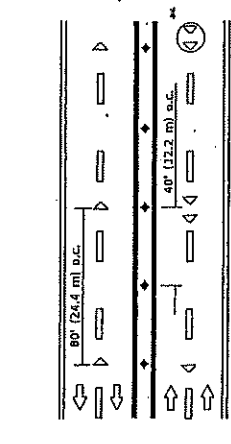
**FREEWAY EXIT RAMP**



\* Reduce to 40' (12.2 m) o.c. on curves where advisory speeds are 10 mph (15 km/h) lower than posted speeds.

\*\* Where double lane line markers are specified, they shall be spaced as shown.

**MULTI-LANE DIVIDED**



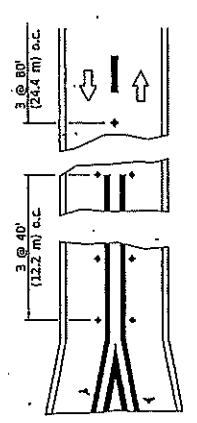
4.4 See MULTI LANE DIVIDED detail for lane marker notes.

**MULTI-LANE UNDIVIDED**

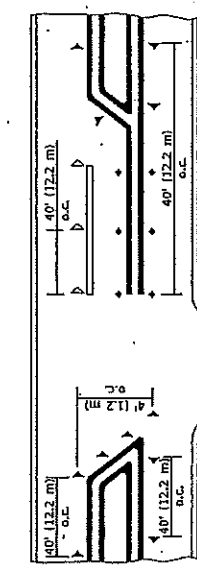
**SYMBOLS**

- Yellow stripe
- White stripe
- One-way amber marker
- One-way crystal marker
- Two-way amber marker

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



**RURAL LEFT TURN**

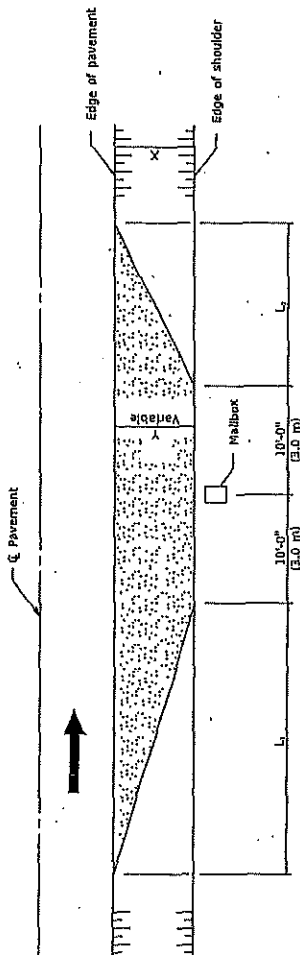


**TYPICAL APPLICATIONS  
RAISED REFLECTIVE  
PAVEMENT MARKERS**

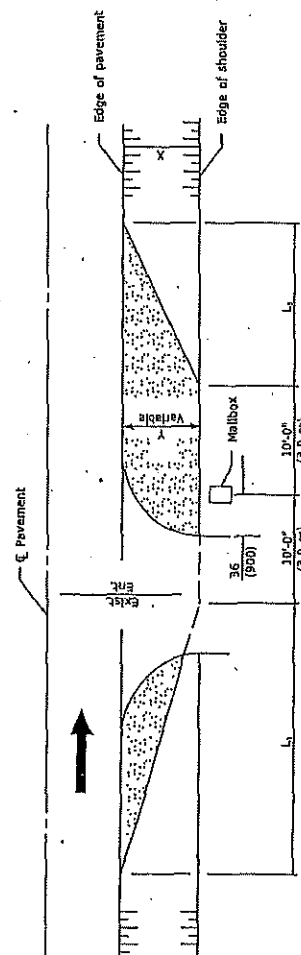
DATE	REVISIONS
4-1-16	Revised LANE ENDS sign
	W4-2 to agree with current MUTCD.
1-1-09	Switched units to English (metric).

STANDARD 78-1001-04

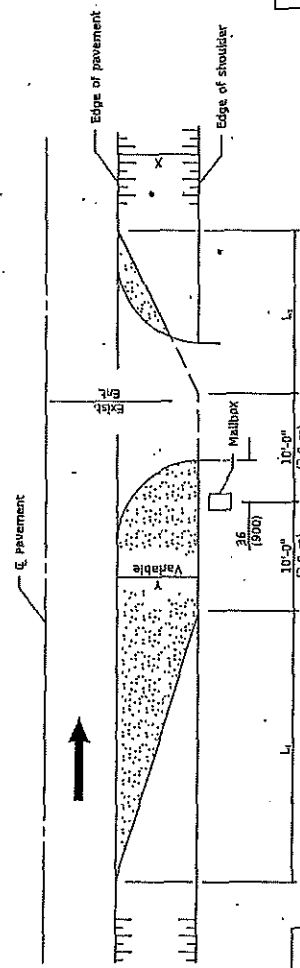
Illinois Department of Transportation  
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 ENGINEER OF OPERATIONS  
 APPROVED  
 ENGINEER OF DESIGN AND ENVIRONMENT



TYPICAL APPLICATION



MAILBOX ON FAR SIDE OF ENTRANCE



MAILBOX ON NEAR SIDE OF ENTRANCE

DIMENSIONS - (ft. (m))									
Width of Shoulder (X)	12 (3.6)	10 (3.0)	8 (2.4)	6 (1.8)	5 (1.5)	4 (1.2)	4 (1.2)	4 (1.2)	4 (1.2)
Width of Turnout (Y)	24 (7.3)	24 (7.3)	24 (7.3)	24 (7.3)	24 (7.3)	24 (7.3)	24 (7.3)	24 (7.3)	24 (7.3)
L <sub>1</sub>	30 (9.1)	30 (9.1)	29 (8.8)	29 (8.8)	29 (8.8)	29 (8.8)	29 (8.8)	29 (8.8)	29 (8.8)
L <sub>2</sub>	20 (6.1)	20 (6.1)	20 (6.1)	20 (6.1)	20 (6.1)	20 (6.1)	20 (6.1)	20 (6.1)	20 (6.1)

Note: Dimensions for Township and District Roads may vary from the above dimensions.

GENERAL NOTES

Mailboxes shall be mounted such that the face of the mailbox is 6" (150) to 12" (300) and the post 8" (200) to 24" (600) from the edge of the turnout surfacing.

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

DATE	REVISIONS
1-3-00	Switched units to English (metric).
1-3-99	Add width of shoulder X.

MAILBOX TURNOUT FOR LOCAL ROADS

STANDARD B.L.R. 24-2

PASSED  
 Illinois Department of Transportation  
 DIVISION OF TRANSPORTATION  
 ENGINEER OF LOCAL ROADS AND STREETS  
 APPROVED: *[Signature]*  
 ISSUED 1-3-07  
 ENGINEER OF DESIGN AND ENVIRONMENT: *[Signature]*