



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. 14-00427-00-RS

TYPES OF FUNDS MFT 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. Kopycki, Jr.
Regional Engineer

Date 02.26.14

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.

RETURN WITH BID

NOTICE TO BIDDERS

County McHenry
Local Public Agency
Section Number 14-00427-00-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 March 21, 2014

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 March 21, 2014

DESCRIPTION OF WORK

Name McHenry County Length: 70420.00 feet (13.30 miles)
Location Flat Iron, Airport, Altenberg, Alden, Keystone and Lawrence roads.
Proposed Improvement Constr. of HMA Surface Cse., Mix D, IL 9.5, N70, HMA Bind. Cse., IL 19.0, N70, HMA Surface
Removal (Special), Agg. Shoulders Type B, HMA Patching - 6" along w/other necessary and relate work.

1. Plans and proposal forms will be available in the office of The McHenry County Division of Transportation, 16111
Nelson Road, Woodstock, IL 60098.

2. [X] 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 _____

Section Number 14-00427-00-RS

Route Various Roads

1. Proposal of _____

for the improvement of the above section by the construction of _____
Constr. of HMA Surface Cse., Mix D, IL 9.5, N70, HMA Bind. Cse., IL 19.0, N70, HMA Surface
Removal (Special), Agg. Shoulders Type B, HMA Patching - 6" along w/other
necessary and related work.

a total distance of 70420.00 feet, of which a distance of 70420.00 feet, (13.300 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 February 27, 2014

3. The specifications referred to herein are those prepared by the Department of Transportation and designated as
"Standard Specifications for Road and Bridge Construction" and the "Supplemental Specifications and Recurring Special
Provisions" thereto, adopted and in effect on the date of invitation for bids.

4. The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check
Sheet for Recurring Special Provisions" contained in this proposal.

5. The undersigned agrees to complete the work within _____ working days or by 08/01/2014
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:

William Lefew Treasurer of _____

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

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

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

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

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

RETURN WITH BID

Bidder's Proposal for making Entire Improvements

Item No.	Items	Unit	Quantity	Unit Price	Total

NOT FOR BID

RETURN WITH BID

CONTRACTOR CERTIFICATIONS

County McHenry
Local Public Agency
Section Number 14-00427-00-RS
Route Various Roads

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 _____
Section Number 14-00427-00-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

NOT FOR BID

RETURN WITH BID



Affidavit of Illinois Business Office

County McHenry
Local Public Agency
Section Number 14-00427-00-RS
Route Various Roads

State of)
County of) ss.

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

being first duly sworn upon oath, states as follows:

- 1. That I am the officer or position of 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)

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

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

Bidder: _____

By: _____

(Signature)

Address: _____

Title: _____



Letting Date: 3/21/2014 Item No.: _____
Contract No.: _____
Route: VARIOUS ROADS
Section: 14-00427-00-RS
Job No.: _____
County: McHENRY

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



Route VARIOUS ROADS

County McHENRY

Local Agency

Section 14-00427-00-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)

(Company Name)

By: _____ (Signature and Title)

By: _____ (Signature and Title)

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

Surety

(Name of Surety)

(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



Illinois Department of Transportation

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

Affidavit of Availability For the Letting of 3/21/2014

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

Part I. Work Under Contract

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

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

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

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

						Accumulated Totals
Earthwork						
Portland Cement Concrete Paving						
HMA Plant Mix						
HMA Paving						
Clean & Seal Cracks/Joints						
Aggregate Bases & Surfaces						
Highway, R.R. and Waterway Structures						
Drainage						
Electrical						
Cover and Seal Coats						
Concrete Construction						
Landscaping						
Fencing						
Guardrail						
Painting						
Signing						
Cold Milling, Planning & Rotomilling						
Demolition						
Pavement Markings (Paint)						
Other Construction (List)						
						\$ 0.00
Totals						

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

Part III. Work Subcontracted to Others.

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

	1	2	3	4	Awards Pending
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Total Uncompleted					

I, being duly sworn, do hereby declare that this affidavit is a true and correct statement relating to ALL uncompleted contracts of the undersigned for Federal, State, County, City and private work, including ALL subcontract work, ALL pending low bids not yet awarded or rejected and ALL estimated completion dates.

Subscribed and sworn to before me

this _____ day of _____, _____ Type or Print Name _____ Officer or Director _____ Title _____

Signed _____

Notary Public

My commission expires _____

(Notary Seal)

Company _____

Address _____

**NOTICE TO CONTRACTOR REGARDING
STRICT COMPLIANCE WITH COMPLETION DATE**

This contract is a completion date contract with an **August 1, 2014** completion deadline. This deadline will be strictly enforced and shall include all pay items, specifically all bituminous paving work, recessed pavement marker installation and removal of temporary traffic marking tape, where applicable.

This improvement is being funded as follows:

Motor Fuel Tax Funds: 100% of Contract Costs

NOTICE TO CONTRACTOR REGARDING 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.

DESCRIPTION OF WORK

This work consists of construction of Bituminous Concrete Binder Course, Superpave, IL 19, N70, Bituminous Concrete Surface Course, Superpave, Mix D, IL 9.5, N70, Aggregate Shoulders, Type B (Special), HMA Surface Removal (Special), HMA Patching – 6", Short Term Pavement Marking and Permanent Pavement Marking installation along with other necessary and related work and shall be done in accordance with applicable parts of Article 406 of the Standard Specifications.

Hot Mix Asphalt Binder Course, IL 19.0, N70 shall be utilized on Flat Iron, Airport, Keystone, Alden and Altenberg Roads after completion of HMA Surface Removal (Special) to a depth of three and three quarter (± 3.75 ") inches. The Hot Mix Asphalt 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 259 pounds per square yard (± 2.25 "). Hot Mix Asphalt Surface Course, IL 9.5, Mix D, IL 9.5, N70 shall be placed on all roads after the placement of Hot Mix Asphalt Binder Course, IL 19.0, N70. The 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 pounds per square yard (± 1.5 ") on all roads.

Incidental paving and milling requirements shall be as follows:

- Mailbox turnouts shall be paved in accordance with Standard BLR 24-1 or to a dimension conforming to existing conditions.
- 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.

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

PROJECT SUMMARY

McHenry County

Section 14-00427-00-RS

Various County Highways

Project	Begin Point	End Point	Length (ft)	Pavmnt Width (ft)	Improvements
Location A					
Flat Iron Rd.	Co. Line Rd.	IL 173	26,525	25.8 to 24.8	Hot Mix Asphalt Bind. Cse., IL 19.0, Ndesign 70 (1-2 1/4" Lift) Hot Mix Asphalt Surf. Cse., IL 9.5, Mix "D", Ndesign 70(1-1 1/2" Lift) HMA Surface Removal (SPECIAL) (1 - 3 3/4" removal) Rec. Ref. Pav. Markers, Short Term Pavt. Markings
Location B					
Airport Rd.	Shadow Lane	Flat Iron Rd.	4,450	25.1 to 24.8	Hot Mix Asphalt Surf. Cse., IL 9.5, Mix "D", Ndesign 70(1-2 1/4" Lift) Hot Mix Asphalt Surf. Cse., IL 9.5, Mix "D", Ndesign 70(1-1 1/2" Lift) HMA Surface Removal (SPECIAL) (1-1 1/2" removal) Agg. Shoulders, Type B (Special) Short Term Pavement Markings
Location C					
Keystone Rd.	Tryon Grove Rd.	IL 173	11,410	25.4 to 24.6	Hot Mix Asphalt Bind. Cse., IL 19.0, Ndesign 70 (1-2 1/4" Lift) Hot Mix Asphalt Surf. Cse., IL 9.5, Mix "D", Ndesign 70(1-1 1/2" Lift) HMA Surface Removal (SPECIAL) (3 3/4" removal), Agg. Shoulders, Type B (Special) Short Term Pavement Markings
Location D					
Alden Rd.	Thayer Rd.	O'Brien Rd.	11,185	25.1 to 24.2	Hot Mix Asphalt Bind. Cse., IL 19.0, Ndesign 70 (1-2 1/4" Lift) Hot Mix Asphalt Surf. Cse., IL 9.5, Mix "D", Ndesign 70(1-1 1/2" Lift) HMA Surface Removal (SPECIAL) (3 3/4" removal) Aggregate Shoulders, Type B (Special), Rec. Ref. Pav. Markers
Location E					
Altenberg Rd.	IL 173	Alden Rd.	16,850	25.2 to 24.8	Hot Mix Asphalt Bind. Cse., IL 19.0, Ndesign 70 (1-2 1/4" Lift) Hot Mix Asphalt Surf. Cse., IL 9.5, Mix "D", Ndesign 70(1-1 1/2" Lift) HMA Surface Removal (SPECIAL) (3 3/4" removal), Aggregate Shoulders, Type B (Special), Rec. Ref. Pav. Markers
Location F					
Lawrence Rd.	Ramer Rd.	State Line Rd.			HMA Patching - 6"

ESTIMATE OF QUANTITIES
McHenry County - Section 14-00427-00-RS
Various County Highways

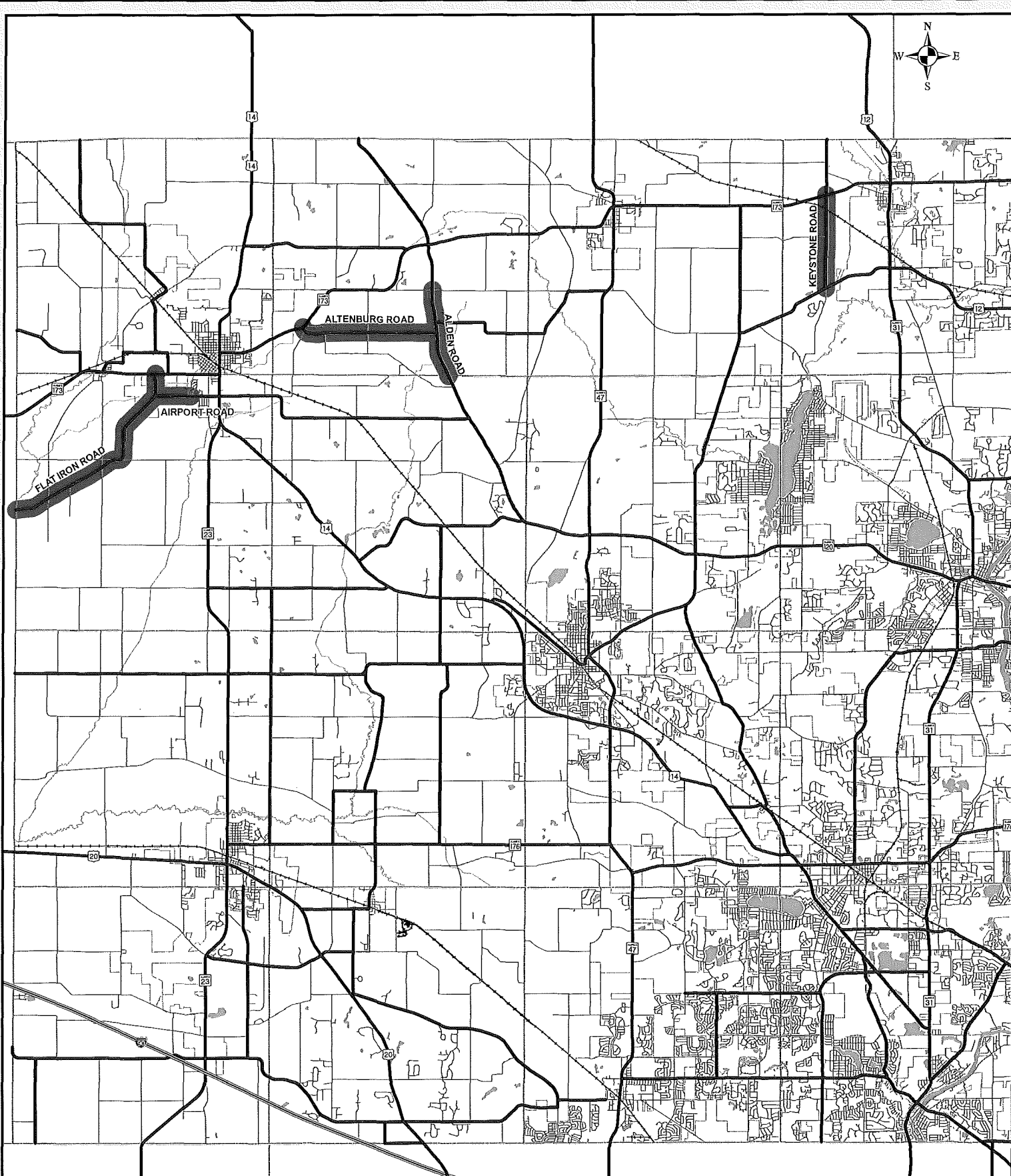
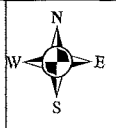
Project	Ave. Pav. Width (FT)	Cross Length (FT)	Minimum Paving Width (FT)	SY	Bl. Mtr. (Prime) (SS-1) (Gal)	Bl. Mtr. (Prime) (SS-1) (Tons)	Agg. (Prime) (Tons)	Bladder (Machine) (Tons)	Bladder (Hand) (Tons)	Leveling Surfaces (Tons)	Aggregate Shoulder Type B Width (FT)	Paving 6" Depth (CY)	Short Term Pav. Markers (FT)	Reamed Reflective Pav. Mtr Removal (EA)	Reamed Reflective Pav. Mtr (EA)	BMA Surface Removal (SPECIAL) (CY)
Location A																
Flat Iron Rd.	25.8	26,525	24.8	83,085	8,209	249	10,749	250	125	6,979	3,890	3.0	500	9,645	165	83,085
Location B																
Co. Line Rd. to 175	25.1	4,450	24.8	13,920	1,392	42	1,801	250	125	1,169	653	3.0	500	809		13,920
Alpert Rd.																
Shadow Dr. to Flat Iron Rd.	25.4	11,410	24.6	33,884	3,388	102	4,384	250	125	2,846	1,673	3.0	400	2,075		33,884
Location C																
Kerstone Rd.	25.1	11,185	24.2	32,075	3,208	96	4,150	250	125	2,694	1,640	3.0	250	2,034	25	32,075
Location D																
Troy Grove Rd. to 175	25.2	16,850	24.8	51,780	5,178	155	6,699	250	125	4,350	2,471	3.0	400	3,064	86	51,780
Altera Rd.																
Thayer Rd. to Otis Rd.																
Location E																
Altona Rd.																
Location F																
175 to Alton Rd.																
Location G																
Lawrence Rd.																
Location H																
Bridle to Sun Line Rd.																
	25.0															
TOTALS:		70,820		214,744	21,474	644	27,783	1,250	625	18,038	10,378	3,450	14,563	276	276	214,744

Bliminium Materials (Prime Coat) was calculated on the basis of 0.05 gallons per square yard.
 Aggregate (Prime Coat) was calculated on the basis of 3 pounds per square yard.
 Bladder Bliminium Materials were calculated on the basis of 12 pounds per inch per square yard.
 Bladder Bliminium Materials were calculated on the basis of 117 pounds per inch per square yard.
 Aggregate Shoulder materials were calculated on the basis of 110 pounds per inch per square yard.

