



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. Randall Road

SECTION NO. 14-00436-00 GM

TYPES OF FUNDS MFT

SPECIFICATIONS (required)

PLANS (required)

NOT FOR BID

**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 P. Szayulski  
Regional Engineer

Date 7/16/14

**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 McHenry County DOT
Section Number 14-00436-00-GM
Route Randall Road

Sealed proposals for the improvement described below will be received at the office of The McHenry County Division,
of Transportation, 16111 Nelson Road, Woodstock, IL 60098 until 9:00 AM on August 7, 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 August 7, 2014

DESCRIPTION OF WORK

Name McHenry County Length: 31500.00 feet ( 5.96 miles)
Location Randall Road
Proposed Improvement HMA Surface Removal of longitudinal centerline joint between the drive lanes, other
longitudinal seams between lanes, rutting at intersections and necessary patching.

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 14-00436-00-GM  
Route Randall Road

1. Proposal of \_\_\_\_\_  
for the improvement of the above section by the construction of \_\_\_\_\_  
HMA surface removal of longitudinal centerline joint between the drive lanes, other  
longitudinal seams between lanes, rutting at intersections and necessary patching.

a total distance of 31500.00 feet, of which a distance of 31500.00 feet, ( 5.960 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 July 17, 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 09/26/2014 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 14-00436-00-GM.
- 8. The successful bidder at the time of execution of the contract will be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond or check shall be forfeited to the Awarding Authority.
- 9. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
- 10. A bid will be declared unacceptable if neither a unit price nor a total price is shown.
- 11. The undersigned submits herewith the schedule of prices on BLR 12200a covering the work to be performed under this contract.
- 12. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12200a, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.

NOT FOR BIDDING





SCHEDULE OF PRICES

County McHenry
Local Public Agency McHenry County
Section 14-00436-00-GM
Route Randall Road

Schedule for Multiple Bids

Table with 3 columns: Combination Letter, Sections Included in Combinations, Total

Schedule for Single Bid

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

Bidder's Proposal for making Entire Improvements

Main bid table with 6 columns: Item No., Items, Unit, Quantity, Unit Price, Total. Includes a 'NOT FOR BID' watermark.



RETURN WITH BID

County McHenry

Local Public Agency \_\_\_\_\_

Section Number 14-00436-00-GM

Route Randall Road

CONTRACTOR CERTIFICATIONS

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

1. **Debt Delinquency.** The bidder or contractor or subcontractor, respectively, certifies that it is not delinquent in the payment of any tax administered by the Department of Revenue unless the individual or other entity is contesting, in accordance with the 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.

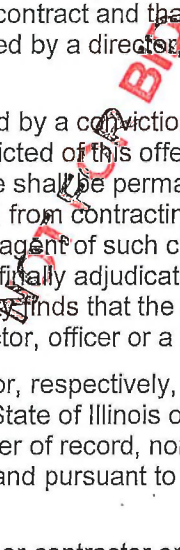
2. **Bid-Rigging or Bid Rotating.** The bidder or contractor or subcontractor, respectively, certifies that it is not barred from contracting with the Department by reason of a violation of either 720 ILCS 5/33E-3 or 720 ILCS 5/33E-4.

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 14-00436-00-GM  
Route Randall Road

(If an individual)

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

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

(If a partnership)

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

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

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

Inset Names and Addressed of All Partners



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

NOT FOR BID

(If a corporation)

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

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

President

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

Inset Names of Officers



President \_\_\_\_\_

Secretary \_\_\_\_\_

Treasurer \_\_\_\_\_

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

Secretary



Route Randall Road
County McHenry
Local Agency McHenry Co. DOT
Section 14-00436-00-GM

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

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

By: \_\_\_\_\_ (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 (grid)

Electronic Bid Bond ID Code

(Company/Bidder Name)

(Signature and Title)

Date





Letting Date: 8/7/2014 Item No.: \_\_\_\_\_

Contract No.: \_\_\_\_\_

Route: Randall Road

Section: 14-00436-00-GM

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.

**NOT FOR BID**

\_\_\_\_\_  
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



# Illinois Department of Transportation

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

## Affidavit of Availability For the Letting of 8/7/2014

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                                |  |  |  |  |  |                    |

NOT FOR BID

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

**Part III. Work Subcontracted to Others.**

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

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

NOT FOR BID

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 \_\_\_\_\_





**Return with Bid**

|              |                           |
|--------------|---------------------------|
| Route        | <u>Randall Road</u>       |
| County       | <u>McHenry</u>            |
| Local Agency | <u>McHenry County DOT</u> |
| Section      | <u>14-00436-00-GM</u>     |

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

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

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

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

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

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

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

By: \_\_\_\_\_  
(Signature)

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

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



**Illinois Department  
of Transportation**

**Affidavit of Illinois Business Office**

County McHenry  
 Local Public Agency McHenry County DOT  
 Section Number 14-00436-00-GM  
 Route Randall Road

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

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

being first duly sworn upon oath, states as follows:

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

VOID FOR BID

\_\_\_\_\_  
(Signature)  
 \_\_\_\_\_  
(Print Name of Affiant)

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

(SEAL)

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



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

This contract is a completion date contract with a **September 26, 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

The HMA Surface Removal (Special) and placement of HMA Surface Course, IL 9.9, "Mix D", N70 shall be performed on the north and south bound drive lanes on Randall Road. The longitudinal joint between the drive lanes shall be milled four (4') feet, two (2') feet on each side of the longitudinal joint to a depth of two (2") inches. At the intersection of Randall Rd. and Algonquin Rd. the two turn lanes and the two west bound lanes on Algonquin Rd. on the east side of Randall Rd. shall be milled two (2") inches and two (2") inches of HMA Surface mixed placed in the milled area. The longitudinal seams between the drive lane and the turning lanes at Angela, Polaris and Algonquin roads shall be milled and surfaced the same as the longitudinal joint on Randall. HMA milling shall be performed just north of Acorn Lane. The milling shall consist of milling to a depth of four (4") inches and placing HMA Surface in the milled areas. HMA milling to a depth of four (4") inches shall occur in other designated areas on Randall Road.

This work consists of construction of HMA Surface Removal 2" and 4" (Special), HMA Surface Course, Superpave, Mix D, IL 9.5, N70, Short Term Pavement Marking, Removal of Raised Reflective Markers, Installation of Recessed Markers, Permanent Pavement Marking installation and Traffic Control & Protection 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 Surface Course, IL 9.5," Mix D", IL 9.5, N70 shall be placed in all milled areas. 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 224 pounds per square yard ( $\pm 1.5$ ") on all roads.

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 14-00436-00-GM

Randall Rd.

| Project                   | Begin Point   | End Point       | Length (ft) | Paymnt Width (ft) | Improvements |
|---------------------------|---------------|-----------------|-------------|-------------------|--------------|
| Location A<br>Randall Rd. | Harnish Drive | Alexandra Blvd. | 28,512      | 25.8 to 24.8      | Patching     |



**ESTIMATE OF QUANTITIES  
RANDALL ROAD PATCHING  
HARNISH DRIVE TO ALEXANDRA BLVD**

| Project   | Ave. Pavt Width (FT) | Gross Length (FT) | Minimum Paving Width (FT) | Bit Mat (Prime) (SS-1) (LBS) | Agg (Prime) (Ton) | Surface (Ton) | Traffic Control & Protection (LS) | Short Term Pavt Markers (FT) | Raised Reflective Pavt Mkt Removal (EA) | Recessed Reflective Pavt Mkt (EA) | Bit Surface Removal 2" (SPECIAL) (SY) | Bit Surface Removal 4" (SPECIAL) (SY) |
|---|----------------------|-------------------|---------------------------|------------------------------|-------------------|---------------|-----------------------------------|------------------------------|---|-----------------------------------|---------------------------------------|---------------------------------------|
| Location A<br>Randall Rd.<br>Harnish to Alexandra | 4.0                  | 31,500            | 4.0                       | 6,090                        | 42                | 1,680         | 1                                 | 2,864                        | 424                                     | 424                               | 14,000                                | 500                                   |
| <b>TOTALS:</b>                                    |                      | <b>31,500</b>     |                           | <b>6,090</b>                 | <b>42</b>         | <b>1,680</b>  | <b>1</b>                          | <b>2,864</b>                 | <b>424</b>                              | <b>424</b>                        | <b>14,000</b>                         | <b>500</b>                            |

Bituminous Materials (Prime Coat) was calculated on the basis of 0.05 pounds per square yard.

Aggregate (Prime Coat) was calculated on the basis of 3 pound per square yard.

Surface Bituminous Mixtures were calculated on the basis of 112 pounds per inch per sy.

# Thermoplastic Pavement Marking Schedule

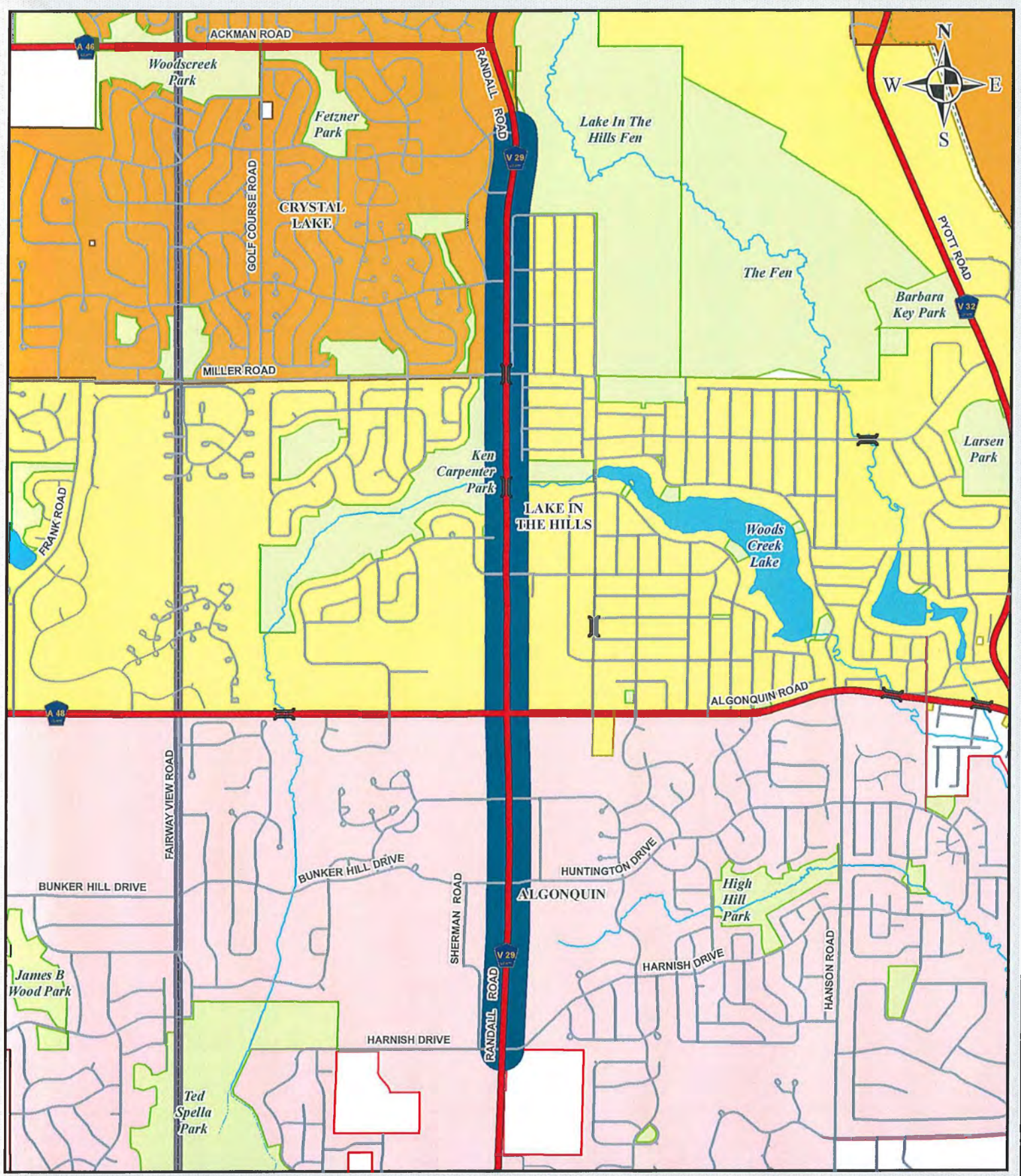
## McHenry County Division of Transportation

| Location  | Removal (sqft) | L&S (sqft)    | Pavement Marking Lines-Variious (lin ft) |            |    |     |           | L&S Summary |          |                           |
|---|----------------|---------------|--|------------|----|-----|-----------|-------------|----------|---------------------------|
|   |                |               | 4"                                       | 6"         | 8" | 12" | 24"       | Only        | Arrow    | RR Crossing (2-R's and X) |
| Randall Road, Alexandra Boulevard to Harish Drive |                | 145.60        | 3,750                                    | 450        |    |     | 48        | 4           | 4        |                           |
| <b>Total</b>                                      |                | <b>145.60</b> | <b>3,750</b>                             | <b>450</b> |    |     | <b>48</b> | <b>4</b>    | <b>4</b> |                           |

**Detector Loop - Type 1 Schedule**  
**McHenry County Division of Transportation**

| Location   | Quantity, Detector Loop Type 1 (Feet) |
|--|---------------------------------------|
|  |                                       |
| Randall Road, Alexandra Boulevard to Harnish Drive | 400                                   |
|  |                                       |
| <b>Total</b>                                       | <b>400</b>                            |





**DISCLAIMER**  
 Information on this map may contain inaccuracies or typographical 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 but not limited to 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 profit resulting from any use or misuse of this information. Information herein has been reproduced from original sources. Information produced on this map should not be used in place of a survey or legal documents.

