INVITATION TO BID

ROUTE AND LIMITS: 2020 Kane County Resurfacing Project

SCOPE: The work to be performed under this contract consists of resurfacing various roadway sections within Kane County including Randall Road, Plank Road, Huntley Road, Big Timber Road and Orchard Road; including pavement patching, aggregate shoulder, HMA shoulder, detector loop replacement, combination concrete curb and gutter removal and replacement, guardrail removal and replacement, pavement marking and various additional work necessary to complete the improvements. Plans and proposal forms are available online at http://www.countyofkane.org/Pages/countybids.aspx. Bidding instructions attached.

LOCAL BID OPENING DATE & LOCATION: Sealed bids will be received only at the Kane County Division of Transportation at 41W011 Burlington Road, St. Charles, IL 60175 until the public bid opening on Tuesday, January 21, 2020 at 9 A.M. at the Kane County Division of Transportation at 41W011 Burlington Road, St. Charles, IL 60175.

GENERAL REQUIREMENTS: This project is also advertised through the Illinois Department of Transportation, Bureau of Local Roads and Streets’ current Contractors Bulletin. Visit IDOT's Notice to Contractors Bulletin for Local Public Agencies for additional project information.

CONTACT INFORMATION: Candance Thomas  
Senior Project Manager  
ThomasCandance@co.kane.il.us  
(630) 406-7355
Bidding Instructions

- Bid packets (including, among other things, plans, special provisions, prequalification requirements, addendums, proposal forms, etc.) shall only be available on-line, at: http://www.countyofkane.org/Pages/countybids.aspx.

- Addendums to the bid packet may be made at any time by the County prior to bid opening. Bidders may be added to our email notification list for future Addendums by emailing KDOT_bidders_list@co.kane.il.us referencing (2020 Kane County Resurfacing Project, Section #19-00521-00-RS) in the subject line, but this should not be relied upon solely for Addendum notifications. It is still the Bidder’s continuing responsibility to regularly check and verify on-line at: http://www.countyofkane.org/Pages/countybids.aspx for any addendums to the bid packet prior to the bid opening.

- Prequalification is required of all bidders. All qualified bidders must meet the requirements specified in the subject bid proposal Special Provisions. Prequalification should be submitted with proposals and placed on the outside of the sealed proposal packet for convenient verification before proposals are opened and publicly read, but will be accepted up to 24 hours after the bid opening.
## RETURN WITH BID

**Local Public Agency**
**Formal Contract Proposal**

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### STATE OF ILLINOIS

**COUNTY OF** Kane

Kane County Division of Transportation

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

FOR THE IMPROVEMENT OF

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☐ SPECIFICATIONS (required)  ☐ PLANS (required)

---

### For Municipal Projects

Submitted/Approved/Passed

☐ Mayor  ☐ President of Board of Trustees  ☐ Municipal Official

Date

---

### For County and Road District Projects

Submitted/Approved

Highway Commissioner

Date

Submitted/Approved

County Engineer/Superintendent of Highways

**DECEMBER 27, 2019**

Date

---

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

Printed on 12/18/2019  Page 1 of 6  BLR 12200 (Rev.01/08/14)
NOTICE TO BIDDERS

Sealed proposals for the improvement described below will be received at the office of the County Engineer until 9:00 AM on January 21, 2020.

Sealed proposals will be opened and read publicly at the office of Kane County Division of Transportation at 9:00 AM on January 21, 2020.

Name: 2020 Kane County Resurfacing Project

Location: Various Kane County Highways

Proposed Improvement: Resurfacing various roadway sections within Kane County including Randall Road, Plank Road, Huntley Road, Big Timber Road and Orchard Road; including pavement patching, aggregate shoulder, HMA shoulder, detector loop replacement, combination concrete curb and gutter removal and replacement, guardrail removal and replacement, pavement marking and various additional work necessary to complete the improvements.

1. Plans and proposal forms will be available on-line only at: http://www.countyofkane.org/Pages/countybids.aspx

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

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

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

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

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

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

8. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Agency and the blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Awarding Authority is used, it shall be marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Awarding Authority at the address and in care of the official in whose office the bids are to be received. All proposals shall be filled 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.
1. Proposal of ________________________________ for the improvement of the above section by the construction of ________________________________

Resurfacing various roadway sections within Kane County including Randall Road, Plank Road, Huntley Road, Big Timber Road and Orchard Road; including pavement patching, aggregate shoulder, HMA shoulder, detector loop replacement, combination concrete curb and gutter removal and replacement, guardrail removal and replacement, pavement marking and various additional work necessary to complete the improvements.

A total distance of 82,710.0 feet, of which a distance of 82,710.0 feet, (15.7 miles) are to be improved.

2. The plans for the proposed work are those prepared by ________________________________ Kane County Division of Transportation and approved by the Department of Transportation on ________________________________.

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

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

5. The undersigned agrees to complete the work within ______________ working days or by ______________ Friday Sep 25, 2020 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 proposal guaranty. Accompanying this proposal is either a bid bond if allowed, on Department form BLR12230 or a proposal guaranty check, complying with the specifications, made payable to: County ____________ Treasurer of ____________ Kane ____________

The amount of the check is ________________________________ (______________________________).

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 19-00521-00-RS.

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 therefore. 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.
INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2020

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

ERRATA  Standard Specifications for Road and Bridge Construction
(Adopted 4-1-16) (Revised 1-1-20)

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LR 702 – CONSTRUCTION AND MAINTENANCE SIGNS
Kane County  
Section 19-00521-00-RS  
2020 Resurfacing Patrol  

The Illinois Department of Transportation’ (hereinafter “IDOT”) Standard Specifications for Road and Bridge Construction, adopted April 1, 2016 (hereinafter “Standard Specifications”) along with the following: (i) the Special Provisions, as provided herein below, (ii) the latest edition of the Illinois Manual on Traffic Control Devices for Streets and Highways in effect as of the date of this invitation for bids, (hereinafter the “MUTCD”), (iii) the Illinois Department of Transportation’s Supplement Specifications and Recurring Special Provisions, adopted January 1, 2020 (as indicated on the check sheet included herein), (iv) the latest edition of IDOT’s Highway Standards (hereinafter “Highway Standards”) are specifically incorporated herein and made a part hereof for the proposed improvements designated as Section 19-00521-00-RS.

LOCATION OF IMPROVEMENT

Various routes in Kane County (see enclosed maps and Schedule of Quantities) including Randall Road, Plank Road, Huntley Road, Big Timber Road and Orchard Road.

DESCRIPTION OF THE IMPROVEMENT

This work shall consist of the placement of Bituminous Materials (Tack Coat), Leveling Binder, Hot Mix Asphalt Surface Course, Hot Mix Asphalt Surface Removal, Bituminous and Aggregate Shoulder placement, Recessed Reflective Pavement Marker Removal, Class D Patching, Detector Loop Replacement, Guardrail Improvements, Combination Concrete Curb & Gutter Removal and Replacement, Short-term Pavement Marking and any additional work necessary to complete the proposed improvements.

For Guardrail Improvements: Before starting any work at each location, the contractor shall call “J.U.L.I.E.” at (800) 892-0123 or 811 for field locations of buried electric, telephone and gas utilities. 48 hour notification is required.

The Contractor shall be responsible for protecting utility property from construction operations as outlined in Article 107.39 of the Standard Specifications. Any damage to the underground facilities caused by the Contractor shall be repaired to the satisfaction of the Department at the Contractor’s expense, including temporary repairs which may be required to keep the facility operational while material is being obtained to make permanent repairs.

The contractor shall exercise due care and caution when working within the construction work zone. This shall include, but not be limited to, existing structure frames and grates, handholes, etc. which are located within the pavement. Any damages caused by the Contractor or his Subcontractors shall be repaired at the Contractors expense, to the satisfaction of the Engineer.

The Contractor shall be required to provide access to abutting properties at all times during the construction of the project.

No material shall be left on or near the roadway during non-working hours.
**REMOVED GUARDRAIL MUST BE REPLACED ON THE SAME DAY, UNLESS AUTHORIZED IN WRITING BY THE RESIDENT ENGINEER. NO LOCATIONS WILL BE LEFT WITHOUT EITHER LIGHTED BARRICADES OR RESTORED GUARDRAIL AT ANY TIME.**

**THE CONTRACTOR SHALL ONLY PERFORM WORK ON ONE SIDE OF THE ROADWAY AT ANY TIME WHEN PROVIDING GUARDRAIL IMPROVEMENTS.**

Randall Road does not have any omissions within the project improvement limits. Hot-Mix Asphalt shoulder shall be provided along this route to match the existing footprint, or where identified by the Engineer.

Plank Road has one section of roadway to be omitted from the project limits; an approximately 55-foot section at the intersection of IL Route 47. Butt joints shall be constructed at both ends of the omission area. Hot-Mix Asphalt shoulder and Aggregate shoulder improvements shall be provided along this route to match the existing footprint of each, or where identified by the Engineer.

Huntley Road does not have any omissions within the project improvement limits. Hot-Mix Asphalt shoulder and Aggregate shoulder improvements shall be provided along this route to match the existing footprint of each, or where identified by the Engineer.

Big Timber Road has one section of roadway to be omitted from the project limits; an approximately 42-foot section at the intersection of IL Route 47. Butt joints shall be constructed at both ends of the omission area. Hot-Mix Asphalt shoulder and Aggregate shoulder improvements shall be provided along this route to match the existing footprint of each, or where identified by the Engineer.

Orchard Road does not have any omissions within the project improvement limits. Hot-Mix Asphalt shoulder improvements shall be provided along this route to match the existing footprint, or where identified by the Engineer.

**AGGREGATE WEDGE SHOULDER, TYPE B (SPECIAL)**

This work shall be done in accordance with the applicable portions of Section 481 of the standard specifications and as modified herein.

*The Aggregate Wedge Shoulder, Type B (Special) shall consist of crushed limestone CA-6 and shall be compacted to 95 percent of the maximum laboratory density.*

*The width of the Aggregate Wedge Shoulder shall be 1-foot to 2-feet wide, or as directed by the Engineer.*

The Contractor/Pit Operator shall load each truck of aggregate so that there is minimal/no segregation. Material that has some segregation of larger stone to the top, may require raking of unacceptable material by the Contractor. Material delivered to the site with excessive segregation, per the Engineer, will be rejected. It is the County’s desire to minimize loose gravel on adjacent roadways, which can be caused by segregation of aggregate.
Modify Note 1 under Article 481.01 to read as follows:

“RAP will not be permitted as the material in the aggregate shoulder. The gradation shall be according to Section 1004.4 of the standard specifications.”

**AUTOMATIC CLEARING HOUSE (ACH)**

The Contractor shall use The County of Kane’s Automatic Clearing House (ACH) payment program. The following internet link shall be used to complete the vendor (CONTRACTOR) agreement:

http://www.countyofkane.org/Documents/Finance%20Department/Vendor%20Information/New _Vendor_Packet_REQUIRED.pdf

**BARRICADES, TYPE II (SPECIAL)**

When construction operations result in a temporary drop-off at the edge of pavement of three inches or greater, Type II Barricades (see standard 701901) shall be erected next to the edge of the pavement. At all times these barricades shall be restrained by a minimum of two weighted sandbags, one across each bottom rail. Barricades shall be placed at a maximum spacing of 100 feet or as directed by the engineer. Barricades shall remain in place until the aggregate shoulder is placed next to the lane edge. To insure that barricades are placed for the shortest duration possible, the shoulder placement operation shall begin within 2 working days after completion of the HMA Surface Course. Adverse weather and/or high winds may require additional sand bagging for all barricades.

The locations and limits for the Type II Barricades on all roads shall be as directed by the engineer.

Type A Flashing Lights shall be used on all barricades.

**Basis of Payment:** This work shall be paid for at the contract unit price each for BARRICADES, TYPE II (SPECIAL), which price shall include all labor, material, and equipment necessary to complete the work described above.

**BIDDING PROCESS AND AWARD OF CONTRACT (COUNTY)**

The bidding documents for this project are available online at the Kane County Division of Transportation (KDOT) website:

http://www.countyofkane.org/Pages/countybids.aspx
If any addendums are necessary, they will be posted on the KDOT website listed above in this section. It is the Contractors or subcontractors responsibility to continuously verify if any addendums have been issued by KDOT.

Construction prequalification will be verified. It is the Contractors and/or subcontractors responsibility to ensure all prequalifications which are called out in the contract and other bid documents are met.

**Note:** The entire bid packet does not need to be submitted for the letting. Only the required papers need to be included with Bid Bond and proposal Schedule of Prices.

The Contractor is asked to please tab the Bid Bond and Bid Estimate, included in the bid packet submitted, for easier and faster bid letting/reading.

The award of this contract will be made to the lowest responsible qualified bidder. The County reserves the right to reject any or all non-conforming, non-responsive, unbalanced, or conditioned bids, and to reject the bid of any bidder if the County believes that it would be in the best interest of the County not to award to that bidder. The County also has the right to award this contract with the deletion or reduction of any item in its entirety or partially without claim by the Contractor for loss of profit or overhead.

**BITUMINOUS MATERIALS (TACK COAT) AND AGGREGATE (TACK COAT)**

This work shall be done in accordance with Section 406 of the Standard Specifications insofar as applicable and the following provisions.

Modify Note 1 under Article 406.05(b)(1) to read as follows:
‘The bituminous material for the tack coat shall be placed one lane at a time. The tacked lane shall remain closed until the tack coat is fully cured and does not pickup under traffic.’

The contractor will be required to provide The Bill of Lading and Weight Tickets to the Engineer detailing the percentage of asphalt residue, any added water, and weight of the trucks before and after placement of tack coat. Therefore, the Contractor will provide two tickets, the initial weight ticket and the weigh-back ticket, for each truck being used.

Application of tack coat and aggregate for tack coat to the roadway shall only be permitted on weekdays. The application of tack coat and aggregate to the roadway shall be conducted on the same day mainline paving is to be performed. The application of tack coat and aggregate to the roadway shall be performed with sufficient time for the tack coat to completely cure by 3:00 p.m.
CATCH BASIN, MANHOLE, INLET, DRAINAGE STRUCTURE AND ADJUSTING FRAMES AND GRATES

This work shall be done in accordance with Sections 602 and 603 of the Standard Specifications and as modified herein.

Revise Article 602.02 of the Standard Specifications such that items (b), (c), and (o) shall not be allowed.

Delete Article 602.05 and Article 602.06.

Revise Article 603.02 of the Standard Specifications such that items (a), (b), (c), and (d) shall not be allowed.

Add the following to Article 602.02 and Article 603.02 of the Standard Specifications:

“Frames and grates shall be adjusted with precast concrete adjustment rings or metal shims for thinner or smaller adjustments. Steel metal snap rings may be used for adjustments 1” or greater.

Thick mortar mudding in between frames and grates or precast rings or in lieu of rings or shims will not be allowed.”

When adjustments to frames and/or grates are required within high volume intersections and/or along high volume roadways, or when instructed by the Engineer, adjusting rings shall be the only option allowed to provide adjustments to frames and grates.

CLEAN CONSTRUCTION OR DEMOLITION DEBRIS

Earthwork operations for this project shall be completed in accordance with Section 202 of the Standard Specifications and material properly disposed of in accordance with Article 202.03.

This special provision only applies if the Contractor chooses to dispose of material at a permitted CCDD or registered uncontaminated soil fill facility. The Contractor is advised to consider the cost of disposing of all surplus materials off-site and properly reflect those costs in their bids for earthwork and removal items. The Contractor must be thoroughly familiar with the provisions of the Illinois Environmental Protection Act as it relates to proper disposal of excavated material and construction debris.

Should the Contractor choose to dispose of materials at a permitted CCDD or registered uncontaminated soil fill facility, the Contractor shall be responsible for the lawful removal of all excavated soil, material and other clean construction or demolition debris in compliance with Public Act 96-1416. Disposal of materials at a permitted CCDD or registered uncontaminated soil fill facility will require that Form LPC-663 be submitted to the operator of that location before any materials can be disposed of at that site. Each certification shall cover only material from the specified job site. The Contractor shall be responsible for having the required analysis of soil
materials completed and the Form 663 adequately completed and signed by a Professional Engineer or Geologist licensed in the State of Illinois

The Contractor is not responsible for the cost of soil remediation. In the event material is rejected it will be returned to the site and placed in isolation of any other site material, where the extent of additional effort required to dispose of the material will be determined. The cost of returning rejected material will be the responsibility of the Contractor. The extent of additional effort for disposal or use of rejected material will be coordinated between the Engineer and the Contractor.

It should be noted that “Unsuitable Material” defined in these special provisions for Removal and Disposal of Unsuitable Material should not be confused with “contaminated” or “hazardous” materials.

**CURB AND GUTTER REMOVAL & COMBINATION CONCRETE CURB AND GUTTER**

This work shall be done in accordance with Sections 440 and 606 of the Standard Specifications.

The locations of the concrete curb and gutter to be removed and placed shall be marked out in the field by the Engineer. Replacement of concrete curb and gutter shall be of the same type, dimension and specifications as the existing concrete curb and gutter which is removed. The Contractor shall be required to make a saw cut at the limits of removal of the curb and gutter. 1-1” x 18” dowel bar is to be installed at each end of the removal as shown in the latest version of Highway Standard 606001. At locations where the proposed concrete curb and gutter is over 25’ in length, contraction joints are to be installed in the proposed curb and gutter according to the latest version of Highway Standard 606001. The plan quantity may increase or decrease dependent on the condition of the existing curb and gutter and should be bid accordingly.

Any pavement removed, to accomplish work, will be replaced in kind; unless alternate proposed improvements are identified within the subject contract.

**Basis of Payment:** This work shall be paid for at the contract unit price per foot for COMBINATION CURB & GUTTER REMOVAL AND REPLACEMENT, which price shall include saw cutting, removal and disposal of the existing curb and gutter, forming and pouring the proposed concrete curb and gutter, insertion of dowel bars, drilling and grouting tie bars, creating contraction joints and all material and labor necessary to complete the work described above. Any additional excavation or pavement removal (including bike path and/or HMA material) by the Contractor shall be replaced in kind and will be considered incidental to the pay item. Any disturbed vegetation behind the curb and gutter shall be furnished with topsoil, seeded, and covered with erosion control blanket, to the satisfaction of the Engineer, and will be included in the unit price of this pay item.
CONTRACTOR’S DAILY NOTIFICATION

The Contractor shall notify the Engineer and/or his designated representative prior to the beginning of each day’s work as to the location and type of work that is scheduled to be performed that day. The Contractor’s notification shall be at least 48 hours prior to the day of actual work.

CONTRACTOR DISCLOSURE ACKNOWLEDGEMENT

KANE COUNTY CODE, ARTICLE III, DIVISION 3, SECTION 2-211

1. Prior to award, every Contractor or vendor who is seeking or who has obtained contracts or change orders to contracts or two (2) or more individual contracts with Kane County resulting in an amount greater than Fifteen Thousand Dollars ($15,000) shall disclose to the Kane County Purchasing Department, in writing all cumulative campaign contributions, (which includes multiple candidates) made within the previous twelve (12) months of awarding of the contract made by that Contractor, union, or vendor to any current officer or countywide elected officer whose office the contract to be awarded will benefit. Disclosure shall be updated annually during the term of a multi-year contract and prior to any change order or renewal requiring Board level approval. For purposes of this disclosure requirement, “Contractor or vendor” shall include owners, officers, managers, insurance brokers, lobbyists, agents, consultants, bond counsel and underwriters counsel, subcontractors, corporations, partnerships, associations, business trusts, estates, trustees, and/or beneficiaries under the control of the contracting person, and political action committees to which the contracting person has made contributions.