Thermoplastic Pavement Marking Schedule

McHenry County Division of Transportation

Location	Removal (sqft)	L&S (sqft)	Pavement Marking Lines-Variou (lin ft)					L&S Summary			
			4"	6"	8"	12"	24"	Only	Arrow	RR Crossing (2-R's and X)	
Flat Iron Road, IL 173 to County Line Road		72.80	75,088	120					2	2	
Airport Road, Shadow Drive to Flat Iron Road			9,936								
Keystone Road, IL 173 to Tryon Grove Road		122.40	32,964				66				2
Alden Road, Thayer Road to O'Brien Road			36,096								
Altenberg Road, IL 173 to Alden Road		72.80	53,937	120					2	2	
Total		268.00	208,021	240	0	0	66	4	4	4	



DISCLAIMER
 Information on this map may contain inaccuracies or hydrological errors. Information may be changed or updated without notice. Information on this map is provided "as is" without warranty of any kind, either express or implied, including (without limitation) any implied warranties of merchantability or fitness for a particular purpose. In no event will McHenry County be liable to you or to any third party for any direct, indirect, incidental, consequential, special or exemplary damages or lost profits resulting from any use or misuse of this information. Information herein has been produced from original sources. Information produced on this map should not be used in place of a survey or legal documents.

DATE
 Tuesday, March 04, 2014

FILE
 2014 M3 and Resurface

PROJECTION
 Transverse Mercator
 NAD 1983 State Plane
 Illinois East

BASE MAP

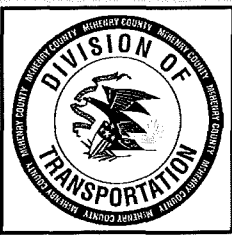
- County Route
- State/US Route
- Interstate Route
- Munic/Twp Route
- Rail Road
- Hydrography

TREATMENT

- Mill & Resurface

SCALE
 1 inch = 3 miles

2014
MILL AND
RESURFACE
 McHenry County
 Division of Transportation



CHECK SHEET
FOR
RECURRING SPECIAL PROVISIONS

Adopted January 1, 2014

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

<u>CHECK SHEET #</u>	<u>RECURRING SPECIAL PROVISIONS</u>	<u>PAGE NO.</u>
1	<input type="checkbox"/> Additional State Requirements for Federal-Aid Construction Contracts (Eff. 2-1-89)(Rev. 1-1-10)	149
2	<input type="checkbox"/> Subletting of Contracts (Federal-Aid Contracts) (Eff. 1-1-88) (Rev. 5-1-93)	152
3	<input type="checkbox"/> EEO (Eff. 7-21-78) (Rev. 11-18-80)	153
4	<input type="checkbox"/> Specific Equal Employment Opportunity Responsibilities Non Federal-Aid Contracts (Eff. 3-20-69) (Rev. 1-1-94)	163
5	<input type="checkbox"/> Required Provisions - State Contracts (Eff. 4-1-65) (Rev. 1-1-13)	168
6	<input type="checkbox"/> Asbestos Bearing Pad Removal (Eff. 11-1-03)	173
7	<input type="checkbox"/> Asbestos Waterproofing Membrane and Asbestos Hot-Mix Asphalt Surface Removal (Eff. 6-1-89) (Rev. 1-1-09)	174
8	<input type="checkbox"/> Haul Road Stream Crossings, Other Temporary Stream Crossings, and In-Stream Work Pads (Eff. 1-2-92) (Rev. 1-1-98)	175
9	<input type="checkbox"/> Construction Layout Stakes Except for Bridges (Eff. 1-1-99) (Rev. 1-1-07)	176
10	<input type="checkbox"/> Construction Layout Stakes (Eff. 5-1-93) (Rev. 1-1-07)	179
11	<input type="checkbox"/> Use of Geotextile Fabric for Railroad Crossing (Eff. 1-1-95) (Rev. 1-1-07)	182
12	<input type="checkbox"/> Subsealing of Concrete Pavements (Eff. 11-1-84) (Rev. 1-1-07)	184
13	<input type="checkbox"/> Hot-Mix Asphalt Surface Correction (Eff. 11-1-87) (Rev. 1-1-09)	188
14	<input type="checkbox"/> Pavement and Shoulder Resurfacing (Eff. 2-1-00) (Rev. 1-1-09)	190
15	<input type="checkbox"/> PCC Partial Depth Hot-Mix Asphalt Patching (Eff. 1-1-98) (Rev. 1-1-07)	191
16	<input checked="" type="checkbox"/> Patching with Hot-Mix Asphalt Overlay Removal (Eff. 10-1-95) (Rev. 1-1-07)	193
17	<input type="checkbox"/> Polymer Concrete (Eff. 8-1-95) (Rev. 1-1-08)	194
18	<input type="checkbox"/> PVC Pipeliner (Eff. 4-1-04) (Rev. 1-1-07)	196
19	<input type="checkbox"/> Pipe Underdrains (Eff. 9-9-87) (Rev. 1-1-07)	197
20	<input type="checkbox"/> Guardrail and Barrier Wall Delineation (Eff. 12-15-93) (Rev. 1-1-12)	198
21	<input type="checkbox"/> Bicycle Racks (Eff. 4-1-94) (Rev. 1-1-12)	202
22	<input type="checkbox"/> Temporary Modular Glare Screen System (Eff. 1-1-00) (Rev. 1-1-07)	204
23	<input type="checkbox"/> Temporary Portable Bridge Traffic Signals (Eff. 8-1-03) (Rev. 1-1-07)	206
24	<input type="checkbox"/> Work Zone Public Information Signs (Eff. 9-1-02) (Rev. 1-1-07)	208
25	<input type="checkbox"/> Night Time Inspection of Roadway Lighting (Eff. 5-1-96)	209
26	<input type="checkbox"/> English Substitution of Metric Bolts (Eff. 7-1-96)	210
27	<input type="checkbox"/> English Substitution of Metric Reinforcement Bars (Eff. 4-1-96) (Rev. 1-1-03)	211
28	<input type="checkbox"/> Calcium Chloride Accelerator for Portland Cement Concrete (Eff. 1-1-01) (Rev. 1-1-13)	212
29	<input type="checkbox"/> Portland Cement Concrete Inlay or Overlay for Pavements (Eff. 11-1-08) (Rev. 1-1-13)	213
30	<input type="checkbox"/> Quality Control of Concrete Mixtures at the Plant (Eff. 8-1-00) (Rev. 1-1-14)	216
31	<input type="checkbox"/> Quality Control/Quality Assurance of Concrete Mixtures (Eff. 4-1-92) (Rev. 1-1-14)	224
32	<input type="checkbox"/> Digital Terrain Modeling for Earthwork Calculations (Eff. 4-1-07)	240
33	<input type="checkbox"/> Pavement Marking Removal (Eff. 4-1-09)	242
34	<input type="checkbox"/> Preventive Maintenance – Bituminous Surface Treatment (Eff. 1-1-09) (Rev. 1-1-12)	243
35	<input type="checkbox"/> Preventive Maintenance – Cape Seal (Eff. 1-1-09) (Rev. 1-1-12)	249
36	<input type="checkbox"/> Preventive Maintenance – Micro-Surfacing (Eff. 1-1-09) (Rev. 1-1-12)	264
37	<input type="checkbox"/> Preventive Maintenance – Slurry Seal (Eff. 1-1-09) (Rev. 1-1-12)	275
38	<input type="checkbox"/> Temporary Raised Pavement Markers (Eff. 1-1-09) (Rev. 1-1-14)	285
39	<input type="checkbox"/> Restoring Bridge Approach Pavements Using High-Density Foam (Eff. 1-1-09) (Rev. 1-1-12)	286

CHECK SHEET
FOR
LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

Adopted January 1, 2014

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

LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

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BDE SPECIAL PROVISIONS
For the January 17 and March 7, 2014 Lettings

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

<u>File Name</u>	<u>#</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80240	1	Above Grade Inlet Protection	July 1, 2009	Jan. 1, 2012
* 80099	2	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
80274	3	Aggregate Subgrade Improvement	April 1, 2012	Jan. 1, 2013
80192	4	Automated Flagger Assistance Device	Jan. 1, 2008	
80173	5	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2013
80241	6	Bridge Demolition Debris	July 1, 2009	
50261	7	Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50481	8	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50491	9	Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50531	10	Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
80292	11	Coarse Aggregate in Bridge Approach Slabs/Footings	April 1, 2012	April 1, 2013
80310	12	Coated Galvanized Steel Conduit	Jan. 1, 2013	
80198	13	Completion Date (via calendar days)	April 1, 2008	
80199	14	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293	15	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	
80294	16	Concrete Box Culverts with Skews ≤ 30 Degrees Regardless of Design Fill and Skews > 30 Degrees with Design Fills > 5 Feet	April 1, 2012	
80311	17	Concrete End Sections for Pipe Culverts	Jan. 1, 2013	
* 80277	18	Concrete Mix Design – Department Provided	Jan. 1, 2012	Jan. 1, 2014
* 80261	19	Construction Air Quality – Diesel Retrofit	June 1, 2010	Jan. 1, 2014
80029	20	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Aug. 2, 2011
80265	21	✓ Friction Aggregate	Jan. 1, 2011	
80229	22	Fuel Cost Adjustment	April 1, 2009	July 1, 2009
* 80329	23	Glare Screen	Jan. 1, 2014	
80303	24	Granular Materials	Nov. 1, 2012	
80304	25	Grooving for Recessed Pavement Markings	Nov. 1, 2012	Jan. 1, 2013
80246	26	✓ Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	April 1, 2012
80322	27	✓ Hot-Mix Asphalt – Mixture Design Composition and Volumetric Requirements	Nov. 1, 2013	
80323	28	✓ Hot-Mix Asphalt – Mixture Design Verification and Production	Nov. 1, 2013	
80315	29	Insertion Lining of Culverts	Jan. 1, 2013	Nov. 1, 2013
80324	30	LRFD Pipe Culvert Burial Tables	Nov. 1, 2013	
80325	31	LRFD Storm Sewer Burial Tables	Nov. 1, 2013	
80045	32	Material Transfer Device	June 15, 1999	Jan. 1, 2009
80165	33	Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
* 80330	34	Pavement Marking for Bike Symbol	Jan. 1, 2014	
80298	35	Pavement Marking Tape Type IV	April 1, 2012	
80254	36	✓ Pavement Patching	Jan. 1, 2010	
* 80331	37	Payrolls and Payroll Records	Jan. 1, 2014	
* 80332	38	Portland Cement Concrete – Curing of Abutments and Piers	Jan. 1, 2014	
80326	39	Portland Cement Concrete Equipment	Nov. 1, 2013	
80300	40	Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	
* 80328	41	Progress Payments	Nov. 2, 2013	
* 80281	42	Quality Control/Quality Assurance of Concrete Mixtures	Jan. 1, 2012	Nov. 1, 2013
34261	43	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
80157	44	Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	

<u>File Name</u>	<u>#</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80306	45	<input checked="" type="checkbox"/> Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	Nov. 1, 2013
80327	46	<input type="checkbox"/> Reinforcement Bars	Nov. 1, 2013	
80283	47	<input type="checkbox"/> Removal and Disposal of Regulated Substances	Jan. 1, 2012	Nov. 2, 2012
80319	48	<input type="checkbox"/> Removal and Disposal of Surplus Materials	Nov. 2, 2012	
80307	49	<input type="checkbox"/> Seeding	Nov. 1, 2012	
80127	50	<input type="checkbox"/> Steel Cost Adjustment	April 2, 2004	April 1, 2009
80317	51	<input type="checkbox"/> Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	
80301	52	<input type="checkbox"/> Tracking the Use of Pesticides	Aug. 1, 2012	
* 80333	53	<input type="checkbox"/> Traffic Control Setup and Removal Freeway/Expressway	Jan. 1, 2014	
20338	54	<input type="checkbox"/> Training Special Provisions	Oct. 15, 1975	
80318	55	<input type="checkbox"/> Traversable Pipe Grate	Jan. 1, 2013	April 1, 2013
80288	56	<input type="checkbox"/> Warm Mix Asphalt	Jan. 1, 2012	Nov. 1, 2013
80302	57	<input type="checkbox"/> Weekly DBE Trucking Reports	June 2, 2012	
80289	58	<input type="checkbox"/> Wet Reflective Thermoplastic Pavement Marking	Jan. 1, 2012	
80071	59	<input type="checkbox"/> Working Days	Jan. 1, 2002	

The following special provisions are in the 2014 Supplemental Specifications and Recurring Special Provisions:

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location</u>	<u>Effective</u>	<u>Revised</u>
80309	Anchor Bolts	Articles 1006.09, 1070.01, and 1070.03	Jan. 1, 2013	
80276	Bridge Relief Joint Sealer	Article 503.19 and Sections 588 and 589	Jan. 1, 2012	Aug. 1, 2012
80312	Drain Pipe, Tile, Drainage Mat, and Wall Drain	Article 101.01, 1040.03, and 1040.04	Jan. 1, 2013	
80313	Fabric Bearing Pads	Article 1082.01	Jan. 1, 2013	
80169	High Tension Cable Median Barrier	Section 644 and Article 1106.02	Jan. 1, 2007	Jan. 1, 2013
80320	Liquidated Damages	Article 108.09	April 1, 2013	
80297	Modified Urethane Pavement Marking	Section 780, Articles 1095.09 and 1105.04	April 1, 2012	
80253	Movable Traffic Barrier	Section 707 and Article 1106.02	Jan. 1, 2010	Jan. 1, 2013
80231	Pavement Marking Removal	Recurring CS #33	April 1, 2009	
80321	Pavement Removal	Article 440.07	April 1, 2013	
80022	Payments to Subcontractors	Article 109.11	June 1, 2000	Jan. 1, 2006
80316	Placing and Consolidating Concrete	Articles 503.06, 503.07, and 516.12	Jan. 1, 2013	
80278	Planting Woody Plants	Section 253 and Article 1081.01	Jan. 1, 2012	Aug. 1, 2012
80305	Polyurea Pavement Markings	Article 780.14	Nov. 1, 2012	Jan. 1, 2013
80279	Portland Cement Concrete	Sections 312, 503, 1003, 1004, 1019, and 1020	Jan. 1, 2012	Nov. 1, 2013
80218	Preventive Maintenance – Bituminous Surface Treatment	Recurring CS #34	Jan. 1, 2009	April 1, 2012
80219	Preventive Maintenance – Cape Seal	Recurring CS #35	Jan. 1, 2009	April 1, 2012
80220	Preventive Maintenance – Micro-Surfacing	Recurring CS #36	Jan. 1, 2009	April 1, 2012
80221	Preventive Maintenance – Slurry Seal	Recurring CS #37	Jan. 1, 2009	April 1, 2012
80224	Restoring Bridge Approach Pavements Using High-Density Foam	Recurring CS #39	Jan. 1, 2009	Jan. 1, 2012
80255	Stone Matrix Asphalt	Sections 406, 1003, 1004, 1030, and 1011	Jan. 1, 2010	Aug. 1, 2013
80143	Subcontractor Mobilization Payments	Article 109.12	April 2, 2005	April 1, 2011

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location</u>	<u>Effective</u>	<u>Revised</u>
80308	Synthetic Fibers in Concrete Gutter, Curb, Median and Paved Ditch	Articles 606.02 and 606.11	Nov. 1, 2012	
80286	Temporary Erosion and Sediment Control	Articles 280.04 and 280.08	Jan. 1, 2012	
80225	Temporary Raised Pavement Marker	Recurring CS #38	Jan. 1, 2009	
80256	Temporary Water Filled Barrier	Section 708 and Article 1106.02	Jan. 1, 2010	Jan. 1, 2013
80273	Traffic Control Deficiency Deduction	Article 105.03	Aug. 1, 2011	
80270	Utility Coordination and Conflicts	Articles 105.07, 107.19, 107.31, 107.37, 107.38, 107.39 and 107.40	April 1, 2011	Jan. 1, 2012

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

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



Special Provisions

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", Adopted January 1, 2012, 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 here in which apply to and govern the construction of Section # 14-00427-00-RS, and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

SPECIAL PROVISIONS
MCHENRY COUNTY
Section 14-00427-00-RS

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SPECIAL PROVISIONS
MCHENRY COUNTY
Section 14-00427-00-RS

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**SPECIAL PROVISIONS
MCHENRY COUNTY
Section 14-00427-00-RS**

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.