**DATE**  
 January, July 14, 2014

**FILE**  
 Randall Road Patching

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

**LEGEND**

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

0 500 1,000 2,000 Feet

**SCALE**  
 1 inch = 2,000 feet

**LOCATION A**

**SECTION NO.**  
**14-00436-00-GM**



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. 2-1-69)(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 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 August 1 and September 19, 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     |                |
| 5026I            | 7        | Building Removal-Case I (Non-Friable and Friable Asbestos)  | Sept. 1, 1990    | April 1, 2010  |
| 5048I            | 8        | Building Removal-Case II (Non-Friable Asbestos)   | Sept. 1, 1990    | April 1, 2010  |
| 5049I            | 9        | Building Removal-Case III (Friable Asbestos)  | Sept. 1, 1990    | April 1, 2010  |
| 5053I            | 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     | Aug. 1, 2014   |
| * 80341          | 13       | Coilable Nonmetallic Conduit  | Aug. 1, 2014     |                |
| 80198            | 14       | Completion Date (via calendar days)   | April 1, 2008    |                |
| 80199            | 15       | Completion Date (via calendar days) Plus Working Days   | April 1, 2008    |                |
| 80293            | 16       | Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet   | April 1, 2012    | April 1, 2014  |
| 80294            | 17       | Concrete Box Culverts with Skews ≤ 30 Degrees Regardless of Design Fill and Skews > 30 Degrees with Design Fills > 5 Feet | April 1, 2012    | April 1, 2014  |
| 80311            | 18       | Concrete End Sections for Pipe Culverts   | Jan. 1, 2013     |                |
| * 80334          | 19       | Concrete Gutter, Curb, Median, and Paved Ditch  | April 1, 2014    | Aug. 1, 2014   |
| 80277            | 20       | Concrete Mix Design – Department Provided   | Jan. 1, 2012     | Jan. 1, 2014   |
| 80261            | 21       | Construction Air Quality – Diesel Retrofit  | June 1, 2010     | Jan. 1, 2014   |
| 80335            | 22       | Contract Claims   | April 1, 2014    |                |
| 80029            | 23       | Disadvantaged Business Enterprise Participation   | Sept. 1, 2000    | Aug. 2, 2011   |
| 80265            | 24       | ✓ Friction Aggregate  | Jan. 1, 2011     |                |
| 80229            | 25       | Fuel Cost Adjustment  | April 1, 2009    | July 1, 2009   |
| 80329            | 26       | Glare Screen  | Jan. 1, 2014     |                |
| 80303            | 27       | Granular Materials  | Nov. 1, 2012     |                |
| * 80304          | 28       | Grooving for Recessed Pavement Markings   | Nov. 1, 2012     | Aug. 1, 2014   |
| 80246            | 29       | ✓ Hot-Mix Asphalt – Density Testing of Longitudinal Joints  | Jan. 1, 2010     | April 1, 2012  |
| 80322            | 30       | ✓ Hot-Mix Asphalt – Mixture Design Composition and Volumetric Requirements  | Nov. 1, 2013     |                |
| 80323            | 31       | Hot-Mix Asphalt – Mixture Design Verification and Production  | Nov. 1, 2013     |                |
| 80315            | 32       | Insertion Lining of Culverts  | Jan. 1, 2013     | Nov. 1, 2013   |
| 80336            | 33       | Longitudinal Joint and Crack Patching   | April 1, 2014    |                |
| 80324            | 34       | LRFD Pipe Culvert Burial Tables   | Nov. 1, 2013     | April 1, 2014  |
| 80325            | 35       | LRFD Storm Sewer Burial Tables  | Nov. 1, 2013     |                |
| * 80045          | 36       | Material Transfer Device  | June 15, 1999    | Aug. 1, 2014   |
| * 80342          | 37       | Mechanical Side Tie Bar Insert  | Aug. 1, 2014     |                |
| 80165            | 38       | Moisture Cured Urethane Paint System  | Nov. 1, 2006     | Jan. 1, 2010   |
| 80337            | 39       | Paved Shoulder Removal  | April 1, 2014    |                |
| 80330            | 40       | Pavement Marking for Bike Symbol  | Jan. 1, 2014     |                |
| 80298            | 41       | ✓ Pavement Marking Tape Type IV   | April 1, 2012    |                |
| 80254            | 42       | ✓ Pavement Patching   | Jan. 1, 2010     |                |
| 80331            | 43       | Payrolls and Payroll Records  | Jan. 1, 2014     |                |
| 80332            | 44       | Portland Cement Concrete – Curing of Abutments and Piers  | Jan. 1, 2014     |                |

| <u>File Name</u> | <u>#</u> | <u>Special Provision Title</u>  | <u>Effective</u> | <u>Revised</u> |
|------------------|----------|---|------------------|----------------|
| 80326            | 45       | Portland Cement Concrete Equipment                                      | Nov. 1, 2013     |                |
| 80338            | 46       | Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching         | April 1, 2014    |                |
| * 80343          | 47       | Precast Concrete Handhole   | Aug. 1, 2014     |                |
| 80300            | 48       | Preformed Plastic Pavement Marking Type D - Inlaid                      | April 1, 2012    |                |
| 80328            | 49       | Progress Payments   | Nov. 2, 2013     |                |
| 80281            | 50       | Quality Control/Quality Assurance of Concrete Mixtures                  | Jan. 1, 2012     | Jan. 1, 2014   |
| 34261            | 51       | Railroad Protective Liability Insurance                                 | Dec. 1, 1986     | Jan. 1, 2006   |
| 80157            | 52       | Railroad Protective Liability Insurance (5 and 10)                      | Jan. 1, 2006     |                |
| 80306            | 53       | ✓ Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS) | Nov. 1, 2012     | April 1, 2014  |
| 80327            | 54       | Reinforcement Bars  | Nov. 1, 2013     |                |
| 80283            | 55       | Removal and Disposal of Regulated Substances                            | Jan. 1, 2012     | Nov. 2, 2012   |
| 80319            | 56       | ✓ Removal and Disposal of Surplus Materials                             | Nov. 2, 2012     |                |
| * 80344          | 57       | Rigid Metal Conduit   | Aug. 1, 2014     |                |
| 80307            | 58       | Seeding   | Nov. 1, 2012     |                |
| * 80340          | 59       | Speed Display Trailer   | April 2, 2014    |                |
| 80339            | 60       | Stabilized Subbase  | April 1, 2014    |                |
| 80127            | 61       | Steel Cost Adjustment   | April 2, 2004    | April 1, 2009  |
| 80317            | 62       | Surface Testing of Hot-Mix Asphalt Overlays                             | Jan. 1, 2013     |                |
| 80301            | 63       | Tracking the Use of Pesticides  | Aug. 1, 2012     |                |
| 80333            | 64       | Traffic Control Setup and Removal Freeway/Expressway                    | Jan. 1, 2014     |                |
| 20338            | 65       | Training Special Provisions   | Oct. 15, 1975    |                |
| 80318            | 66       | Traversable Pipe Grate  | Jan. 1, 2013     | April 1, 2014  |
| * 80345          | 67       | Underpass Luminaire   | Aug. 1, 2014     |                |
| * 80346          | 68       | Waterway Obstruction Warning Luminaire                                  | Aug. 1, 2014     |                |
| 80288            | 69       | Warm Mix Asphalt  | Jan. 1, 2012     | Nov. 1, 2013   |
| 80302            | 70       | Weekly DBE Trucking Reports   | June 2, 2012     |                |
| 80289            | 71       | Wet Reflective Thermoplastic Pavement Marking                           | Jan. 1, 2012     |                |
| 80071            | 72       | 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   |

| <u>File Name</u> | <u>Special Provision Title</u>                                    | <u>New Location</u>  | <u>Effective</u> | <u>Revised</u> |
|------------------|---|--|------------------|----------------|
| 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  |
| 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



The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", Adopted August 7, 2014, 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 # 14-00436-00-GM, 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 14-00436-00-GM**

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**PREQUALIFICATION FOR BIDDERS**

Prequalification of bidders in accordance with the applicable parts of Check Sheet I.RS6 of the *Supplemental Specifications and Recurring Special Provisions* will be required for this Section.

**WORKING HOURS**

**This project shall be night work completed during the hours of 7:00 pm to 6:00 am. No workers or equipment shall be allowed on the road before 7:00 pm and all workers and equipment shall be off the road by 6:00 am.**

**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.

**QUALITY CONTROL/QUALITY ASSURANCE**

This is a Quality Control/Quality Assurance (QC/QA) project in accordance with Article 1030 of the Standard Specifications. Special Provisions for Growth Curve acceptance are included in these special provisions and shall be followed.

**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, 702 and 703 of the Standard Specifications and as directed by the Engineer.

Temporary portable changeable message signs shall be provided for the patching on Randall Road and they shall be placed four days prior to the work beginning. Requirements and

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maintenance of the message sign devices shall be in accordance with the applicable parts of Article 701 and 1106.02 (i) of the Standard Specifications and as directed by the Engineer. Placement of and text for the message boards shall be provided at the pre-construction meeting.

Basis of Payment: This work will be paid for at the contract unit price per lump sum for **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 these Special Provisions and Article 403 of the *Standard Specifications for Road and Bridge Construction*. Method of payment shall be by the pound 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.

Basis of Payment: This work will be paid for at the contract unit price per pound for **BITUMINOUS MATERIAL (PRIME COAT) SS-1**, which price shall include all labor, equipment and traffic control necessary to complete the work.

**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.

**HMA SURFACE REMOVAL (SPECIAL)**

HMA SURFACE REMOVAL (SPECIAL) shall be done in accordance with Section 442 of the Standard Specifications. The hot mix asphalt surface removal required in this contract is to a depth of two (2") or four (4") inches. HMA Surface Course, II. 9.5, "Mix D", N70 shall be placed in the milled area and shall be a separate pay item. All edges of the patch shall be saw cut before the HMA Surface mix is placed. If deformities occur in the HMA Surface mix the whole patch shall be removed, at the Contractors expense and replaced with HMA Surface mix. All patching locations that have been milled shall be filled with HMA Surface mix and Temporary Tape placed by the end of each working day.

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This work consists of removal of the existing bituminous pavement to a thickness of 2.0” on Randall Road and Algonquin Roads per the details. The 4” removal work shall be designated in drive lane areas. This 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 this operation become the property of the Contractor.

Basis of Payment: This work will be paid for at the contract unit price per square yard for **HMA Surface Removal – 2” (Special) or HMA Surface Removal - 4” (Special) and HMA SURFACE COURSE, IL 9.5, “Mix D”, N70** which price shall include all labor, equipment and traffic control necessary to complete the work.

**HMA BLEEDING OR FLUSHING**

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

**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)

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

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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.

**RECESSED REFLECTIVE PAVEMENT MARKERS**

This work consists of removing, 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.



**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.

## DETECTOR LOOP.

Revise Section 886 of the Standard Specifications to read:

### Description.

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

### Procedure.

A minimum of seven (7) working days prior to the Contractor cutting loops, the Contractor shall have the proposed loop locations marked and contact the Area Traffic Signal Maintenance and Operations Engineer (815) 334-4960 to inspect and approve the layout. When preformed detector loops are installed, the Contractor shall have them inspected and approved prior to the pouring of the Portland cement concrete surface, using the same notification process as above.

### Installation.

Loop detectors shall be installed according to the requirements of the "District One Standard Traffic Signal Design Details." Saw-cuts (homeruns on preformed detector loops) from the loop to the edge of pavement shall be made perpendicular to the edge of pavement when possible in order to minimize the length of the saw-cut (homerun on preformed detector loops) unless directed otherwise by the Engineer or as shown on the plan.

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

Each loop detector lead-in wire shall be labeled in the handhole using a Panduit PLFIM water proof tag, or an approved equal, secured to each wire with nylon ties.

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

(a) Type I. All loops installed in new asphalt pavement shall be installed in the binder course and not in the surface course. The edge of pavement, curb and handhole shall be cut with a 1/4 inch (6.3 mm) deep x 4 inches (100 mm) saw cut to mark location of each loop lead-in.

(b) Loop sealant shall be a two-component thixotropic chemically cured polyurethane either Chemque Q-Seal 295, Percol Elastic Cement AC Grade or an approved equal. The sealant shall be installed 1/8 inch (3 mm) below the pavement surface, if installed above the surface the overlap shall be removed immediately.

(c) Detector loop measurements shall include the saw cut and the length of the loop lead-in to the edge of pavement. The lead-in wire, including all necessary connections for proper operations, from the edge of pavement to the handhole, shall be included in the price of the detector loop. Unit duct, trench and backfill, and drilling of pavement or handholes shall be included in detector loop quantities.

(d) Preformed. This work shall consist of furnishing and installing a rubberized or crosslinked polyethylene heat resistant preformed traffic signal loop in accordance with the Standard Specifications, except for the following:

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

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

(g) Preformed detector loops shall be factory assembled with ends capped and sealed against moisture and other contaminants. Homeruns and interconnects shall be pre-wired and shall be an integral part of the loop assembly. The loop configurations and homerun lengths shall be assembled for the specific application. The loop and homerun shall be constructed using 11/16 inch (17.2 mm) outside diameter (minimum), 3/8 inch (9.5 mm) inside diameter (minimum) Class A oil resistant synthetic cord reinforced hydraulic hose with 250 psi (1,720 kPa) internal pressure rating or a similarly sized XLPE cable jacket. Hose for the loop and homerun assembly shall be one continuous piece. No joints or splices shall be allowed in the hose except where necessary to connect homeruns or interconnects to the loops. This will provide maximum wire protection and loop system strength. Hose tee connections shall be heavy duty high temperature synthetic rubber. The tee shall be of proper size to attach directly to the hose, minimizing glue joints. The tee shall have the same flexible properties as the hose to insure that the whole assembly can conform to pavement movement and shifting without cracking or breaking. For XLPE jacketed preformed loops, all splice connections shall be soldered, sealed, and tested before being sealed in a high impact glass impregnated plastic splice enclosure. The wire used shall be #16 THWN stranded copper. The number of turns in the loop shall be application specific. Homerun wire pairs shall be twisted a minimum of four turns per foot. No wire splices will be allowed in the preformed loop assembly. The loop and homeruns shall be filled and sealed with a flexible sealant to insure complete moisture blockage and further protect the wire. The preformed loops shall be constructed to allow a minimum of 6.5 feet of extra cable in the handhole.

#### Method of Measurement.

This work will be measured for payment in feet (meters) in place. Type I detector loop will be measured along the sawed slot in the pavement containing the loop and lead-in, rather than the actual length of the wire. Preformed detector loops will be measured along the detector loop and lead-in embedded in the pavement, rather than the actual length of the wire.

#### Basis of Payment.

This work shall be paid for at the contract unit price per foot (meter) for DETECTOR LOOP, TYPE I or PREFORMED DETECTOR LOOP as specified in the plans, which price shall be payment in full for furnishing and installing the detector loop and all related connections for proper operation.



## 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 to the acceptability of placement and maintenance of all traffic control devices.

**HOT MIX ASPHALT – PRIME COAT (BMPR)**

Effective: February 19, 2013

Revised: June 1, 2014

Revise Note 1 of Article 406.02 of the Standard Specifications to read:

"Note 1. The bituminous material used for prime coat shall be one of the types listed in the following table.

When emulsified asphalts are used, any dilution with water shall be performed by the emulsion producer. The emulsified asphalt shall be thoroughly agitated within 24 hours of application and show no separation of water and emulsion.

| Application                                 | Bituminous Material Types  |
|---|--|
| Prime Coat on Brick, Concrete, or HMA Bases | SS-1, SS-1h, SS-1hP, SS-1vh, RS-1, RS-2, CSS-1, CSS-1h, CSS-1hp, CRS-1, CRS-2, HFE-90, RC-70 |
| Prime Coat on Aggregate Bases               | MC-30, PEP"  |

Add the following to Article 406.03 of the Standard Specifications.

- "(i) Vacuum Sweeper ..... 1101.19
- (j) Spray Paver ..... 1102.06"

Revise Article 406.05(b) of the Standard Specifications to read:

"(b) Prime Coat. The bituminous material shall be prepared according to Article 403.05 and applied according to Article 403.10. The use of RC-70 shall be limited to air temperatures less than 60 °F (15 °C).

- (1) Brick, Concrete or HMA Bases. The base shall be cleaned of all dust, debris and any substance that will prevent the prime coat from adhering to the base. Cleaning shall be accomplished by sweeping to remove all large particles and air blasting to remove dust. As an alternative to air blasting, a vacuum sweeper may be used to accomplish the dust removal. The base shall be free of standing water at the time of application. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface as specified in the following table.

| Type of Surface to be Primed   | Residual Asphalt Rate<br>lb/sq ft (kg/sq m) |
|--|---|
| Milled HMA, Aged Non-Milled HMA, Milled Concrete, Non-Milled Concrete & Tined Concrete | 0.05 (0.244)                                |
| Fog Coat between HMA Lifts, IL-4.75 & Brick  | 0.025 (0.122)                               |

The bituminous material for the prime coat shall be placed one lane at a time. Unless a spray paver meeting the requirements specified herein is used, the primed lane shall remain closed until the prime coat is fully cured and does not pick up under traffic. When placing prime coat through an intersection where it is not possible to keep the lane closed, the prime coat may be covered immediately following its application with fine aggregate mechanically spread at a uniform rate of 2 to 4 lb/sq yd (1 to 2 kg/sq m).

- (2) Aggregate Bases. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface of 0.25 lb/sq ft  $\pm$  0.01 (1.21 kg/sq m  $\pm$  0.05).

