



Local Public Agency  
Formal Contract Proposal

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

STATE OF ILLINOIS

COUNTY OF LAKE

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

FOR THE IMPROVEMENT OF

STREET NAME OR ROUTE NO. Ela Road

SECTION NO. 15-00144-21-RS

TYPES OF FUNDS MFT

SPECIFICATIONS (required)

PLANS (required)

**For Municipal Projects**  
Submitted/Approved/Passed  
**Not Applicable**

Mayor  President of Board of Trustees  Municipal Official

Date

**Department of Transportation**  
 Released for bid based on limited review

Regional Engineer

**County Engineer on behalf of IDOT pursuant to Agreement of Understanding dated January 18, 2013**

Date

**For County and Road District Projects**  
Submitted/Approved  
**Not Applicable**

Highway Commissioner

Date

Submitted/Approved

County Engineer/Superintendent of Highways

Date

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

RETURN WITH BID

NOTICE TO BIDDERS

County LAKE
Local Public Agency LCDOT
Section Number 15-00144-21-RS
Route CH 60

Sealed proposals for the improvement described below will be received at the office of The County Engineer of Lake County, 600 West Winchester Road, Libertyville, IL 60048 until 10:00 A.M. on March 17, 2016

Sealed proposals will be opened and read publicly at the office of The County Engineer of Lake County 600 West Winchester Road, Libertyville, IL 60048 at 10:00 A.M. on March 17, 2016

DESCRIPTION OF WORK

Name Ela Road Resurfacing Length: 5167.13 feet ( 0.98 miles)
Location Ela Road from Cuba Road to the south side of IL Route 22
Proposed Improvement Consists of HMA surface removal; class D patching; placement of HMA leveling & surface courses; pavement markings; portland cement concrete sidewalk; detectable warnings; concrete curb & gutter; and related work.

1. Plans and proposal forms will be available online at http://www.lakecountyil.gov/Transportation/Business/Bids-Roadwork.htm or at the office of the Lake County Division of Transportation, 600 West Winchester Road, Libertyville, IL 60048

2. [X] Prequalification
If checked, each bidder shall include a completed "Affidavit of Availability" (Form BC 57), in their proposal, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work.

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 Forms shall be returned by the bidder to the Awarding Authority (not required if crossed out):
a. BLR 12200: Local Public Agency Formal Contract Proposal (includes BLR 12200a Schedule of Prices)
b. BC 57: Affidavit of Availability
c. BC 261: Substance Abuse Prevention Program Certification
d. BLR 12230: Proposal Bid Bond
e. BLR 12325: Apprenticeship or Training Program Certification
f. BLR 12326: Affidavit of Illinois Business Office
g. LCDOT - CBID Printout

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

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

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

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

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

RETURN WITH BID

PROPOSAL

County LAKE
Local Public Agency LCDOT
Section Number 15-00144-21-RS
Route CH 60

1. Proposal of \_\_\_\_\_

for the improvement of the above section by the construction of resurfacing and portland cement concrete sidewalk.
The project includes HMA surface removal; class D patching; placing HMA leveling & surface courses; pavement
markings; removing and constructing concrete C&G; constructing a block retaining wall; installing detectable warnings;
adjusting a handhole and drainage & utility structures; and related work. Traffic control & protection is required.
a total distance of 5279.97 feet, of which a distance of 5167.13 feet, ( 0.98 miles) are to be improved.

2. The plans for the proposed work are those prepared by Lake County Division of Transportation
and approved by the Department of Transportation\* on February 19, 2016

\* County Engineer on behalf of IDOT pursuant to Agreement of Understanding dated January 18, 2013.

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 XXXXXXXXXXXXXXXXXXXX
unless additional time is granted in accordance with the specifications.

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

\_\_\_\_\_  
Treasurer of LAKE COUNTY

The amount of the check is the same as the amount of the BID BOND ( \_\_\_\_\_ ).

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

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

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

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

11. The undersigned submits herewith the schedule of prices on BLR 12200a the LCDOT CBID printout 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 LCDOT CBID printout, the work shall be in accordance with the requirements of each individual proposal
for the multiple bid specified in the Schedule for Multiple Bids below.