AGGREGATE REQUIREMENTS

All aggregates used in the production of both Hot Mix Asphalts for this project shall not have an absorption rate greater than 2.5%. All aggregates provided for the production of the HMA mixes shall be in accordance with Section 1003 and 1004 of the Standard Specifications for Road and Bridge Construction.

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 project.

MAIL BOX TURNOUTS

Mailbox turnouts shall be paved in accordance with Standard BLR 24-1 or to a dimension conforming to existing conditions with the approval of the Engineer.

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. 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.

DRIVEWAY TURNOUTS

Driveway Turnouts 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.

**SPECIAL PROVISIONS
MCHENRY COUNTY
Section 14-00427-00-RS**

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.

HIGHWAY STANDARDS

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

BITUMINOUS MATERIALS (PRIME COAT)

This work shall be performed in accordance with the applicable parts of Article 403 of the *Standard Specifications for Road and Bridge Construction*. Method of measurement shall be by the gallon and in accordance with the applicable parts of Article 403.15. Materials shall be selected in accordance with Article 406.02 Note 1, with the approval of the Engineer. Signage shall be in accordance with Section 701. **During the application of the Prime Coat Flaggers shall be used to direct traffic off of the primed areas until at such time the Prime Coat does not track onto vehicles.**

Basis of Payment: This work will be paid for at the contract unit price bid per gallon, as **Bituminous Materials (Prime Coat)** 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 thickness of 3.75" on Flat Iron, Airport, Keystone, Alden and Altenberg Roads. The work shall be accomplished in 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 become the property of the Contractor. The Contractor shall recycle the milling material. McHenry County Division of Transportation and/or McHenry County Township Road Districts shall be provided with the opportunity to provide three trucks per day to haul recycled asphalt to the McHenry

SPECIAL PROVISIONS
MCHENRY COUNTY
Section 14-00427-00-RS

County Division of Transportation or Township Road District garages during Bituminous Surface Removal (Special) operations.

Prior to Bituminous Surface Removal (Special), appropriate signage must be installed in accordance with the requirements of Section 700 of the *Standard Specifications*. Upon completion of the Bituminous 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 unmilled 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.

Not more than seven (7) calendar days will be allowed between the time the Contractor finishes each days' pavement removal and the time the first pavement lift is placed

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

**SPECIAL PROVISIONS
MCHENRY COUNTY
Section 14-00427-00-RS**

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 day for each location in excess of the seven day period.

In accordance with Article 105.03 of the Standard Specifications, if the Contractor does not place the second pavement lift within seven calendar days of the first lift, 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.

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.

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

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

- 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.

Basis of Payment: This work will be paid for at the contract unit price bid per square yard, measured in place and computed as **HMA SURFACE REMOVAL (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 tons. The width for placement 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 manor as to not exceed 9.0% slope.

All coarse aggregate shoulder material shall be 100% crushed stone or crushed gravel or stone material meeting the IDOT specifications for CA-6. No Reclaimed Asphalt Pavement

SPECIAL PROVISIONS
MCHENRY COUNTY
Section 14-00427-00-RS

(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.

SHORT TERM PAVEMENT MARKINGS (SPECIAL)

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

- HMA Surface Removal (Special)
- Application of Bituminous Materials (Prime Coat)
- HMA Binder Course
- 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. On the surface course 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 done in accordance with the requirements of Article 703 of the Standard Specifications and will 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.

SPECIAL PROVISIONS
MCHENRY COUNTY
Section 14-00427-00-RS

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 permanent 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.

EQUIPMENT FOR WEIGHING BITUMINOUS MIXTURES

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.

PAVEMENT PATCHING

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.

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

SPECIAL PROVISIONS
MCHENRY COUNTY
Section 14-00427-00-RS

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 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.

SAFETY EDGE (SPECIAL)

The Safety Edge shall be constructed according to BDE Specification 80271 except as revised herein, "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.

BRIDGE ON FLAT IRON ROAD

The bridge just south of IL 173 on Flat Iron road has a load limit of 24 tons for a 3 or 4 axel truck and 28 tons for a 5 axel truck.

SPECIAL PROVISIONS **THERMOPLASTIC PAVEMENT MARKINGS**

The following special provisions supplement the *Standard Specifications for Road and Bridge Construction*, adopted January 1, 2012, the latest edition of the *Illinois Manual on Uniform Traffic Control Devices* in effect on the date of invitation for bids and the *Supplemental Specifications and Recurring Special Provisions* indicated on the Check Sheet included herein, which apply to and govern the above mentioned improvement. In case of conflict with any part of parts of said specifications, the said Special Provisions shall take precedence and shall govern.

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.

Traffic

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 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.

Highway Standards

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

Thermoplastic Pavement Markings

CONTROL OF WORK: Control of work shall be in accordance with Section 105 of the Standard Specifications.

REMOVAL: This work shall consist of removing existing deteriorated pavement markings (paint, thermoplastic, preformed plastic by grinding prior to application of new thermoplastic materials. The existing pavement markings shall be removed in accordance with the applicable portions of Section 783 of the Standard Specifications. This work will be measured in square feet of existing pavement marking removed. For payment purposes, all existing lines and letters and symbols shall be converted to square feet regardless of the width actually removed. This work will be paid for at the contract price per square foot for PAVEMENT MARKING REMOVAL measured as specified herein.

INSTALLATION: This work shall consist of furnishing and applying extruded thermoplastic pavement marking lines, letters, and symbols of the patterns, sizes, and colors as shown in the proposal. Materials shall meet the requirements of Article 780.02 and Article 1095.01 of the Standard Specifications with the following revision to 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%.

Thermoplastic pavement markings shall be installed in accordance with the applicable portions of Section 780 of the Standard Specifications. Equipment used for installing thermoplastic pavement marking materials shall meet the requirements of Article 780.03 Item B and the applicable portions of Section 1105 of the Standard Specifications. Thermoplastic pavement markings shall be installed by Hand-Operated method only and shall not be installed by truck mounted method, no exceptions. Thermoplastic pavement markings will be inspected following installation in accordance with the applicable portions of Section 780 of the Standard Specifications. The lines will be measured for payment in lineal feet of thermoplastic pavement marking lines applied and accepted, measured in place. Double yellow lines will be measured as two separate lines. Words and symbols conforming to the sizes and dimensions specified in Article 780.12 of the Standard Specifications and on Highway Standard 780001-03 will be paid for based on the total areas indicated in Article 780.12 Table 1 or as specified in the proposal. This work will be paid for at the contract unit prices per lineal foot of applied line for THERMOPLASTIC PAVEMENT MARKING – LINE 4, 6, 8, 12, or 24 inches and per square foot for THERMOPLASTIC PAVEMENT MARKING – LETTERS AND SYMBOLS measured as specified herein.

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.

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.

The Contractor shall obtain, erect, maintain and remove any and all signs, barricades, flaggers and other traffic control devices as may be necessary for the purpose of regulating, warning and guiding traffic. 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.

CHECK SHEET #16

State of Illinois
Department of Transportation

**SPECIAL PROVISION
FOR
PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL**

Effective: October 1, 1995
Revised: January 1, 2007

Description. This work shall consist of removing the hot-mix asphalt (HMA) over areas to be patched, patching, and HMA replacement.

General. The HMA shall be removed as shown on the plans according to Section 440 of the Standard Specifications. After the HMA has been removed, the Engineer will determine if patching is necessary. Areas requiring patching shall be patched according to Section 442 of the Standard Specifications. HMA binder replacement shall be according to Section 406 of the Standard Specifications.

Method of Measurement. In the event the thickness of the existing pavement in an area to be patched after the surface has been removed or the thickness of the existing overlay differs from the thickness shown on the plans, the Engineer will adjust the patching quantity, for the specific patch type, or HMA overlay removal for the individual patches meeting this requirement as indicated by the following chart. The quantities will be increased when the thickness is greater and decreased when the thickness is less.

% change of thickness	% change of quantity
0 to less than 15	0
15 to less than 20	10
20 to less than 30	15
30 and greater	20

Patching will be measured for payment according to Article 442.10 of the Standard Specifications.

HMA removal over the patches will be measured for payment in square yards (square meters), of the thickness specified.

The HMA binder replacement will be measured for payment in tons (metric tons) according to Article 406.13 of the Standard Specifications.

Basis of Payment. The HMA removal will be paid for at the contract unit price per square yard (square meter) for HOT-MIX ASPHALT REMOVAL OVER PATCHES, of the thickness specified.

HMA binder replacement will be paid for at the contract unit price per ton (metric ton) for HOT-MIX ASPHALT REPLACEMENT OVER PATCHES.

Patching will be paid for according to Article 442.11 of the Standard Specifications.

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, 2010

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 Articles 701.19(d) and 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 judgement, 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, 2001
Revised: January 1, 2014

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.

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.
- (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 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:

<u>Amount Bid</u>		<u>Proposal Guaranty</u>
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 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 award 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 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.

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

SPECIAL PROVISION
FOR
WAGES OF EMPLOYEES ON PUBLIC WORKS

Effective: January 1, 1999
Revised: January 1, 2014

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 at www.state.il.us/agency/idol/rates/rates.htm. 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 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. **Employees 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.

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

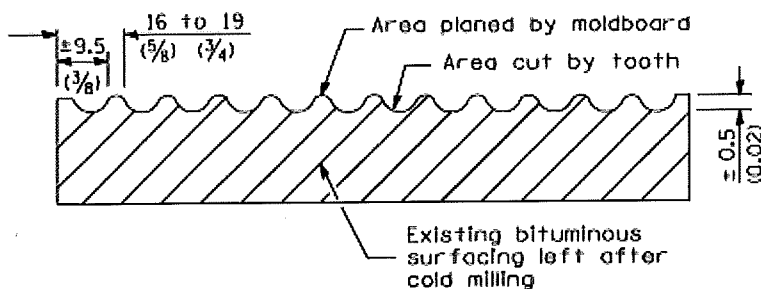
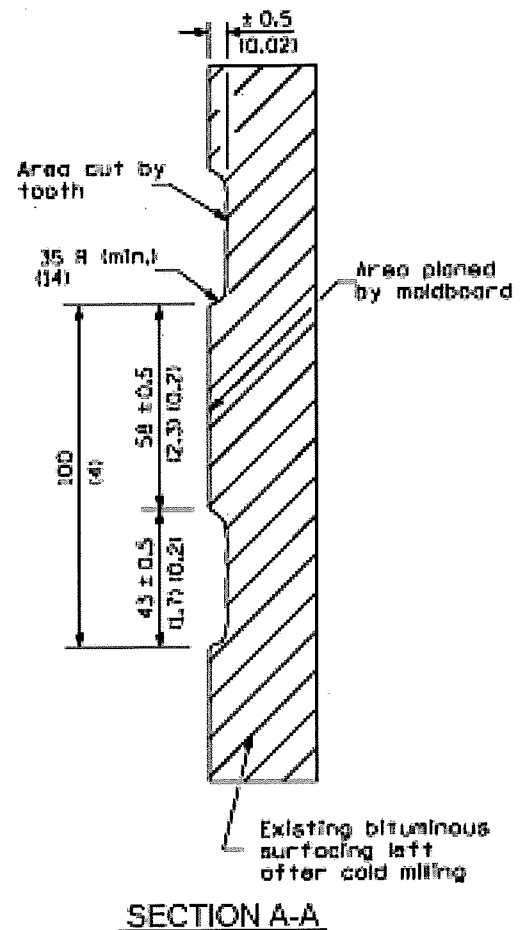
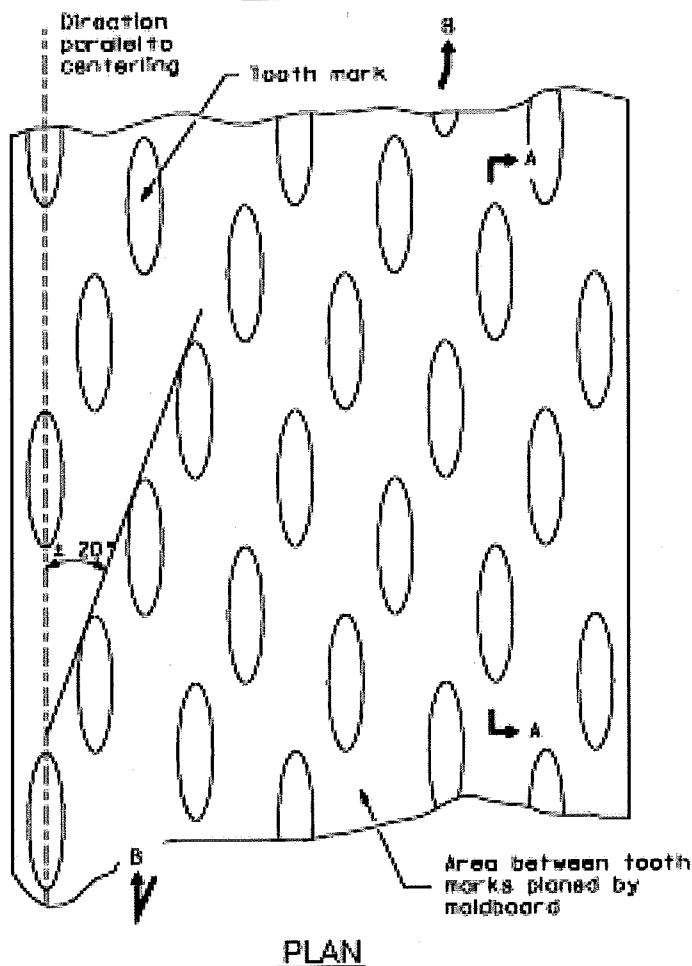
In addition to all other labor requirements set forth in this proposal and in the Standard Specification for Road and Bridge Construction, adopted by the Department, during the performance of this contract, the Contractor for itself, its assignees, and successors in interest (hereinafter referred to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

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.