2. All Contractors and vendors who have obtained or are seeking contracts with Kane County must disclose the following information which shall be certified and attached to the application or document. Penalties for knowingly violating disclosure requirements will potentially result in immediate cancellation of the contract, and possible disbarment from future County contracts:

A. Name, address and percentage of ownership interest of each individual or entity having a legal or a beneficial interest of more than five percent (5%) in the applicant. Any entity required by law to file a statement providing substantially the information required by this paragraph with any other government agency may file a duplicate of such statement;

B. Names and contact information of their lobbyists, agents and representatives and all individuals who are or will be having contact with County employees or officials in relation to the contract or bid. This information disclosure must be updated when any changes to the information occurs.

C. Whenever any interest required to be disclosed in paragraph (a) above is held by an agent or agents, or a nominee or nominees, the principals for whom such agents or nominees hold such interest shall also be disclosed. The application of a spouse or any other party, if constructively controlled by another person, or legal entity as set forth above, shall state the name and address and percentage of beneficial interest of such person or
entity possessing such constructive control and the relationship under which such control is being or may be exercised. Whenever a stock or beneficial interest is held by a corporation or other legal entity, such shareholder or beneficiary shall also make disclosure as required by paragraph (a) above.

D. A statement under oath that the applicant has withheld no disclosures as to economic interests in the undertaking nor reserved any information, data or plan as to the intended use or purpose for which it seeks County Board or other county agency action.

3. All disclosures and information shall be current as of the date upon which the application is presented and shall be maintained current until such time as Kane County shall take action on the application. Furthermore, this information shall be maintained in a database by the Purchasing Department, and made available for public viewing.

4. Notwithstanding any of the above provisions, the County Purchasing Department with respect to contracts awarded may require any such additional information from any applicant which is reasonably intended to achieve full disclosure relevant to the application for action by the County Board or any other County agency.

5. Any failure to comply with the provisions of this section shall render any ordinance, ordinance amendment, County Board approval or other County action in behalf of the applicant failing to comply voidable at the option of the County Board or other County agency involved upon the recommendation of the County Board Chairman or the majority of the County Board.

6. Contractor Disclosure information shall be sent to the Kane County Purchasing Department and the Kane County Division of Transportation at the following address, or via email, prior to Transportation Committee of the Kane County Board:

   Kane County Government Center   Kane County Division of Transportation
   Purchasing Department, Bldg. A       41W011 Burlington Road
   719 S. Batavia Ave. Geneva, IL 60134       St. Charles, IL 60175
   purchasing@countyofkane.org               kdotcomments@co.kane.il.us

**CONTRACTOR WORKING HOURS**

Construction Operations shall be confined to the hours of either 7am to 4pm or 9am to 3pm, or as directed by the Engineer, depending on the type of roadway affected during the work week for all roads. The work week shall be defined as Monday through Friday; or as directed by the Engineer. Any work outside of the previously specified time frames shall be first approved by the Engineer, in writing. This time regulation shall apply to all work on the roadway. This time regulation shall not apply to permanent lane closures and lane shifts that are a part of staged construction operations lasting more than 1 month in duration, and emergency operations.
Night Work, on High Volume Roads, may be permitted upon review and approval of the Engineer. This request, from the Contractor, should be made at the pre-construction meeting.

Working hours of 7am to 4pm, or as directed by the Engineer, Monday through Friday, shall apply to work on the following roads:

- Plank Road
- Big Timber Road
- Huntley Road

Working hours of 9am to 3pm, or as directed by the Engineer, Monday through Friday, shall apply to work on the following roads:

- Randall Road
- Orchard Road

These work hour restrictions shall be incidental to the contract and no additional compensation shall be awarded.

** ADDITION, DELETION AND/OR REDUCTION OF PLAN QUANTITIES (COUNTY)**

The County reserves the right to add, delete and/or reduce the awarded (plan) quantity of any item in its entirety or partially without claim by the Contractor for loss of profit or overhead.

** DETECTOR LOOP REPLACEMENT **

This work shall be done in accordance with Section 886 of the standard specifications insofar as applicable and the following provisions. This work will take place at the following intersections:

- Plank Road and IL Route 47
- Big Timber Road and IL Route 47
- Randall Road and Corporate Parkway

The detector loop layout shall be coordinated with the Engineer and KDOT traffic at 630-208-3139 (Stephen Zulkowski). For intersections maintained by the state, detector loop layout shall be coordinated with the Engineer and IDOT at 847-705-4451 (John Janikowski). See schedule of quantities for specific quantities.

The electrical contractor/sub-contractor whom is performing the work on County traffic signals shall be IMSA traffic signals Level 2 certified and be prequalified with IDOT for Electrical work.

Work on, or encroaching upon, county highways should only be performed during non-peak hours between 9am to 3pm, or as approved by the Engineer.
Revise Section 886 of the Standard Specifications to read:

“This work shall consist of replacing existing detector loops which are destroyed during grinding, resurfacing, or patching operations. If damage to the detector loop is unavoidable, replacement of the existing detection system will be necessary. This work shall be completed by an approved Electrical Contractor as directed by the Engineer.”

Replacement of the loops shall be accomplished in the following manner: The Contractor shall mark the location/layout of the replacement loops and the Engineer shall approve those markings. The Contractor may reuse the existing conduit (duct) located between the existing hand-hole and the pavement if it hasn't been damaged. All burrs shall be removed from the edges of the existing conduit which may cause damage to the new detector loop during installation. If the existing conduit is damaged beyond repair, or if it cannot be located, or if additional conduits are required to provide one lead-in duct for each proposed loop; the Contractor shall be required to drill through the existing pavement into the appropriate hand-hole, and install 32 mm (1.25") coilable non-metallic conduit. This work and the required materials shall not be paid for separately but shall be included in the pay item DETECTOR LOOP REPLACEMENT. Upon establishment of the duct, the loop may be cut, installed, sealed and spliced to the twisted-shielded controller cable in the hand-hole.

Detector loop measurements shall include the saw-cut and the length of the loop lead-in leading to the edge of pavement. Unit duct, splicing, trench and backfill, and drilling of pavement or hand-holes shall be incidental to detector loop quantities. All loops installed in new asphalt pavement shall be installed in the binder course and not in the surface course. Should a loop lead-in cross into “existing to remain” pavement, the loop lead-in and required conduit into the appropriate hand-hole shall be redirected to a new path within the resurfacing limits. Should a loop be damaged which resides outside the resurfacing limits but the lead-in cable crosses into the resurfacing limits, the entire loop and loop lead-in shall be replaced and installed (cut) in the surface course and any associated work or materials to complete this work shall be considered included within the scope of this pay item. Under no circumstances should the detection part of a loop be split between new and existing pavement.

The edge of pavement or the curb shall be cut with a 6.3 mm (1/4") deep x 100 mm (4") saw-cut to mark location of each loop lead-in.

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 KDOT Traffic/Permitting Engineer at 630-208-3139 to inspect and approve the layout. Loop detectors shall be installed according to the requirements of the "District 1 Standard Traffic Signal Design Details." Saw-cuts 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 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 hand-hole using a Panduit 250W175C water proof tag or approved equal secured to each wire with nylon ties. The lead-in wire, including all necessary connections for proper operation, from the edge of pavement to the hand-hole, shall be incidental to the price of the detector loop.

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

Round loop(s) 1.8 m (six foot) diameter may be substituted for 1.8 m (six foot) by 1.8 m (six foot) square loop(s) and shall be paid for as 7.2 m (24 feet) of detector loop.

Resistance to ground shall be a minimum of 100 mega-ohms under any conditions of weather or moisture. Heat shrink splices shall be used according to the "District 1 Standard Traffic Signal Design Details."

**Method of Measurement:** Detector loop replacement shall be measured along the sawed slot in the pavement containing the loop and lead-in, rather than the actual length of the wire in the slot.

**Basis of Payment:** Detector Loop Replacement shall be paid for at the contract unit price per foot of DETECTOR LOOP REPLACEMENT and shall include drilling hand-holes, sawing the pavement, furnishing and installing unit-duct to the appropriate hand-hole, cable splicing to provide a fully operable detector loop, testing and all trench and backfill shall be included in this item.

**EQUIPMENT PARKING AND STORAGE**

The Contractor shall provide written approval from the land owner, to the Engineer, for any equipment, staging material, and/or storage, used by/for the Contractor’s forces, on any property not owned by the Contractor or County. Verification from the Engineer, prior to any placement of equipment, staging material and/or storage, must be received before the equipment parking and storage can occur.

Ignoring or not complying with this requirement may result in a Traffic Control Deficiency for each day of violation.

No additional compensation will be allowed to the Contractor for complying with these verification requirements.
FIELD MEASUREMENTS

The Contractor is advised that it shall be his full responsibility to verify all dimensions, conditions, materials, and details before ordering materials. The Contractor shall verify the dimensions shown on the plans with those actually existing on the structure to determine if any discrepancies exist. Any discrepancies discovered by the Contractor shall be immediately reported to the Engineer in writing for revisions to plans, quantities and/or details as required.

No additional compensation will be allowed to the Contractor for complying with the above verification requirements. Any revisions to dimensions or details resulting from the required field verifications or for any delays due to required revisions shall be approved by the Engineer.

GUARDRAIL DELINEATION

Description. Furnishing and installing all Guardrail Mounted Delineators. The Kane County Division of transportation pre-approved Guardrail Mounted Delineator “AKT-567”, or approved equivalent, shall be provided for all proposed Steel Plate Beam Guardrail locations shown in plan. Terminal Markers – Direct Applied shall be provided and paid for separately and shall conform to the Standard Specifications.

A. The reflective area shall be approximately nine (9) square inches of incapsulated lens reflective sheeting permanently mounted to the bracket by either pressure sensitive or heat. The color of the reflective sheeting to be chosen by the Engineer in the field. The delineators shall be mounted on the 4th post in, from the ends, and then every 8th post.

B. The bracket shall be 12 gauge galvanized steel. The bracket shall be of the same size and shape as the reflective sheeting that is mounted on it. The bracket shall have slotted holes in such a manner as to fit under the collars of the existing guardrail bolts when tightened down. There shall be no open area between the guardrail and the reflector so as to prohibit vandalism. The delineator shall mount within the channel section of the guardrail and shall not protrude further than the guardrail itself. No epoxy shall be used to install the delineator to the guardrail. The delineator shall be capable of holding reflective material for either one way or two way application. The galvanizing shall be G90 or better.

C. The delineators shall be doubled sided for two lane roadways and single sided for four lane roadways.

Basis of Payment. This work shall be paid for at the contract unit price per EACH for GUARDRAIL DELINEATOR which price shall include furnishing and placing of the Guardrail Delineators and all materials and labor necessary to complete the work described above.
**HOT MIX ASPHALT SURFACE COURSE**

Mainline paving shall be a continuous operation on all roads. The Contractor shall not at any time pull off of mainline paving to pave side streets or driveways. Side streets and driveways shall be done either after the mainline paving is completed or concurrently with a second crew.

*The Contractor shall pave each roadway according to direction given by the Engineer. The Engineer will provide to the Contractor the number of passes and a paving layout for each roadway, prior to the start of mainline paving. In some instances, this may result in lanes less than 12 feet.*

Surface tests, per Section 406.11 of the standard specifications, will be required on all roads resurfaced as part of this contract. The Contractor will have the option to bump test immediately behind the finish roller or upon completion of entire length of the road being resurfaced. Deductions due to the variations in the surface mixture between 3/16 inch and ¾ inch will be calculated per section 406.11 at the discretion of the Engineer.

Within areas of uneven or rough riding pavement, the Contractor may be directed by the Engineer to remove and replace these sections at the Contractors cost.

**Orchard Road HMA shoulder paving shall be a continuous operation and is to be done utilizing a small self-propelled paver, roller, and 6-wheeler. No handwork will be allowed.**

**HOT MIX ASPHALT SURFACE REMOVAL**

This work shall be done in accordance with section 440 of the standard specifications. The depth of the removal shall be as shown on the schedule of quantities and the typical sections.

This work will be performed at all locations and on all routes within the resurfacing route limits as shown on the schedule of quantities. Hot mix asphalt surface removal will also be required at private entrances to provide a smooth transition between the existing driveway and the new mainline pavement. Refer to the schedule of quantities and the typical sections for the depth of the removal.

**Mainline HMA Surface Removal shall be a continuous operation on all roads. The Contractor shall not at any time pull off of mainline surface removal to mill side streets or driveways, unless approved by the Engineer. Side streets and driveways shall be done either after the mainline milling is completed or concurrently with a second crew.**

*Plastic Reflective Pavement Marker removal shall be considered incidental to the Hot Mix Asphalt Surface Removal and no separate payment will be made.*

Pavement sweeping and pick-up of miscellaneous grindings from the Hot Mix Asphalt Surface Removal shall be done behind the grinder and must be performed with a sweeper truck; a broom
attached to a tractor which does not collect grindings is not permitted. The material collected from the pavement sweeping shall be picked up and properly disposed of. This material shall not be blown onto the shoulder or within the ditch. Any material found on shoulders or ditches shall be removed within 24 hours of discovery.

**Basis of Payment:** This work shall be paid at the contract unit price per square yard for HOT MIX ASPHALT SURFACE REMOVAL, of the depth specified, which price shall include removing and disposing of the existing pavement and all materials and labor necessary to complete the work described above. This item will be paid for only once, regardless of the number of passes required to complete the removal.

**HOT MIX ASPHALT SURFACE REMOVAL – BUTT JOINT**

This work shall be done in accordance with Article 406 of the Standard Specifications at locations shown on the plans and/or as directed by the Engineer.

Add the following to Article 406.08:

“Butt joints shall be constructed in a time not to exceed 72 hours prior to the placement of the hot mix asphalt surface course. *A temporary hot mix asphalt ramp shall be constructed immediately after the construction of the butt joint or before the lane/entrance is opened to traffic.* Failure to provide ramps will result in a Traffic Control Deficiency for each location, per day. This work will be required at the terminus of all routes to be resurfaced, at each side road leg and at each driveway entrance that intersects the route.”

Temporary Hot Mix Asphalt Ramps shall consist of HMA Surface Course, N50.

Before a construction butt joint and temporary ramp are opened to traffic, the Contractor shall install one “BUMP” sign in each direction. The signs shall be placed approximately 100 feet in advance of butt joints at locations where traffic does not come to a complete stop and approximately 10 feet or less in advance of butt joints at locations where traffic is required to come to a complete stop (such as side streets or major commercial entrances) or as directed by the Engineer. The signs shall not be removed until after the hot mix asphalt surface course has been placed on the roadway up through the butt joint.

These signs shall have minimum dimensions of 48 inches by 48 inches and have a black legend and border on an orange reflectorized background. The legend shall read:

“BUMP”

Hot mix asphalt surface removal – butt joints will be required at private entrances to provide a smooth transition between the driveway and the new pavement at all locations. Refer to the schedule of quantities and the typical sections for the depth of the removal.
Add the following to Article 406.14:

“The ‘BUMP’ signs shall not be paid for separately but shall be considered incidental to HOT MIX ASPHALT SURFACE REMOVAL – BUTT JOINT which shall include all labor, materials, and equipment necessary to complete the work described above.”

ITEMS AS ORDERED BY THE ENGINEER

When additional work, not indicated in the Contract or on the Contract drawings, is requested in writing by the Engineer during construction, this additional work shall be measured and paid for as described in Articles 104.02 and 109.04 of the Standard Specifications.

**Basis of Payment:** Payment for all additional work shall be made from the ITEMS AS ORDERED BY THE ENGINEER pay item, which shall be in units of one dollar ($1.00).

LEVELING BINDER (MACHINE METHOD)

This shall be done in accordance with section 406 of the Standard Specifications insofar as applicable and the following provisions:

The limits, mix type, and thickness for this work are shown on the location maps, the schedule of quantities, the typical sections, and as directed by the engineer. The mix types will have the following properties:

<table>
<thead>
<tr>
<th>MIX</th>
<th>VOIDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leveling Binder (Machine Method), N50</td>
<td>4% @ 50 Gyr</td>
</tr>
<tr>
<td>Leveling Binder (Machine Method), N70</td>
<td>4% @ 70 Gyr</td>
</tr>
</tbody>
</table>

All calculations involving unit weights shall use 112 lbs./sq. yd./in.

All paving operations shall be performed to minimize impact to traffic flow. Therefore, only one mainline through lane may be closed for paving operations at any time.

**Basis of Payment:** This work shall be paid for at the contract unit price per ton for LEVELING BINDER (MACHINE METHOD), of the Ndes specified, which price shall include furnishing and placing of leveling binder and all materials and labor necessary to complete the work described above.

LOCATION COMPLETION

Once work has commenced, the Contractor shall diligently pursue completion of the subject work, per the Contractor Working Hours special provision and weather permitting, until all work included in the contract has been completed; unless written approval to the contrary has been granted by the Engineer. **In the event the contractor fails to maintain a continuous operation,**
a deficiency deduction of $5000 per calendar day will be applied to monies due to the Contractor until the continuous operation is re-established and maintained.

All side-street and driveway paving operations shall be completed within three (3) working days immediately following the completion of mainline paving operations at a single location as listed on the schedule of quantities.

All HMA and aggregate shoulder construction shall be completed within two (2) working days following completion of side-street and driveway paving operations at a single location as listed on the schedule of quantities. This includes removal of all HMA chunks and debris left by the paving crew.

All permanent roadway pavement marking shall be completed within five (5) working days following completion of shoulder construction.

All traffic signal detector loops shall be placed as soon as possible, or within a maximum of five (5) working days, after the completion of paving operations; or, within a maximum of twenty (20) working days after the start of pavement removal operations.

All inlet filters shall be removed within three (3) working days following the completion of paving operations.

All proposed guardrail sections shall be completely installed within three (3) working days immediately following the removal guardrail sections.

**MAINTENANCE OF ROADWAYS / TRAFFIC CONTROL DEFICIENCY**

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

The Contractor shall commence work on all maintenance of roadways items within 2 hours of discovering such items or within 2 hours of notification by the Engineer and shall complete such items in an expeditious and timely manner. Failure to do so can result in a deficiency of $2000 per calendar day.

If items of maintenance work have not been provided for in the contract or otherwise specified for payment, such items, including the accompanying traffic control and protection required by the Engineer will be paid for in accordance with Article 109.04 of the Standard Specifications.
Basis of Payment: This work shall be paid for at the contract unit price per lump sum for TRAFFIC CONTROL AND PROTECTION (SPECIAL), which price shall be payment in full for all labor, materials, and equipment necessary to complete the work described above.

**MATERIAL TESTING DAILY NOTIFICATION (COUNTY)**

The County has retained the services of a testing agency to sample and test asphalt and concrete mix designs for County and Township projects. Contact information provided in memorandum ‘2019 QC TESTING REQUIREMENTS AND PROCEDURE’, dated June 10, 2019, shall be followed for these services.