RETURN WITH BID

CONTRACTOR CERTIFICATIONS

County	<u>LAKE</u>
Local Public Agency	<u>LCDOT</u>
Section Number	<u>15-00144-21-RS</u>
Route	<u>CH 60</u>

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

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

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

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

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

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

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

RETURN WITH BID

SIGNATURES

County LAKE
Local Public Agency LCDOT
Section Number 15-00144-21-RS
Route CH 60

(If an individual)

Signature of Bidder

Business Address

(If a partnership)

Firm Name

Signed By

Business Address

Inset Names and Addressed of All Partners



(If a corporation)

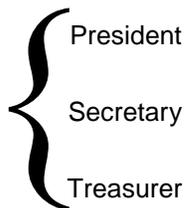
Corporate Name

Signed By

President

Business Address

Inset Names of Officers



President

Secretary

Treasurer

Attest: Secretary



# Illinois Department of Transportation

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

## Affidavit of Availability For the Letting of March 17, 2016

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

### Part I. Work Under Contract

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

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

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

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

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

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

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

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

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

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

Subscribed and sworn to before me  
 this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_ Type or Print Name \_\_\_\_\_  
 Officer or Director \_\_\_\_\_ Title \_\_\_\_\_

\_\_\_\_\_  
 Notary Public

Signed \_\_\_\_\_

My commission expires \_\_\_\_\_

(Notary Seal)

Company \_\_\_\_\_

Address \_\_\_\_\_



Letting Date: March 17, 2016 Item No.: \_\_\_\_\_

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

Route: CH 60

Section: 15-00144-21-RS

Job No.: \_\_\_\_\_

County: LAKE

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



Local Agency Proposal Bid Bond

Route CH 60
County LAKE
Local Agency LCDOT
Section 15-00144-21-RS

RETURN WITH BID

PAPER BID BOND

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

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

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

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

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

Principal

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

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

Surety

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

STATE OF ILLINOIS,

COUNTY OF \_\_\_\_\_

I, \_\_\_\_\_, a Notary Public in and for said county,

do hereby certify that \_\_\_\_\_ (Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

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

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

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

ELECTRONIC BID BOND

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

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

Electronic Bid Bond ID Code

(Company/Bidder Name)

(Signature and Title)

Date



**Return with Bid**

Route	CH 60
County	LAKE
Local Agency	LCDOT
Section	15-00144-21-RS

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

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

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

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

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

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

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

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

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

(Signature)

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



Affidavit of Illinois Business Office

County LAKE
Local Public Agency LCDOT
Section Number 15-00144-21-RS
Route CH 60

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

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

being first duly sworn upon oath, states as follows:

- 1. That I am the \_\_\_\_\_ of \_\_\_\_\_ bidder.
2. That I have personal knowledge of the facts herein stated.
3. That, if selected under this proposal, \_\_\_\_\_, will maintain a
(bidder)
business office in the State of Illinois which will be located in \_\_\_\_\_ County, Illinois.
4. That this business office will serve as the primary place of employment for any persons employed in the construction contemplated by this proposal.
5. That this Affidavit is given as a requirement of state law as provided in Section 30-22(8) of the Illinois Procurement Code.

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

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

(SEAL)

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

**CONTRACTOR**

**PLEASE REPLACE  
WITH YOUR  
COMPLETED  
LCDOT CBID  
PRINTOUT**

**SPECIAL PROVISION**

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## STATE OF ILLINOIS SPECIAL PROVISIONS

The following Special Provisions supplement the specifications listed in the table below, which apply to and govern the proposed improvement designated as Lake County Section **15-00144-21-RS**, and in case of conflict with any part or parts of said specifications, the said Special Provisions shall take precedence and govern.

SPECIFICATION	ADOPTED/DATED
<b>Standard Specifications for Road and Bridge Construction</b>	January 1, 2012
<b>Manual on Uniform Traffic Control Devices for Streets and Highways</b> Illinois Supplement	2009 Edition June 2014 Revision
<b>Supplemental Specifications and Recurring Special Provisions</b> (indicated on the Check Sheet included herein)	January 1, 2015
<b>Standard Specifications for Water and Sewer Construction in Illinois</b>	7 <sup>th</sup> Edition, 2014

**This Project Does Include a Separate Set of Plans.**

### LOCATION OF IMPROVEMENT

The project is located on Ela Road from the Cuba Road intersection to the IL Route 22 intersection. The resurfacing portion will begin on the south side of the Cuba Road intersection and continue north to just south of Maple Avenue with omissions for the railroad right-of-way and US Route 12 (IDOT resurfaced in 2015). A proposed sidewalk will be constructed in two sections. The first section is located on the west side of Ela Road south of US Route 12 connecting the existing sidewalk south of the McDonalds property to proposed sidewalk to be constructed as part of the Ela Road/US 12 intersection improvement. The second section is located on the east side of Ela Road connecting proposed sidewalk north of US Route 12, to be constructed as part of the Ela Road/US 12 intersection improvement, with the existing sidewalk at IL Route 22.