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

SPECIAL PROVISION
FOR
COOPERATION WITH UTILITIES

Effective: January 1, 1999
Revised: January 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.

Replace Article 105.07 of the Standard Specifications with the following:

“105.07 Cooperation with Utilities. The adjustment of utilities consists of the relocation, removal, replacement, rearrangements, reconstruction, improvement, disconnection, connection, shifting, new installation or altering of an existing utility facility in any manner.

When the plans or special provisions include information pertaining to the location of underground utility facilities, such information represents only the opinion of the Department as to the location of such utilities and is only included for the convenience of the bidder. The Department assumes no responsibility in respect to the sufficiency or the accuracy of the information shown on the plans relative to the location of the underground utility facilities.

Utilities which are to be adjusted shall be adjusted by the utility owner or the owner's representative or by the Contractor as a contract item. Generally, arrangements for adjusting existing utilities will be made by the Department prior to project construction; however, utilities will not necessarily be adjusted in advance of project construction and, in some cases, utilities will not be removed from the proposed construction limits. When utility adjustments must be performed in conjunction with construction, the utility adjustment work will be shown on the plans and/or covered by Special Provisions.

When the Contractor discovers a utility has not been adjusted by the owner or the owner's representative as indicated in the contract documents, or the utility is not shown on the plans or described in the Special Provisions as to be adjusted in conjunction with construction, the Contractor shall not interfere with said utility, and shall take proper precautions to prevent damage or interruption of the utility and shall promptly notify the Engineer of the nature and location of said utility.

All necessary adjustments, as determined by the Engineer, of utilities not shown on the plans or not identified by markers, will be made at no cost to the Contractor except traffic structures, light poles, etc., that are normally located within the proposed construction limits as hereinafter defined will not be adjusted unless required by the proposed improvement.

(a) Limits of Proposed Construction for Utilities Paralleling the Roadway. For the purpose of this Article, limits of proposed construction for utilities extending in the same longitudinal direction as the roadway, shall be defined as follows:

- (1) The horizontal limits shall be a vertical plane, outside of, parallel to, and 600 mm (2 ft) distant at right angles from the plan or revised slope limits.

In cases where the limits of excavation for structures are not shown on the plans, the horizontal limits shall be a vertical plane 1.2 m (4 ft) outside the edges of structure footings or the structure where no footings are required.

- (2) The upper vertical limits shall be the regulations governing the roadbed clearance for the specific utility involved.
- (3) The lower vertical limits shall be the top of the utility at the depth below the proposed grade as prescribed by the governing agency or the limits of excavation, whichever is less.

(b) Limits of Proposed Construction for Utilities Crossing the Roadway. For the purpose of this Article, limits of proposed construction for utilities crossing the roadway in a generally transverse direction shall be defined as follows:

- (1) Utilities crossing excavations for structures that are normally made by trenching such as sewers, underdrains, etc. and all minor structures such as manholes, inlets, foundations for signs, foundations for traffic signals, etc., the limits shall be the space to be occupied by the proposed permanent construction unless otherwise required by the regulations governing the specific utility involved.
- (2) For utilities crossing the proposed site of major structures such as bridges, sign trusses, etc., the limits shall be as defined above for utilities extending in the same general direction as the roadway.

The Contractor may make arrangements for adjustment of utilities outside of the limits of proposed construction provided the Contractor furnishes the Department with a signed agreement with the utility owner covering the adjustments to be made. The cost of any adjustments made outside the limits of proposed construction shall be the responsibility of the Contractor unless otherwise provided.

The Contractor shall request all utility owners to field locate their facilities according to Article 107.31. The Engineer may make the request for location from the utility after receipt of notice from the Contractor. On request, the Engineer will make an inspection to verify that the utility company has field located its facilities, but will not assume responsibility for the accuracy of such work. The Contractor shall be responsible for maintaining the excavations or markers provided by the utility owners. This field location procedure may be waived if the utility owner has stated in writing to the Department it is satisfied the construction plans are sufficiently accurate. If the utility owner does not submit such statement to the Department, and they do not field locate their facilities in both horizontal and vertical alignment, the Engineer will authorize the Contractor in writing to proceed to locate the facilities in the most economical and reasonable manner, subject to the approval of the Engineer, and be paid according to Article 109.04.

The Contractor shall coordinate with any planned utility adjustment or new installation and the Contractor shall take all precautions to prevent disturbance or damage to utility facilities. Any failure on the part of the utility owner, or their representative, to proceed with any planned utility adjustment or new installation shall be reported promptly by the Contractor to the Engineer orally and in writing.

The Contractor shall take all necessary precautions for the protection of the utility facilities. The Contractor shall be responsible for any damage or destruction of utility facilities resulting from neglect, misconduct, or omission in the Contractor's manner or method of execution or nonexecution of the work, or caused by defective work or the use of unsatisfactory materials. Whenever any damage or destruction of a utility facility occurs as a result of work performed by the Contractor, the utility company will be immediately notified. The utility company will make arrangements to restore such facility to a condition equal to that existing before any such damage or destruction was done.

It is understood and agreed that the Contractor has considered in the bid all of the permanent and temporary utilities in their present and/or adjusted positions.

No additional compensation will be allowed for any delays, inconvenience, or damage sustained by the Contractor due to any interference from the said utility facilities or the operation of relocating the said utility facilities.

NOTCHED WEDGE LONGITUDINAL JOINT (BDE)

Effective: July 1, 2004

Revised: January 1, 2007

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 2 1/4 in. (57 mm) or greater lifts on pavement that is open to traffic.

The notched wedge longitudinal joint shall consist of a 1 to 1 1/2 in. (25 to 38 mm) vertical notch at the centerline or lane line, a 9 to 12 in. (230 to 300 mm) uniform taper extending into the open lane, and a second 1 to 1 1/2 in. (25 to 38 mm) vertical notch (see Figure 1).

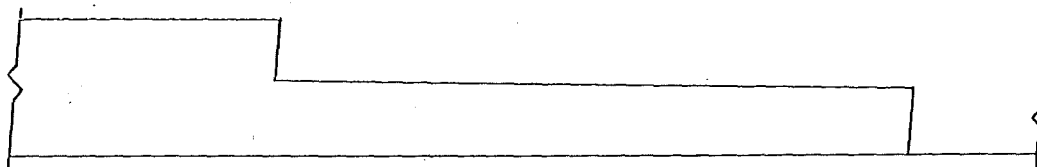


Figure 1

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 in. (300 mm), a minimum weight of 50 lb/in. (9 N/mm) 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 the joint roller.

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

Prime 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 uniformly applied at a rate of 0.05 to 0.1 gal/sq yd (0.2 to 0.5 L/sq m).

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

| The prime coat will be measured for payment according to Article 406.13 of the Standard Specifications.

| Basis of Payment. The work of constructing the notched wedge longitudinal joint will not be paid for separately but shall be considered as included in the cost of the HMA binder course being constructed.

| The prime coat will be paid for according to Article 406.14 of the Standard Specifications.

80129

FRICITION SURFACE AGGREGATE (D1)

Effective: January 1, 2011

Revised: November 1, 2013

Revise Article 1004.01(a)(4) of the Standard Specifications to read:

- “(4) Crushed Stone. Crushed stone shall be the angular fragments resulting from crushing undisturbed, consolidated deposits of rock by mechanical means. Crushed stone shall be divided into the following, when specified.
- a. Carbonate Crushed Stone. Carbonate crushed stone shall be either dolomite or limestone. Dolomite shall contain 11.0 percent or more magnesium oxide (MgO). Limestone shall contain less than 11.0 percent magnesium oxide (MgO).
 - b. Crystalline Crushed Stone. Crystalline crushed stone shall be either metamorphic or igneous stone, including but is not limited to, quartzite, granite, rhyolite and diabase.”

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 revisions.

(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> Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete

Use	Mixture	Aggregates Allowed	
HMA All Other	Shoulders	<u>Allowed Alone or in Combination:</u> Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) ^{1/} Crushed Steel Slag ^{1/} Crushed Concrete	
HMA High ESAL Low ESAL	C Surface IL-12.5, IL-9.5, or IL-9.5L	<u>Allowed Alone or in Combination:</u> Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) ^{1/} Crushed Steel Slag ^{1/} Crushed Concrete	
HMA High ESAL	D Surface IL-12.5 or IL-9.5	<u>Allowed Alone or in Combination:</u> Crushed Gravel Carbonate Crushed Stone (other than Limestone) Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) ^{1/} Crushed Steel Slag ^{1/} Crushed Concrete	
		<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) ^{1/} or Crushed Sandstone		

Use	Mixture	Aggregates Allowed		
HMA High ESAL	F Surface IL-12.5 or IL-9.5	<u>Allowed Alone or in Combination:</u> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) ^{1/} Crushed Steel Slag ^{1/} No Limestone or no Crushed Gravel alone.		
		<u>Other Combinations Allowed:</u>		
		<table border="1"> <thead> <tr> <th><i>Up to...</i></th> <th><i>With...</i></th> </tr> </thead> <tbody> <tr> <td>50% Crushed Gravel, or Dolomite</td> <td>Crushed Sandstone, Crushed Slag (ACBF)^{1/}, Crushed Steel Slag^{1/}, or Crystalline Crushed Stone</td> </tr> </tbody> </table>	<i>Up to...</i>	<i>With...</i>
<i>Up to...</i>	<i>With...</i>			
50% Crushed Gravel, or Dolomite	Crushed Sandstone, Crushed Slag (ACBF) ^{1/} , Crushed Steel Slag ^{1/} , or Crystalline Crushed Stone			
HMA High ESAL	SMA Ndesign 80 Surface	Crystalline Crushed Stone Crushed Sandstone Crushed Steel Slag		

1/ When either slag is used, the blend percentages listed shall be by volume.

| Add the following to Article 1004.03 (b):

“ When using Crushed Concrete, the quality shall be determined as follows. The Contractor shall obtain a representative sample from the stockpile, witnessed by the Engineer, at a frequency of 2500 tons (2300 metric tons). The sample shall be a minimum of 50 lb (25 kg). The Contractor shall submit the sample to the District Office. The District will forward the sample to the BMPR Aggregate Lab for MicroDeval Testing, according to Illinois Modified AASHTO T 327. A maximum loss of 15.0 percent by weight will be applied for acceptance. The stockpile shall be sealed until test results are complete and found to meet the specifications above.”

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

Effective: January 1, 2010

Revised: April 1, 2012

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

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

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

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

- a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.
- b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced ten feet apart longitudinally along the unconfined pavement edge and centered at the random density test location.”

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

“Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density Minimum
IL-4.75	Ndesign = 50	93.0 – 97.4%	91.0%
IL-9.5, IL-12.5	Ndesign ≥ 90	92.0 – 96.0%	90.0%
IL-9.5, IL-9.5L, IL-12.5	Ndesign < 90	92.5 – 97.4%	90.0%
IL-19.0, IL-25.0	Ndesign ≥ 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L, IL-25.0	Ndesign < 90	93.0 – 97.4%	90.0%

SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%
All Other	Ndesign = 30	93.0 - 97.4%	90.0%”

80246

HOT-MIX ASPHALT – MIXTURE DESIGN COMPOSITION AND VOLUMETRIC REQUIREMENTS (BDE)

Effective: November 1, 2013

Revise Article 406.14(b) of the Standard Specifications to read.

“(b) If the HMA placed during the initial test strip (1) is determined to be unacceptable to remain in place by the Engineer, and (2) was not produced within 2.0 to 6.0 percent air voids or within the individual control limits of the JMF, the mixture and test strip will not be paid for and the mixture shall be removed at the Contractor’s expense. An additional test strip and mixture will be paid for in full, if produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF.”

Revise Article 406.14(c) of the Standard Specifications to read.

“(c) If the HMA placed during the initial test strip (1) is determined to be unacceptable to remain in place by the Engineer, and (2) was produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF, the mixture shall be removed. Removal will be paid in accordance to Article 109.04. This initial mixture and test strip will be paid for at the contract unit prices. The additional mixture will be paid for at the contract unit price, and any additional test strips will be paid for at one half the unit price of each test strip.”

Revise Article 1030.04(a)(1) of the Standard Specifications to read.

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

High ESAL, MIXTURE COMPOSITION (% PASSING) ^{1/}										
Sieve Size	IL-25.0 mm		IL-19.0 mm		IL-12.5 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)		100								
1 in. (25 mm)	90	100		100						
3/4 in. (19 mm)		90	82	100		100				
1/2 in. (12.5 mm)	45	75	50	85	90	100		100		100
3/8 in. (9.5 mm)						89	90	100		100
#4 (4.75 mm)	24	42 ^{2/}	24	50 ^{2/}	28	65	32	69	90	100
#8 (2.36 mm)	16	31	20	36	28	48 ^{3/}	32	52 ^{3/}	70	90
#16 (1.18 mm)	10	22	10	25	10	32	10	32	50	65
#50 (300 µm)	4	12	4	12	4	15	4	15	15	30
#100 (150 µm)	3	9	3	9	3	10	3	10	10	18
#200 (75 µm)	3	6	3	6	4	6	4	6	7	9

Ratio Dust/Asphalt Binder		1.0		1.0		1.0		1.0		1.0 ^{1/4}
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- 1/ Based on percent of total aggregate weight.
- 2/ The mixture composition shall not exceed 40 percent passing the #4 (4.75 mm) sieve for binder courses with Ndesign ≥ 90.
- 3/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign ≥ 90.
- 4/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.”

Delete Article 1030.04(a)(4) of the Standard Specifications.

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 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-25.0	IL-19.0	IL-12.5	IL-9.5	IL-4.75 ^{1/}	
50	12.0	13.0	14.0	15.0	18.5	65 – 78 ^{2/}
70						
90						
105						

- 1/ Maximum Draindown for IL-4.75 shall be 0.3 percent
- 2/ VFA for IL-4.75 shall be 76-83 percent”

Delete Article 1030.04(b)(4) of the Standard Specifications.

Revise the Control Limits Table in Article 1030.05(d)(4) of the Standard Specifications to read.