The prime coat shall be permitted to cure until the penetration has been approved by the Engineer, but at no time shall the curing period be less than 24 hours for MC-30 or four hours for PEP. Pools of prime occurring in the depressions shall be broomed or squeegeed over the surrounding surface the same day the prime coat is applied.

The base shall be primed 1/2 width at a time. The prime coat on the second half/width shall not be applied until the prime coat on the first half/width has cured so that it will not pick up under traffic.

The residual asphalt binder rate will be verified a minimum of once per type of surface to be primed as specified herein for which at least 2000 tons (1800 metric tons) of HMA will be placed. The test will be according to the "Determination of Residual Asphalt in Prime and Tack Coat Materials" test procedure.

Prime coat shall be fully cured prior to placement of HMA to prevent pickup by haul trucks or paving equipment. If pickup occurs, paving shall cease in order to provide additional cure time, and all areas where the pickup occurred shall be repaired.

If after five days loss of prime coat is evident prior to covering with HMA, additional prime coat shall be placed as determined by the Engineer at no additional cost to the Department."

Revise the last sentence of the first paragraph of Article 406.13(b) of the Standard Specifications to read:

"Water added to emulsified asphalt as allowed in Article 406.02 will not be included in the quantities measured for payment."

Revise the second paragraph of Article 406.13(b) of the Standard Specifications to read:

"Aggregate for covering prime coat will not be measured for payment."

Revise the first paragraph of Article 406.14 of the Standard Specifications to read:

**406.14 Basis of Payment.** Prime Coat will be paid for at the contract unit price per pound (kilogram) of residual asphalt for BITUMINOUS MATERIALS (PRIME COAT), or POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)."

Revise Article 407.02 of the Standard Specifications to read:

**407.02 Materials.** Materials shall be according to Article 406.02, except as follows.

| Item  | Article/Section |
|---|-----------------|
| (a) Packaged Rapid Hardening Mortar or Concrete ..... | 1018"           |

Revise Article 407.06(b) of the Standard Specifications to read:

"(b) A bituminous prime coat shall be applied between each lift of HMA according to Article 406.05(b)."

Delete the second paragraph of Article 407.12 of the Standard Specifications.

Revise the first paragraph of Article 408.04 of the Standard Specifications to read:

**408.04 Method of Measurement.** Bituminous priming material will be measured for payment according to Article 406.13."

Revise the first paragraph of Article 408.05 of the Standard Specifications to read:

**408.05 Basis of Payment.** This work will be paid for at the contract unit price per pound (kilogram) of residual asphalt applied for BITUMINOUS MATERIALS (PRIME COAT) or POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) and at the contract unit price per ton (metric ton) for INCIDENTAL HOT-MIX ASPHALT SURFACING."

Revise Article 1032.02 of the Standard Specifications to read:

**1032.02 Measurement.** Asphalt binders, emulsified asphalts, rapid curing liquid asphalt, medium curing liquid asphalts, slow curing liquid asphalts, asphalt fillers, and road oils will be measured by weight.

A weight ticket for each truck load shall be furnished to the inspector. The truck shall be weighed at a location approved by the Engineer. The ticket shall show the weight of the empty truck (the truck being weighed each time before it is loaded), the weight of the loaded truck, and the net weight of the bituminous material.

When an emulsion or cutback is used for prime coat, the percentage of asphalt residue of the actual certified product shall be shown on the producer's bill of lading or attached certificate of analysis. If the producer adds extra water to an emulsion at the request of the purchases, the amount of water shall also be shown on the bill of lading.

Payment will not be made for bituminous materials in excess of 105 percent of the amount specified by the Engineer."

Add the following to the table in Article 1032.04 of the Standard Specifications.

|             |         |        |
|-------------|---------|--------|
| "SS-1vh     | 160-180 | 70-80  |
| RS-1, CRS-1 | 75-130  | 25-55" |

Add the following to Article 1032.06 of the Standard Specifications.

"(g) Non Tracking Emulsified Asphalt SS-1vh:

| Requirements for SS-1vh               |     |           |                    |
|---------------------------------------|-----|-----------|--------------------|
| Test                                  |     | SPEC      | AASHTO Test Method |
| Saybolt Viscosity @ 25C,              | SFS | 20-200    | T 72               |
| Storage Stability, 24hr.,             | %   | 1 max.    | T 59               |
| Residue by Evaporation,               | %   | 50 min.   | T 59               |
| Sieve Test,                           | %   | 0.3 max.  | T 59               |
| Tests on Residue from Evaporation     |     |           |                    |
| Penetration @25°C, 100g., 5 sec., dmm |     | 20 max.   | T 49               |
| Softening Point,                      | °C  | 65 min.   | T 53               |
| Solubility,                           | %   | 97.5 min. | T 44               |
| Orig. DSR @ 82°C,                     | kPa | 1.00 min. | T 315"             |

Revise the last table in Article 1032.06(f)(2)d. of the Standard Specifications to read:

| "Grade  | Use                                |
|---|------------------------------------|
| SS-1, SS-1h, RS-1, RS-2, CSS-1, CRS-1, CRS-2, CSS-1h, HFE-90, SS-1hP, CSS-1hP, SS-1vh | Prime or fog seal                  |
| PEP   | Bituminous surface treatment prime |
| RS-2, HFE-90, HFE-150, HFE-300, CRSP, HFP, CRS-2, HFRS-2                              | Bituminous surface treatment       |
| CSS-1h Latex Modified   | Microsurfacing"                    |

Add the following to Article 1101 of the Standard Specifications.

"1101.19 Vacuum Sweeper. The vacuum sweeper shall have a minimum sweeping path of 52 in. (1.3 m) and a minimum blower rating of 20,000 cu ft per minute (566 cu m per minute)."

Add the following to Article 1102 of the Standard Specifications:

**1102.06 Spray Paver.** The spreading and finishing machine shall be capable of spraying a rapid setting emulsion tack coat, paving a layer of HMA, and providing a smooth HMA mat in one pass. The HMA shall be spread over the tack coat in less than five seconds after the application of the tack coat during normal paving speeds. No wheel or other part of the paving machine shall come into contact with the tack coat before the HMA is applied. In addition to meeting the requirements of Article 1102.03, the spray paver shall also meet the requirements of Article 1102.05 for the tank, heating system, pump, thermometer, tachometer or synchronizer, and calibration. The spray bar shall be equipped with properly sized and spaced nozzles to apply a uniform application of tack coat at the specified rate for the full width of the mat being placed."



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

SPECIAL PROVISION  
FOR  
INSURANCE

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

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

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

**McHenry County Division of Transportation**

**and their agents**

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

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

SPECIAL PROVISION  
FOR  
GROWTH CURVE

Effective: March 1, 2008  
Revised: January 1, 2010

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.

The Contractor shall perform a growth curve at the beginning of placement of each type of mix and each lift. The growth curve for each type of mix and each lift shall be performed within the first 200 tons (180 metric tons). If an adjustment is made to the specific mix design, the Engineer reserves the right to request an additional growth curve and supporting tests at the Contractor's expense.

Compaction of the growth curve shall commence immediately after the course is placed and at a temperature of not less than 280 °F (140 °C). The growth curve, consisting of a plot of lb/cu m (kg/cu m) vs. number of passes with the project breakdown roller, shall be developed. Roller speed during the growth curve testing shall be the same as the normal paving operation. This curve shall be established by use of a nuclear gauge. Tests shall be taken after each pass until the highest lb/cu ft (kg/cu m) is obtained. This value shall be the target density provided the HMA Gyratory air voids are within acceptable limits. If the HMA Gyratory air voids are not within the specified limits, corrective action shall be taken, and a new target density shall be established.

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

At least one core sample per day shall be taken at a location specified by the Engineer. Core densities will be determined using the Illinois-Modified AASHTO T 166 or T 275 procedure by the Department. The core density shall be according to Articles 1030.05(d)(4) and (d)(7). The QA Manager is responsible for assuring and documenting that the determined number of roller passes has been accomplished. The Engineer reserves the right to take core samples at any time to verify density from the nuclear gauge,

All lifts and confined longitudinal joint edges shall be compacted to an average nuclear gauge density of not less than 95 percent nor greater than 102 percent of the target density obtained on the growth curve. Unconfined longitudinal joint edges shall be compacted to an average nuclear gauge density of not less than 93 percent nor greater than 102 percent of the target density obtained on the growth curve. The average nuclear gauge density shall be based on tests representing one day's production.

Quality Control density tests shall be performed at randomly selected locations within 1/2 mile (800 m) intervals per lift per lane. In no case shall more than one half day's production be completed without density testing being performed. 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 2 in. (50 mm) from each pavement edge.

If the Contractor is not controlling the compaction process and is making no effort to take corrective action, the operation shall stop as directed by the Engineer.

**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](http://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."

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.

**FRICION 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><br>Gravel<br>Crushed Gravel<br>Carbonate Crushed Stone<br>Crystalline Crushed Stone<br>Crushed Sandstone<br>Crushed Slag (ACBF)<br>Crushed Steel Slag<br>Crushed Concrete |



| Use                          | Mixture  | Aggregates Allowed  |                 |                |               |          |               |   |               |  |
|------------------------------|--|---|-----------------|----------------|---------------|----------|---------------|---|---------------|--|
| HMA<br>All Other             | Shoulders  | <u>Allowed Alone or in Combination:</u><br>Gravel<br>Crushed Gravel<br>Carbonate Crushed Stone<br>Crystalline Crushed Stone<br>Crushed Sandstone<br>Crushed Slag (ACBF) <sup>1/</sup><br>Crushed Steel Slag <sup>1/</sup><br>Crushed Concrete   |                 |                |               |          |               |   |               |  |
| HMA<br>High ESAL<br>Low ESAL | C Surface<br>IL-12.5, IL-9.5,<br>or IL-9.5L            | <u>Allowed Alone or in Combination:</u><br>Crushed Gravel<br>Carbonate Crushed Stone<br>Crystalline Crushed Stone<br>Crushed Sandstone<br>Crushed Slag (ACBF) <sup>1/</sup><br>Crushed Steel Slag <sup>1/</sup><br>Crushed Concrete   |                 |                |               |          |               |   |               |  |
| HMA<br>High ESAL             | D Surface<br>IL-12.5 or<br>IL-9.5                      | <u>Allowed Alone or in Combination:</u><br>Crushed Gravel<br>Carbonate Crushed Stone (other than<br>Limestone)<br>Crystalline Crushed Stone<br>Crushed Sandstone<br>Crushed Slag (ACBF) <sup>1/</sup><br>Crushed Steel Slag <sup>1/</sup><br>Crushed Concrete   |                 |                |               |          |               |   |               |  |
|                              |  | <u>Other Combinations Allowed:</u>  |                 |                |               |          |               |   |               |  |
|                              |  | <table border="1"> <tr> <td><i>Up to...</i></td> <td><i>With...</i></td> </tr> <tr> <td>25% Limestone</td> <td>Dolomite</td> </tr> <tr> <td>50% Limestone</td> <td>Any Mixture D aggregate other than Dolomite</td> </tr> <tr> <td>75% Limestone</td> <td>Crushed Slag (ACBF)<sup>1/</sup> or Crushed Sandstone</td> </tr> </table> | <i>Up to...</i> | <i>With...</i> | 25% Limestone | Dolomite | 50% Limestone | Any Mixture D aggregate other than Dolomite | 75% Limestone | Crushed Slag (ACBF) <sup>1/</sup> or Crushed Sandstone |
|                              |  | <i>Up to...</i>   | <i>With...</i>  |                |               |          |               |   |               |  |
|                              |  | 25% Limestone   | Dolomite        |                |               |          |               |   |               |  |
| 50% Limestone                | Any Mixture D aggregate other than Dolomite            |   |                 |                |               |          |               |   |               |  |
| 75% Limestone                | Crushed Slag (ACBF) <sup>1/</sup> or Crushed Sandstone |   |                 |                |               |          |               |   |               |  |
|                              |  |   |                 |                |               |          |               |   |               |  |
|                              |  |   |                 |                |               |          |               |   |               |  |

| Use                             | Mixture  | Aggregates Allowed  |                 |                |
|---------------------------------|--|---|-----------------|----------------|
| HMA<br>High ESAL                | F Surface<br>IL-12.5 or<br>IL-9.5  | <u>Allowed Alone or in Combination:</u><br><br>Crystalline Crushed Stone<br>Crushed Sandstone<br>Crushed Slag (ACBF) <sup>1/</sup><br>Crushed Steel Slag <sup>1/</sup><br><br>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)<sup>1/</sup>, Crushed Steel Slag<sup>1/</sup>, 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) <sup>1/</sup> , Crushed Steel Slag <sup>1/</sup> , or Crystalline Crushed Stone |   |                 |                |
| HMA<br>High ESAL                | SMA<br>Ndesign 80<br>Surface   | Crystalline Crushed Stone<br>Crushed Sandstone<br>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%” |

**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) <sup>1/</sup> |            |                  |            |                  |            |                  |           |                  |            |     |
|--|------------|------------------|------------|------------------|------------|------------------|-----------|------------------|------------|-----|
| 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 <sup>2/</sup> | 24         | 50 <sup>2/</sup> | 28         | 65               | 32        | 69               | 90         | 100 |
| #8 (2.36 mm)   | 16         | 31               | 20         | 36               | 28         | 48 <sup>3/</sup> | 32        | 52 <sup>3/</sup> | 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<br>Dust/Asphalt<br>Binder |  | 1.0 |  | 1.0 |  | 1.0 |  | 1.0 |  | 1.0 <sup>1/4</sup> |
|---------------------------------|--|-----|--|-----|--|-----|--|-----|--|--------------------|

- 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<br>High ESAL |   |         |         |        |                       |   |
|--------------------------------------|---|---------|---------|--------|-----------------------|---|
| Ndesign                              | Voids in the Mineral Aggregate<br>(VMA),<br>% minimum |         |         |        |                       | Voids Filled<br>with Asphalt<br>Binder<br>(VFA),<br>% |
|                                      | IL-25.0   | IL-19.0 | IL-12.5 | IL-9.5 | IL-4.75 <sup>1/</sup> |   |
| 50                                   | 12.0  | 13.0    | 14.0    | 15.0   | 18.5                  | 65 – 78 <sup>2/</sup>                                 |
| 70                                   |   |         |         |        | 65 - 75               |   |
| 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<br>Low ESAL | High ESAL<br>Low ESAL | All Other          | IL-4.75              | IL-4.75              |
|---------------------------------------|-----------------------|-----------------------|--------------------|----------------------|----------------------|
|                                       | Individual<br>Test    | Moving Avg.<br>of 4   | Individual<br>Test | Individual<br>Test   | Moving<br>Avg. of 4  |
| % Passing: <sup>1/</sup>              |                       |                       |                    |                      |                      |
| 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<br>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 % <sup>2/</sup>  | -0.5 % <sup>2/</sup>  |                    | -0.7 % <sup>2/</sup> | -0.5 % <sup>2/</sup> |

1/ Based on washed ignition oven

2/ Allowable limit below minimum design VMA requirement"

## HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (BDE)

Effective: November 1, 2013

Description. This special provision provides 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. This special provision also provides the plant requirements for hydrated lime addition systems used in the production of High ESAL, IL-4.75, and SMA mixes.

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 (Illinois Modified AASHTO T 324) and the Tensile Strength Test (Illinois Modified 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 necessary changes to the mix and provide passing Hamburg Wheel and tensile strength test results from a private lab. The Department will verify the passing results.

All new and renewal mix designs shall meet the following requirements for verification testing.

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

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

| PG Grade             | Number of Passes |
|----------------------|------------------|
| PG 58-xx (or lower)  | 5,000            |
| PG 64-xx             | 7,500            |
| PG 70-xx             | 15,000           |
| PG 76-xx (or higher) | 20,000           |

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

- (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 Article 1030.06(a) of the Standard Specifications to read:

“(a) High ESAL, IL-4.75 and SMA Mixtures. For each contract, a 300 ton (275 metric tons) test strip 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”.