Tim Dunne, Rubino Engineering  
Phone: 847-343-0749  
Email: Tim.dunne@rubinoeng.com

In order to ensure that samples will be drawn, Contractors or their Subcontractors must alert the testing agency as well as the Engineer or his representative assigned to the project on days when material will be placed on these jobs. This is similar to the IDOT Materials testing procedure. Calls must be placed at least one day prior to any placement before 12:00 pm, noon. **In the event that testing has been scheduled and weather is unfavorable the Contractor will be responsible to alert a representative of the testing agency as soon as the decision not to place material is made.** It is understood that these decisions are made in the early hours of the day. The purpose of this policy is to make sure that testing is conducted and to stop scheduled testing on days when work is canceled.

At the preconstruction meeting, roles, responsibilities, and 24 hour contact information will be established and exchanged between the Engineer and the Contractor.

**In the event that the testing representative cannot be reached the Contractor will call the County Chief of Construction at 630-816-9680 or via e-mail at: boeschdavid@co.kane.il.us**

**MODIFIED URETHANE PAVEMENT MARKING**

**Description:** This work shall consist of furnishing and applying a reflectorized modified urethane, plural component, durable liquid pavement marking lines, sizes and colors as shown on the plans.

**Materials:** All materials shall meet the following specifications:

a) Modified Urethane Marking: The modified urethane pavement marking material shall consist of a homogeneous blend of modified urethane resins and pigments designed to provide a simple volumetric mixing ratio of two components (must be two volumes of Part A to one volume of Part B). No volatile solvent or fillers will be allowed.
b) Pigmentation: The pigment content by weight of Component A shall be determined by low temperature ashing according to ASTM D 3723. The pigment content shall not vary more than ± two percent from the pigment content of the original qualified paint.

White Pigment shall be Titanium Dioxide meeting ASTM D 476 Type II, Rutile.

Yellow Pigment shall be Organic Yellow and contain no heavy metals.

c) Environmental: Upon heating to application temperature, the material shall not exude fumes, which are toxic or injurious to persons or property when handled according to manufacturer specifications. The modified urethane pavement marking material compositions shall not contain free isocyanate functionality.

d) Daylight Reflectance: The daylight directional reflectance of the cured modified urethane material (without reflective media) shall be a minimum of 80 percent (white) and 50 percent (yellow) relative to magnesium oxide when tested using a color spectrophotometer with a 45 degree circumferential / zero degrees geometry, illuminant C, and two degrees 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. In addition, the color of the yellow modified urethane shall visually match Color Number 33538 of Federal Standard 595a with chromaticity limits as follows:

<table>
<thead>
<tr>
<th></th>
<th>0.490</th>
<th>0.475</th>
<th>0.485</th>
<th>0.539</th>
</tr>
</thead>
<tbody>
<tr>
<td>x</td>
<td>0.470</td>
<td>0.438</td>
<td>0.425</td>
<td>0.456</td>
</tr>
</tbody>
</table>


e) Weathering Resistance: The modified urethane, when mixed in the proper ratio and applied at 0.35 to 0.41 mm (14 to 16 mils) wet film thickness to an aluminum alloy panel (Federal Test Std. No. 141, Method 2013) and allowed to cure for 72 hours at room temperature, shall be subjected to accelerated weathering for 75 hours. The accelerated weathering shall be completed by using the light and water exposure apparatus (fluorescent UV – condensation type) and tested according to ASTM G 53.

The cycle shall consist of four hours UV exposure at 50 °C (122 °F) and four hours of condensation at 40 °C (104 °F). UVB 313 bulbs shall be used. At the end of the exposure period, the material shall show no substantial change in color or gloss.

f) Drying Time: The modified urethane material, when mixed in the proper ratio and applied at 0.35 to 0.41 mm (14 to 16 mils) wet film thickness and with the proper saturation of
glass spheres, shall exhibit a no-tracking time of three minutes or less when tested according to ASTM D 711.

g) Adhesion: The catalyzed modified urethane pavement marking materials when applied to a 100 x 100 x 50 mm (4 x 4 x2 in) concrete block shall have a degree of adhesion which results in a 100 percent concrete failure in the performance of this test.

The concrete block shall be brushed on one side and have a minimum strength of 24,100 kPa (3,500 psi). A 50 mm (2 in) square film of the mixed modified urethane shall be applied to the brushed surface and allowed to cure for 72 hours at room temperature. A 50 mm (2 in) square cube shall be affixed to the surface of the modified urethane by means of an epoxy glue. After the glue has cured for 24 hours, the modified urethane specimen shall be placed on a dynamic testing machine in such a fashion so that the specimen block is in a fixed position and the 50 mm (2 in) cube (glued to the modified urethane surface) is attached to the dynamometer head. Direct upward pressure shall be slowly applied until the modified urethane system fails. The location of the break and the amount of concrete failure shall be recorded.

h) Hardness: The modified urethane marking materials, when tested according to ASTM D-2240, shall have a Shore D Hardness greater than 75. Films shall be cast on a rigid substrate at 0.35 to 0.41 mm (14 to 16 mils) in thickness and allowed to cure at room temperature for 72 hours before testing.

i) Abrasion: The abrasion resistance shall be evaluated on a Taber Abrader with a 1,000 gram load and CS-17 wheels. The duration of test shall be 1,000 cycles. The wear index shall be calculated based on ASTM test method D-4060 and the wear index for the catalyzed material shall not be more than 80. The tests shall be run on cured samples of modified urethane material which have been applied at a film thickness of 0.35 to 0.41 (14 to 16 mils) to code S-16 stainless steel plates. The films shall be allowed to cure at room temperature for at least 72 hours and not more than 96 hours before testing.

j) Tensile: When tested according to ASTM D-638, the modified urethane pavement marking materials shall have an average tensile strength of not less than 6,000 pounds per square inch. The Type IV Specimens shall be pulled at a rate of ¼” per minute by a suitable dynamic testing machine. The samples shall be allowed to cure at 75 °F± 2°F for a minimum of 24 hours and a maximum of 72 hours prior to performing the indicated tests.

k) Compressive Strength: When tested according to ASTM D-695, the catalyzed modified urethane pavement marking materials shall have a compressive strength of not less than
12,000 pounds per square inch. The cast sample shall be conditioned at 75°F ± 2°F for a minimum of 72 hours before performing the indicated tests. The rate of compression of these samples shall be no more than ¼” per minute.

l) Glass Spheres: The glass spheres shall meet the requirements of Article 1095.04(m) and Article 1095.07 of the Standard Specifications for first drop and second drop glass beads.

m) The material shall be shipped to the job site in substantial containers and shall be plainly marked with the manufacturer’s name and address, the name and color of the material, date of manufacture and batch number.

n) Prior to approval and use of the modified urethane pavement marking materials, the manufacturer shall submit a notarized certification of an independent laboratory, together with the results of all tests, stating these materials meet the requirements as set forth herein. The certification test report shall state the lot tested, manufacturer’s name, brand name of modified urethane and date of manufacture. The certification shall be accompanied by one half-liter (one-pint) samples each of Part A and Part B. Samples shall be sent in the appropriate volumes for complete mixing of Part A and Part B.

After approval by the Department, certification by the modified urethane manufacturer shall be submitted for each batch used. New independent laboratory certified test results and samples for testing by the Department shall be submitted any time the manufacturing process or paint formulation is changed. All costs of testing (other than tests conducted by the Department) shall be borne by the manufacturer.

o) Acceptance samples shall consist of one half-liter (one-pint) samples of Part A and Part B, of each lot of paint. Samples shall be sent in the appropriate volumes for complete mixing of Part A and Part B. The samples shall be submitted to the Department for testing, together with a manufacturer’s certification. The certification shall state the formulation for the lot represented is essentially identical to that used for qualification testing. All, acceptance samples shall be taken by a representative of the Illinois Department of Transportation. The modified urethane pavement marking materials shall not be used until tests are completed and they have met the requirements as set forth herein.

p) The manufacturer shall retain the test sample for a minimum of 18 months.

Application Equipment: The modified urethane pavement marking compounds shall be applied through equipment specifically designed to precisely meter the two components in the ratio of 2:1 and approved by the manufacturer of the material. This equipment shall produce the required
amount of heat at the mixing head and gun tip and maintain those temperatures within the tolerances specified. This equipment shall also have as an integral part of the gun carriage, a high pressure air spray capable of cleaning the pavement immediately prior to the marking application.

The equipment shall be capable of spraying both yellow and white urethane, according to the manufacturer’s recommended proportions and be mounted on a truck of sufficient size and stability with an adequate power source to produce lines of uniform dimensions and prevent application failure. The truck shall have at least two urethane tanks each of 415 L (110 gal) minimum capacity and shall be equipped with hydraulic systems. It shall be capable of placing stripes on the left and right sides and placing two lines on a three-line system simultaneously with either line in a solid or intermittent pattern, in yellow or white, and applying glass beads by the double drop pressurized bead system. The system shall apply both the first drop glass beads and the second drop glass beads at a rate of 1.2 kg per L (10 lb./gal). The equipment shall be equipped with pressure gauges for each proportioning pump. All guns shall be in full view of operators at all times. The equipment shall have a metering device to register the accumulated installed quantities for each gun, each day. Each vehicle shall include at least one operator who shall be a technical expert in equipment operations and urethane application techniques. Certification of equipment shall be provided at the preconstruction conference and proof of recent calibration and maintenance per manufacture specifications shall be provided prior to commencement of work.

**Application:** The pavement shall be cleaned by a method approved by the Engineer to remove all dirt, grease, glaze or any other material that would reduce the adhesion of the markings with minimum or no damage to the pavement. New PCC pavements shall be blast-cleaned to remove all curing compounds.

Markings shall be applied to the cleaned surfaces on the same calendar day. If this cannot be accomplished, the surface shall be re-cleaned prior to applying the markings. Existing pavement markings shall be at least 90 percent removed. No markings shall be applied until the Engineer approves the cleaning.

Widths, lengths and shapes of the cleaned surface shall be prepared wider than the modified urethane pavement marking material to be applied, such that a prepared area is on all sides of the urethane pavement marking material after application.

New asphalt concrete and seal coated surfaces shall be in place a minimum of two weeks prior to marking applications.

The cleaning operation shall be a continuous moving operation process with minimum interruption to traffic.

The pavement markings shall be applied during conditions of dry weather and subsequently dry pavement surfaces at a minimum uniform wet thickness of **25 mils (0.64 mm)** according to the manufacturer’s installation instructions. The application and combination of reflective media (glass beads and/or reflective elements) shall be applied at a rate specified by the manufacturer. At
the time of installation the pavement surface temperature shall be 40 °F (5° C) and rising and the
ambient temperature shall be 35° F (2° C) and rising. The pavement surface temperature and the
ambient temperatures shall be determined and documented before the start of each of marking
operation. The pavement markings shall not be applied if the pavement shows any visible signs
of moisture or it is anticipated that moisture, such as rain showers, may occur during the installation
and curing periods. The Engineer shall determine the atmospheric conditions and pavement
surface conditions that produce satisfactory results.

Unless directed by the Engineer, lines shall not be laid directly over a longitudinal crack or joint.
The edge of the center line or lane line shall be offset a minimum distance of 50 mm (2 inches)
from a longitudinal crack or joint. Edge lines shall be approximately 50 mm (2 inches) from the
edge of pavement. The finished center and lane lines shall be straight, with the lateral deviation
of any 3 meter (10-foot) line not to exceed 25 mm (1 inch).

Notification: The Contractor shall notify the Engineer 72 hours prior to the placement of the
markings in order that an inspector can be present during the operation. At the time of this
notification, the Contractor shall indicate the manufacturer and lot numbers of urethane and
reflective media that he intends to use. The Engineer will ensure that the approved lot numbers
appear on the material package. Failure to comply with this provision may be cause for rejection.

The Contractor shall provide an accurate temperature-measuring device(s) that shall be capable of
measuring the pavement temperature prior to application of the material, the material temperature
at the gun tip and the material temperature prior to mixing.

The Contractor shall be required to maintain a minimum initial retroreflectivity for all epoxy
pavement/modified urethane marking that he/she applies, as follows:

<table>
<thead>
<tr>
<th>Material</th>
<th>Color</th>
<th>Retro reflectivity (millicandelas/m²/lux)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urethane</td>
<td>White</td>
<td>300</td>
</tr>
<tr>
<td>Urethane</td>
<td>Yellow</td>
<td>250</td>
</tr>
</tbody>
</table>

The Engineer will measure the retro reflectivity a minimum of twelve (12) hours after and within
fourteen (14) days of the application. The Engineer will take a minimum of ten (10) readings per
color line, evenly spaced, on a 1,000 meter (0.6 mile) roadway section on all roadways specified
in the schedule of quantities for epoxy pavement marking or as determined by the Engineer. The
Engineer will average all of the readings for each color line within the 1,000 meter section of
roadway to determine the retro reflectivity. The Contractor shall be required to replace all urethane
pavement not meeting the minimum retroreflectivity requirements at no additional expense to this
contract.

Inspection: The urethane pavement markings will be inspected following installation, but no later
than December 15, and inspected following a winter performance period that extends 180 days
from December 15 in accordance with the provisions of Article 780.10 of the Standard Specification for Road and Bridge Construction.

**Method of Measurement:** The lines will be measured for payment in feet of urethane pavement marking lines applied and accepted, measured in place. Double yellow lines will be measured as two separate lines. Words and symbols shall conform to the size and dimensions specified in the Manual on Uniform Traffic Control Devices and Standard 780001 and will be measured based on total areas indicated in table 1 or as specified in the plans.

**Basis of Payment:** This work will be paid for at the contract unit prices per foot of applied line for MODIFIED URETHANE PAVEMENT MARKING - LINE 4, 5, 6, 8, 12, 24 inches or per square foot MODIFIED URETHANE PAVEMENT MARKING – LETTERS AND SYMBOLS measured as specified herein.

**PAINT PAVEMENT MARKINGS**

**Installation requirements:** The installation of all paint pavement markings shall be in accordance with Section 780 of the Standard Specifications.

A. All materials used in the installation of paint pavement markings shall be accordance with Section 1095 of the Standard Specifications.

B. On all existing roadway surfaces, prior to the application of paint pavement marking, the Contractor shall make certain that the pavement surface is dry and free of dirt, grease and loose paint or any other pavement marking. The surface shall be cleaned by water blasting or by other means to the satisfaction of the Engineer and/or his authorized representative.

C. The paint pavement marking shall be applied at a minimum thickness of 0.41 mm (16 mils +/- 0.1 mil) before the glass beads are applied. Glass beads shall be uniformly applied by means of a double drop pressurized bead applicator system. The system shall apply both the first drop glass beads and the second drop glass beads at a rate of 720 g per L (6 pounds per gallon) for all roadways.

D. Paint pavement marking shall not be applied at air temperatures below 10º C (50º F), unless otherwise directed by the Engineer and/or his authorized representative.


F. The two-line system of centerline marking will be used for all two (2) lane sections of roadway specified in the schedule of quantities.

G. The paint unit shall be equipped with measuring devices to measure actual number of lineal meters (feet) of marking.

H. In areas of sharp curves, as specified in the schedule of quantities and as directed by the Engineer, the Contractor shall be required to place an eight inch (8") white edge line.
I. The placement of paint pavement marking on areas of raised medians and median curb faces shall be as specified in the schedule of quantities and as designated by the Engineer and/or his representatives. The Contractor shall make certain that the surface to be marked is dry and free of dirt, grease, or any other marking. The surface shall be cleaned by sand blasting or by other means to the satisfaction of the Engineer and/or his representatives.

J. The Contractor shall be required to maintain a minimum initial retro-reflectivity for all paint pavement markings that he/she applies, as follows:

<table>
<thead>
<tr>
<th>Material</th>
<th>Color</th>
<th>Retro-reflectivity (millicandelas/m2/lux)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paint</td>
<td>White</td>
<td>200</td>
</tr>
<tr>
<td>Paint</td>
<td>Yellow</td>
<td>175</td>
</tr>
</tbody>
</table>

The Engineer and/or his representatives will measure the retro-reflectivity a minimum of twelve (12) hours after and within fourteen (14) days of the application. The Engineer will take a minimum of ten (10) readings per color line, evenly spaced, on a 1,000 meter (0.6 mile) roadway section on all roadways specified in the schedule of quantities for paint pavement marking or as determined by the Engineer and/or his representatives. The Engineer and/or his representatives will average all of the readings for each color line within the 1,000 meter section of roadway to determine the retro-reflectivity. The Contractor shall be required to replace all paint pavement markings not meeting the minimum retro-reflectivity requirements at no additional expense to this contract.

**Equipment:** All equipment used for installing paint pavement markings shall be accordance with Section 1100 of the Standard Specifications and the following requirements:

A. The Contractor shall abide by all local ordinances governing the use of this type of equipment.

B. Subsequent to the award of the contract the Contractor shall furnish evidence, satisfactory to the Engineer and/or his representatives, that the equipment to be used on this contract meets the requirements as stated herein.

C. Water blasting equipment shall be truck mounted with a minimum carrying capacity of 6435 liters (1,700 gallons). It shall have at least one (1) high pressure pump capable of producing at least 68.95 megapascals (10,000 p.s.i.) with a flow rate of 75.7 liters (20 gallons).

D. A minimum of 5,678 liters (1,500 gallons) water supply truck shall accompany the water blasting unit to insure continuous cleaning without impeding normal traffic movement.

**Basis of Payment:** Paint pavement marking lane lines, centerlines, and edge lines shall be paid for at the contract unit price per foot for PAINT PAVEMENT MARKING – LINE of the width specified, which price shall be payment in full for all labor, materials, and equipment necessary to complete the work described above.
Paint pavement markings for letters and symbols shall be paid for at the contract unit price per square foot for PAINT PAVEMENT MARKING LETTERS – LETTERS AND SYMBOLS, which price shall be payment in full for all labor, materials, and equipment necessary to complete the work described above.

**PAVEMENT PATCHING, CLASS D**

This work shall be done in accordance with Section 442 of the Standard Specifications.

Revise Article 442.02 Note 2 of the Standard Specifications to read:

“The mixture composition of the HMA used shall be Binder Course, IL-19.0, N70.”

Add the following to Article 442.05 of the Standard Specifications:

“All patches shall be marked for removal by the Engineer after milling has occurred.”

Add the following to Article 442.06 of the Standard Specifications:

“The pavement replacement shall take place after the roadway has been milled.”

**PREQUALIFICATION OF BIDDERS**

PREQUALIFICATION OF BIDDERS in accordance with Section 102.01 of the Standard Specifications will be required of all bidders on this proposal. The primary Contractor will be required to meet all of the following prequalification code(s) for the discipline of work to be completed:

003 - Hot Mix Asphalt (HMA) Plant Mix

The primary Contractor and/or the Subcontractor will be required to meet the prequalification code for the discipline of work they will be responsible for completing.

014 – Electrical
023 – Guardrail
027A – Pavement Markings (Paint)
027E – Pavement Markings (Modified Urethane)

**PREVAILING WAGES**

By submitting a bid, bidder expressly agrees to comply with all applicable State and Federal Prevailing Rate of Wage Laws, and to take all steps necessary to remain in compliance therewith.
**Prevailing Wage Rates:** It is the policy of the State of Illinois as declared in "AN ACT regulating wages of laborers, mechanics and other workman employed in any public works by the State, County, City or any political subdivision or by any work under construction for public works" approved June 26, 1941, that a wage of no less that the general prevailing hourly rate as paid for work of a similar character in a locality in which work is performed, shall be paid to all laborers, workmen and mechanics employed by and on behalf of any and all public body engaged in public works, exclusive of maintenance work.