“CONTROL LIMITS

Parameter	High ESAL Low ESAL	High ESAL Low ESAL	All Other	IL-4.75	IL-4.75
	Individual Test	Moving Avg. of 4	Individual Test	Individual Test	Moving Avg. of 4
% Passing: ^{1/}					
1/2 in. (12.5 mm)	± 6 %	± 4 %	± 15 %		
No. 4 (4.75 mm)	± 5 %	± 4 %	± 10 %		
No. 8 (2.36 mm)	± 5 %	± 3 %			
No. 16 (1.18 mm)				± 4 %	± 3 %
No. 30 (600 µm)	± 4 %	± 2.5 %			
Total Dust Content No. 200 (75 µm)	± 1.5 %	± 1.0 %	± 2.5 %	± 1.5 %	± 1.0 %
Asphalt Binder Content	± 0.3 %	± 0.2 %	± 0.5 %	± 0.3 %	± 0.2 %
Voids	± 1.2 %	± 1.0 %	± 1.2 %	± 1.2 %	± 1.0 %
VMA	-0.7 % ^{2/}	-0.5 % ^{2/}		-0.7 % ^{2/}	-0.5 % ^{2/}

1/ Based on washed ignition oven

2/ Allowable limit below minimum design VMA requirement"

80322

HMA MIXTURE DESIGN REQUIREMENTS (D-1)

Effective: January 1, 2013

Revised: November 1, 2013

Revise Article 406.14(b) of the Standard Specifications to read.

“(b) If the HMA placed during the initial test strip (1) is determined to be unacceptable to remain in place by the Engineer, and (2) was not produced within 2.0 to 6.0 percent air voids or within the individual control limits of the JMF, the mixture and test strip will not be paid for and the mixture shall be removed at the Contractor’s expense. An additional test strip and mixture will be paid for in full, if produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF.”

Revise Article 406.14(c) of the Standard Specifications to read.

“(c) If the HMA placed during the initial test strip (1) is determined to be unacceptable to remain in place by the Engineer, and (2) was produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF, the mixture shall be removed. Removal will be paid in accordance to Article 109.04 of the Standard Specifications. This initial mixture and test strip will be paid for at the contract unit prices. The additional mixture will be paid for at the contract unit price, and any additional test strips will be paid for at one half the unit price of each test strip.”

1) Design Composition and Volumetric Requirements

Revise the following table in Article 1030.01 of the Standard Specifications to read.

High ESAL	IL-25.0 binder; IL-19.0 binder; IL-12.5 surface; IL-9.5 surface; IL-4.75, SMA
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Revise the following table in Article 1030.04(a)(1):

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

High ESAL, MIXTURE COMPOSITION (% PASSING) ^{1/}														
Sieve Size	IL-25.0 mm		IL-19.0 mm		IL-12.5 mm		IL-9.5 mm		IL-4.75 mm		SMA ^{4/} IL-12.5 mm		SMA ^{4/} IL-9.5 mm	
	Min	max	min	max	min	max	min	max	min	max	min	max	min	max
1 1/2 in. (37.5 mm)		100												
1 in. (25 mm)	90	100		100										
3/4 in. (19 mm)		90	82	100		100						100		
1/2 in. (12.5 mm)	45	75	50	85	90	100		100		100	80	100		100
3/8 in. (9.5 mm)						89	90	100		100		65	90	100
#4 (4.75 mm)	24	42 ^{2/}	24	50 ^{2/}	28	65	32	69	90	100	20	30	36	50

#8 (2.36 mm)	16	31	20	36	28	48 ^{3/}	32	52 ^{3/}	70	90	16	24 ^{5/}	16	32
#16 (1.18 mm)	10	22	10	25	10	32	10	32	50	65				
#30 (600 μm)											12	16	12	18
#50 (300 μm)	4	12	4	12	4	15	4	15	15	30				
#100 (150 μm)	3	9	3	9	3	10	3	10	10	18				
#200 (75 μm)	3	6	3	6	4	6	4	6	7	9 ^{6/}	7.0	9.0 ^{6/}	7.5	9.5 ^{6/}
Ratio Dust/Asphalt Binder		1.0		1.0		1.0		1.0		1.0		1.5		1.5

- 1/ Based on percent of total aggregate weight.
- 2/ The mixture composition shall not exceed 40 percent passing the #4 (4.75 mm) sieve for binder courses with Ndesign ≥ 90.
- 3/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign ≥ 90.
- 4/ The maximum percent passing the 20 μm sieve shall be ≤ 3 percent.
- 5/ When establishing the Adjusted Job Mix Formula (AJMF) the #8 (2.36mm) sieve shall not be adjusted above 24 percent.
- 6/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.”

Delete Article 1030.04(a)(4) of the Standard Specifications.

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-25.0	IL-19.0	IL-12.5	IL-9.5	IL-4.75 ^{1/}	
50	12.0	13.0	14.0	15.0	18.5	65 – 78 ^{2/}
70						
90						
105						

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

2/ VFA for IL-4.75 shall be 72-85%”

Delete Article 1030.04(b) (4) of the Standard Specifications.

Revise table in Article 1030.04(b)(5) as follows:

“(5) SMA Mixtures.

Volumetric Requirements SMA ^{1/}			
Ndesign	Design Air Voids Target %	Voids in the Mineral Aggregate (VMA), % min.	Voids Filled with Asphalt (VFA), %
80 ^{4/}	3.5	17 ^{2/}	75 - 83
		16 ^{3/}	

1/ Maximum Draindown shall be 0.3%.

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

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

4/ For surface course, coarse aggregate shall be Class B Quality; 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.*

*Blending of different types of aggregate will not be permitted.

2) Design Verification and Production

Description. The following states the requirements for Hamburg Wheel and Tensile Strength testing for High ESAL, IL-4.75, and Stone Matrix Asphalt (SMA) hot-mix asphalt (HMA) mixes during mix design verification and production.

When the options of Warm Mix Asphalt, Reclaimed Asphalt Shingles, or Reclaimed Asphalt Pavement are used by the Contractor, the Hamburg Wheel and tensile strength requirements in this special provision will be superseded by the special provisions for Warm Mix Asphalt and/or by the District special provision for Reclaimed Asphalt Pavement and Reclaimed Asphalt Shingles as applicable.

Mix Design Testing. Add the following to Article 1030.04 of the Standard Specifications:

“(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 meeting the following requirements:

(1)Hamburg Wheel Test criteria.

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

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 415 kPa (60 psi) for non-polymer modified performance graded (PG) asphalt binder and 550 kPa (80 psi) for polymer modified PG asphalt binder. The maximum allowable unconditioned tensile strength shall be 1380 kPa (200 psi).”

Production Testing.

Revise first paragraph of Article 1030.06(a) to read:

“(a) High ESAL and IL-4.75 Mixtures. For each contract, a 300 ton (275 metric tons) test strip, except for IL -4.75 it will be 400 ton (363 metric ton), will be required at the beginning of HMA production for each mixture with a quantity of 3000 tons (2750 metric tons) or more according to the Manual of Test Procedures for Materials “Hot Mix Asphalt Test Strip Procedures”.”

Delete second paragraph of Article 1030.06 (a).

Revise first sentence in fourth paragraph of Article 1030.06 (a) to read:

“Before constructing the test strip, target values shall be determined by applying gradation correction factors to the JMF when applicable.”

Mixture sampled to represent the test strip shall include additional material sufficient for the Department to conduct Hamburg Wheel testing according to Illinois Modified AASHTO T324 (approximately 60 lb (27 kg) total).

Add the following to Article 1030.06 of the Standard Specifications:

- “(c) Hamburg Wheel Test. All HMA mixtures shall be sampled 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. The Department may conduct additional Hamburg Wheel Tests on production material as determined by the Engineer. 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”

The Contractor shall immediately cease production upon notification by the Engineer of failing Hamburg Wheel test. All prior produced material may be paved out provided all other mixture criteria are being met. No additional mixture shall be produced until the Engineer receives passing Hamburg Wheel tests.

Basis of Payment. Revise the seventh paragraph of Article 406.14 of the Standard Specifications to read:

“For all mixes designed and verified under the Hamburg Wheel criteria, the cost of furnishing and introducing anti-stripping additives in the HMA will not be paid for separately, but shall be considered as included in the contract unit price of the HMA item involved.

No additional compensation will be awarded to the Contractor because of reduced production rates associated with the addition of the anti-stripping additive.”

PAVEMENT PATCHING (BDE)

Effective: January 1, 2010

Revise the first sentence of the second paragraph of Article 701.17(e)(1) of the Standard Specifications to read:

“In addition to the traffic control and protection shown elsewhere in the contract for pavement, two devices shall be placed immediately in front of each open patch, open hole, and broken pavement where temporary concrete barriers are not used to separate traffic from the work area.”

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

Effective: November 1, 2012

Revise: November 1, 2013

Revise Section 1031 of the Standard Specifications to read:

"SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

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

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

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

- (a) RAP Stockpiles. The Contractor shall construct individual, sealed RAP stockpiles meeting one of the following definitions. Additional processed RAP (FRAP) shall be stockpiled in a separate working pile, as designated in the QC Plan, and only added to the sealed stockpile when test results for the working pile are complete and are found to meet tolerances specified herein for the original sealed FRAP stockpile. Stockpiles shall be sufficiently separated to prevent intermingling at the base. All stockpiles (including

unprocessed RAP and FRAP) shall be identified by signs indicating the type as listed below (i.e. "Non- Quality, FRAP -#4 or Type 2 RAS", etc...).

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

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

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

However, a RAS source may submit a written request to the Department for approval to blend mechanically a specified ratio of type 1 RAS with type 2 RAS. The source will not be permitted to change the ratio of the blend without the Department prior written approval. The Engineer's written approval will be required, to mechanically blend RAS with any fine aggregate produced under the AGCS, up to an equal weight of RAS, to improve workability. The fine aggregate shall be "B Quality" or better from an approved Aggregate Gradation Control System source. The fine aggregate shall be one that is approved for use in the HMA mixture and accounted for in the mix design and during HMA production.

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

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

- (a) FRAP Testing. When used in HMA, the FRAP shall be sampled and tested either during processing or after stockpiling. It shall also be sampled during HMA production.
 - (1) During Stockpiling. For testing during stockpiling, washed extraction samples shall be run at the minimum frequency of one sample per 500 tons (450 metric tons) for the first 2000 tons (1800 metric tons) and one sample per 2000 tons (1800 metric tons) thereafter. A minimum of five tests shall be required for stockpiles less than 4000 tons (3600 metric tons).
 - (2) Incoming Material. For testing as incoming material, washed extraction samples shall be run at a minimum frequency of one sample per 2000 tons (1800 metric tons) or once per week, whichever comes first.
 - (3) After Stockpiling. For testing after stockpiling, the Contractor shall submit a plan for approval to the District proposing a satisfactory method of sampling and testing the RAP/FRAP pile either in-situ or by restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to obtain representative samples throughout the pile for testing.

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

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

- (1) During Stockpiling. Washed extraction and testing for unacceptable materials shall be run at the minimum frequency of one sample per 200 tons (180 metric tons) for the first 1000 tons (900 metric tons) and one sample per 1000 tons (900 metric tons) thereafter. A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). Once a ≤ 1000 ton (900 metric ton), five-sample/test stockpile has been established it shall be sealed. Additional incoming RAS shall be in a separate working pile as designated in the Quality Control plan and only added to the sealed stockpile when the test results of the working pile are complete and are found to meet the tolerances specified herein for the original sealed RAS stockpile.
- (2) Incoming Material. For testing as incoming material at the HMA plant, washed extraction shall be run at the minimum frequency of one sample per 250 tons (227 metric tons). A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). The incoming material test results shall meet the tolerances specified herein.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Engineer will notify the Contractor of observed deficiencies.

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

Test Parameter	Acceptable Limits of Precision	
	FRAP	RAS
% Passing: ^{1/}		
1 / 2 in.	5.0%	
No. 4	5.0%	
No. 8	3.0%	4.0%
No. 30	2.0%	3.0%
No. 200	2.2%	2.5%
Asphalt Binder Content	0.3%	1.0%
G _{mm}	0.030	

1/ Based on washed extraction.

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

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

1031.05 Quality Designation of Aggregate in RAP and FRAP.

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

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

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

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

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

Max Asphalt Binder Replacement for FRAP with RAS Combination

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

- 1/ For HMA "All Other" (shoulder and stabilized subbase) N-30, the percent asphalt binder replacement shall not exceed 50% of the total asphalt binder in the mixture.
- 2/ When the binder replacement exceeds 15 percent 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 percent 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 percent, the required virgin asphalt binder grade shall be PG64-28.
- 3/ When the ABR for SMA or IL-4.75 is 15 percent or less, the required virgin asphalt binder shall be SBS PG76-22 and the elastic recovery shall be a minimum of 80. When the ABR for SMA or IL-4.75 exceeds 15%, the virgin asphalt binder grade shall be SBS PG70-28 and the elastic recovery shall be a minimum of 80.
- 4/ When FRAP or RAS is used alone, the maximum percent asphalt binder replacement designated on the table shall be reduced by 10%.

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

- (a) FRAP and/or RAS. FRAP and /or RAS mix designs shall be submitted for verification. If additional FRAP or RAS stockpiles are tested and found to be within tolerance, as defined under "Evaluation of Tests" herein, and meet all requirements herein, the additional FRAP or RAS stockpiles may be used in the original design at the percent previously verified.
- (b) RAS. Type 1 and Type 2 RAS are not interchangeable in a mix design. A RAS stone bulk specific gravity (Gsb) of 2.500 shall be used for mix design purposes.

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

To remove or reduce agglomerated material, a scalping screen, gator, crushing unit, or comparable sizing device approved by the Engineer shall be used in the RAS and FRAP feed system to remove or reduce oversized material. If material passing the sizing device adversely affects the mix production or quality of the mix, the sizing device shall be set at a size specified by the Engineer.

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

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

- d. Accumulated dry weight of RAS and FRAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
 - e. Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.
 - f. Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.
 - g. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.
 - h. Aggregate RAS and FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAS and FRAP are printed in wet condition.)
 - i. When producing mixtures with FRAP and/or RAS, a positive dust control system shall be utilized.
 - j. Accumulated mixture tonnage.
 - k. Dust Removed (accumulated to the nearest 0.1 ton)
- (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 Shoulders. 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 to construct aggregate surface course and aggregate shoulders shall be according to the current Bureau of Materials and Physical Research's Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications"
- (b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded, FRAP, or single sized will not be accepted for use as Aggregate Surface Course and Aggregate Shoulders."

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

SPECIAL PROVISION
FOR
FILLING HMA CORE HOLES WITH NON-SHRINK GROUT

Effective: January 1, 2008

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

Add the following after the first paragraph of Article 406.07(c) of the Standard Specifications:

“Upon completion of coring for density testing, all free water shall be removed from the core holes prior to filling. All core holes shall be filled with a non-shrink grout from the Department’s approved list, which shall be mixed in a separate container prior to placement in the hole. Only enough water to permit placement and consolidation by rodding shall be used, and the material shall be struck-off flush with the adjacent pavement.”