Before start-up, target values shall be determined by applying gradation correction factors to the JMF when applicable. These correction factors shall be determined from previous experience. The target values, when approved by the Engineer, shall be used to control HMA production. Plant settings and control charts shall be set according to target values.

Before constructing the test strip, target values shall be determined by applying gradation correction factors to the JMF when applicable. After any JMF adjustment, the JMF shall become the Adjusted Job Mix Formula (AJMF). Upon completion of the first acceptable test strip, the JMF shall become the AJMF regardless of whether or not the JMF has been adjusted. If an adjustment/plant change is made, the Engineer may require a new test strip to be constructed. If the HMA placed during the initial test strip is determined to be unacceptable to remain in place by the Engineer, it shall be removed and replaced.

The limitations between the JMF and AJMF are as follows.

| Parameter              | Adjustment |
|------------------------|------------|
| 1/2 in. (12.5 mm)      | ± 5.0 %    |
| No. 4 (4.75 mm)        | ± 4.0 %    |
| No. 8 (2.36 mm)        | ± 3.0 %    |
| No. 30 (600 µm)        | *          |
| No. 200 (75 µm)        | *          |
| Asphalt Binder Content | ± 0.3 %    |

\* In no case shall the target for the amount passing be greater than the JMF.

Any adjustments outside the above limitations will require a new mix design.

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).

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 is being met. No additional mixture shall be produced until the Engineer receives passing Hamburg Wheel tests.

The Department may conduct additional Hamburg Wheel tests on production material as determined by the Engineer.”

Revise the title of Article 1030.06(b) of the Standard Specifications to read:

“(b) Low ESAL and All Other Mixtures.”

System for Hydrated Lime Addition. Revise the fourth sentence of the third paragraph of Article 1030.04(c) of the Standard Specifications to read:

“The method of application shall be according to Article 1102.01(a)(10).”

Replace the first three sentences of the second paragraph of Article 1102.01(a)(10) of the Standard Specifications to read:

“When hydrated lime is used as the anti-strip additive, a separate bin or tank and feeder system shall be provided to store and accurately proportion the lime onto the aggregate either as a slurry, as dry lime applied to damp aggregates, or as dry lime injected onto the hot aggregates prior to adding the liquid asphalt cement. If the hydrated lime is added either as a slurry or as dry lime on damp aggregates, the lime and aggregates shall be mixed by a power driven pugmill to provide a uniform coating of the lime prior to entering the dryer. If dry hydrated lime is added to the hot dry aggregates in a dryer-drum plant, the lime shall be added in such a manner that the lime will not become entrained into the air stream of the dryer-drum and that thorough dry mixing shall occur prior to the injection point of the liquid asphalt. When a batch plant is used, the hydrated lime shall be added to the mixture in the weigh hopper or as approved by the Engineer.”

Basis of Payment. Replace the seventh paragraph of Article 406.14 of the Standard Specifications with the following:

“For 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.

If an anti-stripping additive is required for any other HMA mix, the cost of the additive will be paid for according to Article 109.04. The cost incurred in introducing the additive into 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 MARKING TAPE TYPE IV (BDE)**

Effective: April 1, 2012

Revise Article 703.02 of the Standard Specifications to read:

**“703.02 Materials.** Materials shall be according to the following.

- (a) Pavement Marking Tape, Type I and Type III ..... 1095.06
- (b) Paint Pavement Markings ..... 1095.02
- (c) Pavement Marking Tape, Type IV ..... 1095.11”

Revise the second paragraph of Article 703.05 of the Standard Specifications to read:

“Type I marking tape or paint shall be used at the option of the Contractor, except paint shall not be applied to the final wearing surface unless authorized by the Engineer for late season applications where tape adhesion would be a problem. Type III or Type IV marking tape shall be used on the final wearing surface when the temporary pavement marking will conflict with the permanent pavement marking such as on tapers, crossovers and lane shifts.”

Revise the third paragraph of Article 703.07 of the Standard Specifications to read:

“When Pavement Marking Tape, Type III or Pavement Marking Tape, Type IV is specified in the contract other than on a Standard, the work will be paid for at the contract unit price per foot (meter) for PAVEMENT MARKING TAPE, TYPE III or PAVEMENT MARKING TAPE, TYPE IV of the line width specified and at the contract unit price per square feet (square meter) for PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS or PAVEMENT MARKING TAPE, TYPE IV – LETTERS AND SYMBOLS.”

Add the following to Section 1095 of the Standard Specifications:

**“1095.11 Pavement Marking Tape, Type IV.** The temporary, preformed, patterned markings shall consist of a white or yellow tape with wet retroreflective media incorporated to provide immediate and continuing retroreflection during both wet and dry conditions. The tape shall be manufactured without the use of heavy metals including lead chromate pigments or other similar, lead-containing chemicals.

The white and yellow Type IV marking tape shall meet the Type III requirements of Article 1095.06 and the following.

- (a) Composition. The retroreflective pliant polymer pavement markings shall consist of a mixture of high-quality polymeric materials, pigments and glass beads distributed throughout its base cross-sectional area, with a layer of wet retroreflective media bonded to a durable polyurethane topcoat surface. The patterned surface shall have approximately 40% ± 10% of the surface area raised and presenting a near vertical face

to traffic from any direction. The channels between the raised areas shall be substantially free of exposed beads or particles.

(b) Retroreflectance. The white and yellow markings shall meet the following for initial dry and wet retroreflectance.

(1) Dry Retroreflectance. Dry retroreflectance shall be measured under dry conditions according to ASTM D4061 and meet the values described in Article 1095.06 for Type III tape.

(2) Wet Retroreflectance. Wet retroreflectance shall be measured under wet conditions according to ASTM E2177 and meet the values shown in the following table.

| <b>Wet Retroreflectance, Initial <math>R_L</math></b> |                                    |
|---|------------------------------------|
| <b>Color</b>  | <b><math>R_L</math> 1.05/88.76</b> |
| White   | 300                                |
| Yellow  | 200                                |

(c) Color. The material shall meet the following requirements for daylight reflectance and color, when tested, using a color spectrophotometer with 45 degrees circumferential/zero degree geometry, illuminant D65, and a two degree observer angle. The color instrument shall measure the visible spectrum from 380 to 720 nm with a wavelength measurement interval and spectral bandpass of 10 nm.

| <b>Color</b> | <b>Daylight Reflectance %Y</b> |
|--------------|--------------------------------|
| White        | 65 minimum                     |
| *Yellow      | 36-59                          |

\*Shall match Federal 595 Color No. 33538 and the chromaticity limits as follows.

|   |       |       |       |       |
|---|-------|-------|-------|-------|
| x | 0.490 | 0.475 | 0.485 | 0.530 |
| y | 0.470 | 0.438 | 0.425 | 0.456 |

(d) Skid Resistance. The surface of the markings shall provide an average minimum skid resistance of 50 BPN when tested according to ASTM E303.

(e) Sampling, Testing, Acceptance, and Certification. Prior to approval and use of the wet reflective, temporary, removable pavement marking tape, the manufacturer shall submit a notarized certification from an independent laboratory, together with the results of all tests, stating that the material meets the requirements as set forth herein. The certification test report shall state the lot tested, manufacturer's name, and date of manufacture.

After approval by the Department, samples and certification by the manufacturer shall be submitted for each batch used. The manufacturer shall submit a certification stating that

the material meets the requirements as set forth herein and is essentially identical to the material sent for qualification. The certification shall state the lot tested, manufacturer's name, and date of manufacture.

All costs of testing (other than tests conducted by the Department) shall be borne by the manufacturer.”



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

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

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

**1031.04 Evaluation of Tests.** Evaluation of 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 $\mu\text{m}$ ) | $\pm 5 \%$               |
| No. 200 (75 $\mu\text{m}$ ) | $\pm 2.0 \%$             |
| Asphalt Binder              | $\pm 0.3 \%$             |
| $G_{mm}$                    | $\pm 0.03$ <sup>1/</sup> |

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

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

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

With the approval of the Engineer, the ignition oven may be substituted for extractions according to the 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: <sup>1/</sup> |                                |      |
| 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 <sub>mm</sub>          | 0.030                          |      |

1/ Based on washed extraction.

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

- (d) Acceptance by the Engineer. 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 BMPR 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 <sup>1/2,4/</sup> | Maximum % ABR          |         |                                |
|--------------------------------|------------------------|---------|--------------------------------|
|                                | Binder/Leveling Binder | Surface | Polymer Modified <sup>3/</sup> |
| Ndesign                        |                        |         |                                |
| 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  $\pm 0.5$  percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that the mixture production is halted when RAS flow is interrupted.
- (b) HMA Plant Requirements. HMA plants utilizing FRAP and/or RAS shall be capable of automatically recording and printing the following information.

(1) Dryer Drum Plants.

- a. Date, month, year, and time to the nearest minute for each print.
- b. HMA mix number assigned by the Department.
- c. Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).

- d. Accumulated dry weight of RAS and FRAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
  - e. Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.
  - f. Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.
  - g. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.
  - h. Aggregate RAS and FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAS and FRAP are printed in wet condition.)
  - i. When producing mixtures with FRAP and/or RAS, a positive dust control system shall be utilized.
  - j. Accumulated mixture tonnage.
  - k. Dust Removed (accumulated to the nearest 0.1 ton)
- (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."

## REMOVAL AND DISPOSAL OF SURPLUS MATERIALS (BDE)

Effective: November 2, 2012

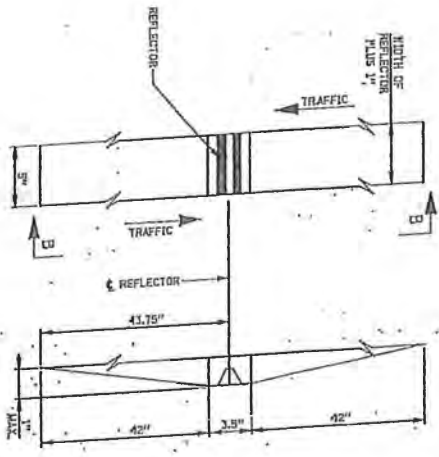
Revise the first four paragraphs of Article 202.03 of the Standard Specifications to read:

**“202.03 Removal and Disposal of Surplus, Unstable, Unsuitable, and Organic Materials.** Suitable excavated materials shall not be wasted without permission of the Engineer. The Contractor shall dispose of all surplus, unstable, unsuitable, and organic materials, in such a manner that public or private property will not be damaged or endangered.

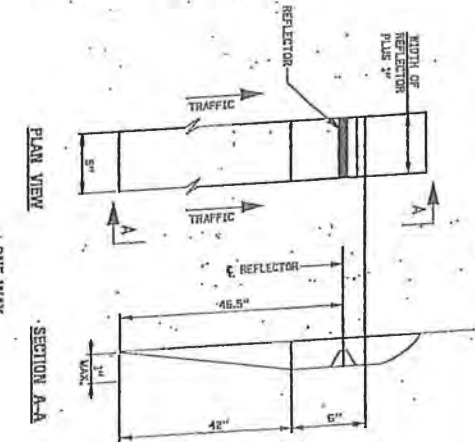
Suitable earth, stones and boulders naturally occurring within the right-of-way may be placed in fills or embankments in lifts and compacted according to Section 205. Broken concrete without protruding metal bars, bricks, rock, stone, reclaimed asphalt pavement with no expansive aggregate, or uncontaminated dirt and sand generated from construction or demolition activities may be used in embankment or in fill. If used in fills or embankments, these materials shall be placed and compacted to the satisfaction of the Engineer; shall be buried under a minimum of 2 ft (600 mm) of earth cover (except when the materials include only uncontaminated dirt); and shall not create an unsightly appearance or detract from the natural topographic features of an area. Broken concrete without protruding metal bars, bricks, rock, or stone may be used as riprap as approved by the Engineer. If the materials are used for fill in locations within the right-of-way but outside project construction limits, the Contractor must specify to the Engineer, in writing, how the landscape restoration of the fill areas will be accomplished. Placement of fill in such areas shall not commence until the Contractor's landscape restoration plan is approved by the Engineer.

Aside from the materials listed above, all other construction and demolition debris or waste shall be disposed of in a licensed landfill, recycled, reused, or otherwise disposed of as allowed by State or Federal laws and regulations. When the Contractor chooses to dispose of uncontaminated soil at a clean construction and demolition debris (CCDD) facility or at an uncontaminated soil fill operation, it shall be the Contractor's responsibility to have the pH of the material tested to ensure the value is between 6.25 and 9.0, inclusive. A copy of the pH test results shall be provided to the Engineer.

A permit shall be obtained from IEPA and made available to the Engineer prior to open burning of organic materials (i.e., plant refuse resulting from pruning or removal of trees or shrubs) or other construction or demolition debris. Organic materials originating within the right-of-way limits may be chipped or shredded and placed as mulch around landscape plantings within the right-of-way when approved by the Engineer. Chipped or shredded material to be placed as mulch shall not exceed a depth of 6 in. (150 mm).”



PLAN VIEW  
TWO WAY



PLAN VIEW  
ONE WAY

RECESSED REFLECTIVE MARKERS

INSTALLATION NOTES

1. SMOOT IN DIMENSIONS SHOWN.
2. SANDIT 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 OBLSCURE OR BLOCK THE LENS.
4. INSTALL TOP OF REFLECTOR 1/4 TO 3/8 INCH BELOW THE PAVEMENT SURFACE.
5. REFLECTOR SHALL BE 3M SERIES 220.

GENERAL NOTES

1. INSTALLATION SHALL CONFORM TO DOT HIGHWAY STANDARD T800-02 (OR LATEST) FOR MARKER PLACEMENT.
2. DOT STANDARD T800-02 SHALL BE ADAPTED TO REFLECT IN RECESSED PAVEMENT MARKERS INSTEAD OF RAISED PAVEMENT MARKERS.