The responsive Bidder must include with their bid a separate sheet showing trades to be employed and wage rates to be paid. Prevailing wage rates are subject to revision monthly and the responsive bidder is responsible for any future adjustment thereof. Copies of the current prevailing wage rates are always available from the Illinois Department of Labor on their website.

The Contractor shall pay the current Illinois Department of Labor Prevailing Wage Rates for any and all projects worked on for the COUNTY OF KANE. The Contractor shall provide the Kane County Division of Transportation a sheet showing trades to be employed and wage rates to be paid for each construction or repair project bid on or contracted for.

**PROSECUTION OF WORK**

Add the following paragraph to Article 108.02 of the Standard Specifications:

“The Contractor shall maintain throughout the course of the project, and provide to the Engineer, at the Engineer’s request, a detailed progress schedule of planned construction related tasks and locations that projects a minimum of 2 weeks into the future. At the Engineer’s request, progress schedules of 4 weeks may be required.”

At the Pre-Construction Meeting, the Contractor shall submit a draft progress schedule, ready for review and approval, and a prepared list of subcontractors, which will both be discussed and approved by the Engineer. This project schedule shall show all routes to be worked on, an anticipated estimate of time (in working days) to accomplish each item, as well as sequence of operations. All work shall be coordinated with the Engineer so that all work is completed prior to proposed striping or other Kane County projects.

The progress schedule may be on IDOT form BC 255 or a detailed Gantt Charts-type schedule.

**SHORT TERM PAVEMENT MARKING**

This work shall be done in accordance with Article 703.04 of the standard specifications insofar as applicable and the following provisions.

Placement of short-term pavement markings shall be provided at locations which will not interfere with the placement of permanent pavement markings; as permanent pavement markings are to be placed before short-term pavement markings are to be removed.
Removal of short-term pavement marking shall be provided by the Contractor who installs the short-term pavement marking.

Coordination between the contractor and KDOT is required, prior to the placement of short term pavement marking, in order to avoid overlap between permanent and temporary pavement marking placement. Temporary pavement marking removal is to be done after the permanent pavement marking is applied. It is the desire of the County to have between 6” to 12” separation between the temporary tape/paint placed by the paving contractor, and permanent pavement marking placed by the striping company, in order to maximize efficiency for the permanent striping crew. If temporary pavement marking overlap results in the return of the Pavement Marking Contractor in order to touch up void spaces left by temporary pavement marking, then such additional costs will be charged to the Contractor. All short term pavement marking is to be removed upon completion of permanent pavement marking.

**Basis of Payment:** This work shall not be paid for separately but shall be included in the cost of the contract which price shall include all labor, materials, and equipment necessary to complete the work described above.

**SPECIAL PROVISION FOR INSURANCE (COUNTY)**

The Contractor shall obtain and keep in full force the following insurance coverages:

**POLICY:**
Contractor’s Commercial General Liability

**ADDITIONAL NAMED INSURED:**
The County of Kane, its officers, employees and agents

All other provisions of Article 107.27 of the Standard Specifications shall apply.

**TEMPORARY ASPHALT RAMPS**

When construction operations result in a mainline or side street butt-joint, Temporary Asphalt Ramps (see Butt Joints detail) shall be constructed directly adjacent to the project limit saw cut. Additionally, when construction operations result in a drop-off equaling 1 ½”, or more, (where vehicular travel exists) a Temporary Asphalt Ramp will be provided to transition the existing pavement elevation to the Hot Mix Asphalt Surface Removal elevation.

Temporary Asphalt Ramps shall consist of HMA Surface Course, N50, or as directed by the Engineer.

The locations and limits for the Temporary Asphalt ramps, on all roads, shall be as directed by the Engineer.
Failure to place Temporary Asphalt Ramps, once directed, will result in a Traffic Control Deficiency levied on a daily basis until said ramps are properly installed.

**Basis of Payment:** This work shall be paid for at the contract unit price per TON for TEMPORARY ASPHALT RAMPS, which price shall include all labor, material, and equipment necessary to complete the work described above.

**TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT**

**Description:** This work shall consist of furnishing and installing Traffic Barrier Terminal Type 1, Special of the type specified by the Engineer from the approved IDOT qualified products list of Traffic Barrier Terminal, Type 1 Special, according to Section 631 and the following:

All terminals shall meet the testing criteria contained in AASHTO Manual for Assessing Safety Hardware (MASH) and be approved by the Department.

The terminal shall be installed according to the manufacture’s specifications and shall include all necessary transitions between the terminal and the item to which it is attached.

The terminals shall follow the manufacturer’s specifications for installation as to the type and number of posts, foundation tubes, and soil plates.

**Basis of Payment:** This work shall be paid for at the contract unit price EACH for TRAFFIC BARRIER TERMINAL TYPE 1, (SPECIAL) TANGENT, which price shall include all labor, material, and equipment necessary to complete the work described above.

**TRAFFIC CONTROL AND PROTECTION (SPECIAL)**

Special attention is called to Article 107.09 and Division 700 of the Standard Specifications and the following Highway Standards, Details, Quality Standard for Work Zone Traffic Control Devices, Supplemental Specifications and Recurring Special Provisions, and Special Provisions contained herein, relating to traffic control.

The Contractor shall contact the Engineer at least **72 hours** before beginning work.

The Contractor shall be required to use the latest version of the Highway Standards listed below as traffic conditions and working conditions warrant.

**Highway Standards:**

- 701006 Off-Rd Operations, 2L, 2W, 15’ to 24” from Pavement Edge
- 701011 Off-Rd Moving Operations, 2L, 2W, Day Only
- 701201 Lane Closure, 2L, 2W, Day Only, Speeds ≥ 45 mph
- 701301 Lane Closure, 2L, 2W, Short Time Operations
701306 Lane Closures, 2L, 2W, Slow Moving Operations Day Only, ≥ 45 mph
701311 Lane Closure, 2L, 2W, Moving Operations – Day Only
701336 Lane Closure, 2L, 2W, Work Areas in Series, Speeds ≥ 45 mph
701421 Lane Closure, Multilane, Day Operations Only, for Speeds ≥ 45mph to 55mph
701422 Lane Closure, Multilane, for Speeds 45 mph to 55 mph
701501 Urban Lane Closure, 2L, 2W, Undivided
701701 Urban Lane Closure, Multilane Intersection
701901 Traffic Control Devices
BLR 18 Traffic Control Devices – Day Labor Maintenance

Special Provisions:
LR 702 Construction and Maintenance Signs

Details:
The Contractor shall provide, at a minimum, two changeable message signs at least seven days prior to starting construction through project completion, for all locations listed within the contract. The signs shall be located and programmed as directed by the Engineer. The changeable message signs will be paid for at the contract unit price per CAL MO for CHANGEABLE MESSAGE SIGN.

All Construction signs used shall meet the MUTCD, IDOT Highway Traffic Control Standards and Standard Specifications for Roadway and Bridge Construction Specifications for size, distances and placement. If at any time the signs are in place but not applicable, they shall either be removed, knocked face down to the ground, turned from the view of motorists or covered as directed by the Engineer.

These signs shall have minimum dimensions of 48 inches by 48 inches and have a black legend and border on an orange reflectorized background. The legend shall read:

“ROADWORK TO BEGIN”
“WEEK OF XX/XX/20”
and
“ROAD CONSTRUCTION AHEAD”

After the milling of the roadway has begun the Contractor shall install one sign in each direction for each roadway that has been milled. The signs shall be placed approximately 100 feet in advance of the roadway resurfacing limits and on all major intersecting streets or as directed by the Engineer. The signs shall not be removed until after the permanent striping has been placed.

These signs shall have minimum dimensions 48 inches by 48 inches and have a black legend and border on an orange reflectorized background. The legend shall read:

“NO PASSING”
“NOT STRIPED”
“FOR XX MILES”

After Bituminous Materials (Tack Coat) has been placed on the prepared roadway, the Contractor shall install detail TCP-01. The signs shall not be removed until after the short-term pavement marking striping has been placed or as directed by the Engineer.

These signs shall have minimum dimensions 48 inches by 48 inches and have a black legend and border on an orange reflectorized background. The legend shall read:

“FRESH OIL”
“XX M.P.H.”

The Engineer shall direct the Contractor as the necessary speed limit reduction to be posted.

If water is found to collect or pond on a roadway, which has been milled as part of the subject contract, the Contractor shall provide ‘Water on Pavement’ signs, until instructed by the Engineer to be removed. Failure to place above signs, once directed, will result in a Traffic Control Deficiency levied on a daily basis until said signs are properly installed.

Local Roads and Streets Recurring Special Provisions:
LRS 3 Work Zone Traffic Control Surveillance

At the preconstruction meeting, the Contractor shall furnish the name of the individual in his direct employ who is to be responsible for the installation and maintenance of the traffic control for this project. If the actual installation and maintenance are to be accomplished by a subcontractor, consent shall be requested of the Engineer at the time of the preconstruction meeting in accordance with Article 108.01 of the Standard Specifications. This shall not relieve the Contractor of the requirement to have a responsible individual in his direct employ supervise this work. The Engineer will provide the Contractor the name of its representative who will be responsible for the administration of the Traffic Control Plan.

Method of Measurement: Traffic Control and Protection shall be measured for payment as Lump Sum, which shall consist of furnishing, installation, maintenance, relocation and removal of work zone traffic control and protection; including all labor, materials, and equipment necessary to complete the work described above.

Basis of Payment: Traffic Control and Protection shall be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (SPECIAL) which price shall include all labor, materials, and equipment necessary to complete the work described above.

UNIT PRICES FOR LOCAL AGENCIES (TOWNSHIPS)

The Contractor shall honor all contract unit prices as awarded for all work performed by request, for any/all Kane County Townships or local agencies as per the request of the Engineer. The
contract unit prices shall be guaranteed through the end of the designated construction year, of the year for which the contract is awarded.
State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
CONSTRUCTION AND MAINTENANCE SIGNS

Effective: January 1, 2004
Revised: June 1, 2007

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

701.14. Signs. Add the following paragraph to Article 701.14:

All warning signs shall have minimum dimensions of 1200 mm x 1200 mm (48" x 48") and have a black legend on a fluorescent orange reflectorized background, meeting, as a minimum, Type AP reflectivity requirements of Table 1091-2 in Article 1091.02.
The following special provisions indicated by a “check mark” are applicable to this contract and will be included by the Project Coordination and Implementation Section of the BD&E. An * indicates a new or revised special provision for the letting.

<table>
<thead>
<tr>
<th>File Name #</th>
<th>Special Provision Title</th>
<th>Effective</th>
<th>Revised</th>
</tr>
</thead>
<tbody>
<tr>
<td>80099</td>
<td>Accessible Pedestrian Signals (APS)</td>
<td>April 1, 2003</td>
<td>Jan. 1, 2014</td>
</tr>
<tr>
<td>80274</td>
<td>Aggregate Subgrade Improvement</td>
<td>April 1, 2012</td>
<td>April 1, 2016</td>
</tr>
<tr>
<td>80192</td>
<td>Automated Flagger Assistance Device</td>
<td>Jan. 1, 2008</td>
<td></td>
</tr>
<tr>
<td>* 80426</td>
<td>Bituminous Surface Treatment with Fog Seal</td>
<td>Jan. 1, 2020</td>
<td></td>
</tr>
<tr>
<td>80241</td>
<td>Bridge Demolition Debris</td>
<td>July 1, 2009</td>
<td></td>
</tr>
<tr>
<td>50261</td>
<td>Building Removal-Case I (Non-Friable and Friable Asbestos)</td>
<td>Sept. 1, 1990</td>
<td>April 1, 2010</td>
</tr>
<tr>
<td>50481</td>
<td>Building Removal-Case II (Non-Friable Asbestos)</td>
<td>Sept. 1, 1990</td>
<td>April 1, 2010</td>
</tr>
<tr>
<td>50491</td>
<td>Building Removal-Case III (Friable Asbestos)</td>
<td>Sept. 1, 1990</td>
<td>April 1, 2010</td>
</tr>
<tr>
<td>50531</td>
<td>Building Removal-Case IV (No Asbestos)</td>
<td>Sept. 1, 1990</td>
<td>April 1, 2010</td>
</tr>
<tr>
<td>* 80425</td>
<td>Cape Seal</td>
<td>Jan. 1, 2020</td>
<td></td>
</tr>
<tr>
<td>80384</td>
<td>Compensable Delay Costs</td>
<td>June 2, 2017</td>
<td>April 1, 2019</td>
</tr>
<tr>
<td>80198</td>
<td>Completion Date (via calendar days)</td>
<td>April 1, 2008</td>
<td></td>
</tr>
<tr>
<td>80199</td>
<td>Completion Date (via calendar days) Plus Working Days</td>
<td>April 1, 2008</td>
<td></td>
</tr>
<tr>
<td>80293</td>
<td>Concrete Box Culverts with Skews &gt; 30 Degrees and Design Fills ≤ 5 Feet</td>
<td>April 1, 2012</td>
<td>July 1, 2016</td>
</tr>
<tr>
<td>80311</td>
<td>Concrete End Sections for Pipe Culverts</td>
<td>Jan. 1, 2013</td>
<td>April 1, 2016</td>
</tr>
<tr>
<td>80277</td>
<td>Concrete Mix Design – Department Provided</td>
<td>Jan. 1, 2012</td>
<td>April 1, 2016</td>
</tr>
<tr>
<td>80261</td>
<td>Construction Air Quality – Diesel Retrofit</td>
<td>June 1, 2010</td>
<td>Nov. 1, 2014</td>
</tr>
<tr>
<td>80387</td>
<td>Contrast Preformed Plastic Pavement Marking</td>
<td>Nov. 1, 2017</td>
<td></td>
</tr>
<tr>
<td>80029</td>
<td>Disadvantaged Business Enterprise Participation</td>
<td>Sept. 1, 2000</td>
<td>March 2, 2019</td>
</tr>
<tr>
<td>80402</td>
<td>Disposal Fees</td>
<td>Nov. 1, 2018</td>
<td></td>
</tr>
<tr>
<td>80378</td>
<td>Dowel Bar Inserter</td>
<td>Jan. 1, 2017</td>
<td>Jan. 1, 2018</td>
</tr>
<tr>
<td>80405</td>
<td>Elastomeric Bearings</td>
<td>Jan. 1, 2019</td>
<td></td>
</tr>
<tr>
<td>* 80421</td>
<td>Electric Service Installation</td>
<td>Jan. 1, 2020</td>
<td></td>
</tr>
<tr>
<td>80415</td>
<td>Emulsified Asphalts</td>
<td>Aug. 1, 2019</td>
<td></td>
</tr>
<tr>
<td>* 80423</td>
<td>Engineer’s Field Office and Laboratory</td>
<td>Jan. 1, 2020</td>
<td></td>
</tr>
<tr>
<td>80388</td>
<td>Equipment Parking and Storage</td>
<td>Nov. 1, 2017</td>
<td></td>
</tr>
<tr>
<td>80229</td>
<td>Fuel Cost Adjustment</td>
<td>April 1, 2009</td>
<td>Aug. 1, 2017</td>
</tr>
<tr>
<td>80417</td>
<td>Geotechnical Fabric for Pipe Underdrains and French Drains</td>
<td>Nov. 1, 2019</td>
<td></td>
</tr>
<tr>
<td>80420</td>
<td>Geotextile Retaining Walls</td>
<td>Nov. 1, 2019</td>
<td></td>
</tr>
<tr>
<td>80304</td>
<td>Grooving for Recessed Pavement Markings</td>
<td>Nov. 1, 2012</td>
<td>Nov. 1, 2017</td>
</tr>
<tr>
<td>* 80422</td>
<td>High Tension Cable Median Barrier Reflectors</td>
<td>Jan. 1, 2020</td>
<td></td>
</tr>
<tr>
<td>80416</td>
<td>Hot-Mix Asphalt – Binder and Surface Course</td>
<td>July 2, 2019</td>
<td>Nov. 1, 2019</td>
</tr>
<tr>
<td>80398</td>
<td>Hot-Mix Asphalt – Longitudinal Joint Sealant</td>
<td>Aug. 1, 2018</td>
<td>Nov. 1, 2019</td>
</tr>
<tr>
<td>80406</td>
<td>Hot-Mix Asphalt – Mixture Design Verification and Production</td>
<td>Jan. 1, 2019</td>
<td>Nov. 1, 2019</td>
</tr>
<tr>
<td></td>
<td>(Modified for I-FIT Projects)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>80347</td>
<td>Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling</td>
<td>Nov. 1, 2014</td>
<td>July 2, 2019</td>
</tr>
<tr>
<td>80383</td>
<td>Hot-Mix Asphalt – Quality Control for Performance</td>
<td>April 1, 2017</td>
<td>July 2, 2019</td>
</tr>
<tr>
<td>80411</td>
<td>Luminaires, LED</td>
<td>April 1, 2019</td>
<td></td>
</tr>
<tr>
<td>80393</td>
<td>Manholes, Valve Vaults, and Flat Slab Tops</td>
<td>Jan. 1, 2018</td>
<td>March 1, 2019</td>
</tr>
<tr>
<td>80418</td>
<td>Mechanically Stabilized Earth Retaining Walls</td>
<td>Nov. 1, 2019</td>
<td></td>
</tr>
<tr>
<td>* 80424</td>
<td>Micro-Surfacing and Slurry Sealing</td>
<td>Jan. 1, 2020</td>
<td></td>
</tr>
<tr>
<td>80165</td>
<td>Moisture Cured Urethane Paint System</td>
<td>Nov. 1, 2006</td>
<td>Jan. 1, 2010</td>
</tr>
<tr>
<td>80412</td>
<td>Obstruction Warning Luminaires, LED</td>
<td>Aug. 1, 2019</td>
<td></td>
</tr>
<tr>
<td>80349</td>
<td>Pavement Marking Blackout Tape</td>
<td>Nov. 1, 2014</td>
<td>April 1, 2016</td>
</tr>
</tbody>
</table>
### Pavement Marking Removal
- **July 1, 2016**

### Portland Cement Concrete
- **Nov. 1, 2017**

### Portland Cement Concrete Bridge Deck Curing
- **April 1, 2015**
- **Nov. 1, 2019**

### Prefomed Plastic Pavement Marking Type D - Inlaid
- **April 1, 2012**
- **April 1, 2016**

### Progress Payments
- **Nov. 2, 2013**

### Railroad Protective Liability Insurance
- **Dec. 1, 1986**
- **Jan. 1, 2006**

### Railroad Protective Liability Insurance (5 and 10)
- **Jan. 1, 2006**

### Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)
- **Nov. 1, 2012**
- **July 2, 2019**