FINE AGGREGATE FOR HOT- MIX ASPHALT (HMA) (D-1)

Effective: May 1, 2007

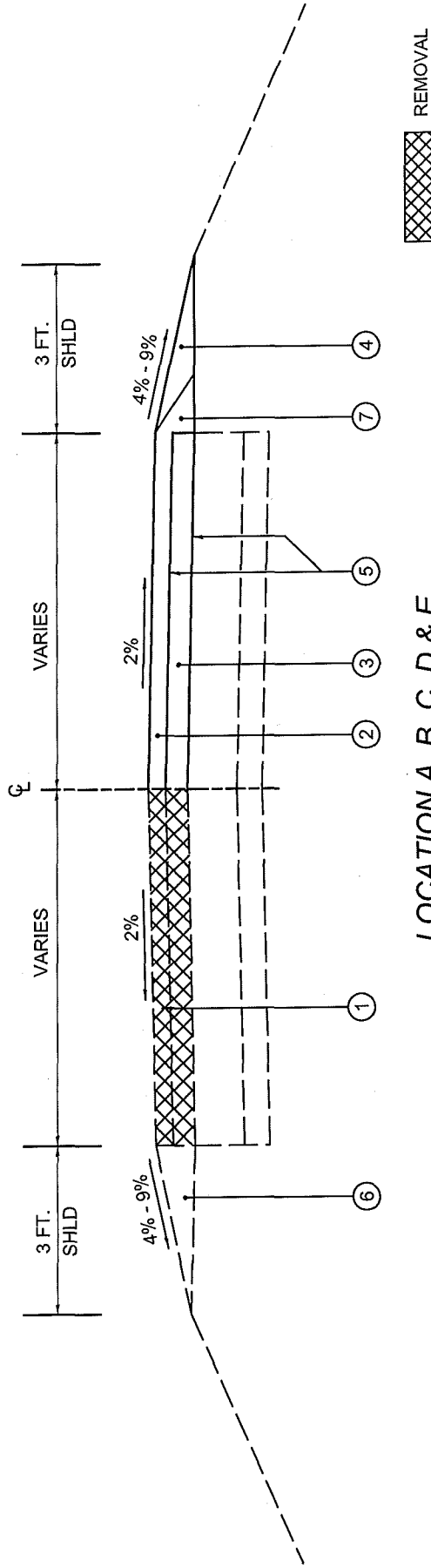
Revised: January 1, 2012

Revise Article 1003.03 (c) of the Standard Specifications to read:

“(c) Gradation. The fine aggregate gradation for all HMA shall be FA1, FA 2, FA 20, FA 21 or FA 22. When Reclaimed Asphalt Pavement (RAP) is incorporated in the HMA design, the use of FA 21 Gradation will not be permitted.

MCHENRY COUNTY RESURFACING PROGRAM

2014



LOCATION A, B, C, D & E
 (FLAT IRON, AIRPORT, ALTENBERG, ALDEN AND KEYSTONE ROAD)

LEGEND

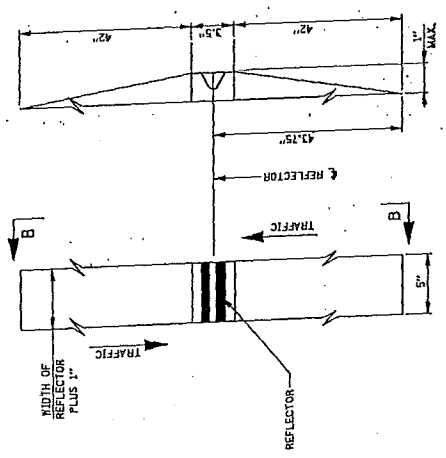
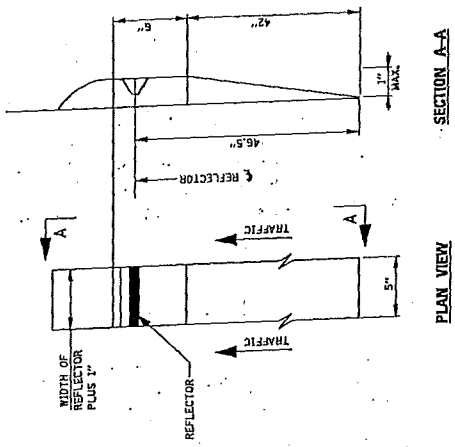
- ① HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4", (SPECIAL)
- ② PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 1 1/2" (IL 9.5)
- ③ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ④ PROPOSED AGGREGATE SHOULDERS, TYPE B, (SPECIAL)
- ⑥ PROPOSED BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- ⑥ EXISTING AGGREGATE SHOULDERS
- ⑦ SAFETY EDGE (TYPICAL)

NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	ARI Voids
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	4% @ 70 GYR.
CLASS D PATCHES (HMA BINDER IL-19mm)	4% @ 70 GYR.
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19mm)	4% @ 70 GYR.
LEVELING BINDER (MACHINE METHOD) N70	4% @ 70 GYR.
LEVELING BINDER (HAND METHOD) N70	4% @ 70 GYR.

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 PG70-22" AND NONPOLYMERIZED HMA
 THE "AC TYPE" SHALL BE "PG 64-22 UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR
 "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

USER NAME: JHORN	DESIGNED: -	REVISION: -	FILE NO. 14-00427-00-RS	SECTION 14-00427-00-RS	COUNTY CONTRACT NO. 1
DRAWN: -	REVISION: -	DATE: 01/29/2014	MCHENRY COUNTY RESURFACING TYPICAL SECTION		
PLT SCALE: RESURF	CHECKED: -	DATE: -	STATE OF ILLINOIS		
PLT DATE: -	DATE: -	DATE: -	MCHENRY COUNTY DIVISION OF TRANSPORTATION		
SCALE: NTS	SHEET NO. OF SHEETS	STA. TO STA.	MCHENRY COUNTY RESURFACING TYPICAL SECTION		
SCALE: NTS	SHEET NO. OF SHEETS	STA. TO STA.	MCHENRY COUNTY RESURFACING TYPICAL SECTION		



RECESSED REFLECTIVE MARKERS

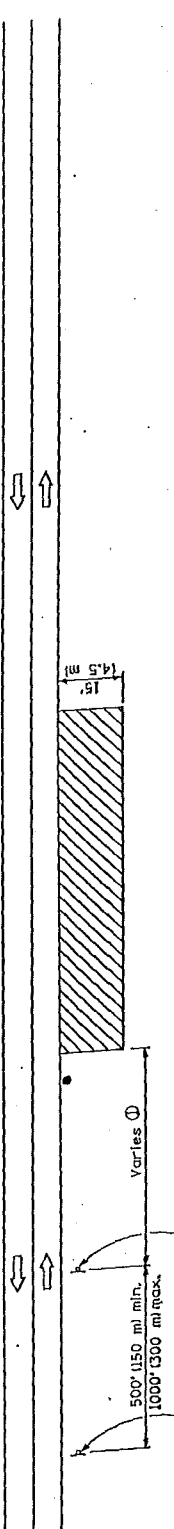
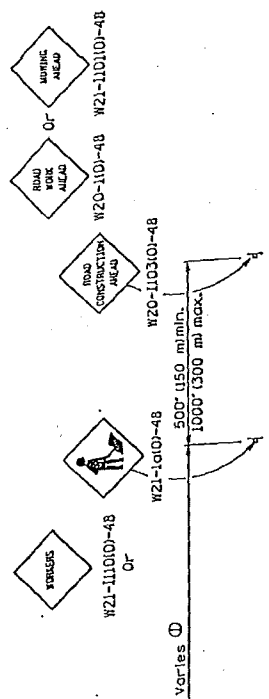
INSTALLATION NOTES:

1. SAWCUT IN DIMENSIONS SHOWN.
2. SAWCUT AREAS TO BE DRY AND FREE OF MATERIAL THAT ADVERSELY AFFECTS THE ADHESIVE BOND.
3. INSTALL THE REFLECTOR WITH AN APPROVED TWO-COMPONENT EPOXY ADHESIVE. EPOXY SHOULD NOT OBSCURE OR BLOCK THE LENS.
4. INSTALL TOP OF REFLECTOR 1/4 TO 3/4 INCH BELOW THE PAVEMENT SURFACE.
5. REFLECTOR SHALL BE 3M SERIES 290.

GENERAL NOTES:

1. INSTALLATION SHALL CONFORM TO IDOT HIGHWAY STANDARD TR8001-02 (OR LATEST) FOR MARKER PLACEMENT.
2. IDOT STANDARD TR8001-02 SHALL BE MODIFIED TO REFLECT IN RECESSED PAVEMENT MARKERS INSTEAD OF RAISED PAVEMENT MARKERS.

FILE NAME - WFL04	DESIGNED - DRAWN - CHECKED - DATE	REVISED - REVISED - REVISED - REVISED -	McHENRY COUNTY DIVISION OF TRANSPORTATION	RECESSED PAVEMENT MARKER DETAIL	SHEET NO. OF SHEETS 314. TO 314.	SCALE	CONTRACT NO.	SECTION	COUNTY SHEETS NO.	SHEET NO.
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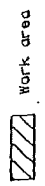
TYPICAL APPLICATIONS

Shoulder work
Utility operations

For contract construction projects

For maintenance and utility projects

SYMBOLS



Work area



Flagger with traffic control sign when required

GENERAL NOTES

This Standard is used where at any time any vehicle, equipment, workers or their activities require an intermittent or continuous presence on the shoulder where the average speed is 1 mph (2 km/h) or less. When the work operation does not exceed 50 minutes, traffic control may be according to Standard 701301. All dimensions are in inches (millimeters) unless otherwise shown.

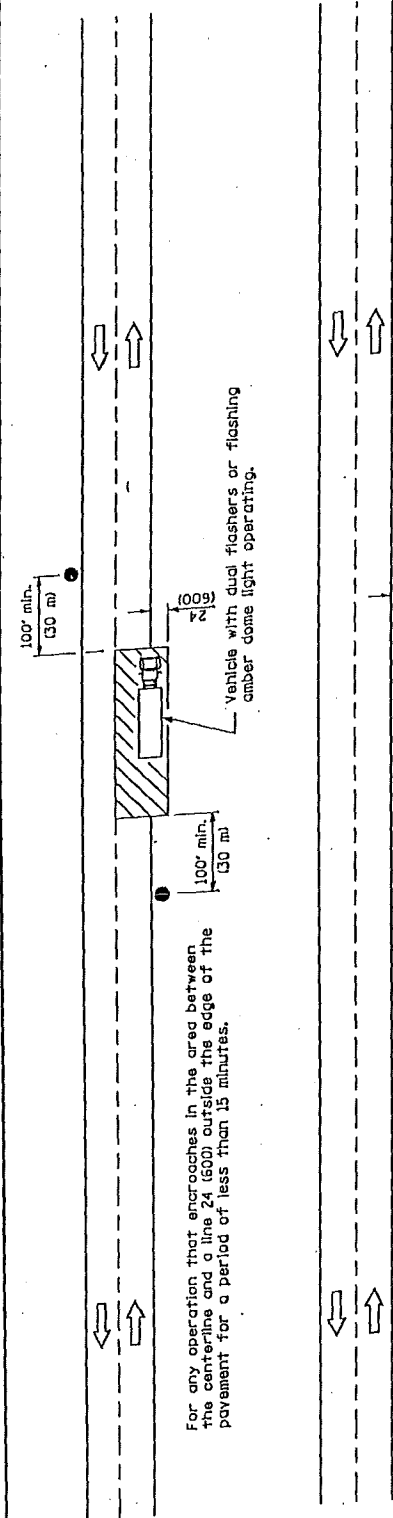
Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but should not be less than the distance required for one normal working day's operation, or 4 miles (6.4 km) which ever is less.

Illinois Department of Transportation
 APPROVED: [Signature] 2009
 EXP. DATE: [Signature] 2009
 APPROVED: [Signature] 2009
 EXP. DATE: [Signature] 2009
 ILLUSTRATION OF SIGN AND INSTRUMENT

DATE	REVISIONS
1-1-05	Switched units to English (metric).
1-1-05	Corrected sign No.'s.
1-1-05	Revised title, notes, and sign spacing.

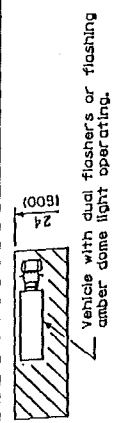
**OFF-RD MOVING OPERATIONS,
2L, 2W, DAY ONLY**

STANDARD 701011-02

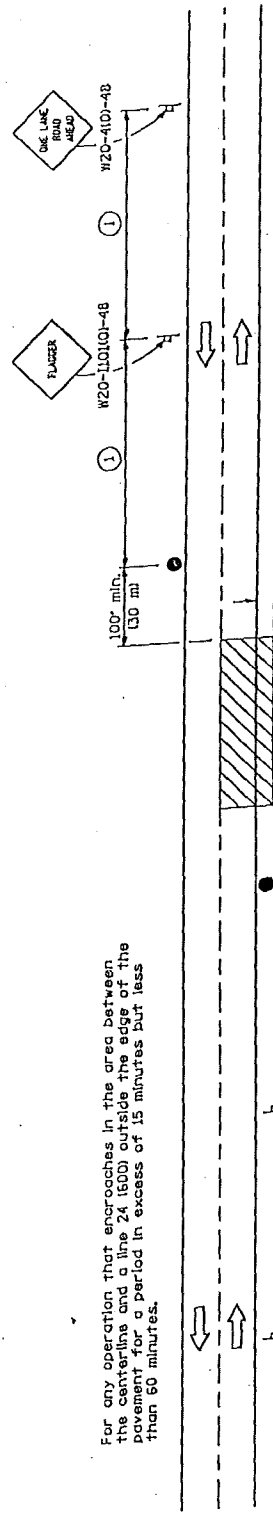


For any operation that encroaches in the area between the centerline and a line 24 (600) outside the edge of the pavement for a period of less than 15 minutes.

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



Vehicle with dual flashers or flashing amber dome light operating.



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

POSTED SPEED	SIGN SPACING
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

① = Refer to SIGN SPACING Table for distances.