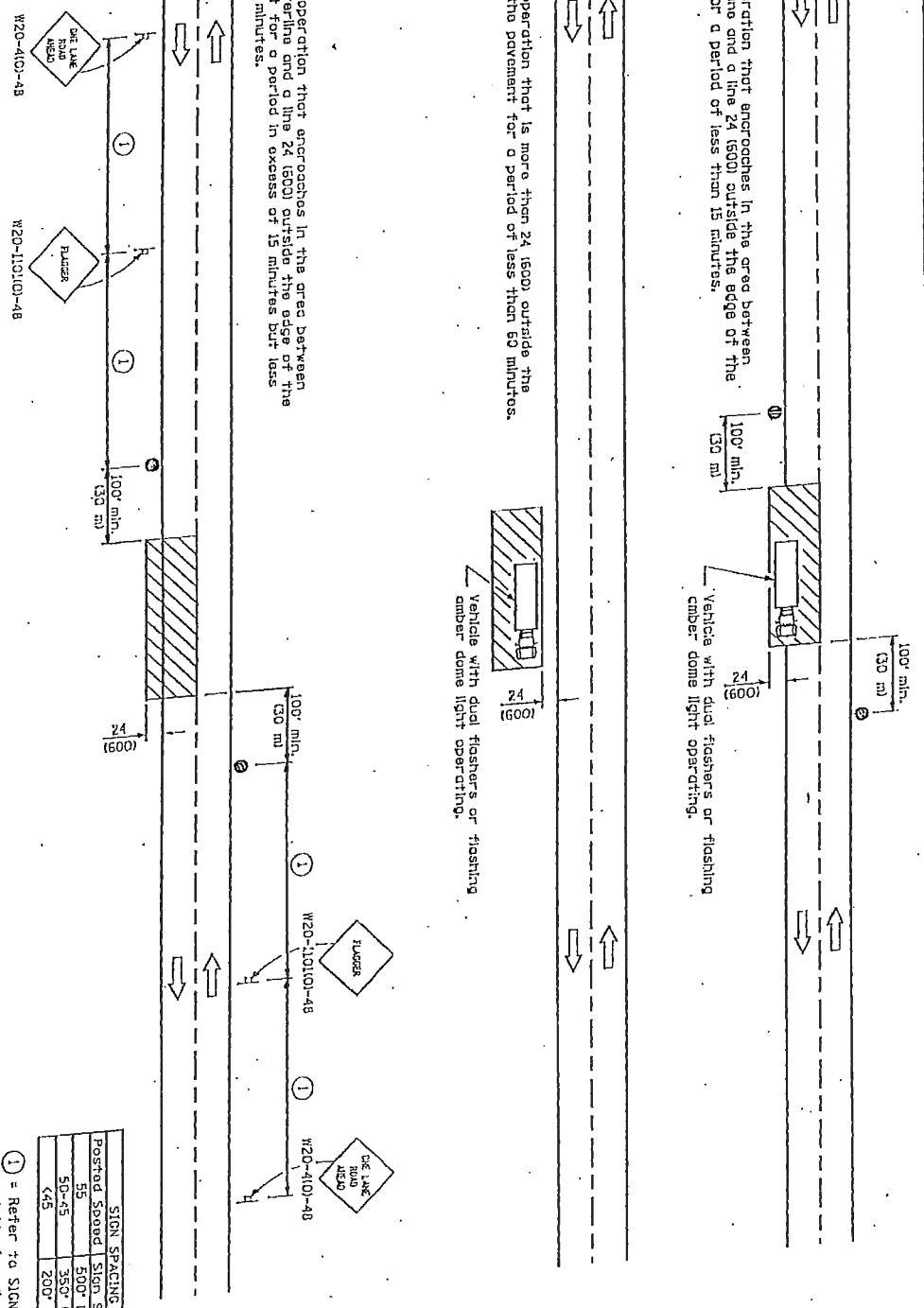
|           |                     |          |         |  |                                 |                     |            |        |      |              |           |           |      |
|-----------|---------------------|----------|---------|--|---------------------------------|---------------------|------------|--------|------|--------------|-----------|-----------|------|
| FILE NAME | USER NAME & VERSION | ASSIGNED | REVISED | McHENRY COUNTY<br>DIVISION OF TRANSPORTATION | RECESSED PAVEMENT MARKER DETAIL | SHEET NO. OF SHEETS | 374 OF 374 | TO 574 | DATE | CONTRACT NO. | SHEET NO. | OF SHEETS | DATE |
| PROJECT   | LAST DATE & VERSION | ISSUED   | REVISED |  |                                 |                     |            |        |      |              |           |           |      |

Missouri Department of Transportation  
 APPROVED: [Signature] January 1, 2003  
 ENGINEER OF OPERATIONS  
 APPROVED: [Signature] December 1, 2002  
 ENGINEER OF OPERATIONS  
 ISSUED: 1-1-97

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

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

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



TYPICAL APPLICATIONS

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

SYMBOLS

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

| SIGN SPACING |              |
|--------------|--------------|
| Posted Speed | Sign Spacing |
| 55           | 500' (150 m) |
| 50-65        | 350' (100 m) |
| 45           | 200' (60 m)  |

1 = Refer to SIGN SPACING table for distances.

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

| DATE   | REVISIONS                         |
|--------|-----------------------------------|
| 1-1-03 | Switched units to English metric. |
| 1-1-05 | Deleted FLAGGER SYMBOL sign.      |

LANE CLOSURE, 2L, 2W,  
 SHORT TIME OPERATIONS  
 STANDARD 701301-03



State Department of Transportation  
 Bureau of Planning  
 Approved: \_\_\_\_\_  
 Date: \_\_\_\_\_  
 Project: \_\_\_\_\_  
 Sheet: \_\_\_\_\_ of \_\_\_\_\_

### TYPICAL APPLICATIONS

Bituminous resurfacing  
 Milling operations  
 Utility operations  
 Shoulder operations

### SYMBOLS

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

(D) Minimum distance is 200' to 150' mi. 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' mi), whichever is less.

### GENERAL NOTES

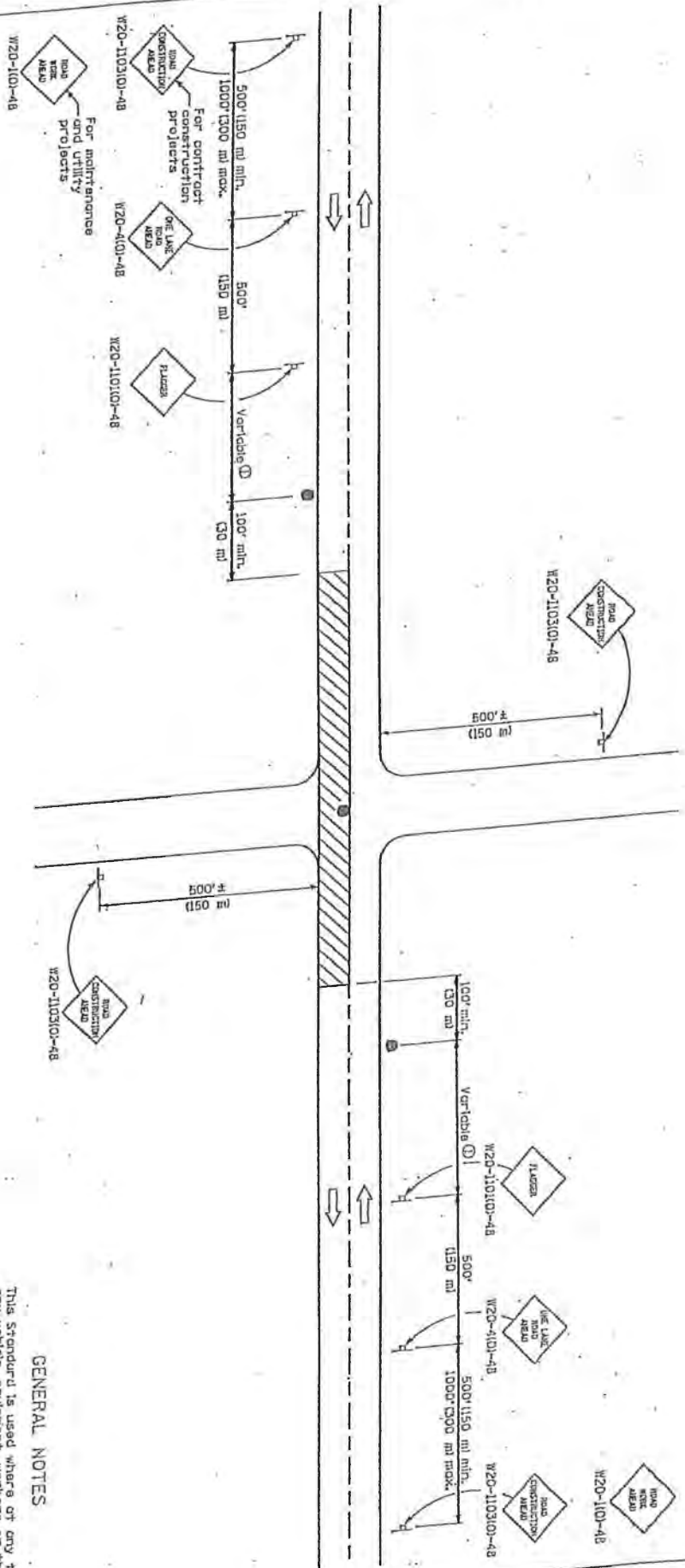
This Standard is used where at any time, any vehicle, equipment, workers or their activities require an intermittent or continuous moving operation on the pavement where the average speed of movement is greater than 1 mph (1.6 km/hr) and less than 4 mph (6.4 km/hr).

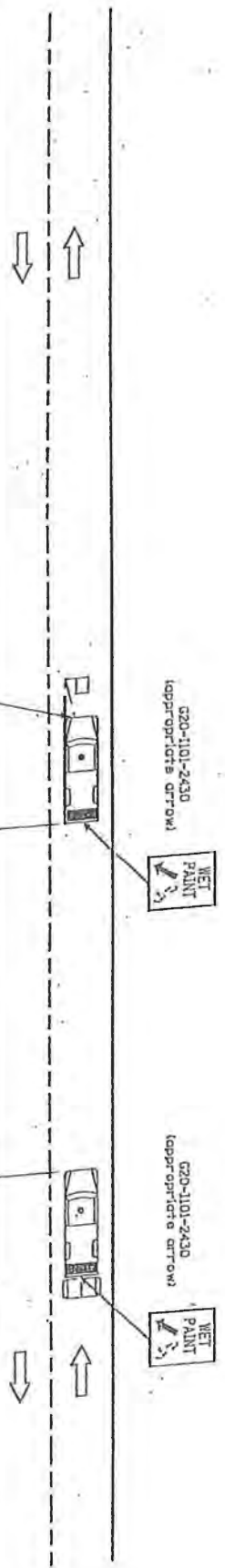
When the operation does not exceed 50 minutes, traffic control may be according to Standard 701301.

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

| DATE   | REVISIONS   |
|--------|---|
| 1-1-05 | Switched units to corrected sign No. 2.             |
| 1-1-05 | Added FLAGGER SYMBOL sign and revised sign spacing. |

LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH  
 STANDARD 701306-02





**TYPICAL APPLICATIONS**

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring

**SYMBOLS**

- Arrow board hazard mode only
- Truck with headlights, emergency flashers and flashing amber light. (visible from all directions)
- 18x18 (450x450) min. orange flag (use when guide wheel is used)
- Truck mounted attenuator

\* Distance varies depending on terrain and susceptibility of pavement markings or truck sediment to wheel tracking.

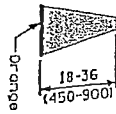
**GENERAL NOTES**

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 10142b. All dimensions are in inches (millimeters) unless otherwise shown.

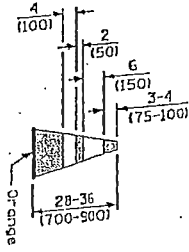
Illinois Department of Transportation  
 Approved: \_\_\_\_\_ January 1, 2003  
 DIRECTOR OF OPERATIONS  
 APPROVED: \_\_\_\_\_ January 1, 2003  
 REGISTERED DESIGN PROFESSIONAL ENGINEER

| DATE   | REVISIONS   |
|--------|---|
| 1-1-03 | Switched units to English metric. Omitted                         |
| 1-1-00 | Base with Gore alone. Elim. speed restrictions in Standard title. |

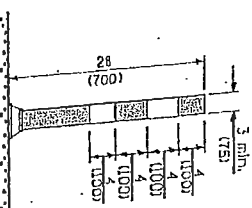
LANE CLOSURE 2L, 2W  
 MOVING OPERATIONS-DAY ONLY  
 STANDARD 701311-03



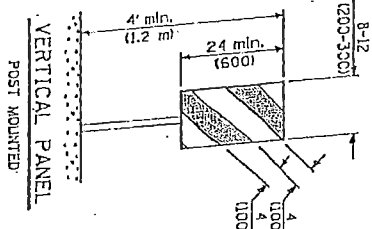
CONE



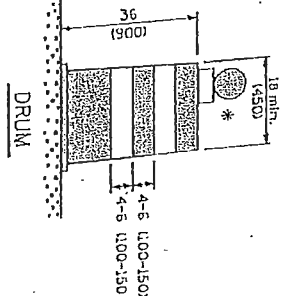
REFLECTORIZED CONE



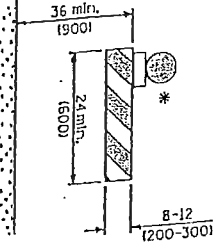
FLEXIBLE DELINEATOR



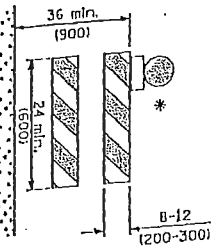
VERTICAL PANEL  
POST MOUNTED



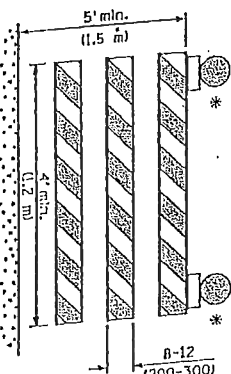
DRUM



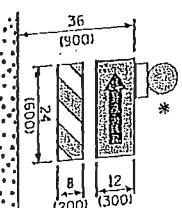
TYPE I BARRICADE



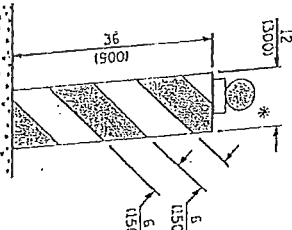
TYPE II BARRICADE



TYPE III BARRICADE



DIRECTION INDICATOR  
BARRICADE



VERTICAL BARRICADE

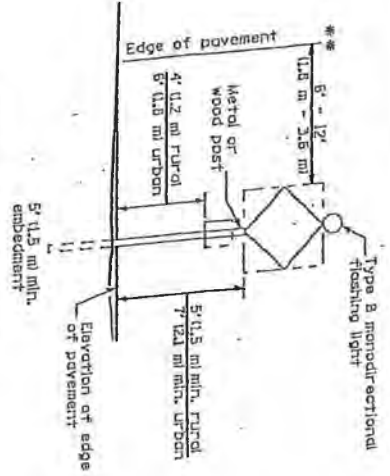
\* Warning lights (if required)

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

Michigan Department of Transportation  
DESIGNED BY: [Signature] 2003  
CHECKED BY: [Signature]  
APPROVED BY: [Signature] 2003  
REVISIONS BY: [Signature] 2003  
ISSUED 1-1-11

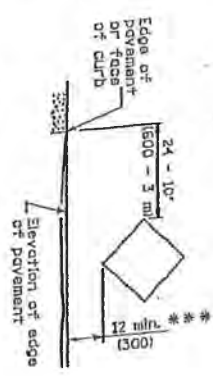
| DATE   | REVISIONS  |
|--------|--|
| 1-1-09 | Switched units to English (metric). Omitted light on vertical panel. |
| 1-1-08 | Renumbered Standard 702001-05. Rev. note for temp. signs on Sheet 2. |

TRAFFIC CONTROL DEVICES  
STANDARD 701901-01  
(Sheet 1 of 3)



**POST MOUNTED SIGNS**

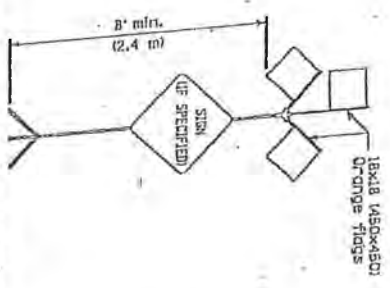
When curb or paved shoulder are present, this dimension shall be 24 (600) to the face of curb or 5' (1.5) m to the outside edge of the paved shoulder.



**SIGNS ON TEMPORARY SUPPORTS**

When work operations exceed 24 hours, this dimension shall be 24 (600) to the face of curb or 5' (1.5) m to the outside edge of the paved shoulder.