### Removal and Disposal of Regulated Substances
- **Jan. 1, 2019**
- **Jan. 1, 2020**

### Silt Fence, Ground Stabilization and Riprap Filter Fabric
- **Nov. 1, 2019**

### Sloped Metal End Section for Pipe Culverts
- **Jan. 1, 2018**

### Speed Display Trailer
- **April 2, 2014**
- **Jan. 1, 2017**

### Steel Cost Adjustment
- **April 2, 2004**
- **Aug. 1, 2017**

### Steel Plate Beam Guardrail Manufacturing
- **Jan. 1, 2019**

### Structural Timber
- **Aug. 1, 2019**

### Subcontractor and DBE Payment Reporting
- **April 2, 2018**

### Subcontractor Mobilization Payments
- **Nov. 2, 2017**
- **April 1, 2019**

### Surface Testing of Hot-Mix Asphalt Overlays
- **Jan. 1, 2013**
- **Aug. 1, 2019**

### Temporary Pavement Marking
- **April 1, 2012**
- **April 1, 2017**

### Traffic Barrier Terminal, Type 1 Special
- **Nov. 1, 2018**

### Traffic Control Devices - Cones
- **Jan. 1, 2019**

### Traffic Spotters
- **Jan. 1, 2019**

### Training Special Provisions
- **Oct. 15, 1975**

### Traversable Pipe Grate for Concrete End Sections
- **Jan. 1, 2013**
- **Jan. 1, 2018**

### Warm Mix Asphalt
- **Jan. 1, 2012**
- **April 1, 2016**

### Weekly DBE Trucking Reports
- **June 2, 2012**
- **April 2, 2015**

### Wood Fence Sight Screen
- **Aug. 1, 2019**

### Working Days
- **Jan. 1, 2002**

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### In the 2020 Supplemental Specifications and Recurring Special Provisions:

<table>
<thead>
<tr>
<th>File Name</th>
<th>Special Provision Title</th>
<th>New Location(s)</th>
<th>Effective</th>
<th>Revised</th>
</tr>
</thead>
<tbody>
<tr>
<td>80404</td>
<td>Coarse Aggregate Quality for Micro-Surfacing and Cape Seals</td>
<td>Article 1004.01(b)</td>
<td>Jan. 1, 2019</td>
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<tr>
<td>80392</td>
<td>Lights on Barricades</td>
<td>Articles 701.16, 701.17(c)(2) &amp; 603.07</td>
<td>Jan. 1, 2018</td>
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<tr>
<td>80336</td>
<td>Longitudinal Joint and Crack Patching</td>
<td>Check Sheet #36</td>
<td>April 1, 2014</td>
<td>April 1, 2016</td>
</tr>
<tr>
<td>80400</td>
<td>Mast Arm Assembly and Pole</td>
<td>Article 1077.03(b)</td>
<td>Aug. 1, 2018</td>
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<tr>
<td>80394</td>
<td>Metal Flared End Section for Pipe Culverts</td>
<td>Articles 542.07(c) and 542.11</td>
<td>Jan. 1, 2018</td>
<td>April 1, 2018</td>
</tr>
<tr>
<td>80390</td>
<td>Payments to Subcontractors</td>
<td>Article 109.11</td>
<td>Nov. 2, 2017</td>
<td>April 1, 2017</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Effective Dates</th>
<th>Horsepower Range</th>
<th>Model Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 1, 2010</td>
<td>600-749</td>
<td>2002</td>
</tr>
<tr>
<td></td>
<td>750 and up</td>
<td>2006</td>
</tr>
<tr>
<td>June 1, 2011</td>
<td>100-299</td>
<td>2003</td>
</tr>
<tr>
<td></td>
<td>300-599</td>
<td>2001</td>
</tr>
<tr>
<td></td>
<td>600-749</td>
<td>2002</td>
</tr>
<tr>
<td></td>
<td>750 and up</td>
<td>2006</td>
</tr>
<tr>
<td>June 1, 2012</td>
<td>50-99</td>
<td>2004</td>
</tr>
<tr>
<td></td>
<td>100-299</td>
<td>2003</td>
</tr>
<tr>
<td></td>
<td>300-599</td>
<td>2001</td>
</tr>
<tr>
<td></td>
<td>600-749</td>
<td>2002</td>
</tr>
<tr>
<td></td>
<td>750 and up</td>
<td>2006</td>
</tr>
</tbody>
</table>

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

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

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

b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit
device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

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

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

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

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

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

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

**Diesel Retrofit Deficiency Deduction**

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

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

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected.
Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.
DISPOSAL FEES (BDE)

Effective: November 1, 2018

Replace Articles 109.04(b)(5) – 109.04(b)(8) of the Standard Specifications with the following:

“(5) Disposal Fees. When the extra work performed includes paying for disposal fees at a clean construction and demolition debris facility, an uncontaminated soil fill operation or a landfill, the Contractor shall receive, as administrative costs, an amount equal to five percent of the first $10,000 and one percent of any amount over $10,000 of the total approved costs of such fees.

(6) Miscellaneous. No additional allowance will be made for general superintendence, the use of small tools, or other costs for which no specific allowance is herein provided.

(7) Statements. No payment will be made for work performed on a force account basis until the Contractor has furnished the Engineer with itemized statements of the cost of such force account work. Statements shall be accompanied and supported by invoices for all materials used and transportation charges. However, if materials used on the force account work are not specifically purchased for such work but are taken from the Contractor’s stock, then in lieu of the invoices, the Contractor shall furnish an affidavit certifying that such materials were taken from his/her stock, that the quantity claimed was actually used, and that the price and transportation claimed represent the actual cost to the Contractor.

Itemized statements at the cost of force account work shall be detailed as follows.

a. Name, classification, date, daily hours, total hours, rate, and extension for each laborer and foreman. Payrolls shall be submitted to substantiate actual wages paid if so requested by the Engineer.

b. Designation, dates, daily hours, total hours, rental rate, and extension for each unit of machinery and equipment.

c. Quantities of materials, prices and extensions.

d. Transportation of materials.

e. Cost of property damage, liability and workmen’s compensation insurance premiums, unemployment insurance contributions, and social security tax.

(8) Work Performed by an Approved Subcontractor. When extra work is performed by an approved subcontractor, the Contractor shall receive, as administrative costs, an amount equal to five percent of the total approved costs of such work with the minimum payment being $100.
(9) All statements of the cost of force account work shall be furnished to the Engineer not later than 60 days after receipt of the Central Bureau of Construction form “Extra Work Daily Report”. If the statement is not received within the specified time frame, all demands for payment for the extra work are waived and the Department is released from any and all such demands. It is the responsibility of the Contractor to ensure that all statements are received within the specified time regardless of the manner or method of delivery."
EQUIPMENT PARKING AND STORAGE (BDE)

Effective: November 1, 2017

Replace the first paragraph of Article 701.11 of the Standard Specifications with the following.

“701.11 Equipment Parking and Storage. During working hours, all vehicles and/or nonoperating equipment which are parked, two hours or less, shall be parked at least 8 ft (2.5 m) from the open traffic lane. For other periods of time during working and for all nonworking hours, all vehicles, materials, and equipment shall be parked or stored as follows.

(a) When the project has adequate right-of-way, vehicles, materials, and equipment shall be located a minimum of 30 ft (9 m) from the pavement.

(b) When adequate right-of-way does not exist, vehicles, materials, and equipment shall be located a minimum of 15 ft (4.5 m) from the edge of any pavement open to traffic.

(c) Behind temporary concrete barrier, vehicles, materials, and equipment shall be located a minimum of 24 in. (600 mm) behind free standing barrier or a minimum of 6 in. (150 mm) behind barrier that is either pinned or restrained according to Article 704.04. The 24 in. or 6 in. measurement shall be from the base of the non-traffic side of the barrier.

(d) Behind other man-made or natural barriers meeting the approval of the Engineer.”

80388
**HOT-MIX ASPHALT – BINDER AND SURFACE COURSE (BDE)**

**Effective:** July 2, 2019  
**Revised:** November 1, 2019

**Description.** This work shall consist of constructing a hot-mix asphalt (HMA) binder and/or surface course on a prepared base. Work shall be according to Sections 406 and 1030 of the Standard Specifications, except as modified herein.

**Materials.** Add the following after the second paragraph of Article 1003.03(c):

“For mixture IL-9.5FG, at least 67 percent of the required fine aggregate fraction shall consist of either stone sand, slag sand, steel slag sand, or combinations thereof meeting FA 20 gradation.”

Revise Article 1004.03(c) to read:

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

<table>
<thead>
<tr>
<th>Use</th>
<th>Size/Application</th>
<th>Gradation No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class A-1, A-2, &amp; A-3</td>
<td>3/8 in. (10 mm) Seal</td>
<td>CA 16 or CA 20</td>
</tr>
<tr>
<td>Class A-1</td>
<td>1/2 in. (13 mm) Seal</td>
<td>CA 15</td>
</tr>
<tr>
<td>Class A-2 &amp; A-3</td>
<td>Cover Coat</td>
<td>CA 14</td>
</tr>
</tbody>
</table>

**HMA High ESAL**

<table>
<thead>
<tr>
<th>Use</th>
<th>Size/Application</th>
<th>Gradation No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>IL-19.0</td>
<td>CA 11 1/</td>
<td></td>
</tr>
<tr>
<td>SMA 12.5</td>
<td>CA 13, CA 14, or CA 16</td>
<td></td>
</tr>
<tr>
<td>SMA 9.5</td>
<td>CA 13 or CA 16 3/</td>
<td></td>
</tr>
<tr>
<td>IL-9.5</td>
<td>CA 16</td>
<td></td>
</tr>
<tr>
<td>IL-9.5FG</td>
<td>CA 16</td>
<td></td>
</tr>
</tbody>
</table>

**HMA Low ESAL**

<table>
<thead>
<tr>
<th>Use</th>
<th>Size/Application</th>
<th>Gradation No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>IL-19.0L</td>
<td>CA 11 1/</td>
<td></td>
</tr>
<tr>
<td>IL-9.5L</td>
<td>CA 16</td>
<td></td>
</tr>
</tbody>
</table>

1/ CA 16 or CA 13 may be blended with the CA 11.

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

3/ The specified coarse aggregate gradations may be blended.”

**HMA Nomenclature.** Revise the “High ESAL” portion of the table in Article 1030.01 to read:

<table>
<thead>
<tr>
<th>“High ESAL”</th>
<th>Binder Courses</th>
</tr>
</thead>
<tbody>
<tr>
<td>IL-19.0, IL-9.5, IL-9.5FG, IL-4.75, SMA 12.5, SMA 9.5</td>
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</tr>
</tbody>
</table>
Mixture Design. Revise the table in Article 1030.04(a)(1) and add SMA 9.5 and IL-9.5FG mixture compositions as follows:

<table>
<thead>
<tr>
<th>Sieve Size</th>
<th>SMA 12.5</th>
<th>SMA 9.5</th>
<th>IL-9.5FG</th>
</tr>
</thead>
<tbody>
<tr>
<td>min.</td>
<td>max.</td>
<td>min.</td>
<td>max.</td>
</tr>
<tr>
<td>1 in. (25 mm)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/4 in. (19 mm)</td>
<td>100</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>1/2 in. (12.5 mm)</td>
<td>90</td>
<td>99</td>
<td>95</td>
</tr>
<tr>
<td>3/8 in. (9.5 mm)</td>
<td>50</td>
<td>85</td>
<td>70</td>
</tr>
<tr>
<td>#4 (4.75 mm)</td>
<td>20</td>
<td>40</td>
<td>30</td>
</tr>
<tr>
<td>#8 (2.36 mm)</td>
<td>16</td>
<td>24 4/</td>
<td>20</td>
</tr>
<tr>
<td>#16 (1.18 mm)</td>
<td></td>
<td>21</td>
<td>25</td>
</tr>
<tr>
<td>#30 (600 μm)</td>
<td>18</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>#50 (300 μm)</td>
<td></td>
<td>15</td>
<td>8</td>
</tr>
<tr>
<td>#100 (150 μm)</td>
<td></td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>#200 (75 μm)</td>
<td>8.0</td>
<td>11.0 3/</td>
<td>8.0</td>
</tr>
<tr>
<td>#635 (20 μm)</td>
<td>≤ 3.0</td>
<td>≤ 3.0</td>
<td>≤ 3.0</td>
</tr>
<tr>
<td>Ratio of Dust/Asphalt Binder</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1/ Based on percent of total aggregate weight.

2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign = 90.
3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.

4/ When establishing the adjusted job mix formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above 24 percent.

5/ When the bulk specific gravity (Gs) of the component aggregates vary by more than 0.2, the blend gradations shall be based on volumetric percentage.”

Revise the table in Article 1030.04(b)(1) to read:

<table>
<thead>
<tr>
<th></th>
<th>Voids in the Mineral Aggregate (VMA), % minimum</th>
<th>Voids Filled with Asphalt Binder (VFA), %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ndesign</td>
<td>IL-19.0</td>
<td>IL-9.5</td>
</tr>
<tr>
<td>50</td>
<td>13.5</td>
<td>15.0</td>
</tr>
<tr>
<td>70</td>
<td></td>
<td></td>
</tr>
<tr>
<td>90</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1/ Maximum draindown for IL-4.75 shall be 0.3 percent.

2/ VFA for IL-4.75 shall be 76-83 percent.

3/ VFA for IL-9.5FG shall be 65-78 percent.”

Revise the table in Article 1030.04(b)(3) to read:

<table>
<thead>
<tr>
<th></th>
<th>Design Air Voids Target, %</th>
<th>Voids in the Mineral Aggregate (VMA), % min.</th>
<th>Voids Filled with Asphalt (VFA), %</th>
</tr>
</thead>
<tbody>
<tr>
<td>ESALs (million)</td>
<td>Ndesign</td>
<td>Voids</td>
<td>Voids</td>
</tr>
<tr>
<td>≤ 10</td>
<td>50</td>
<td>4.0</td>
<td>16.0</td>
</tr>
<tr>
<td>&gt; 10</td>
<td>80</td>
<td>4.0</td>
<td>17.0</td>
</tr>
</tbody>
</table>

1/ Maximum draindown shall be 0.3 percent.”

Quality Control/Quality Assurance (QC/QA). Revise the third paragraph of Article 1030.05(d)(3) to read:

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

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

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

a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.

b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced 10 ft (3 m) apart longitudinally along the unconfined pavement edge and centered at the random density test location.

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

Revise the second table in Article 1030.05(d)(4) and its notes to read:

<table>
<thead>
<tr>
<th>Mixture Composition</th>
<th>Parameter</th>
<th>Individual Test (includes confined edges)</th>
<th>Unconfined Edge Joint Density, minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>IL-4.75</td>
<td>Ndesign = 50</td>
<td>93.0 – 97.4 % 1/</td>
<td>91.0%</td>
</tr>
<tr>
<td>IL-9.5FG</td>
<td>Ndesign = 50 - 90</td>
<td>93.0 – 97.4 %</td>
<td>91.0%</td>
</tr>
<tr>
<td>IL-9.5</td>
<td>Ndesign = 90</td>
<td>92.0 – 96.0 %</td>
<td>90.0%</td>
</tr>
<tr>
<td>IL-9.5, IL-9.5L,</td>
<td>Ndesign &lt; 90</td>
<td>92.5 – 97.4 %</td>
<td>90.0%</td>
</tr>
<tr>
<td>IL-19.0</td>
<td>Ndesign = 90</td>
<td>93.0 – 96.0 %</td>
<td>90.0%</td>
</tr>
<tr>
<td>IL-19.0, IL-19.0L</td>
<td>Ndesign &lt; 90</td>
<td>93.0 2/ – 97.4 %</td>
<td>90.0%</td>
</tr>
<tr>
<td>SMA</td>
<td>Ndesign = 50 or 80</td>
<td>93.5 – 97.4 %</td>
<td>91.0%</td>
</tr>
</tbody>
</table>

1/ Density shall be determined by cores or by correlated, approved thin lift nuclear gauge.
2/ 92.0 % when placed as first lift on an unimproved subgrade.”

**Equipment.** Add the following to Article 1101.01 of the Standard Specifications:

“(h) Oscillatory Roller. The oscillatory roller shall be self-propelled and provide a smooth operation when starting, stopping, or reversing directions. The oscillatory roller shall be able to operate in a mode that will provide tangential impact force with or without vertical impact force by using at least one drum. The oscillatory roller shall be equipped with water tanks and sprinkling devices, or other approved methods, which shall be used to wet the drums to prevent material pickup. The drum(s) amplitude and frequency of the tangential and vertical impact force shall be approximately the same in each direction and meet the following requirements:

1. The minimum diameter of the drum(s) shall be 42 in. (1070 mm);
2. The minimum length of the drum(s) shall be 57 in. (1480 mm);
3. The minimum unit static force on the drum(s) shall be 125 lb/in. (22 N/m); and
4. The minimum force on the oscillatory drum shall be 18,000 lb (80 kN).”

**CONSTRUCTION REQUIREMENTS**

Add the following to Article 406.03 of the Standard Specifications:

“(j) Oscillatory Roller .................................................................1101.01”

Revise the third paragraph of Article 406.05(a) to read:

“All depressions of 1 in. (25 mm) or more in the surface of the existing pavement shall be filled with binder. At locations where heavy disintegration and deep spalling exists, the area shall be cleaned of all loose and unsound material, tacked, and filled with binder (hand method).”

Revise Article 406.05(c) to read.

“(c) Binder (Hand Method). Binder placed other than with a finishing machine will be designated as binder (hand method) and shall be compacted with a roller to the satisfaction of the Engineer. Hand tamping will be permitted when approved by the Engineer.”

Revise the special conditions for mixture IL-4.75 in Article 406.06(b)(2)(e) to read:

“e. The mixture shall be overlaid within 5 days of being placed.”
Revise Article 406.06(d) to read:

“(d) Lift Thickness. The minimum compacted lift thickness for HMA binder and surface courses shall be as follows.

<table>
<thead>
<tr>
<th>Mixture Composition</th>
<th>Thickness, in. (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>IL-4.75</td>
<td>3/4 (19) - over HMA surfaces 1/</td>
</tr>
<tr>
<td></td>
<td>1 (25) - over PCC surfaces 1/</td>
</tr>
<tr>
<td>IL-9.5FG</td>
<td>1 1/4 (32)</td>
</tr>
<tr>
<td>IL-9.5, IL-9.5L</td>
<td>1 1/2 (38)</td>
</tr>
<tr>
<td>SMA 9.5</td>
<td>1 1/2 (38)</td>
</tr>
<tr>
<td>SMA 12.5</td>
<td>2 (51)</td>
</tr>
<tr>
<td>IL-19.0, IL-19.0L</td>
<td>2 1/4 (57)</td>
</tr>
</tbody>
</table>

1/ The maximum compacted lift thickness for mixture IL-4.75 shall be 1 1/4 in. (32 mm)."

Revise Table 1 and Note 3/ of Table 1 in Article 406.07(a) of the Standard Specifications to read:

<table>
<thead>
<tr>
<th>Binder and Surface 1/</th>
<th>Breakdown Roller (one of the following)</th>
<th>Intermediate Roller</th>
<th>Final Roller (one or more of the following)</th>
<th>Density Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>IL-4.75 and SMA 4/5/</td>
<td>V_D, P 3/1, T_B, 3W, O_T, O_B</td>
<td>P 3/1, O_T, O_B</td>
<td>V_S, T_B, T_F, O_T</td>
<td>As specified in Articles: 1030.05(d)(3), (d)(4), and (d)(7).</td>
</tr>
<tr>
<td>Bridge Decks 2/</td>
<td>T_B</td>
<td>- -</td>
<td>T_F, 3W, O_T</td>
<td>As specified in Articles 582.05 and 582.06.</td>
</tr>
</tbody>
</table>

3/ A vibratory roller (V_D) or oscillatory roller (O_T or O_B) may be used in lieu of the pneumatic-tired roller on mixtures containing polymer modified asphalt binder.”