### DESCRIPTION OF IMPROVEMENT

The project consists of resurfacing the Ela Road pavement and constructing concrete sidewalk. The resurfacing includes hot-mix asphalt surface removal; class D pavement patching; placing hot-mix asphalt leveling binder and surface courses; constructing hot-mix asphalt shoulders; installing pavement markings; and installing detector loops. The concrete sidewalk includes installing detectable warnings; removing and constructing concrete curb and gutter; constructing a block retaining wall; removing a handhole and adjusting drainage & utility structures. Traffic control and protection is required for this project.

## DIVISION 100. GENERAL REQUIREMENTS AND COVENANTS

### SECTION 102 ADVERTISEMENT, BIDDING, AWARD AND CONTRACT EXECUTION (LCDOT)

Effective: January 1, 2007  
Revised: March 20, 2015

Award and execution of contract shall be in accordance with Section 102 of the "Standard Specifications" and the following:

*Insurance certificates shall be received within five (5) days after the contract has been mailed to the bidder. Contract performance and payment bond shall be received within ten (10) days after the contract has been mailed to the bidder. The contract shall be executed by the successful bidder and returned within fifteen (15) days after the contract has been mailed to the bidder.*

*CONTRACTORS and SUBCONTRACTORS holding a 5 – HMA Paving IDOT prequalification shall be limited to paving on contracts with 1200 total tons or less. The 1200 ton limit does not include HMA sidewalk, driveways, medians, paved shoulder behind curb, and/or patching.*

In order to limit bid proposal math errors, all bids for this project **shall** be submitted using the CBID spreadsheet. The Contractor shall include in their bid proposal a hardcopy CBID printout. Proposals submitted without a hardcopy CBID printout will be rejected as nonresponsive and returned to the Contractor unread. Proposals submitted with a handwritten schedule of items will be rejected as nonresponsive and returned to the Contractor unread. A maximum of five pay items may have legible pen and ink entries/revisions to the unit and extended prices on the CBID printout to accommodate last minute supplier and subcontractor quotes. A legible pen and ink entry/revision to the project total bid will also be allowed.

To decrease LCDOT bid processing time, for projects with 25 or more pay items the Contractor shall include in their sealed bid envelope a CD with a copy of the completed CBID. The hardcopy CBID printout will serve as the bid submission, while the CD is only provided to aid in tabulating the bids. In the event that there is a difference between the hardcopy CBID printout and the electronic copy provided on the CD, the hardcopy CBID printout shall take precedence and be used to complete the bid tabulation.

If the Contractor is bidding on more than one project for which the CD copy of the CBID is required, the Contractor may include all the CBIDs on a single CD. The CD shall be clearly labeled with the Contractor's name and the project CBIDs included. The single CD shall be submitted in the sealed bid envelope of one of the projects the Contractor is bidding on.

## **ARTICLE 105.03(c) ENVIRONMENTAL PERMITTING AGENCIES**

Effective: December 22, 2014

Add the following paragraph to Article 105.03 of the “Standard Specifications”

- (c) **Permitting Agency Deduction:** Any monetary payment required from a permitting agency related to improper erosion and sediment control may be passed along to the Contractor as a deduction from future pay estimates. Monetary payments will include fees and violations attributable to the Contractor’s actions or inaction resulting in improper erosion and sediment control. The deduction will be applied to monies due or that might become due to the Contractor. Permitting agencies include the Lake County Stormwater Management Commission, the Illinois Environmental Protection Agency, the Army Corps of Engineers, and other regulatory agencies.

## **ARTICLE 105.08 COOPERATION BETWEEN CONTRACTORS**

The Contractor’s attention is called to the provisions of Article 105.08 in the “Standard Specifications”.

An adjoining project is expected to be constructed concurrently with this project. The intersection of Ela Road and US Route 12 (Rand Road) will be improved by adding right turn lanes on Route 12 and associated signal work. The adjoining project is designated as section number 02-00063-00-CH and is currently under construction. The pavement widening, signal installation, pavement markings etc., are all scheduled to be completed in the spring of 2016.