**HIGH LEVEL WARNING DEVICE**



**ROAD CONSTRUCTION NEXT X MILES** (G20-10D-6036)

**END CONSTRUCTION** (G20-20D-6024)

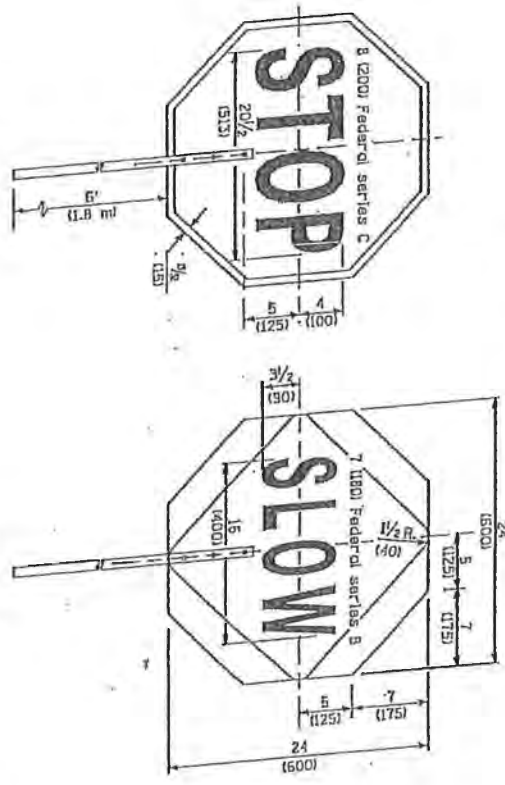
This signing is required for all projects 2 miles (3200 m) or more in length.

**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**

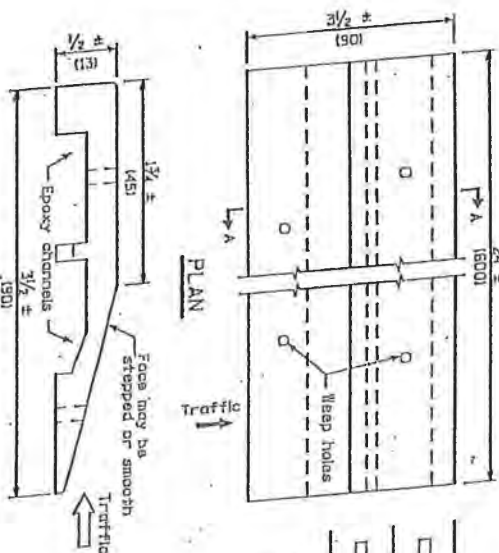
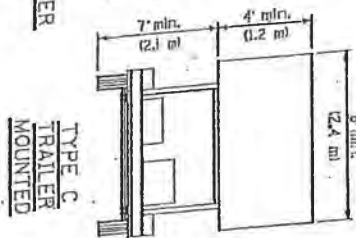
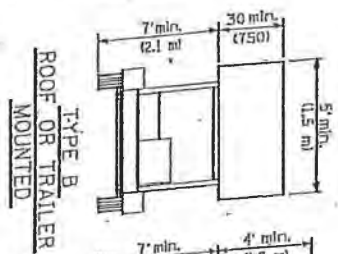
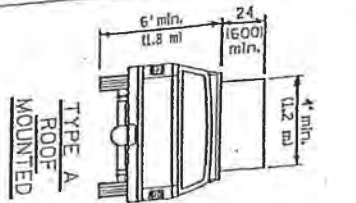


FRONT SIDE  
REVERSE SIDE  
FLAGGER TRAFFIC CONTROL SIGN

Michigan Department of Transportation  
APPROVED: [Signature] 1/1/83  
DESIGNED BY: [Signature]  
DRAWN BY: [Signature]  
ISSUED: 7-1-83

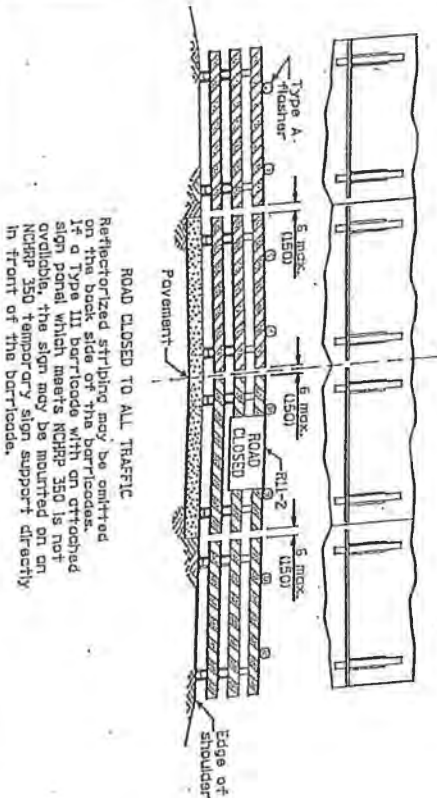
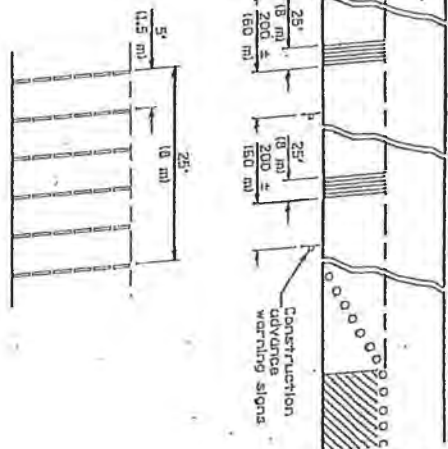
TRAFFIC CONTROL DEVICES  
STANDARD 70190T-01  
(Sheet 2 of 3)

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



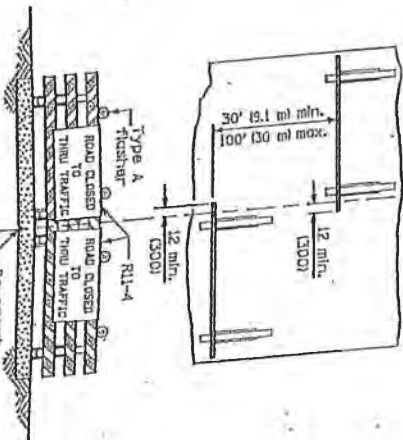
TEMPORARY RUMBLE STRIPS

TYPICAL INSTALLATION



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

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD



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

TRAFFIC CONTROL DEVICES

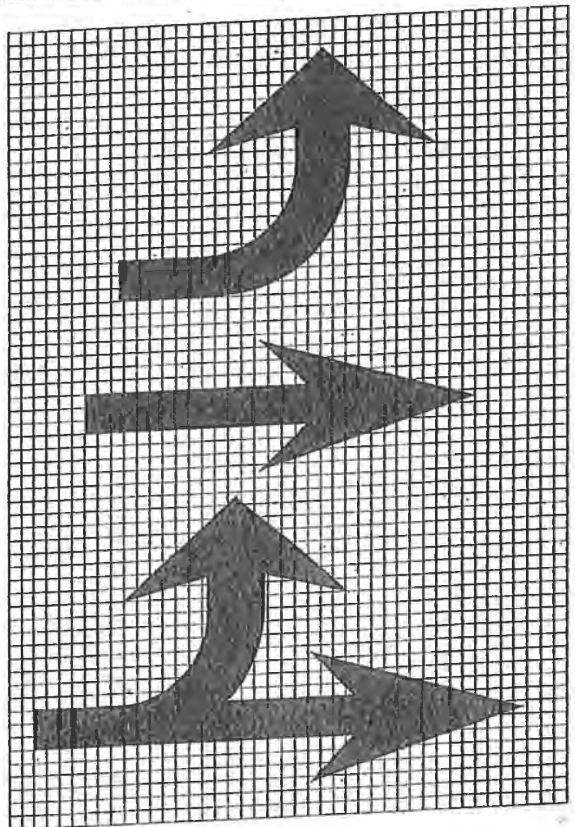
STANDARD 701901-01

(Sheet 3 of 3)

Illinois Department of Transportation  
 Approved: [Signature] 2/97  
 Designer: [Signature] 2/97  
 Checked: [Signature] 2/97  
 Date: 1-1-97  
 Project: [Signature] 2/97  
 Revision: [Signature] 2/97

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

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



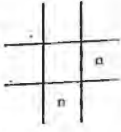
**WORD AND ARROW LAYOUT**

20' to 30' mls urban  
 30' to 45' mls rural  
 (between arrow  
 and word or  
 between words)

Small size: urban  
 Large size: rural

5' (1.5 m) urban  
 8' (2.4 m) rural

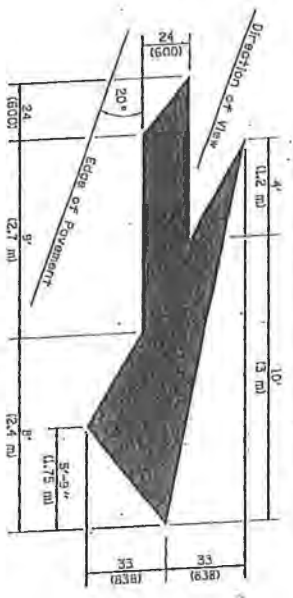
**ONLY**



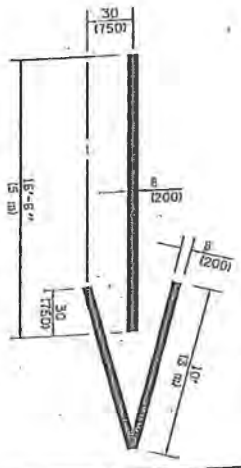
| Legend     | Arrow Size | G         |
|------------|------------|-----------|
| 5' (1.5 m) | Small      | 2.5 (7.4) |
| 8' (2.4 m) | Large      | 3.4 (9.8) |

The space between adjacent letters or numerals should be approximately 3 (7.5) for 5' (1.5 m) legend and 4 (10.0) 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**

STANDARD 780001-03  
 Sheet 2 of 21

Approved: *[Signature]* January 1, 2012  
 Director, Virginia Department of Transportation  
 Approved: *[Signature]* January 1, 2012  
 District Engineer, District 2  
 Issued: 1-1-97



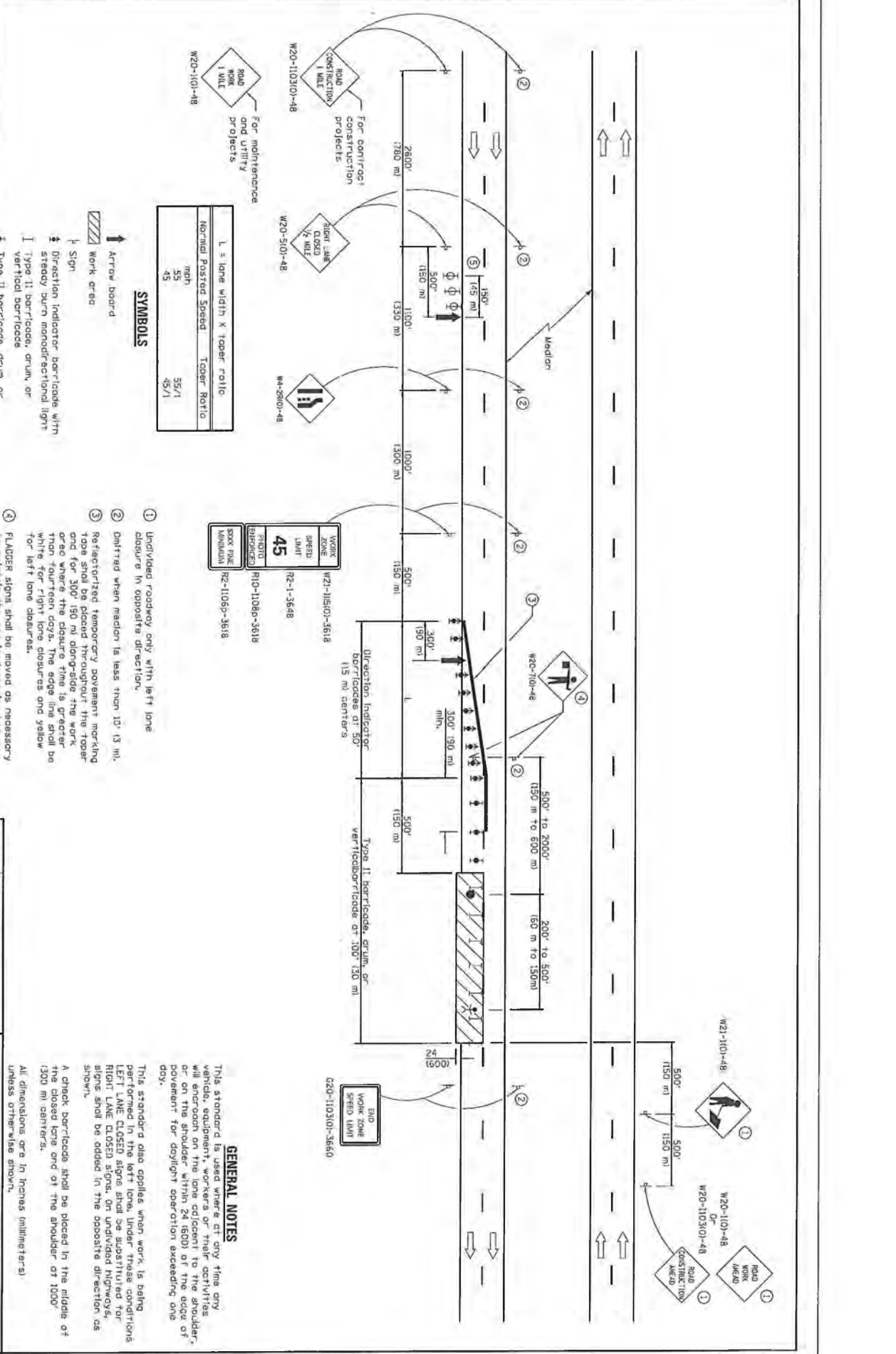
L = lane width X taper ratio  
 Normal Posted Speed Taper Ratio  
 mph 55 55/1  
 45 45/1

- SYMBOLS**
- ↑ Arrow board
  - ▨ Work area
  - h Sign
  - ⇄ Direction indicator barricade with steady burn monodirectional light
  - I Type II barricade, drum, or vertical barricade
  - ⊕ Type II barricade, drum, or vertical barricade with steady burn monodirectional light
  - ⊙ Flagger with traffic control sign
  - ⊙ Worker
  - ⊙ Type II barricade, drum, or vertical barricade with monodirectional flashing light

- 1 Unidirectional roadway only, with left lane closure in opposite direction.
- 2 Delineated when median is less than 10' (3 m).
- 3 Reflectorized temporary pavement marking tape shall be placed throughout the taper and for 300' (90 m) along-side the work area where the closure time is greater than fourteen days. The edge line shall be white for right lane closures and yellow for left lane closures.
- 4 FLASHER signs shall be moved as necessary to maintain the required spacing between the sign and each separate work activity.
- 5 Three Type II barricades, drums, or vertical barricades at 50' (15 m) centers.

| DATE   | REVISIONS   |
|--------|---|
| 1-1-14 | Revised worker's sign number to agree with current MUTCD                          |
| 1-1-13 | Rev. PHOTO EXCHANGED sign no. Modified signage. Added devices at first arrow brd. |
|        | Delineated raised markers.  |