Add the following to EQUIPMENT DEFINITION in Article 406.07(a) contained in the Errata of the Supplemental Specifications:
“\(\mathbf{O_T}\) - Oscillatory roller, tangential impact mode. Maximum speed is 3.0 mph (4.8 km/h) or 264 ft/min (80 m/min).

\(\mathbf{O_B}\) - Oscillatory roller, tangential and vertical impact mode, operated at a speed to produce not less than 10 vertical impacts/ft (30 impacts/m).”

**Basis of Payment.** Replace the second through the fifth paragraphs of Article 406.14 with the following:

“HMA binder and surface courses will be paid for at the contract unit price per ton (metric ton) for MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS; HOT-MIX ASPHALT BINDER COURSE (HAND METHOD), of the Ndesign specified; HOT-MIX ASPHALT BINDER COURSE, of the mixture composition and Ndesign specified; HOT-MIX ASPHALT SURFACE COURSE, of the mixture composition, friction aggregate, and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE (HAND METHOD), of the Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, of the mixture composition and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, of the mixture composition, friction aggregate, and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, of the mixture composition and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, of the mixture composition, friction aggregate, and Ndesign specified.”
MATERIAL TRANSFER DEVICE (BDE)

Effective: June 15, 1999
Revised: August 1, 2014

Description. This work shall consist of placing HMA binder and HMA surface mixtures, according to Section 406 of the Standard Specifications, as determined by the Engineer, on Randall Road and Big Timber Road mainlines except that these materials shall be placed using a material transfer device (MTD).

Materials and Equipment. The MTD shall have a minimum surge capacity of 15 tons (13.5 metric tons), shall be self-propelled and capable of moving independent of the paver, and shall be equipped with the following:

(a) Front-Dump Hopper and Conveyor. The conveyor shall provide a positive restraint along the sides of the conveyor to prevent material spillage. MTDs having paver style hoppers shall have a horizontal bar restraint placed across the foldable wings which prevents the wings from being folded.

(b) Paver Hopper Insert. The paver hopper insert shall have a minimum capacity of 14 tons (12.7 metric tons).

(c) Mixer/Agitator Mechanism. This re-mixing mechanism shall consist of a segmented, anti-segregation, re-mixing auger or two full-length longitudinal paddle mixers designed for the purpose of re-mixing the hot-mix asphalt (HMA). The longitudinal paddle mixers shall be located in the paver hopper insert.

CONSTRUCTION REQUIREMENTS

General. The MTD shall be used for the placement of HMA binder and HMA surface mixtures placed with a paver, as determined by the Engineer, on Randall Road and Big Timber Road mainlines.

The MTD speed shall be adjusted to the speed of the paver to maintain a continuous, non-stop paving operation.

Use of a MTD with a roadway contact pressure exceeding 25 psi (172 kPa) will be limited to partially completed segments of full-depth HMA pavement where the thickness of binder in place is 10 in. (250 mm) or greater.

Structures. The MTD may be allowed to travel over structures under the following conditions:

(a) Approval will be given by the Engineer.

(b) The vehicle shall be emptied of HMA material prior to crossing the structure and shall travel at crawl speed across the structure.

(c) The tires of the vehicle shall travel on or in close proximity and parallel to the beam and/or girder lines of the structure.
Method of Measurement. This work will be measured for payment in tons (metric tons) for All HMA binder and HMA surface materials placed with a material transfer device.

Basis of Payment. This work will be paid for at the contract unit price per ton (metric ton) for MATERIAL TRANSFER DEVICE.

The various HMA mixtures placed with the MTD will be paid for as specified in their respective specifications. The Contractor may choose to use the MTD for other applications on this project; however, no additional compensation will be allowed.
PROGRESS PAYMENTS (BDE)

Effective: November 2, 2013

Revise Article 109.07(a) of the Standard Specifications to read:

“(a) Progress Payments. At least once each month, the Engineer will make a written estimate of the quantity of work performed in accordance with the contract, and the value thereof at the contract unit prices. The amount of the estimate approved as due for payment will be vouchered by the Department and presented to the State Comptroller for payment. No amount less than $1000.00 will be approved for payment other than the final payment.

Progress payments may be reduced by liens filed pursuant to Section 23(c) of the Mechanics’ Lien Act, 770 ILCS 60/23(c).

If a Contractor or subcontractor has defaulted on a loan issued under the Department’s Disadvantaged Business Revolving Loan Program (20 ILCS 2705/2705-610), progress payments may be reduced pursuant to the terms of that loan agreement. In such cases, the amount of the estimate related to the work performed by the Contractor or subcontractor, in default of the loan agreement, will be offset, in whole or in part, and vouchered by the Department to the Working Capital Revolving Fund or designated escrow account. Payment for the work shall be considered as issued and received by the Contractor or subcontractor on the date of the offset voucher. Further, the amount of the offset voucher shall be a credit against the Department’s obligation to pay the Contractor, the Contractor’s obligation to pay the subcontractor, and the Contractor’s or subcontractor’s total loan indebtedness to the Department. The offset shall continue until such time as the entire loan indebtedness is satisfied. The Department will notify the Contractor and Fund Control Agent in a timely manner of such offset. The Contractor or subcontractor shall not be entitled to additional payment in consideration of the offset.

The failure to perform any requirement, obligation, or term of the contract by the Contractor shall be reason for withholding any progress payments until the Department determines that compliance has been achieved.”
STEEL PLATE BEAM GUARDRAIL MANUFACTURING (BDE)

Effective: January 1, 2019

Revise the first three paragraphs of Article 1006.25 of the Standard Specifications to read:

“1006.25 Steel Plate Beam Guardrail. Steel plate beam guardrail, including bolts, nuts, and washers, shall be according to AASHTO M 180. The guardrail shall be Class A, with a Type II galvanized coating.

Steel plates for mounting guardrail on existing culverts shall be according to AASHTO M 270 Grade 36 (M 270M Grade 250) and zinc coated according to AASHTO M 111.

The Department will accept guardrail based on the “Brand Registration and Guarantee” requirements of AASHTO M 180 and the manufacturer shall be listed as compliant through the NTPEP Program. The Department will maintain a qualified product list.”
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)

Effective: November 2, 2017
Revised: April 1, 2019

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

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

<table>
<thead>
<tr>
<th>Value of Subcontract Reported on Form BC 260A</th>
<th>Mobilization Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $10,000</td>
<td>25%</td>
</tr>
<tr>
<td>$10,000 to less than $20,000</td>
<td>20%</td>
</tr>
<tr>
<td>$20,000 to less than $40,000</td>
<td>18%</td>
</tr>
<tr>
<td>$40,000 to less than $60,000</td>
<td>16%</td>
</tr>
<tr>
<td>$60,000 to less than $80,000</td>
<td>14%</td>
</tr>
<tr>
<td>$80,000 to less than $100,000</td>
<td>12%</td>
</tr>
<tr>
<td>$100,000 to less than $250,000</td>
<td>10%</td>
</tr>
<tr>
<td>$250,000 to less than $500,000</td>
<td>9%</td>
</tr>
<tr>
<td>$500,000 to $750,000</td>
<td>8%</td>
</tr>
<tr>
<td>Over $750,000</td>
<td>7%</td>
</tr>
</tbody>
</table>
TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (BDE)

Effective: November 1, 2018

Revise Article 631.04 of the Supplemental Specifications to read:

“631.04 Traffic Barrier Terminal, Type 1 Special (Tangent) and Traffic Barrier Terminal, Type 1 Special (Flared). These terminals shall be on the Department’s qualified product list.

The terminal shall be installed according to the manufacturer’s specifications. The beginning length of need point of the terminal shall be placed within 12 ft 6 in (3.8 m) of the length of need point shown on the plans.

The terminal shall be delineated with a terminal marker direct applied. No other guardrail delineation shall be attached to the terminal section.”

Revise the first paragraph of Article 631.12 of the Standard Specifications to read:

“631.12 Method of Measurement. The various types of traffic barrier terminals will be measured for payment, complete in place, in units of each. The pay limit between the traffic barrier terminal and the adjacent guardrail shall be as shown on the plans, except for the following:

(a) Traffic Barrier Type 1, Special. The pay limit for a traffic barrier, Type 1 special shall be as shown on the manufacturer's drawing(s).

(b) Traffic Barrier Type 10. The pay limit for the traffic barrier terminal, Type 10 shall be at the centerline of the end shoe splice.”
TRAFFIC CONTROL DEVICES - CONES (BDE)

Effective: January 1, 2019

Revise Article 701.15(a) of the Standard Specifications to read:

“(a) Cones. Cones are used to channelize traffic. Cones used to channelize traffic at night shall be reflectorized; however, cones shall not be used in nighttime lane closure tapers or nighttime lane shifts.”

Revise Article 1106.02(b) of the Standard Specifications to read:

“(b) Cones. Cones shall be predominantly orange. Cones used at night that are 28 to 36 in. (700 to 900 mm) in height shall have two white circumferential stripes. If non-reflective spaces are left between the stripes, the spaces shall be no more than 2 in. (50mm) in width. Cones used at night that are taller than 36 in. (900 mm) shall have a minimum of two white and two fluorescent orange alternating, circumferential stripes with the top stripe being fluorescent orange. If non-reflective spaces are left between the stripes, the spaces shall be no more than 3 in. (75 mm) in width.

The minimum weights for the various cone heights shall be 4 lb for 18 in. (2 kg for 450 mm), 7 lb for 28 in. (3 kg for 700 mm), and 10 lb for 36 in. (5 kg for 900 mm) with a minimum of 60 percent of the total weight in the base. Cones taller than 36 in. shall be weighted per the manufacturer’s specifications such that they are not moved by wind or passing traffic.”

80409
2020 Resurfacing Project

Section 19-00521-00-RS

Location 1 – Randall Road (Approx. 1,880-ft N of Longmeadow Pkwy to County Line Rd)
2020 Resurfacing Project

Section 19-00521-00-RS

Location 2 – Plank Road (Approx. 3,475-ft E of Main St to US Route 20)
2020 Resurfacing Project

Section 19-00521-00-RS

Location 3 – Big Timber Road (US Route 20 to IL Route 72)
2020 Resurfacing Project

Section 19-00521-00-RS

Location 4 – Huntley Road (Kreutzer Rd to Approx. 685-ft W of Galligan Rd)
2020 Resurfacing Project

Section 19-00521-00-RS

Location 5 – Orchard Road (Approx. 1,625-ft N of Sullivan Rd to Indian Trl)

HMA Shoulders Only
### Section 19-00521-00-RS
2020 Kane County Resurfacing Project
Schedule of Quantities (1 of 4)

<table>
<thead>
<tr>
<th>Route No.</th>
<th>Location</th>
<th>From</th>
<th>To</th>
<th>Tonnage</th>
<th>Type of Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Randall Road</td>
<td>Approx. 1,880-ft N of Longmeadow Pkwy</td>
<td>County Line Rd</td>
<td>3</td>
<td>3,355</td>
</tr>
<tr>
<td>2</td>
<td>Plank Road</td>
<td>Approx. 3,475-ft E of Main Street</td>
<td>US Route 20</td>
<td>2 1/2</td>
<td>46,065</td>
</tr>
<tr>
<td>3</td>
<td>Big Timber Road</td>
<td>US Route 20</td>
<td>IL Route 72</td>
<td>2 1/2</td>
<td>25,355</td>
</tr>
<tr>
<td>4</td>
<td>Huntley Road</td>
<td>Kreutzer Rd</td>
<td>Approx. 685-ft W of Galligan Rd</td>
<td>2 1/2</td>
<td>4,035</td>
</tr>
<tr>
<td>5*</td>
<td>Orchard Road</td>
<td>Approx. 1,625-ft N of Sullivan Rd</td>
<td>Indian Trail</td>
<td>2</td>
<td>3,900</td>
</tr>
</tbody>
</table>

**ADDITIONAL PAVING AREAS**

- HMA Driveways: 9,900
- Aggregate Driveways: 1,575

82,710 feet

**TOTALS**

- 15.66 miles
- 313,246
- 206,964
- 324
- 4,985
- 12,064
- 10,002
- 14,622
- 5,169
- 9,074
- 5,270
- 249,600
- 46,900
- 16,715
- 2,150
- 3,371
- 2,100
- 5,600
- 90
- 100
- 1,110
- 38

*Hot-Mix Asphalt Shoulders only

---

<table>
<thead>
<tr>
<th>Description</th>
<th>Length</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bitumenous Materials (Stacked)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temporary Asphalt Patches</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leveling Material</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Combination Curb &amp; Gutter</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Removable Curb</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hot Mix Asphalt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Removal, 2.00 inch</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hot Mix Asphalt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Removal, 2.50 inch</td>
<td></td>
<td></td>
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<tr>
<td>Hot Mix Asphalt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Removal, 3.00 inch</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bituminous Materials (Tack Coat)</td>
<td></td>
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<tr>
<td>Temporary Asphalt Ramps</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hot Mix Asphalt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface Course, Mix D, N70</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hot Mix Asphalt</td>
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<td></td>
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<tr>
<td>Surface Course, Mix D, N50</td>
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<tr>
<td>Hot Mix Asphalt</td>
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<td></td>
</tr>
<tr>
<td>Surface Removal, Mix D, N50</td>
<td></td>
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<tr>
<td>Poly HMA Surface Course</td>
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<tr>
<td>Stone Matrix Asphalt, N80, IL 9.5 mm</td>
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<td>Hot Mix Asphalt</td>
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<tr>
<td>Surface Course, Mix D, N70</td>
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<td></td>
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<tr>
<td>Hot Mix Asphalt</td>
<td></td>
<td></td>
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<tr>
<td>Surface Course, Mix D, N70</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inlet Protection</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shoulder Rumble Strips, 16-inch</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inlet</td>
<td></td>
<td></td>
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<tr>
<td>Protection</td>
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<td></td>
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<tr>
<td>Shoulder</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rumble Strips, 16-inch</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

*Hot-Mix Asphalt Shoulders only

141 | 308,360 | 555 | 8,910 | 12,605 | 18,035 | 14,490 | 5,170 | 6,076 | 5,270 | 308,488 | 14,714 | 2,315 | 1,575 | 2,155 | 1,118 | 18 |
## Section 19-00521-00-RS
### 2020 Kane County Resurfacing Project
#### Schedule of Quantities (2 of 4)

<table>
<thead>
<tr>
<th>Location No.</th>
<th>Route</th>
<th>Location</th>
<th>Guardrail Removal</th>
<th>Terminal Marker - Direct Applied</th>
<th>Guardrail Delineator</th>
<th>Steel Plate Beam Guardrail, Type B, 6-ft post</th>
<th>Steel Plate Beam Guardrail, Type B, 9-ft post</th>
<th>Traffic Barrier Terminal, Type 1 (Special) Tangent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Plank Road</td>
<td>Approx. 3,500-ft W of Brier Hill Road, WB</td>
<td>228</td>
<td>2</td>
<td>5</td>
<td>137.5</td>
<td>2</td>
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<tr>
<td>2</td>
<td>Plank Road</td>
<td>Approx. 3,500-ft W of Brier Hill Road, EB</td>
<td>290</td>
<td>2</td>
<td>6</td>
<td>187.5</td>
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<tr>
<td>3</td>
<td>Big Timber Road</td>
<td>Approx. 2,400-ft W of Rutland FP Entrance, WB</td>
<td>580</td>
<td>2</td>
<td>12</td>
<td>487.5</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>Big Timber Road</td>
<td>Approx. 2,400-ft W of Rutland FP Entrance, EB</td>
<td>100</td>
<td>2</td>
<td>11</td>
<td>300.0</td>
<td>2</td>
<td>2</td>
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<tr>
<td>5</td>
<td>Big Timber Road</td>
<td>Approx. 1,550-ft W of Rutland FP Entrance, EB</td>
<td>100</td>
<td>2</td>
<td>8</td>
<td>300.0</td>
<td>2</td>
<td>2</td>
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<tr>
<td>6</td>
<td>Big Timber Road</td>
<td>Approx. 660-ft W of Rutland FP Entrance, EB</td>
<td>395</td>
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<td>300.0</td>
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<tr>
<td>7</td>
<td>Big Timber Road</td>
<td>Approx. 480-ft E of Rutland FP Entrance, WB</td>
<td>485</td>
<td>2</td>
<td>8</td>
<td>387.5</td>
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<td>2</td>
</tr>
<tr>
<td>8</td>
<td>Big Timber Road</td>
<td>Approx. 480-ft E of Rutland FP Entrance, EB</td>
<td>455</td>
<td>2</td>
<td>11</td>
<td>362.5</td>
<td>2</td>
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<tr>
<td>9</td>
<td>Big Timber Road</td>
<td>Approx. 1,560-ft E of Rutland FP Entrance, WB</td>
<td>505</td>
<td>2</td>
<td>10</td>
<td>412.5</td>
<td>2</td>
<td>2</td>
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<tr>
<td>10</td>
<td>Big Timber Road</td>
<td>Approx. 1,560-ft E of Rutland FP Entrance, EB</td>
<td>505</td>
<td>2</td>
<td>10</td>
<td>412.5</td>
<td>2</td>
<td>2</td>
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<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td></td>
<td>3,643.0</td>
<td>20</td>
<td>89</td>
<td>325</td>
<td>2,362.5</td>
<td>20</td>
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## 2020 Kane County Resurfacing Project

### Schedule of Quantities (3 of 4)

<table>
<thead>
<tr>
<th>Route No.</th>
<th>Location</th>
<th>From</th>
<th>To</th>
<th>Length (FT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Randall Road</td>
<td>Approx. 1,880-ft N of Longmeadow Pkwy County Line Rd</td>
<td>3,355</td>
<td>9,760 4,577 80 804 420 565 650 25 25 260 497</td>
</tr>
<tr>
<td>2</td>
<td>Flirt Road</td>
<td>Approx. 1,470-ft E of North Street US Route 20</td>
<td>13 Route 20</td>
<td>86,963</td>
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<tr>
<td>3</td>
<td>Bag Timber Road</td>
<td>US Route 20</td>
<td>7 Route 72</td>
<td>2,935</td>
</tr>
<tr>
<td>4</td>
<td>Huntley Road</td>
<td>Exprt Rd</td>
<td>Approx. 585-ft W of Galligan Rd</td>
<td>4,035</td>
</tr>
<tr>
<td>5</td>
<td>Orchard Road</td>
<td>Approx. 1,215-ft N of Sullivan Rd</td>
<td>Indian Trail</td>
<td>1,900</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<td><strong>TOTALS</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Route No.</th>
<th>Location</th>
<th>From</th>
<th>To</th>
<th>Length (FT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Orchard Road</td>
<td>Approx. 1,050-ft W of Sullivan Rd</td>
<td>Indian Trail</td>
<td>8,760</td>
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**USE**

<table>
<thead>
<tr>
<th>Length (FT)</th>
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<tbody>
<tr>
<td>106,560 8,368 14,440 1,103 751 99,197 565 1,057 650 37 36 1 539 1,214</td>
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# Section 19-00521-00-RS
2020 Kane County Resurfacing Project
Schedule of Quantities (4 of 4)