## **ARTICLE 105.09 SURVEY CONTROL POINTS (LCDOT)**

Effective: January 1, 2007

Revised: June 6, 2014

The Contractor shall furnish the Engineer with the materials required to establish survey control points according to Article 105.09 of the “Standard Specifications” and the following:

**Paint:** *The Contractor shall furnish, at their expense, white, pink or purple pavement marking paint in aerosol cans, for use by the Engineer. The quality of the marking paint shall be as manufactured by Aervoe-Pacific Co. (distributed by Municipal Marking Distributors, Inc., Dundee, IL) or approved equal.*

*The Contractor and subcontractors shall only use white, pink or purple colors for their own markings. At no time will the Contractor use any of the J.U.L.I.E. utility colors listed in Article 107.31 of the “Standard Specifications”.*

**Hubs:** *The Contractor shall furnish, at their expense, hubs for use by the Engineer according to the following:*

1. *Shall be 1 3/8" x 7/8" x 18" (actual dimension).*
2. *Shall be furnished in securely banded (on each end) bundles of 25 pieces.*
3. *The material shall be kiln dried Douglas fir, oak or maple and surfaced on the 2 larger sides and without splits, pitch pockets, wane, knots or decayed wood.*
4. *The tapered end on each hub shall be pencil point tapered.*

**Lath:** *The Contractor shall furnish, at their expense, lath for use by the Engineer according to the following:*

1. *Shall be 1 1/8" x 1/2" x 48" (actual dimension).*
2. *Shall be furnished in securely banded (on each end) bundles of 50 pieces.*
3. *The material shall be kiln dried Douglas fir, oak or maple and surfaced on the 2 larger sides and without splits, pitch pockets, wane, knots or decayed wood.*
4. *The tapered end may be saw-cut tapered or pencil tapered.*

#### **ARTICLE 106.03 SAMPLES, TESTS, AND CITED SPECIFICATIONS (LCDOT)**

Effective: October 1, 2012

Revised: May 19, 2014

#### **Hot-Mix Asphalt and Concrete Placements:**

The Contractor shall notify the Engineer of proposed Hot-Mix Asphalt (HMA) and/or concrete placements according to the following:

1. By 2 p.m., the Contractor shall notify the Engineer, in person or by phone, of HMA and/or concrete placements proposed for the next working day. Upon receiving the Engineer's approval, the Contractor may schedule the HMA and/or concrete for placement. Requests for HMA and/or concrete placements called in after 2 p.m., cannot be placed for payment and should not be scheduled by the Contractor.
2. The Contractor's notification shall provide the following:
  - a. A firm start time.
  - b. The plant source of material.
  - c. The pay items included.
  - d. The project name and location - be specific on large projects.
  - e. The estimated quantity of HMA and/or concrete to be used.
  - f. The duration of the work.

3. In the event that the Engineer cannot be reached, the Contractor can meet the notification requirement by calling the LCDOT Materials Lab at (847) 377-7493 and leaving the notification message prior to 2 p.m. LCDOT will call the Contractor back and give approval for the next day's work. The Contractor must receive approval prior to scheduling the work for payment.
4. Cancellations due to weather or other good, unforeseen reasons need to be relayed to the Engineer and the LCDOT Materials Lab at (847) 377-7493, ASAP! Repeated cancellations without sufficient notice and/or for no good reason, in the opinion of the Engineer, will lead to a deduction for any incurred County Material Consultant costs from future pay estimates.

### **Concrete Test Cylinders:**

The Contractor shall not transport concrete cylinders until a minimum of 8 hours have elapsed after the final set. Concrete cylinders shall be transported prior to 48 hours for standard curing. The cylinders will be transported within the above time frame, regardless of what day of the week the cylinders were cast.

A sufficient quantity of cylinders shall be cast to provide for an additional break beyond the specified break requirements. Until QC & QA (LCDOT) have confirmed that proper strength has been obtained for the specified break, QC will retain at least two additional 6" x 12" cylinders or three 4" x 8" cylinders for average strength. In the event the cylinder breaks fail to reach the required strength, according to Article 1020 of the "Standard Specifications", the two additional 6" x 12" cylinders or three 4" x 8" cylinders will be broken at a later date determined by LCDOT.

### **PROTECTION OF EXISTING DRAINAGE FACILITIES DURING CONSTRUCTION (LCDOT)**

Effective: May 19, 2014

All existing drainage structures shall be kept free of debris resulting from construction operations. All work and material necessary to prevent accumulation of debris in the drainage structures will be considered as included in the unit bid prices of the inlet protection, inlet filters and other temporary erosion control measures. Any debris in the drainage structures resulting from construction operations shall be removed at the Contractor's own expense, and no extra compensation will be allowed.

Should reconstruction or adjustment of a drainage structure be required by the Engineer in the field, the necessary work and payment shall be done according to Section 602 and Article 104.02 respectively of the "Standard Specifications".