**LANE CLOSURE, MULTILANE, FOR SPEEDS ≥ 45 MPH TO 55 MPH**  
**STANDARD 701422-06**



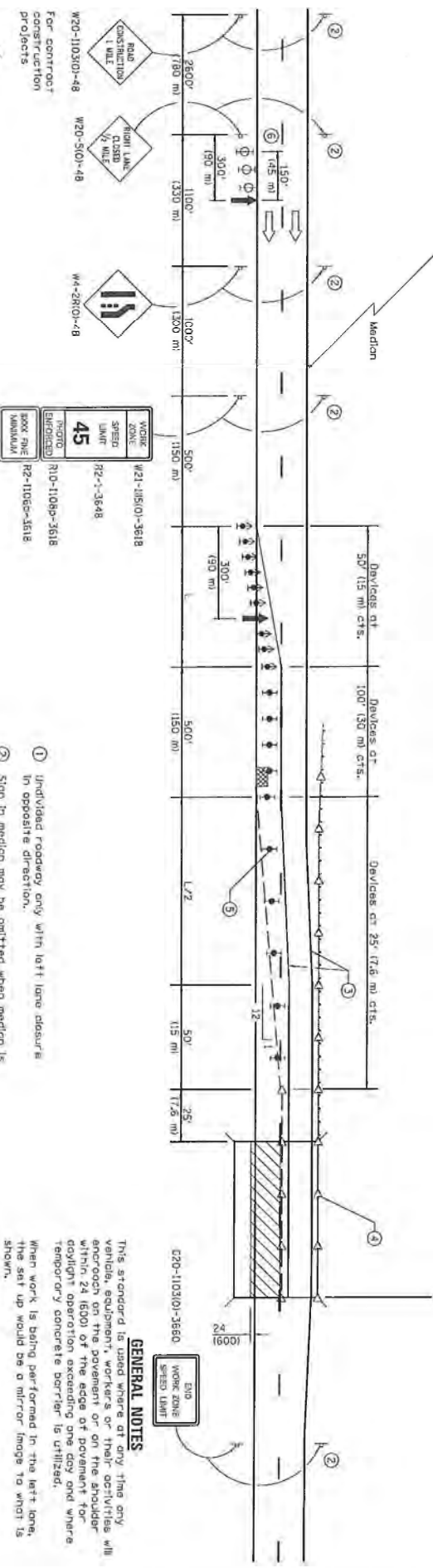
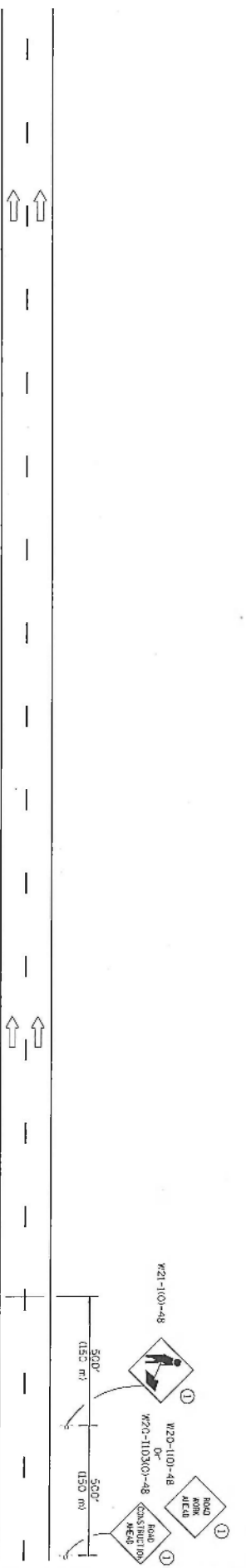
**GENERAL NOTES**

This standard is used where at any time any vehicle, equipment, workers or their activities will encroach on the lane adjacent to the shoulder, or on the shoulder within 24 (600) ft of the edge of pavement for daylight operation exceeding one day.

This standard also applies when work is being performed in the left lane, under these conditions LEFT LANE CLOSED signs shall be substituted for RIGHT LANE CLOSED signs, or unidirectional signs shall be added in the opposite direction as shown.

A check barricade shall be placed in the middle of the closed lane end at the shoulder at 1000' (300 m) centers.

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



**SYMBOLS**

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light
- Type II barricade, drum, or vertical monodirectional light
- Temporary concrete barrier
- Monodirectional barrier wall/guardrail marker
- Impact attenuator
- Type II barricade, drum, or vertical barricade with monodirectional flashing light



- 1 Undivided roadway only, with left lane shoulder in opposite direction.
- 2 Sign in median may be omitted when median is less than 10' (3 m).
- 3 Temporary pavement marking tape shall be placed throughout the taper and along-side the work area. The right edge line shall be white and the left edge line shall be yellow.
- 4 Barrier wall/guardrail markers at 25' (7.6 m). Markers on right shall be crystal and markers on left shall be amber. See Standards 704001 and 635001.
- 5 Variable barricades shall not be used in lane shift tapers.
- 6 Three Type II barricades, drums, or vertical barricades at 50' (15 m) centers.

**GENERAL NOTES**

This standard is used where at any time any vehicle, equipment, workers or their activities will encroach on the pavement or on the shoulder within 24 (600) of the edge of pavement for daylight operation exceeding one day and where temporary concrete barrier is utilized.

When work is being performed in the left lane, the set up would be a mirror image to what is shown.

Calculate L as follows:

NORMAL POSTED SPEED FORMULAS

45 mph (80 km/h) English (Metric)

or more L=(W)(S) L=(0.65)(W)(S)

W = width of offset In feet (meters).

S = Normal posted speed

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

Illinois Department of Transportation

APPROVED: [Signature] 2007.1.1. 2004

DESIGNED BY: [Signature] 2004

APPROVED BY: [Signature] 2004

ENGINEER OF DESIGN AND SUPERVISOR

ISSUED 1-1-00

| DATE   | REVISIONS   |
|--------|---|
| 1-1-14 | Revised worker's sign number to agree with current MUTCD.   |
| 1-1-13 | Rev. PHOTO ENFORCED sign no. omit WORKERS sign. Rev. BEGINS sign with PHOTO ENFORCED. Add devices at arrow board. |

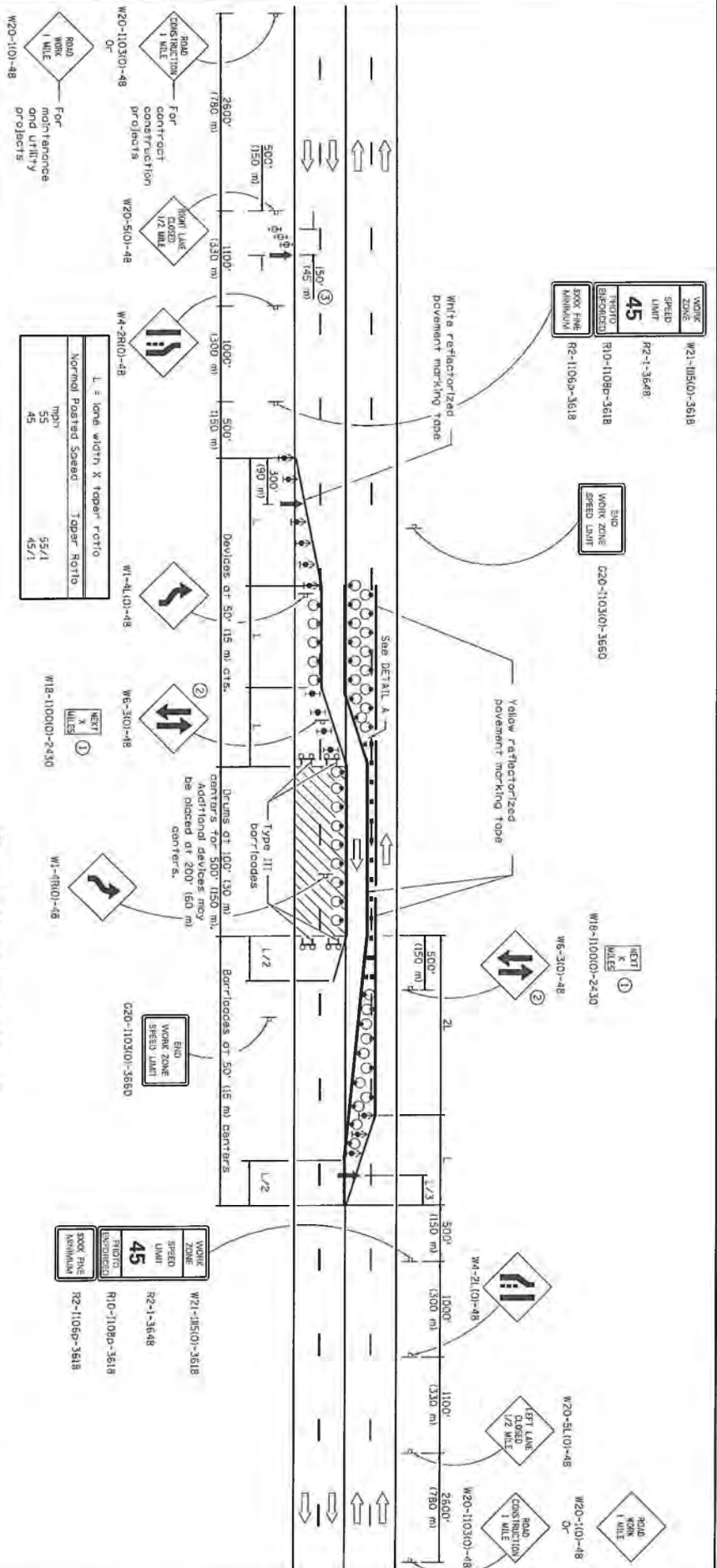
**LANE CLOSURE, MULTILANE, WITH BARRIER, FOR SPEEDS > 45 MPH TO 55 MPH**

STANDARD 70423-07



|                       |    |
|-----------------------|----|
| WORK ZONE SPEED LIMIT | 45 |
| MINIMUM               | 45 |
| 5000 FT MINIMUM       |    |
| APPROVED              |    |
| ISSUED                |    |

|                       |    |
|-----------------------|----|
| WORK ZONE SPEED LIMIT | 45 |
| MINIMUM               | 45 |
| 5000 FT MINIMUM       |    |
| APPROVED              |    |
| ISSUED                |    |



Begin flexible delineators where lines are approximately 4' (1.2 m) apart. Flexible delineators at 50' (15 m) centers for the first 250' (75 m) at each end of the taper and 100' (30 m) centers thereafter.

- 1 Arrow board
- 2 Work area
- 3 Sign
- 4 Drum with steady burn monodirectional light
- 5 Direction indicator barricade with steady burn monodirectional light
- 6 Type II barricade with steady burn monodirectional light
- 7 Type III barricade with flashing monodirectional lights

**SYMBOLS**

- 1 Shall be repeated every 1 mile (1.6 km).
- 2 Shall be repeated every 1 mile (1.6 km) in each direction in the tangent section unless concrete barrier is used.
- 3 Three Type II barricades, drums or vertical barricades or 50' (15 m) centers.

**GENERAL NOTES**

This Standard is used where or any thing, any vehicle, equipment, workers or their activities require, the closure of two adjacent lanes and a temporary crossover is provided by making use of one lane of pavement normally used by opposing flow of traffic and flexible delineators are used to separate the opposing traffic. Closures may be substituted for flexible delineators during daytime operations or halt the spacing. All dimensions are in inches (millimeters) unless otherwise shown.

**LANE CLOSURE, MULTILANE, UNDIV. WITH CROSSOVER, FOR SPEEDS > 45 MPH TO 55 MPH**

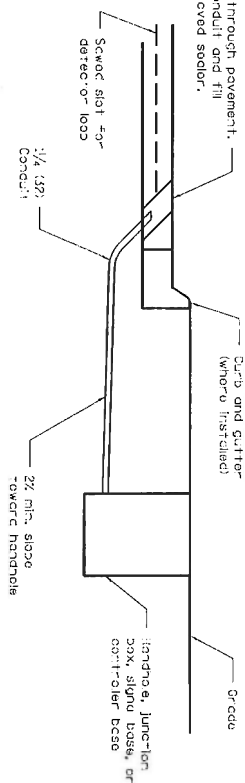
STANDARD 701431-09

|                                |        |
|--------------------------------|--------|
| APPROVED                       | 2014   |
| ENGINEER OF SAFETY ENGINEERING |        |
| APPROVED                       | 2014   |
| ISSUED                         | 1-1-14 |

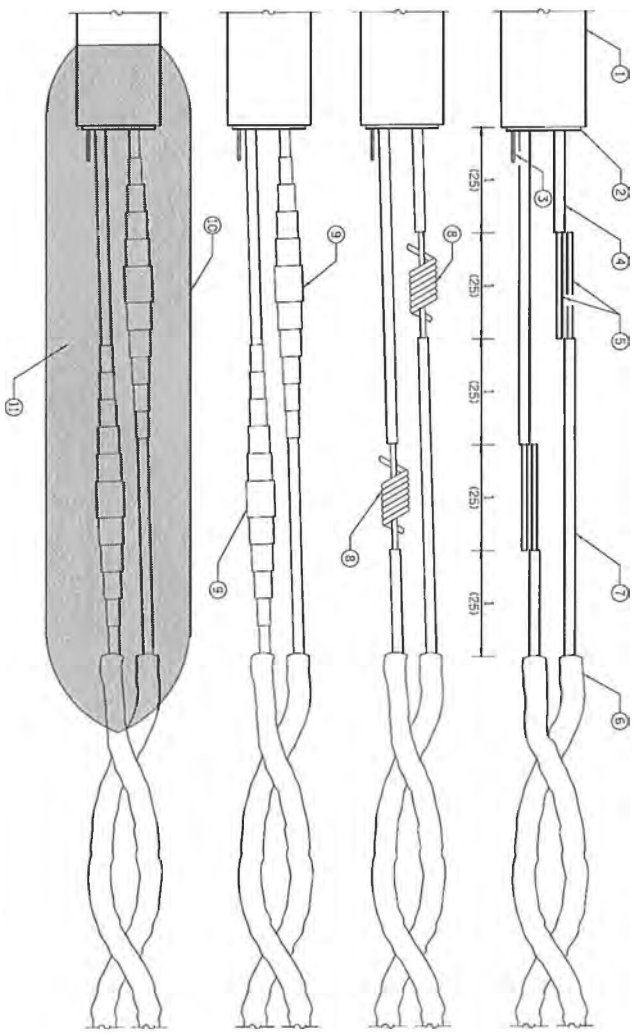
|                              |  |
|------------------------------|--|
| STATE OF ILLINOIS            |  |
| DEPARTMENT OF TRANSPORTATION |  |

| DATE   | REVISIONS   |
|--------|---|
| 1-1-14 | Added day's of arrow board.                             |
|        | Rev. SYMBOLS legend. Added note (3). See dimension '1'. |
| 1-1-13 | Replaced BEGIN signs with PHOTO ENFORCED signs.         |

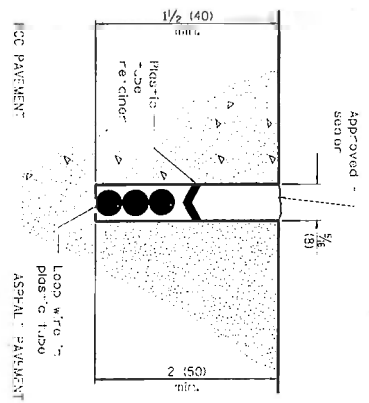
Drill hole through pavement.  
Insert conduit and fill  
with approved sealer.