<table>
<thead>
<tr>
<th>Route No.</th>
<th>Location</th>
<th>From</th>
<th>To</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Randall Road</td>
<td>Approx. 1,880-ft N of Longmeadow Pkwy</td>
<td>County Line Rd</td>
<td>3,355</td>
</tr>
<tr>
<td>2</td>
<td>Plank Road</td>
<td>Approx. 3,475-ft E of Main Street</td>
<td>US Route 20</td>
<td>46,065</td>
</tr>
<tr>
<td>3</td>
<td>Big Timber Road</td>
<td>US Route 20</td>
<td>Rd 72</td>
<td>25,355</td>
</tr>
<tr>
<td>4</td>
<td>Huntley Road</td>
<td>Kreutzer Rd</td>
<td>Approx. 685-ft W of Galligan Rd</td>
<td>4,035</td>
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<tr>
<td>5</td>
<td>Orchard Road</td>
<td>Approx. 1,625-ft N of Sullivan Rd</td>
<td>Indian Trail</td>
<td>3,900</td>
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</table>

**TOTALS**  
74,775

<table>
<thead>
<tr>
<th>Route No.</th>
<th>Location</th>
<th>From</th>
<th>To</th>
<th>Length</th>
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<td>1,604</td>
<td>22,150</td>
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<tr>
<td>411</td>
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**USE**  
32,710

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<th>Paint Pavement Marking</th>
<th>White Line</th>
<th>Yellow Line</th>
<th>Letters &amp; Symbols</th>
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<tr>
<td>4&quot;</td>
<td>FOOT</td>
<td>FOOT</td>
<td>EXIT</td>
</tr>
<tr>
<td>6&quot;</td>
<td>FOOT</td>
<td>FOOT</td>
<td></td>
</tr>
<tr>
<td>8&quot;</td>
<td>FOOT</td>
<td>FOOT</td>
<td></td>
</tr>
<tr>
<td>12&quot;</td>
<td>FOOT</td>
<td>FOOT</td>
<td></td>
</tr>
<tr>
<td>24&quot;</td>
<td>FOOT</td>
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<td></td>
</tr>
<tr>
<td>4&quot; ONLY</td>
<td>FOOT</td>
<td>FOOT</td>
<td></td>
</tr>
<tr>
<td>12&quot; ONLY</td>
<td>FOOT</td>
<td>FOOT</td>
<td></td>
</tr>
<tr>
<td>Turn Arrow</td>
<td>FOOT</td>
<td>FOOT</td>
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**TOTALS**  
14.16
2020 KANE COUNTY RESURFACING
TYPICAL CROSS SECTION
FOR
Randall Road (Approx. 1,880-ft N of Longmeadow Pkwy to County Line Rd)

NOTES: * COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT TO BE PROVIDED WHERE DIRECTED BY THE ENGINEER.
** EXISTING ROADWAY WIDTH INCLUDES PROPOSED HMA SHOULD PAVING, WHERE APPLICABLE

LEGEND
- HMA Surface Removal
- HMA Surface Course
- HMA Leveling Binder
2020 KANE COUNTY RESURFACING
TYPICAL CROSS SECTION
FOR
Plank Road (Approx. 3,475-ft E of Main St to US Route 20)
and
Huntley Road (Kreutzer Rd to Approx. 685-ft W of Galligan Rd)

NOTES: * COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT TO BE PROVIDED WHERE DIRECTED BY THE ENGINEER.
** EXISTING ROADWAY WIDTH INCLUDES PROPOSED HMA SHOULDER PAVING, WHERE APPLICABLE

LEGEND

- HMA Surface Removal
- HMA Surface Course
- HMA Leveling Binder
2020 KANE COUNTY RESURFACING
TYPICAL CROSS SECTION
FOR
Big Timber Road (US Route 20 to IL Route 72)

- PROPOSED HOT MIX ASPHALT SURFACE COURSE, MIX D, N50, 1 1/2 INCH
- PROPOSED HOT MIX ASPHALT LEVELING BINDER (MM), N50, 1 INCH
- PROPOSED HOT MIX ASPHALT SURFACE REMOVAL, 2 1/2 INCH
- EXISTING PAVEMENT
- PROPOSED AGGREGATE SOULDER (TYP)

LEGEND

- HMA Surface Removal
- HMA Surface Course
- HMA Leveling Binder

*NOTE:* EXISTING ROADWAY WIDTH INCLUDES PROPOSED HMA SHOULDER PAVING, WHERE APPLICABLE
2020 KANE COUNTY RESURFACING
TYPICAL CROSS SECTION
FOR
Orchard Road (Approx. 1,625-ft N of Sullivan Rd to Indian Trail)

EXISTING PORTLAND CEMENT CONCRETE PAVEMENT (TYP)
PROPOSED HOT MIX ASPHALT SURFACE COURSE, MIX D, N50, 2 INCH (TYP)
PROPOSED SHOULDER RUMBLE STRIPS, 16-INCH (TYP)
PROPOSED HOT MIX ASPHALT SURFACE REMOVAL, 2 INCH (TYP)
EXISTING PAVEMENT (TYP)
EXISTING CURB & GUTTER (TYP) *

NOTE: COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT TO BE PROVIDED WHERE DIRECTED BY THE ENGINEER.

LEGEND

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HMA Surface Removal</td>
</tr>
<tr>
<td></td>
<td>HMA Surface Course</td>
</tr>
</tbody>
</table>
MIX SELECTION

Randall Road

ITEM

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, IL 9.5 mm

Air Voids 3.5% @ 80 Gyr.

LEVELING BINDER, (MACHINE METHOD), N70, IL 9.5 mm

Air Voids 4% @ 70 Gyr.

EXISTING BITUMINOUS SURFACE
MIX SELECTION

Plank Road and Huntley Road

ITEM

HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, IL 9.5 mm

1.50"

Leveling Binder, (MACHINE METHOD), N70, IL 9.5 mm

1.00"

EXISTING BITUMINOUS SURFACE

Air Voids 4% @ 70 Gyr.

Air Voids 4% @ 70 Gyr.
## MIX SELECTION

### Big Timber Road

<table>
<thead>
<tr>
<th>ITEM</th>
<th>Description</th>
<th>Air Voids</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, IL 9.5 mm</td>
<td>4% @ 50 Gyr.</td>
</tr>
<tr>
<td></td>
<td>LEVELING BINDER, (MACHINE METHOD), N50, IL 9.5 mm</td>
<td>4% @ 50 Gyr.</td>
</tr>
<tr>
<td></td>
<td>EXISTING BITUMINOUS SURFACE</td>
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</table>
### MIX SELECTION

**Orchard Road - HMA Shoulders**

<table>
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<tr>
<th>ITEM</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50, IL 9.5 mm</strong></td>
</tr>
</tbody>
</table>

- Air Voids 4% @ 50 Gyr.

- **2.00"**

**EXISTING BITUMINOUS SURFACE**
HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT FOR 1 1/2" SURFACE REMOVAL

HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT OF THE THICKNESS SPECIFIED

HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT "OVERLAY"

NOTES:

BUTT JOINTS SHALL BE CONSTRUCTED AT THE BEGINNING AND END OF ALL ROUTES TO BE RESURFACED, AT ALL BRIDGES, RAILROAD CROSSINGS, AND AT OTHER LOCATIONS DIRECTED BY THE ENGINEER.

SURFACE COURSE

EXISTING SURFACE

TEMPORARY PRECAST CONCRETE RAMP

TEMPORARY PRECAST CONCRETE RAMP

"T" SHALL BE THE MILLING THICKNESS SPECIFIED IN THE PLANS

THICKNESS SHALL BE AS SPECIFIED IN THE PLANS

KANE COUNTY

DIVISION OF TRANSPORTATION

KUTCHER - BUTT JOINTS
CLASS C and D PATCHES

GENERAL NOTES

- Existing tie bars shall be either cut or removed.
- Marginal bars shall be cut.
- All dimensions are in inches (millimeters) unless otherwise shown.

SECTION A-A
(Built in two operations)

SECTION B-B

SECTION C-C

SECTION D-D

SECTION F-F
(Built in two operations)

SECTION G-G

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

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

2-No. 4 (No. 13) bars placed at mid-depth (when space permits)

Drainage casting with curb box
Back of curb

5'-0" (1.5 m)

Construction joint
2-No. 4 (No. 13) bars with 2 (50) min. cl.

2-No. 4 (No. 13) bars placed at mid-depth (when space permits)

Mountable curb shown (other types permitted)

Undoweled contraction joint (typ.)
construction options:

1. Form with ¾ (3) thick steel template
2 (50) deep and seal.
2. Saw 2 (50) deep at 4 to 24 hours, and seal.
3. Insert ¾ (20) thick preformed joint filler
full depth and width.

HMA surfacing

Base course

HMA surfacing

Base course

Plan

ON DISTURBED SUBGRADE

ON UNDISTURBED SUBGRADE

DEPRESSED CURB

BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B
Rail element splice

Centers

Steel plate beam guardrail with bolt slots at 375 (953) centers

ELEVATION

TYPE A

6'-3" (1.905 m) typical post spacing

SECTION A-A

When S is less than 3 and the distance from the back of post is less than 24 (610), the post shall be 8" or flatter and the embedment shall be 31 (787). Minimum top of rail height shall be 31 (787).

SECTION B-B

When connecting Type D guardrail to an impact attenuator, adjust this dimension to match over a distance of 25'-0" (7.62 m) from point of connection if necessary.
Post bolt with std. hex nut.  

W6x6 (W250x13.5) or W6x6.5 (W250x17.5) steel post.

STEEL POST CONSTRUCTION

Post bolt with std. hex nut.

WOOD POST CONSTRUCTION

Bolt not to extend more than 1/8 (6) past nut.

Red (200x150) Rough sawn timber post.

12x6 (305x152) Rough sawn timber blockout toenailed to post with 160 nails.

Std. flat washer.

STEEL PLATE BEAM GUARDRAIL

(STANDARD 630001-12)

WOOD BLOCK-OUT AND STEEL POST DETAILS

Four holes each flange.

TOO PIECE WOOD BLOCKOUT OPTION

Toe nail w/ 16D nail.

Note: All holes 1/8 (6) dia.

POST OR SPLICE BOLT & NUT

Dia. and depth of recess to suit bolt.
CABLE ASSEMBLY
(42,800 lbs. (190 kN) min. breaking strength)
Tighten to taut tension.

RAIL ELEMENT SPLICE

NOTE
When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

Externally threaded studs protruding from the surface of the concrete will not be permitted.

NOTE
Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.
Do not shorten post.

MATERIAL IS ENCOUNTERED, but do not shorten post.

FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED, but do not shorten post.

If greater than 8 (200) apply FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED.

Note: Ledge line is top of rock ledge or hard slag fill.

Note: 'D' shall not exceed 6 (150) for design speeds greater than 45 mph.

<table>
<thead>
<tr>
<th>V</th>
<th>W</th>
<th>L</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 8</td>
<td>24 (610)</td>
<td>21 (530)</td>
</tr>
<tr>
<td>&gt; 6 - 18</td>
<td>16 (408)</td>
<td>14 (360)</td>
</tr>
<tr>
<td>&gt; 18 - 31</td>
<td>12 (305)</td>
<td>8 (203)</td>
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<tr>
<td>&gt; 31 - 40</td>
<td>8 (200)</td>
<td>8 (200)</td>
</tr>
<tr>
<td>&gt; 40 - 787</td>
<td>8 (200)</td>
<td>8 (200)</td>
</tr>
</tbody>
</table>

HMA or Controlled Low-strength Material (CLSM)
SHOULDERRUMBLE STRIPS, 16 in.

STANDARD 642001-02

GENERAL NOTES

On Portland cement concrete shoulders, no shoulder rumble strip shall be located closer than 6 (150) to a transverse joint.

Omit shoulder rumble strips across structures.

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

DATE        REVISIONS
1-1-12       Changed formed rumble strip to 16 (400) wide. Revised milled strip. Renamed standard.
1-1-09       Switched units to English (metric).

Engineer of Policy and Procedures

APPROVED

Illinois Department of Transportation

January 1, 2012

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED

1-1-03

PASSED

DATE

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

Calculate L as follows:

SPEED LIMIT

FORMULAS

<table>
<thead>
<tr>
<th>English (Metric)</th>
<th>W</th>
<th>S</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 mph (60 km/h) or less:</td>
<td>( L = \frac{W S^2}{60} )</td>
<td>( L = \frac{W S^2}{100} )</td>
</tr>
<tr>
<td>45 mph (70 km/h) or greater:</td>
<td>( L = (W S)^{0.5} )</td>
<td>( L = 0.65WS^{0.5} )</td>
</tr>
</tbody>
</table>

W = Width of offset in feet (meters)

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

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

SYMBOLS

\[ \text{Work area} \]
\[ \text{Sign} \]
\[ \text{Cone, drum or barricade} \]

TYPICAL APPLICATIONS

- Utility operations
- Culvert extensions
- Side slope changes
- Guardrail installation and maintenance
- Delineator installation
- Landscaping operations
- Shoulder repair
- Sign installation and maintenance
- Shoulder restoration

When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for L/3 distance, and at 50' (15 m) centers through the remainder of the work area.
1. Devices at 20' (6 m) centers in the taper.

2. Cones at 25' (8 m) centers for the first 150' (45 m). Additional cones may be placed at 30' (15 m) centers. When drums or barricades are used, these intervals between devices may be doubled.

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

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

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

When the distance between successive work areas exceeds 2000' (600 m), additional warning signs, flaggers, and taper shall be placed as shown.

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

LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
STANDARD 701201-05
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.

Vehicle with dual flashers or flashing amber dome light operating.

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

Vehicle with dual flashers or flashing amber dome light operating.

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

Vehicle with dual flashers or flashing amber dome light operating.
ROAD AHEAD
CONSTRUCTION
ONE LANE ROAD AHEAD
1000' (300 m) max.
500' (150 m) min.

TYPICAL APPLICATIONS
- Bituminous resurfacing
- Milling operations
- Utility operations
- Shoulder operations

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

GENERAL NOTES
This Standard is used where at any time, any vehicular, equipment, workers or their activities require an intermittent or continuous moving operation on the pavement where the average speed of movement is greater than 15 mph (1 km/h) and less than 4 mph (6 km/h).

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

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

L关心 SPEEDS ≥ 45 MPH
MOUVING OPERATIONS DAY ONLY,
FOR SPEEDS ≥ 45 MPH

STANDARD 701306-04
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) mm. orange flag (use when guide wheel is used)
- Truck mounted attenuator

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require a continuous moving operation where the average speed is greater than 3 mph (5 km/h).

For shoulder operations not encroaching on the pavement, use DETAIL A, Standard 701426.

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

- **Patching**
- **Sign**
- **Flagger with traffic control sign**
- **Barricade or drum**
- **Cone, barricade or drum**

**SYMBOLS**

- **W20-4(0)-48**
- **W20-7(0)-48**
- **W20-1(0)-48**
- **W20-4(0)-48**
- **W20-7(0)-48**
- **W20-1(0)-48**

**GENERAL NOTES**

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

Two flaggers shall be required for each separate lane closure. The flagger shall be a minimum of 200' (60 m) and a maximum of 1/2 day's operation beyond the flagger sign. When the distance between successive patches exceeds 2000' (6000 m), additional flaggers, warning signs, and tapers shall be placed as shown.

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

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

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

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

**STANDARD 701336-07**
This Standard is used where at any time, any vehicle, equipment, workers or their activities would encroach on the lane adjacent to the shoulder, or on the shoulder within 24' (60 m) of the edge of pavement.

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. On undivided highways, LEFT LANE CLOSED signs shall be substituted for RIGHT LANE CLOSED signs. On undivided highways, signs shall be added in the opposite direction as shown.

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

Lane Closure, Multilane, Day Operations Only, for Speeds ≥ 45 MPH to 55 MPH

General Notes

This Standard is used where at any time, any vehicle, equipment, workers or their activities would encroach on the lane adjacent to the shoulder, or on the shoulder within 24' (60 m) of the edge of pavement.

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. On undivided highways, signs shall be added in the opposite direction as shown.

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

Lane Closure, Multilane, Day Operations Only, for Speeds ≥ 45 MPH to 55 MPH

General Notes

This Standard is used where at any time, any vehicle, equipment, workers or their activities would encroach on the lane adjacent to the shoulder, or on the shoulder within 24' (60 m) of the edge of pavement.

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General Notes

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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. On undivided highways, signs shall be added in the opposite direction as shown.

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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. On undivided highways, signs shall be added in the opposite direction as shown.

All dimensions are in inches (millimeters) unless otherwise shown.
LANE CLOSURE, MULTILANE, FOR
SPEEDS ≥ 45 MPH TO 55 MPH

SYMBOLS

Undivided roadway only with left lane closure in opposite direction.

Omitted when median is less than 10' (3 m).

Reflectorized temporary pavement marking tape shall be placed throughout the taper and for 200' (60 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.

FLAGGER signs shall be moved as necessary to maintain the required spacing between the sign and each separate work activity.

Three Type II barricades, drums, or vertical barricades at 25' (8 m) centers.

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) 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. On undivided highways, signs shall be added in the opposite direction as shown.

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

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

DATE

REVISIONS

STATEMENT 701422-10

STANDARD 701422-10
Orange

**DAYTIME USE**

CONES

Any posted speed

**DAY OR NIGHTTIME USE**

TUBULAR MARKER

Any posted speed

**VERTICAL PANEL**

POST MOUNTED

Any posted speed

**DRUM**

Any posted speed

**GENERAL NOTES**

All heights shown shall be measured above the pavement surface.

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

* Warning lights (if required)
**POST MOUNTED SIGNS**

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

**MAX WIDTH**

XX' - XX"

X MILES AHEAD

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable

**STOP**

**SLOW**

FLAGGER TRAFFIC CONTROL SIGN

**HIGH LEVEL WARNING DEVICE**

**SIGNS ON TEMPORARY SUPPORTS**

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

**ROAD CONSTRUCTION NEXT X MILES**

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

**END CONSTRUCTION**

This 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**

**HIGHWAY CONSTRUCTION SPEED ZONE SIGNS**

**** R30-110p shall only be used along roadways under the jurisdiction of the State.

**TRAFFIC CONTROL DEVICES**

STANDARD 701901-08
**ROAD CLOSED TO THRU TRAFFIC**

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

**ROAD CLOSED TO ALL TRAFFIC**

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

**TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD**

**TEMPORARY RUMBLE STRIPS**
**CASE I**

**CASE II**

**TYPE 1 OR TYPE 4**

**TYPE 2**

**TYPE 3**

**GENERAL NOTES**

See detail on Standard 729001 for mounting markers to posts.

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

**DIMENSION**

<table>
<thead>
<tr>
<th>CASE I</th>
<th>CASE II</th>
</tr>
</thead>
<tbody>
<tr>
<td>a</td>
<td>18 (450)</td>
</tr>
<tr>
<td>b</td>
<td>16 (406)</td>
</tr>
</tbody>
</table>

* The width and height (a, b) of the terminal marker shall be within approximately 1 (25) of the outer edge of the terminal end.
The transverse spread of the "X" may vary according to lane width.