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

TYPICAL APPLICATIONS

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

SYMBOLS

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

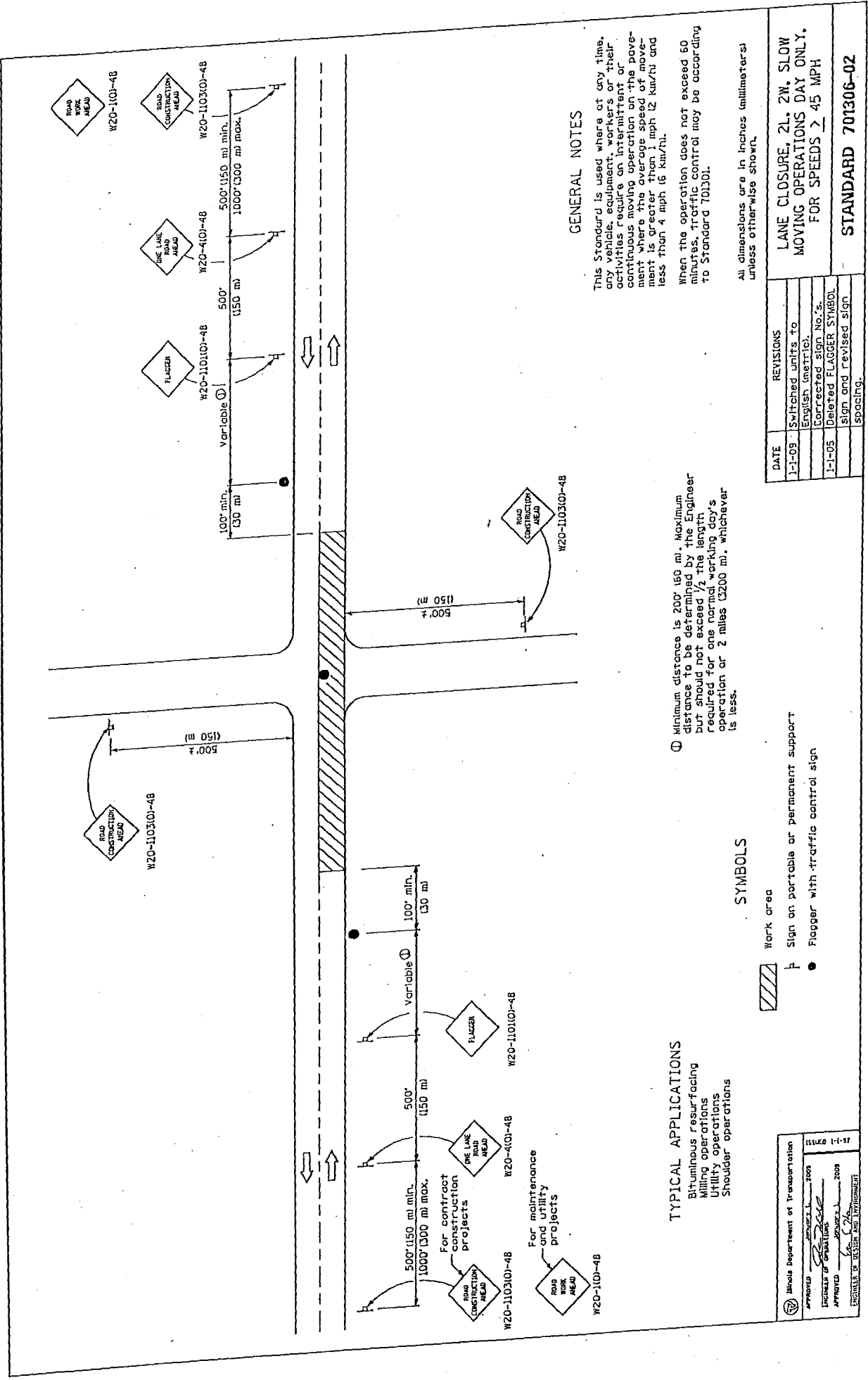
Illinois Department of Transportation
 APPROVED: [Signature] 2003
 ENGINEER OF DESIGN
 APPROVED: [Signature] 2003
 ENGINEER OF DESIGN AND ENVIRONMENT

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-05	Deleted FLAGGER SYMBOL sign.

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

STANDARD 701301-03

ISSUED 1-1-97



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 pavement where the average speed of movement is greater than 45 mph (72 km/h) and less than 4 mph (6 km/h).

When the operation does not exceed 60 minutes, traffic control may be according to Standard 701301.

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

⊙ 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 2 miles (3200 m), whichever is less.

TYPICAL APPLICATIONS

- Bituminous resurfacing
- Milling operations
- Utility operations
- Shoulder operations

SYMBOLS

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

DATE	REVISIONS
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.
1-1-05	Deleted FLAGGER SYMBOL sign and revised sign spacing.

LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH

STANDARD 701306-02

Illinois Department of Transportation

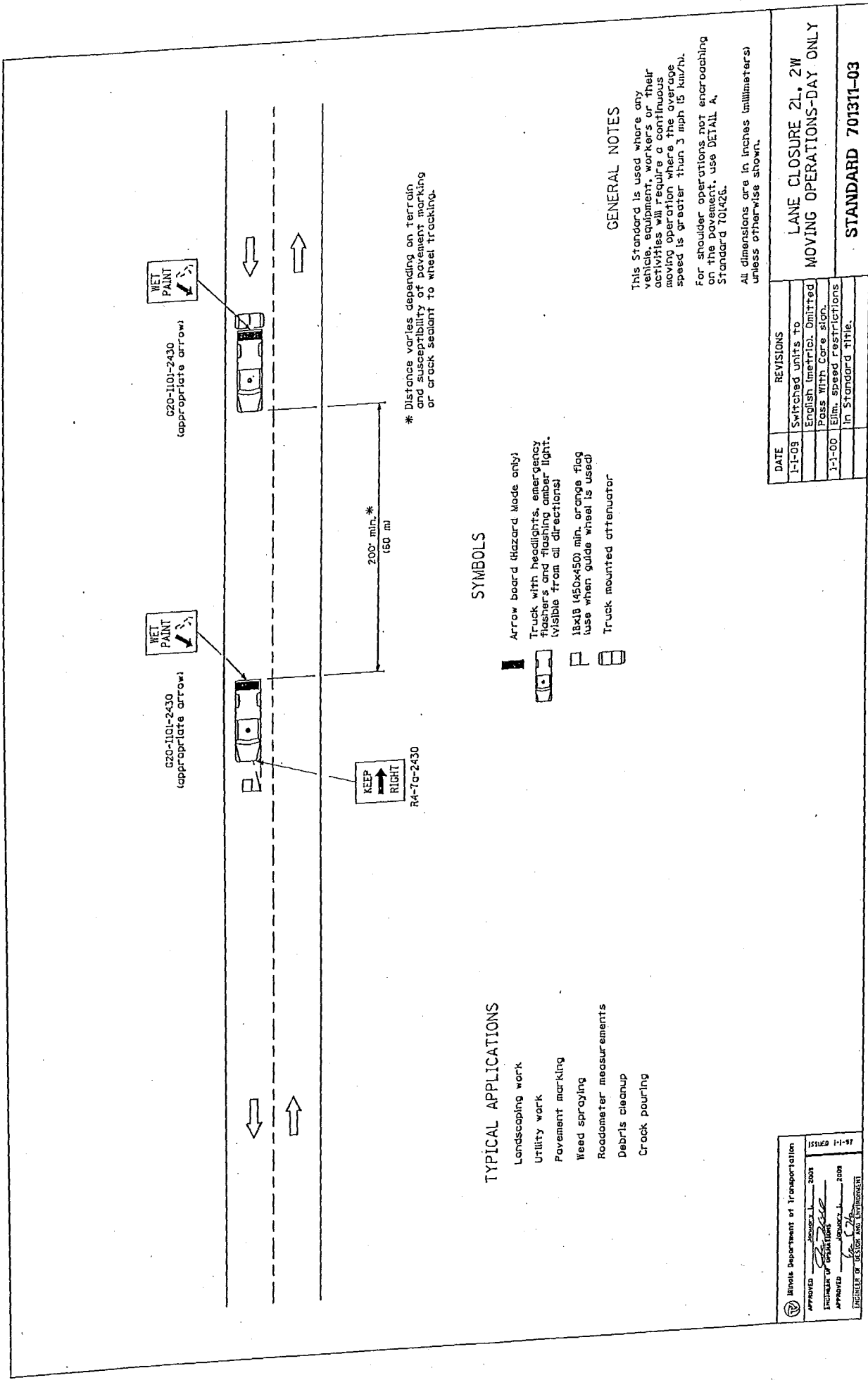
APPROVED: [Signature] 2009

ENGINEER OF OPERATIONS

APPROVED: [Signature] 2009

REGULATORY DESIGN AND ENVIRONMENT

ISSUED 1-1-97



GENERAL NOTES

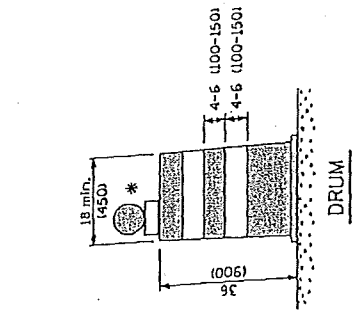
This Standard is used where any vehicle, equipment, workers or their activities will require a continuous moving operation where the average speed is greater than 3 mph (5 km/h). For shoulder operations not encroaching on the pavement, use DETAIL A, Standard 701426. All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
 APPROVED January 1, 2003
 UNIVERSITY OF URBANA
 APPROVED January 1, 2008
 ENGINEER OF DESIGN AND INSTRUMENT

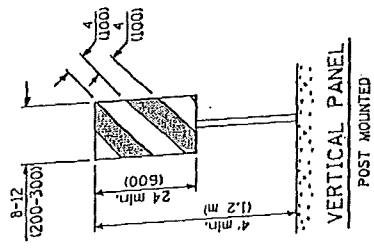
DATE	REVISIONS
1-1-08	Switched units to English metric. Omitted Pass With Care sign.
1-1-00	Elim. speed restrictions in Standard title.

**LANE CLOSURE 2L, 2W
 MOVING OPERATIONS-DAY ONLY**

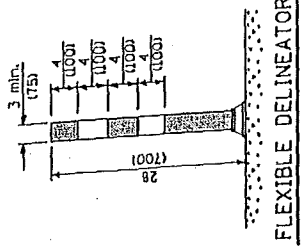
STANDARD 701311-03



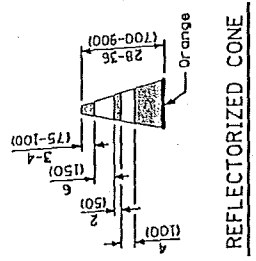
DRUM



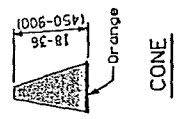
VERTICAL PANEL
POST MOUNTED



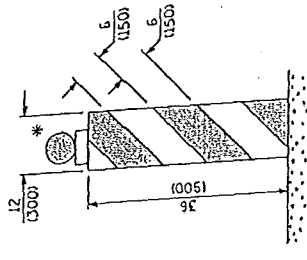
FLEXIBLE DELINEATOR



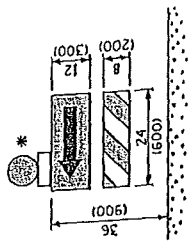
REFLECTORIZED CONE



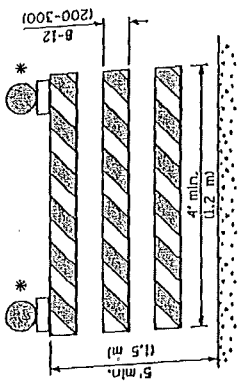
CONE



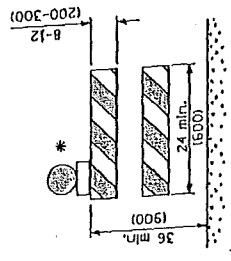
VERTICAL BARRICADE



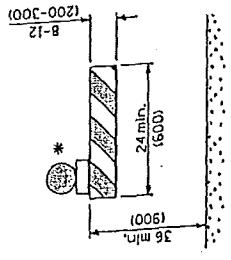
DIRECTION INDICATOR
BARRICADE



TYPE III BARRICADE



TYPE II BARRICADE



TYPE I BARRICADE

* Warning lights (if required)

GENERAL NOTES

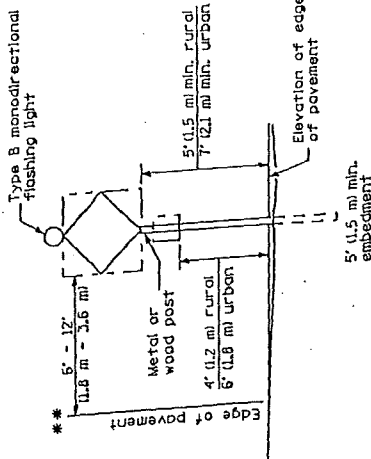
All heights shown shall be measured above the pavement surface.
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation APPROVED: [Signature] 2009 DIRECTOR OF TRANSPORTATION APPROVED: [Signature] 2009 REGISTERED DESIGN AND SURVEYOR		45-1-08/ISS1 2009
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DATE	REVISIONS
1-1-03	Switched units to English (metric). Omitted light on vertical panel.
1-1-08	Renumbered Standard.
702001-06	Rev. note for temp. signs on Sheet 2.

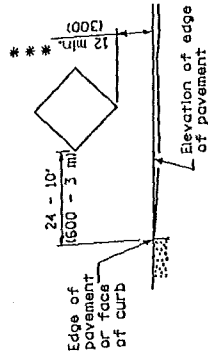
TRAFFIC CONTROL DEVICES

STANDARD 701901-01
(Sheet 1 of 3)



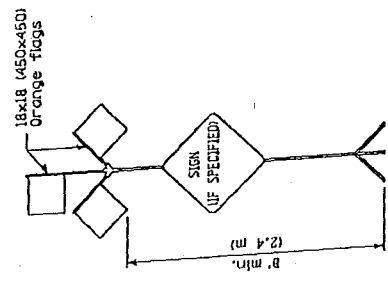
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 5' (1.5) 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) min. If located behind other devices, the height shall be sufficient to be seen by motorists.