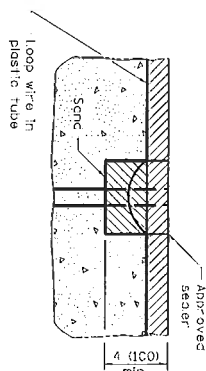
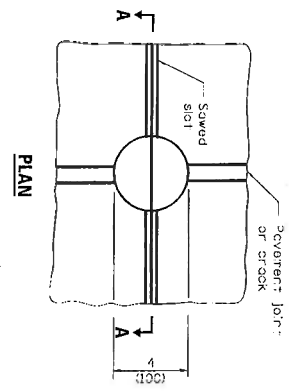
**DETECTOR LOOP LEAD-IN**



- ① = Lead-in cable (single pair or multipair)
- ② = Lead-in cable shield
- ③ = Lead-in cable shield drain-wire
- ④ = Lead-in cable insulated conductor
- ⑤ = Bare conductor
- ⑥ = Loop wire in tube
- ⑦ = Loop wire insulated conductor
- ⑧ = Twisted and resin soldered conductor
- ⑨ = Electrical tape insulated splice
- ⑩ = Rigid mold
- ⑪ = Waterproof and dielectric resin



**DETECTOR LOOP INSTALLATION**



**SECTION A-A**

**NOTE**  
Loop wire shall follow saw cut to bottom, forming stock section at joint.

**DETECTOR LOOP AT PAVEMENT JOINT OR PAVEMENT CRACK**

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


Illinois Department of Transportation  
APPROVED: [Signature] 8/11/03  
NUMBER OF SHEETS: 1  
APPROVED: [Signature] 8/11/03  
DESIGNED BY: [Signature] 8/11/03  
ISSUES: 1-1-02

**LOOP WIRE AND LEAD-IN CABLE SPLICE**

| DATE   | REVISIONS                          |
|--------|------------------------------------|
| 1-1-03 | Switched units to English (metric) |
| 1-1-02 | Revised Standard 886001            |

**DETECTOR LOOP INSTALLATIONS**

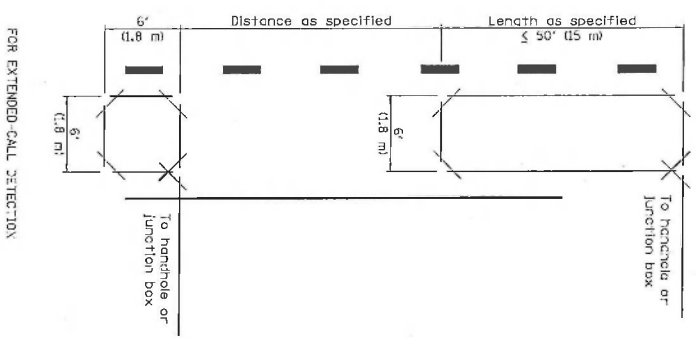
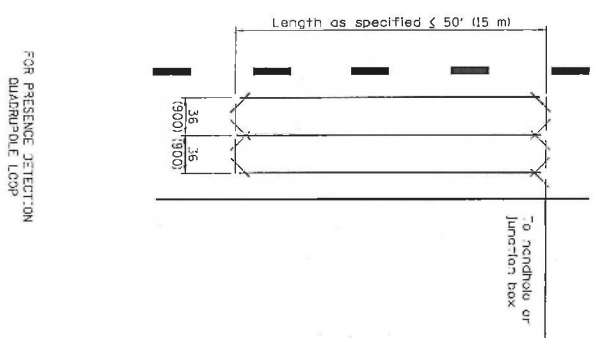
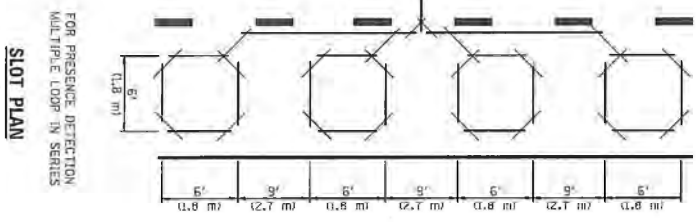
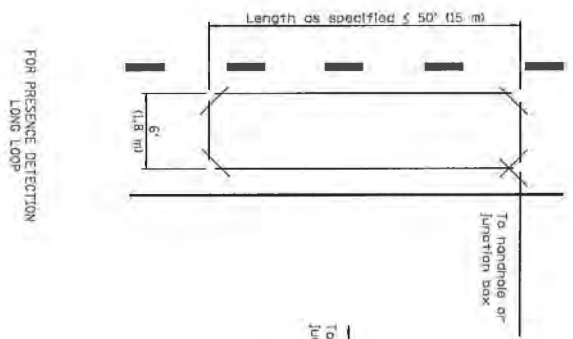
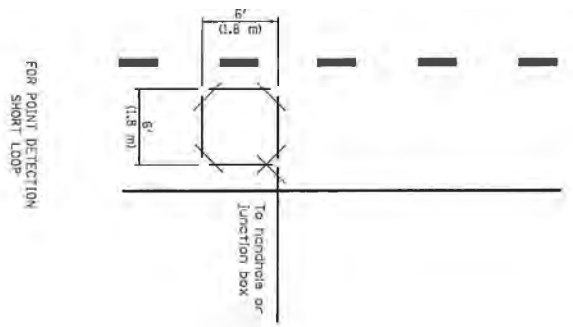
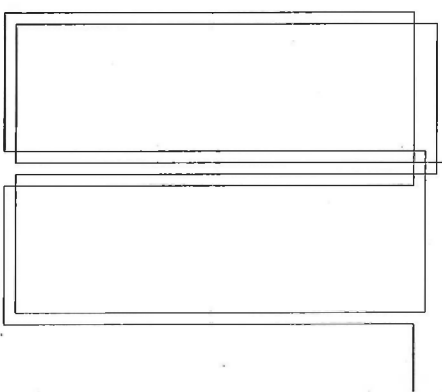
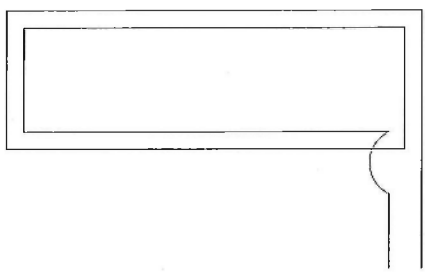
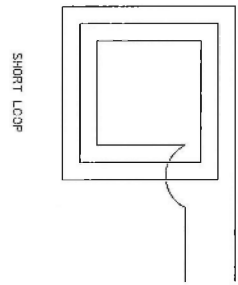
**STANDARD 886001-01**


 Illinois Department of Transportation  
 APPROVED January 1, 2009  
 ENGINEER OF OPERATIONS  
 APPROVED January 1, 2009  
 ENGINEER OF DESIGN AND ESTIMATION  
 ISSUED 1-1-02

LONG LOOP  
 QUADRUPLE LOOP  
**WIRING DIAGRAM**

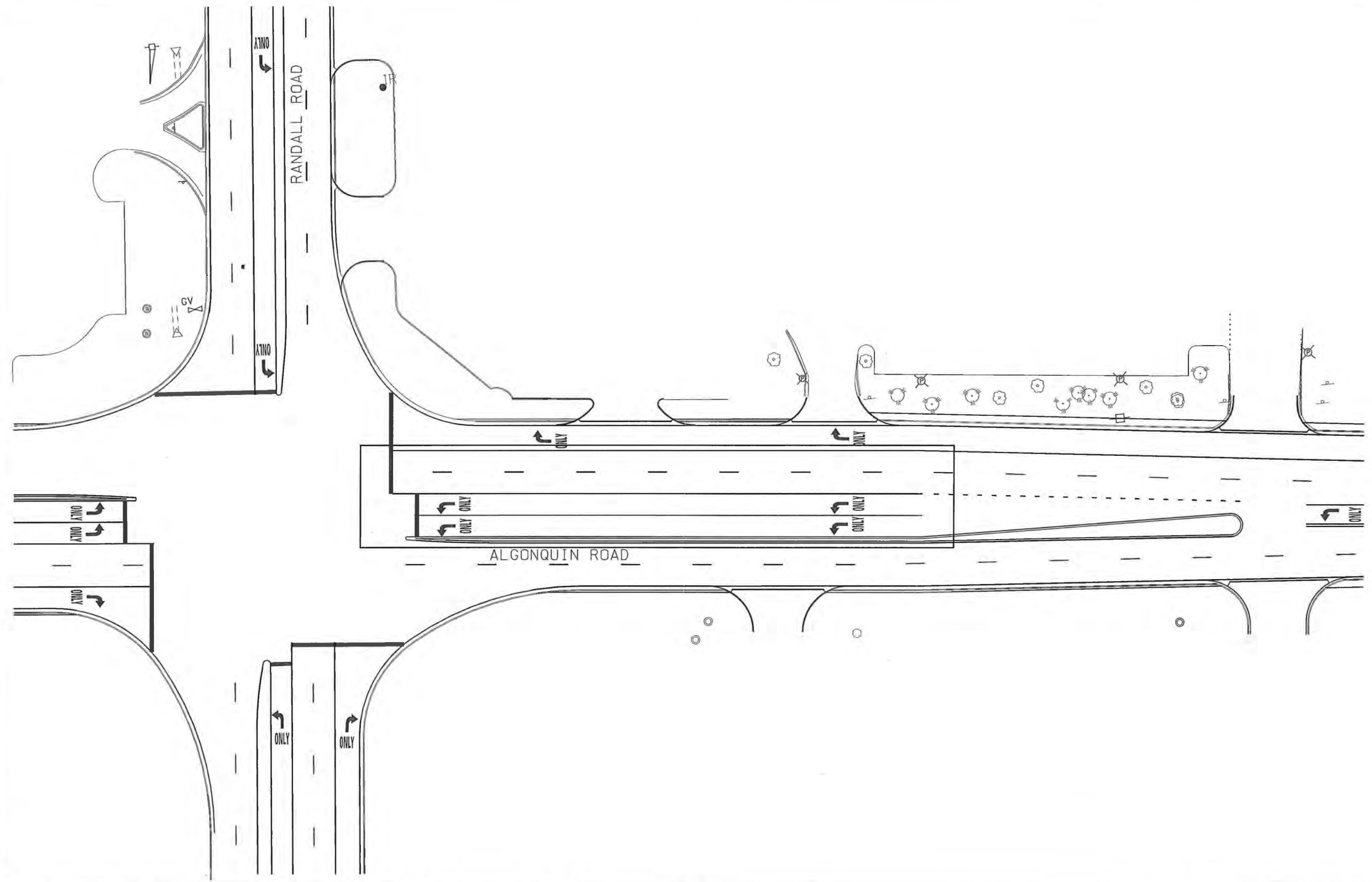
| DATE   | REVISIONS                          |
|--------|------------------------------------|
| 1-1-03 | Switched units to English (metric) |
| 1-1-02 | Rev. in Standard 846006.           |

All dimensions are in inches (millimeters) unless otherwise shown.  
**TYPICAL LAYOUTS FOR DETECTION LOOPS**  
**STANDARD 886006-01**



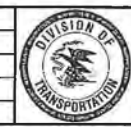


FILE NAME = H:\Chc Lcm Files\Drawings\PROJECTS\Miss Project\General Patching Detail.dgn



|                             |            |
|-----------------------------|------------|
| USER NAME = c:\lee          | DESIGNED - |
| PLOT SCALE = 100.00' / 1" = | DRAWN -    |
| PLOT DATE = 7/15/2014       | CHECKED -  |
|                             | DATE -     |

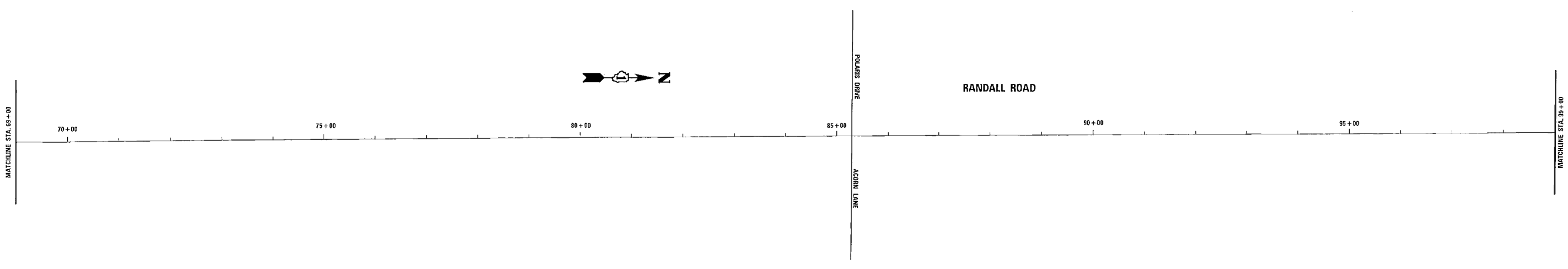
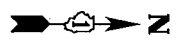
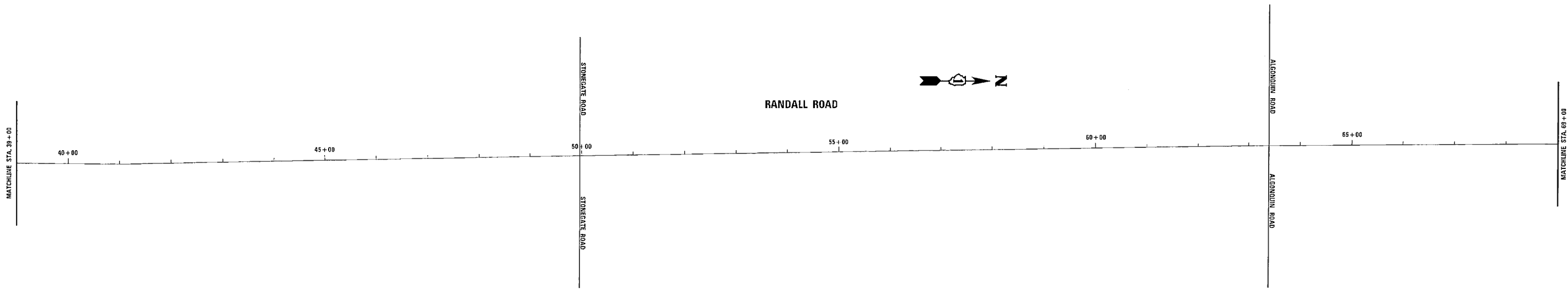
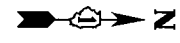
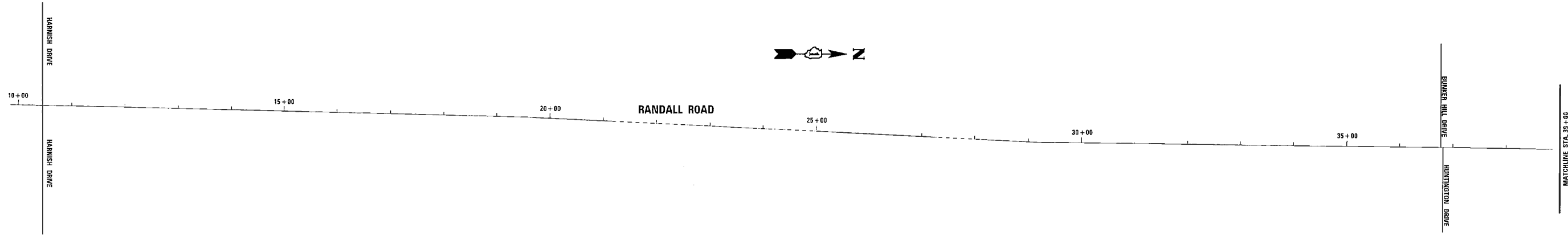
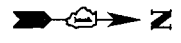
| REVISION / REMARKS |             |      |    |
|--------------------|-------------|------|----|
| NO.                | DESCRIPTION | DATE | BY |
|                    |             |      |    |
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|                    |             |      |    |



STATE OF ILLINOIS  
McHENRY COUNTY  
DIVISION OF TRANSPORTATION

|        |       |    |        |      |         |
|--------|-------|----|--------|------|---------|
| SCALE: | SHEET | OF | SHEETS | STA. | TO STA. |
|        |       |    |        |      |         |

| ROUTE | SECTION NUMBER | SHEET NO. | TOTAL SHEETS |
|-------|----------------|-----------|--------------|
|       |                |           |              |



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 USER: jlee  
 PLOT SCALE: 1/8"=1'-0"  
 PLOT DATE: 7/15/2014

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| DESIGNED - | REVISION / REMARKS |             |      |    |
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| CHECKED -  |                    |             |      |    |
| DATE -     |                    |             |      |    |



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| SCALE: | SHEET | OF | SHEETS | STA. | TO STA. |
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| ROUTE | SECTION NUMBER | SHEET NO. | TOTAL SHEETS |
|-------|----------------|-----------|--------------|
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