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

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

Notes:

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

---

**PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING**

**TYPICAL PAVEMENT MARKINGS**

Standard 780001-05

(Sheet 1 of 3)
**Legend**

<table>
<thead>
<tr>
<th>Size</th>
<th>Arrow Size</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small</td>
<td>3.9 (74)</td>
<td>6' (1.8 m)</td>
</tr>
<tr>
<td>Large</td>
<td>3.8 (96)</td>
<td>8' (2.4 m)</td>
</tr>
</tbody>
</table>

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

**LETTER AND ARROW GRID SCALE**
1. Drill hole through pavement. Insert conduit and fill with approved sealer.
2. Insert conduit and fill with approved sealer.
3. Sawed slot for detector loop.
5. Plastic tube.
7. Loop wire in plastic tube.
8. Loop wire in tube.
9. Loop wire insulated conductor.
10. Twisted and resin soldered conductor.
11. Electrical tape insulated splice.
12. Rigid mold.
13. Waterproof and dielectric resin.

NOTE: Loop wire shall follow saw cut to bottom, forming slack section at joint.

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

Standards:
- 1-1-02: Reurn Standard 846001
- 1-1-09: Illinois Department of Transportation

---

Illinois Department of Transportation

DATE: 1-1-09
REVISIONS: Switched units to English (meters)
**GENERAL NOTES**

Maintenance operations shall be confined to one traffic lane, leaving the opposite lane open to traffic, at least 500 (150 m) of both traffic lanes shall be available for traffic movement between work areas at intervals not greater than 1000 (300 m).

When operations are on the pavement and stationary or moving at a speed less than 4 mph (6 kph), a ONE LANE AHEAD sign or other appropriate sign shall be installed in each direction between the ROAD WORK AHEAD sign and the work area. The distance between this sign and the work area shall be a minimum of 400 (120 m) but in no case to exceed the length of one-half day's operation or 4 miles (6 km), whichever is less. The distance between the two signs shall be approximately 400 (120 m).

All signs are to be removed at completion of the day's operation.

Any unattended obstacles, excavation, or pavement drop off greater than 3 (75) in the work area shall be protected by Type I or Type II barricades with flashing lights.

Longitudinal dimensions may be adjusted slightly to fit field conditions.

All vehicles, equipment, men, and their activities are restricted at all times to one side of the pavement.

Flashing lights or rotating beacons are required for all maintenance vehicles while in operation.

Applicable operations illustrated in Standard 701301 may be used when operations do not exceed 15 minutes on the pavement or 60 minutes on the shoulder respectively.

All warning signs shall have minimum dimensions of Stock [100x90] and have block legend on an orange reflectorized background.

When fluorescent signs are used, orange flags are required.

This case is for use on rural local roads where the local authority considers this protection to be appropriate for the specific job conditions.

All dimensions are in inches (millimeters) unless otherwise shown.
PLATE A SHALL BE PLACED BETWEEN RAIL ELEMENT AND BLOCK-OUT AT NON-SPLICE MOUNTING POINTS ONLY WHEN STEEL BLOCK-OUTS ARE USED.

NOTE:
PLATE A SHALL BE PLACED BETWEEN RAIL ELEMENT AND BLOCK-OUT AT NON-SPLICE MOUNTING POINTS ONLY WHEN STEEL BLOCK-OUTS ARE USED.

PLATE A

WOOD POST CONSTRUCTION

STEEL POST CONSTRUCTION

STEEL BLOCK-OUT DETAIL

POST OR SPLICE BOLT & NUT
ANCHOR PLATE T SHALL BE USED TO ATTACH CABLE ASSEMBLY TO GUARDRAIL WHEN REQUIRED ON TRAFFIC BARRIER TERMINALS.

WHEN END SHOE IS ATTACHED TO A BRIDGE PARAPET WHICH HAS AN EXPANSION JOINT, THE BOLTS SHALL BE PROVIDED WITH A LOCKNUT OR DOUBLE NUT AND SHALL BE TIGHTENED ONLY TO A POINT THAT WILL ALLOW GUARDRAIL MOVEMENT.

THE STANDARD END SHOE SHALL BE ATTACHED TO THE CONCRETE WITH PRE-DRILLED OR SELF-DRILLING ANCHOR BOLTS. THE ANCHOR CONE SHALL BE SET FLUSH WITH THE SURFACE OF THE CONCRETE.

EXTERNALLY THREADED STUDS PROTRUDING FROM THE SURFACE OF THE CONCRETE WILL NOT BE PERMITTED.
NOTE:

If it is necessary for D to be more than 12 (300) and less than 0.0 (0), use a wood or metal guardrail with cutters. 30%'s guardrail shall be in front of and in advance of the counterfactual.

GUARDRAIL PLACED BEHIND CURB

H = 0 feasible to D (less maximum)

ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED

NOTE:

LEDGE LINE 3" TOP OF ROCK LEDGE OR HARD SLAG FILL.

PLAN

SHEETS

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

FILE NAME

W:\diststd\22x34\bm21.dgn

USER NAME

= 

PLOT SCALE

= 

PLOT DATE

= 

DATE DESIGNED

= 

CHECKED

= 

DRAWN

= 

REVISED

= 

F.A. .

REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL BM-21 10-31-06
**Loop Detector Notes**

1. Each pair of loop wires shall be placed in a separate empty coilable nonmetallic conduit from the edge of pavement to the manhole. Spacing between the holes drilled in the pavement shall not be less than 8" (200 mm). Empty coilable nonmetallic conduit shall be included in the cost of the loop wire.

2. The number of loop turns shall be as recommended by the amplifier manufacturer. All adjacent sides of the loops shall be installed in such a way that the current flow is in the same direction to reinforce its magnetic fields for small vehicle detection.

3. Each loop lead-in shall be identified and permanently tagged in the manhole. Each lead-in cable tag shall indicate the location (i.e., clockwise/counterclockwise), loop lead-in direction on the plans, number and location in cabinet, and number of turns in the detector loops in water proof ink as indicated on the District 1 Standard Traffic Signal Design Detail. The contractor shall mark loop locations on record drawings and present to the Engineer after final inspection. Loops shall be marked by lane and loop number. See detail below.

4. All loop cable shall be fastened with plastic tie wrap to the manhole hooks.

5. In asphalt pavement, loops should be placed in the center and shoulder areas marked at the curb with a saw-cut. The saw-cut shall be cut in accordance with local and E/WA (y) dust control requirements. Detector loops shall not be installed in wet conditions and the saw-cuts must be free of debris and residue such as dust and water which is to be achieved by the use of compressed air, wire brushing and heat drying according to sealant manufacturer requirements. The detector wire shall be held in place by the use of form wedges. Wedges shall be spaced no more than 18" (450 mm) apart.

6. Loop splices shall be soldered using a soldering iron, blow torch, or other devices which oxidize copper cable shall not be allowed for soldering operations. See detail below. Spots.

7. Precast detector loops shall be used, as shown on the plans, where new concrete pavement is proposed. The installation of preformed loops shall be in accordance with the District 1 Specifications or as directed by the Engineer.

---

**Detector Loop Wiring Schematic**

- Loops shall be spliced in series.
- Saw-cut shall be a minimum width of 6" (150 mm) for concrete.
- Saw-cut depth shall be 3" (75 mm) for concrete. The saw-cut depth shall be to the top of the reinforcement.
- Loop corners shall be drilled with a 2" (50 mm) diameter core.
- Loop to-loop splice:
  - Type A: Loop-to-loop splice. Loops shall be marked by lane and loop number. See detail below.

**Details**

- Detail "A": Loop-to-loop splice
- Detail "B": Loop-to-controller splice

---

**State of Illinois**

**Department of Transportation**

**District 1**

**Standard Traffic Signal Design Details**

<table>
<thead>
<tr>
<th>Loop Type</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loop Detector Splice</td>
<td></td>
</tr>
<tr>
<td>Loop Conductor</td>
<td></td>
</tr>
<tr>
<td>Loop to Loop Splice</td>
<td></td>
</tr>
<tr>
<td>Loop Lead-In Cable Tag</td>
<td></td>
</tr>
<tr>
<td>Loop Rotation</td>
<td></td>
</tr>
</tbody>
</table>

---

**Conduit**

- PVC 2/75 50/75 Heat Shrink Tube, minimum length 3" (75 mm) undersize grade.
- PVC 200/50 Heat Shrink Tube, minimum length 6" (150 mm) undersize grade.
- No. 14 PVC twisted, shielded cable.

---

**Material**

- Type I Loop
- Pre-Fabricated Loop
- PVC 2/75 50/75 Heat Shrink Tube, minimum length 3" (75 mm) undersize grade.
- PVC 200/50 Heat Shrink Tube, minimum length 6" (150 mm) undersize grade.
- No. 14 PVC twisted, shielded cable.
1. All wiring shall be neatly twisted and supported.

2. The neutral conductor and the ground conductor shall be connected in the service installation, at no other point.

3. All equipment grounding conductors shall terminate at the ground bus.

4. The connection shall be made to a ground cable with connectors between the neutral other and ground frame.

5. All equipment grounding conductors shall be connected to the grounding system.

6. A ground cable shall be present or copper is acceptable.

7. Grounding shall be provided by exothermic welding, heavy-duty ground rod clamp, or U.L. approved connector.

8. All equipment grounding conductors shall be bonded to metal enclosure raceways. The grounding cable shall be installed in type XLP, No. 6 A.W.G., stranded copper to be installed in ground electrode conductor with copper cladding.

9. The neutral conductor and the ground conductor shall be connected in the service installation. At no other point shall the neutral and ground conductors be connected.

10. All equipment grounding conductors shall terminate at the ground bus of the controller cabinet.

11. The controller cabinet shall be provided with ground cable with connectors between the neutral other and ground frame.

12. All equipment grounding conductors shall be connected to the grounding system.

13. A ground cable shall be present or copper is acceptable.

14. All equipment grounding conductors shall be bonded to metal enclosure raceways. The grounding cable shall be installed in type XLP, No. 6 A.W.G., stranded copper to be installed in ground electrode conductor with copper cladding.
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Items</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Total</th>
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<td>Temporary Asphalt Ramps</td>
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<td>Leveling Binder (Machine Method), N50</td>
<td>TON</td>
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<td>HMA Surface Course, Mix D, N50</td>
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<td>HMA Surface Removal, 2.0 inch</td>
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<td></td>
</tr>
<tr>
<td>11</td>
<td>HMA Surface Removal, 3.0 inch</td>
<td>SQ YD</td>
<td>46,900</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Class D Patches, Type IV, 6 inch</td>
<td>SQ YD</td>
<td>16,715</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Guardrail Removal</td>
<td>FOOT</td>
<td>3,643</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Terminal Marker - Direct Applied</td>
<td>EACH</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Guardrail Delineator</td>
<td>EACH</td>
<td>89</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Steel Plate Beam Guardrail, Type B, 6-ft post</td>
<td>FOOT</td>
<td>325</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Steel Plate Beam Guardrail, Type B, 9-ft post</td>
<td>FOOT</td>
<td>2,362.5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Traffic Barrier Terminal, Type 1 (Spl) Tangent</td>
<td>EACH</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Detector Loop Replacement</td>
<td>FOOT</td>
<td>2,150</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Paint Pavement Marking - Line 4&quot;</td>
<td>FOOT</td>
<td>81,895</td>
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<td></td>
</tr>
<tr>
<td>21</td>
<td>Paint Pavement Marking - Line 6&quot;</td>
<td>FOOT</td>
<td>1,604</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Paint Pavement Marking - Line 8&quot;</td>
<td>FOOT</td>
<td>22,150</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Paint Pavement Marking - Line 12&quot;</td>
<td>FOOT</td>
<td>485</td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Paint Pavement Marking - Line 24&quot;</td>
<td>FOOT</td>
<td>411</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Paint Pavement Marking - Letters &amp; Symbols</td>
<td>SQ FT</td>
<td>400.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Modified Urethane Pavt Marking - Line 4&quot;</td>
<td>FOOT</td>
<td>205,757</td>
<td></td>
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</tr>
<tr>
<td>Item No.</td>
<td>Items</td>
<td>Unit</td>
<td>Quantity</td>
<td>Unit Price</td>
<td>Total</td>
</tr>
<tr>
<td>---------</td>
<td>-----------------------------------------</td>
<td>-----------</td>
<td>----------</td>
<td>------------</td>
<td>-----------</td>
</tr>
<tr>
<td>27</td>
<td>Modified Urethane Pvmnt Marking - Line 6&quot;</td>
<td>FOOT</td>
<td>8,907</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Modified Urethane Pvmnt Marking - Line 8&quot;</td>
<td>FOOT</td>
<td>15,005</td>
<td></td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Modified Urethane Pvmnt Marking - Line 12&quot;</td>
<td>FOOT</td>
<td>3,374</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Modified Urethane Pvmnt Marking - Line 24&quot;</td>
<td>Foot</td>
<td>751</td>
<td></td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Modified Urethane - Letters &amp; Symbols</td>
<td>SQ FT</td>
<td>1,992.7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Aggregate Shoulder, Type B (Special)</td>
<td>TON</td>
<td>3,375</td>
<td></td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Combination Curb &amp; Gutter R &amp; R</td>
<td>FOOT</td>
<td>2,100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>Shoulder Rumble Strips, 16-inch</td>
<td>FOOT</td>
<td>5,600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>Inlet Protection</td>
<td>EACH</td>
<td>90</td>
<td></td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>Manhole/Inlet Adjustments</td>
<td>EACH</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>Barricades, Type II (Special)</td>
<td>EACH</td>
<td>1,110</td>
<td></td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>Changeable Message Signs</td>
<td>CAL MO</td>
<td>38</td>
<td></td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>Traffic Control and Protection (Spl)</td>
<td>L SUM</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>Items as Ordered By the Engineer</td>
<td>DOLLAR</td>
<td>500,000</td>
<td>$1.00</td>
<td>$500,000.00</td>
</tr>
<tr>
<td>41</td>
<td>Material Transfer Device</td>
<td>TON</td>
<td>20,500</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total Project Cost:**

$500,000.00
The certifications herinafter 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

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: _______________________________ 
______________________________
(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: _______________________________
______________________________
(Signature of Attorney-in-Fact)

STATE OF ILLINOIS,
COUNTY OF ____________________________ , I, ____________________________ , a Notary Public in and for said county, do hereby certify that ____________________________ , (Insert names of individuals signing on behalf of PRINCIPAL & SURETY) who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of PRINCIPAL and SURETY, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instruments as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this ______ day of ____________________________

My commission expires ____________________________

(Notary Public)

ELECTRONIC BID BOND

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

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

Electronic Bid Bond ID Code

_____________________________________________

(Company/Bidder Name)

_____________________________________________

(Signature and Title) Date
All contractors are required to complete the following certification:

☐ For this contract proposal or for all groups in this deliver and install proposal.

☐ For the following deliver and install groups in this material proposal:

________________________________________________________________________

________________________________________________________________________

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

I. Except as provided in paragraph IV below, the undersigned bidder certifies that it is a participant, either as an individual or as part of a group program, in an approved apprenticeship or training program applicable to each type of work or craft that the bidder will perform with its own employees.

II. The undersigned bidder further certifies for work to be performed by subcontract that each of its subcontractors submitted for approval either (A) is, at the time of such bid, participating in an approved, applicable apprenticeship or training program; or (B) will, prior to commencement of performance of work pursuant to this contract, establish participation in an approved apprenticeship or training program applicable to the work of the subcontract.

III. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

________________________________________________________________________

________________________________________________________________________

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

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

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

Bidder: ________________________________ By: ________________________________

Address: ________________________________ Title: ________________________________

(Signature)
Affidavit of Availability  
For the Letting of ___

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.

<table>
<thead>
<tr>
<th>Contract Number</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>Awards Pending</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract With</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Estimated Completion Date</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Contract Price</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Accumulated Totals</td>
</tr>
<tr>
<td>Uncompleted Dollar Value if Firm is the Prime Contractor</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Uncompleted Dollar Value if Firm is the Subcontractor</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th></th>
<th>Accumulated Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Earthwork</td>
<td></td>
</tr>
<tr>
<td>Portland Cement Concrete Paving</td>
<td></td>
</tr>
<tr>
<td>HMA Plant Mix</td>
<td></td>
</tr>
<tr>
<td>HMA Paving</td>
<td></td>
</tr>
<tr>
<td>Clean &amp; Seal Cracks/Joints</td>
<td></td>
</tr>
<tr>
<td>Aggregate Bases &amp; Surfaces</td>
<td></td>
</tr>
<tr>
<td>Highway, R.R. and Waterway Structures</td>
<td></td>
</tr>
<tr>
<td>Drainage</td>
<td></td>
</tr>
<tr>
<td>Electrical</td>
<td></td>
</tr>
<tr>
<td>Cover and Seal Coats</td>
<td></td>
</tr>
<tr>
<td>Concrete Construction</td>
<td></td>
</tr>
<tr>
<td>Landscaping</td>
<td></td>
</tr>
<tr>
<td>Fencing</td>
<td></td>
</tr>
<tr>
<td>Guardrail</td>
<td></td>
</tr>
<tr>
<td>Painting</td>
<td></td>
</tr>
<tr>
<td>Signing</td>
<td></td>
</tr>
<tr>
<td>Cold Milling, Planning &amp; Rotomilling</td>
<td></td>
</tr>
<tr>
<td>Demolition</td>
<td></td>
</tr>
<tr>
<td>Pavement Markings (Paint)</td>
<td></td>
</tr>
<tr>
<td>Other Construction (List)</td>
<td></td>
</tr>
</tbody>
</table>

$ 0.00

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.

<table>
<thead>
<tr>
<th>Subcontractor</th>
<th>Type of Work</th>
<th>Subcontract Price</th>
<th>Amount Uncompleted</th>
<th>Subcontractor</th>
<th>Type of Work</th>
<th>Subcontract Price</th>
<th>Amount Uncompleted</th>
<th>Subcontractor</th>
<th>Type of Work</th>
<th>Subcontract Price</th>
<th>Amount Uncompleted</th>
<th>Subcontractor</th>
<th>Type of Work</th>
<th>Subcontract Price</th>
<th>Amount Uncompleted</th>
<th>Subcontractor</th>
<th>Type of Work</th>
<th>Subcontract Price</th>
<th>Amount Uncompleted</th>
<th>Subcontractor</th>
<th>Type of Work</th>
<th>Subcontract Price</th>
<th>Amount Uncompleted</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

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 __________________________

My commission expires ____________

(Notary Seal)

Company _________________________

Address _________________________
Illinois Department of Transportation

Affidavit of Illinois Business Office

County Kane
Local Public Agency KDOT
Section Number 19-00521-00-RS
Route Various

State of )
County of ) ss.

I, (Name of Affiant) of (City of Affiant) , (State of Affiant) ,
being first duly sworn upon oath, states as follows:

1. That I am the officer or position bidder.

2. That I have personal knowledge of the facts herein stated.

3. That, if selected under this proposal, (bidder) , will maintain a business office in the State of Illinois which will be located in County, Illinois.

4. That this business office will serve as the primary place of employment for any persons employed in the construction contemplated by this proposal.

5. That this Affidavit is given as a requirement of state law as provided in Section 30-22(8) of the Illinois Procurement Code.

(Signature)

(Print Name of Affiant)

This instrument was acknowledged before me on day of , .

(SEAL)

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

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

________________________________________
Contractor/Subcontractor

________________________________________
Name of Authorized Representative (type or print)

________________________________________
Title of Authorized Representative (type or print)

________________________________________
Signature of Authorized Representative  Date

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

________________________________________
Contractor/Subcontractor

________________________________________
Name of Authorized Representative (type or print)

________________________________________
Title of Authorized Representative (type or print)

________________________________________
Signature of Authorized Representative  Date