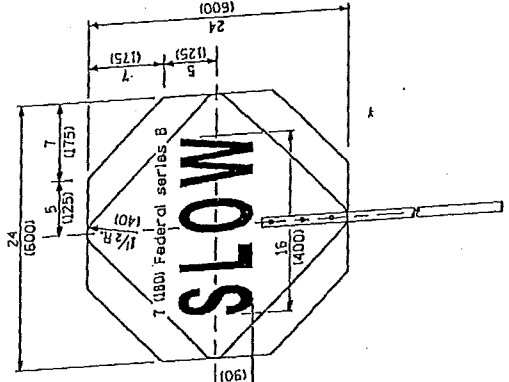
HIGH LEVEL WARNING DEVICE

ROAD CONSTRUCTION NEXT X MILES
C20-1101-6036

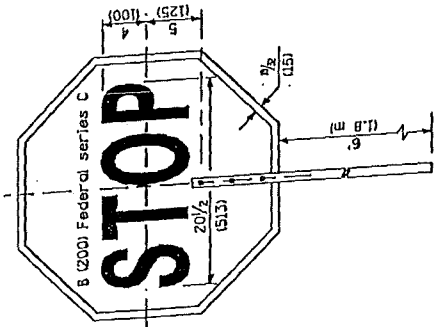
END CONSTRUCTION
C20-20101-6024

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



REVERSE SIDE



FRONT SIDE

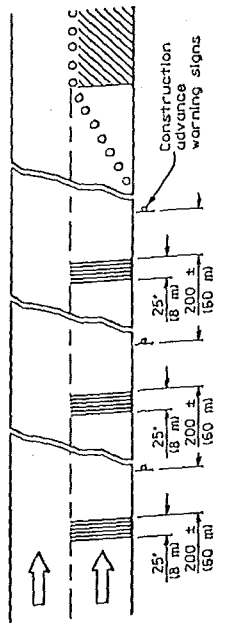
FLAGGER TRAFFIC CONTROL SIGN

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

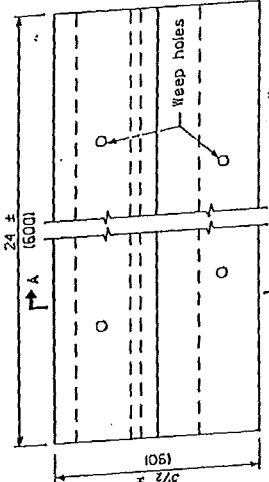
Illinois Department of Transportation
 APPROVED: [Signature] JUNE 11, 2009
 ENGINEER OF OPERATIONS
 APPROVED: [Signature] JUNE 11, 2009
 MANAGER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

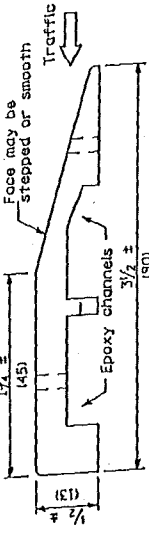
TRAFFIC CONTROL DEVICES
 (Sheet 2 of 3)
STANDARD 701901-01



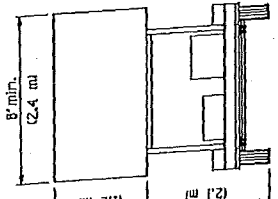
TYPICAL INSTALLATION



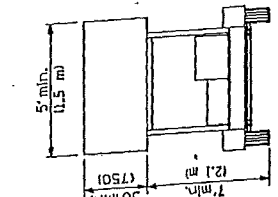
PLAN



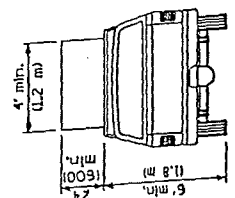
SECTION A-A



TYPE C
TRAILER
MOUNTED



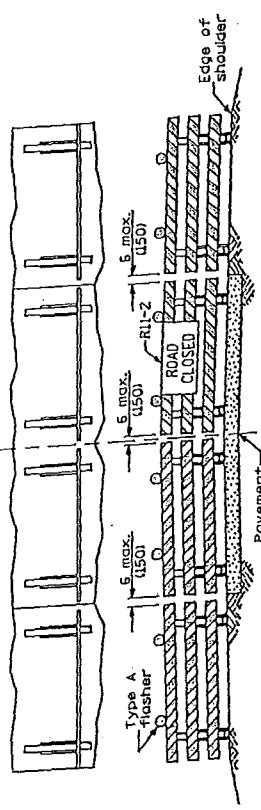
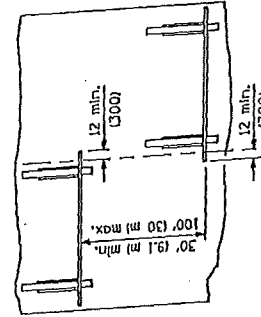
TYPE B
ROOF OR TRAILER
MOUNTED



TYPE A
ROOF
MOUNTED

ARROW BOARDS

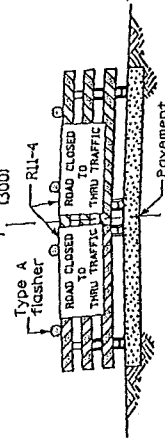
TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

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

TYPICAL APPLICATIONS OF
TYPE III BARRICADES CLOSING A ROAD



ROAD CLOSED THRU TRAFFIC

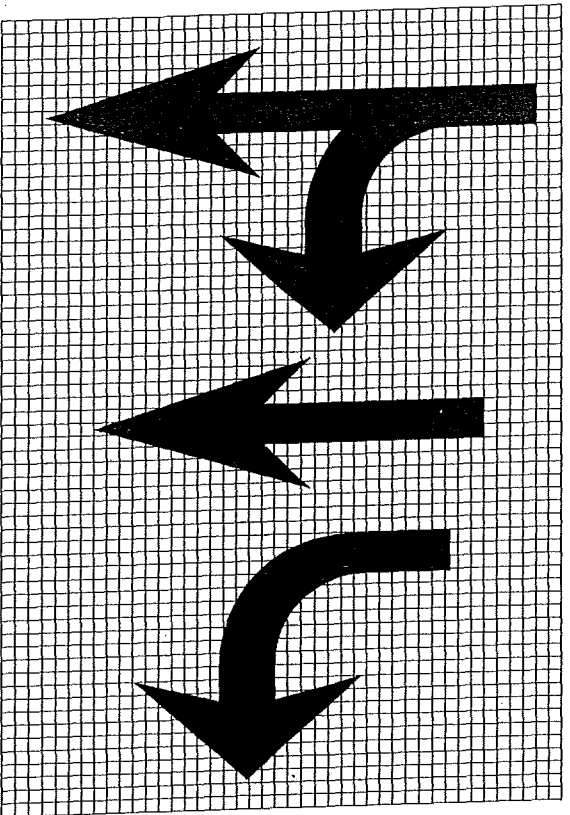
ReflectORIZED striping shall appear on both sides of the barricade. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

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

TRAFFIC CONTROL
DEVICES
(Sheet 3 of 3)
STANDARD 70190T-01

Illinois Department of Transportation
APPROVED: [Signature] JUNE 21, 2009
ENGINEER OF SPECIAL INVESTIGATION
APPROVED: [Signature] JUNE 21, 2009
GENERAL SUPERVISOR AND SUPERVISOR

A B C D E F G H I J
 K L M N O P Q R S
 T U V W X Y Z 1 2
 3 4 5 6 7 8 9 0



20' 16 mi. urban
 30' 13 mi. rural
 (between arrow
 and word or
 between words)

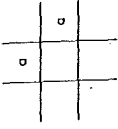
Small sizes: urban
 Large sizes: rural

6' (1.8 m) urban
 8' (2.4 m) rural

ONLY

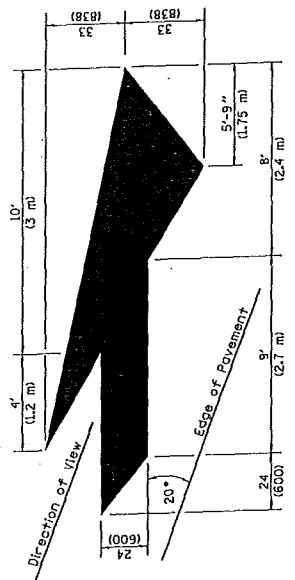
WORD AND ARROW LAYOUT

Legend	Arrow Size	c
8' (1.8 m)	Small	2.5 (74)
8' (2.4 m)	Large	3.8 (96)



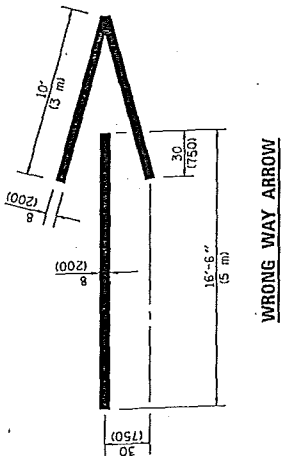
The space between adjacent letters or words should be as indicated by 'c' for 6' (1.8 m) legend and 4' (1.00) for 8' (2.4 m) legend.

LETTER AND ARROW GRID SCALE



LANE DROP ARROW

Right lane drop arrow shown.
 Use mirror image for left lane.



WRONG WAY ARROW

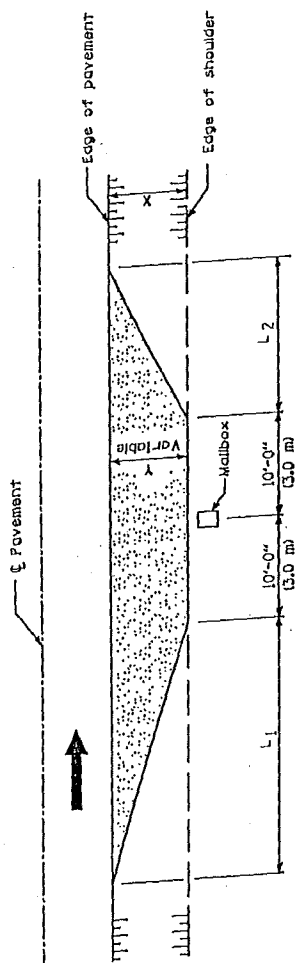
TYPICAL PAVEMENT MARKINGS

(Sheet 2 of 2)

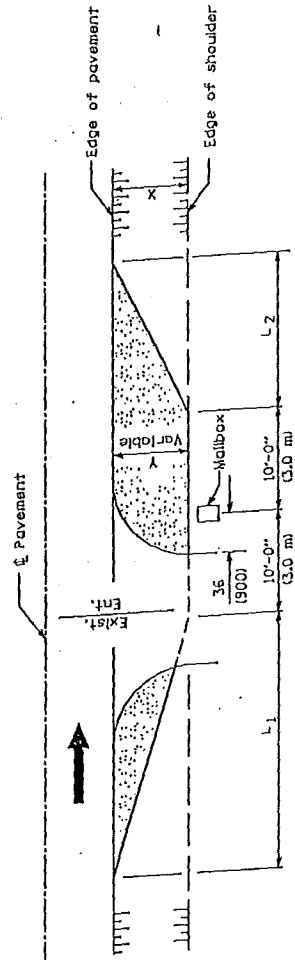
STANDARD 780001-03

Illinois Department of Transportation
 APPROVED January 1, 2012
 ENGINEER (OF OPERATIONS)
 APPROVED January 1, 2012
 ENGINEER OF DESIGN AND ENVIRONMENT

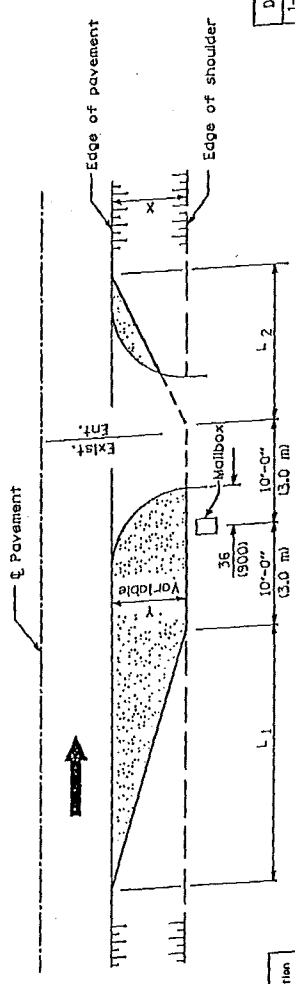
ISSUED 1-1-97



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)
Width of Turnout (y)	8 (2.4)	6 (1.8)	5 (1.5)	4 (1.2)	3 (0.9)	2 (0.6)
L-1	30 (9.0)	25 (7.6)	20 (6.1)	15 (4.5)	10 (3.0)	5 (1.5)
L-2	20 (6.0)	15 (4.5)	10 (3.0)	7 (2.1)	5 (1.5)	3 (0.9)

Note: Dimensions for Township and District Roads may vary from the above dimensions.

GENERAL NOTES

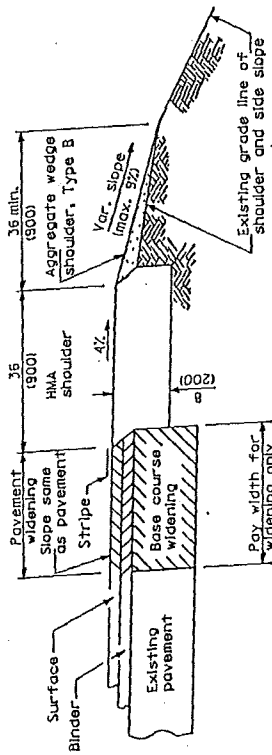
Mailboxes shall be mounted such that the face of the mailbox is 6 (150) to 12 (300) and the post a minimum of 24 (600) from the edge of the turnout surfacing.

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

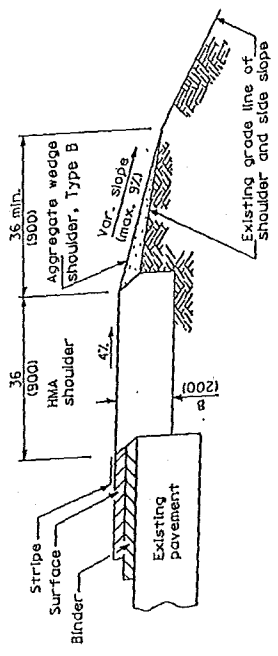
DATE	REVISIONS
1-1-08	Switched units to English (metric)
1-1-99	Add width of shoulder x.

Illinois Department of Transportation
 APPROVED: [Signature] 2007
 SUPERVISOR OF HIGHWAYS
 DIVISION OF HIGHWAYS AND STREETS
 APPROVED: [Signature] 2008
 DIVISION OF ORDER AND ENVIRONMENT

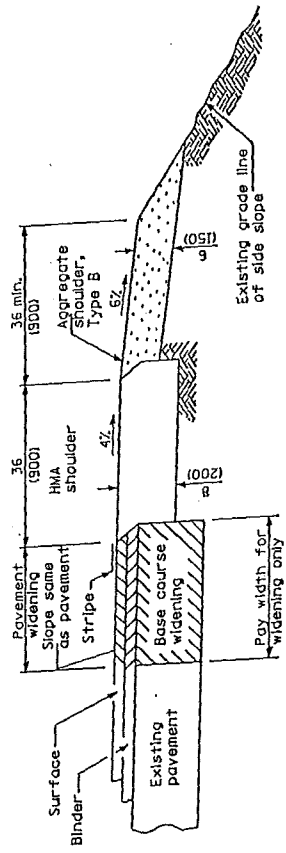
MAILBOX TURNOUT FOR LOCAL ROADS
 STANDARD B.L.R. 24-2



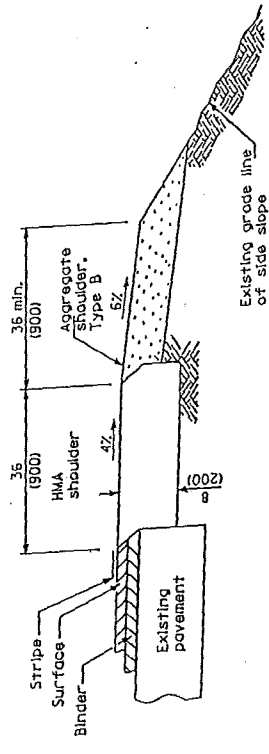
HMA SHOULDER AND AGGREGATE WEDGE WITH WIDENING
(Cross-section E)



HMA SHOULDER AND AGGREGATE WEDGE WITH RESURFACING
(Cross-section G)



HMA AND AGGREGATE SHOULDERS WITH WIDENING
(Cross-section F)



HMA AND AGGREGATE SHOULDERS WITH RESURFACING
(Cross-section H)

Missouri Department of Transportation
 PASSED: [Signature] 2008
 ENGINEER OF PROJECT AND PROVISIONS
 APPROVED: [Signature] 2008
 ENGINEER OF DESIGN AND ENVIRONMENT

HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
(Sheet 2 of 2)

STANDARD 482011-03