During construction, if the Contractor's forces encounter or otherwise becomes aware of any sewers, underdrains or field drains within the right-of-way other than those shown on the plans, they shall inform the Engineer. The Engineer shall direct the work necessary to maintain or replace the facilities in service, and to protect them from damage during construction if maintained. Existing facilities to be maintained that are damaged because of non-compliance with this provision shall be replaced at the Contractor's own expense. Should the Engineer direct the replacement of a facility, the necessary work and payment shall be done in accordance with Section 550, Section 601 and Article 104.02 respectively of the "Standard Specifications".

**ARTICLE 107.09 PUBLIC CONVENIENCE AND SAFETY (LCDOT)**

Effective: January 1, 2007

Revised: March 20, 2015

The Contractor shall limit public inconveniences and safety conflicts according to Article 107.09 of the "Standard Specifications" and the following:

**Keeping Roads Open to Traffic:**

*For this project the Contractor shall maintain traffic according to the Maintenance of Traffic Plan shown on the plans. The Contractor shall limit flagging operations affecting the open lanes i.e. flagging for vehicles entering or leaving the construction site etc..., to the following times:*

<i>Monday - Friday</i>	<i>9:00 am</i>	<i>to</i>	<i>3:00 pm</i>
<i>Saturday</i>	<i>9:00 am</i>	<i>to</i>	<i>3:00 pm</i>

*At all other times, including periods of no construction activity, the Contractor shall maintain the available traffic lanes.*

*If local and/or area conditions warrant the above times may be adjusted (i.e. lengthened or shortened) by the Engineer. To request a change the Contractor shall submit to the Engineer a plan including the revised start and end time a minimum of 48 hours prior to the proposed revision. The Engineer will notify the Contractor 24 hours in advance with an approval or disapproval.*

*If the Contractor fails to provide a plan and/or the Contractor disregards the decision by of the Engineer the Traffic Control Deficiency Charge will be applied as stated in the Special Provisions for Traffic Control and Protection.*

**Safety and Convenience:** *The Contractor shall maintain entrances along the proposed improvement. Interference with traffic movements and inconvenience to owners of abutting property and the public shall be kept to a minimum. Any delays or inconveniences caused by the Contractor, by complying with these requirements shall be considered as included in the unit bid prices of the contract and no additional compensation will be allowed.*

*Contractors shall plan their work so that there will be no open holes in the pavement and that all barricades will be removed from the roadway during non-working hours, except where required for public safety.*

*Steel road plates may be used as temporary cover over excavations. Anytime steel road plates are in the roadway these requirements apply:*

- *The steel road plate shall sit flat on the pavement and be free of defects and warping*
- *It shall be shimmed with a non-asphaltic material to prevent vertical movement*
- *If the steel road plate is not under constant surveillance, it shall be pinned to prevent horizontal movement by a minimum of 6 pins; 4 pins predrilled into the corners of the plates and 1 pin predrilled into each side parallel to the trench. Pins shall be drilled 3 inches into the pavement and not protrude above the pavement surface*
- *The steel road plate shall be at least 1 inch thick and large enough to allow a minimum of 1 foot of bearing on each side of the trench*
- *A one foot wide HMA surface course ramp shall be placed around the perimeter of the plate*
- *Multiple steel road plates shall be tack welded together to prevent separation if they are not under constant surveillance*
- *Appropriate advanced warning signs (W8-24 “STEEL PLATE AHEAD” and W8-1 “BUMP”) are required*

*Steel road plates may be left in place overnight, in emergency situations and with the concurrence of the Engineer. Steel road plates left in place overnight shall be attached to the roadway by a minimum of 6 pins; 4 pins predrilled into the corners of the plates and 1 pin predrilled into each side parallel to the trench. Pins shall be drilled 3 inches into the pavement and not protrude above the pavement surface.*

*Steel road plates left in-place for more than 72 hours, shall also be:*

- *Recessed into the street surface the thickness of the steel road plate with no difference in elevation with the existing surface*
- *Secured in-place to prevent horizontal movement with HMA surface course between the existing pavement vertical edge and the steel road plate*

*Road plates shall not be used from November 15<sup>th</sup> to April 15<sup>th</sup> without approval from the Engineer.*

**ARTICLE 107.12 PROTECTION OF RAILROAD TRAFFIC AND PROPERTY (LCDOT)**

Effective: January 1, 2007  
Revised: May 19, 2014

The Contractor shall perform work on the Railroad's right-of-way according to Article 107.12 of the "Standard Specifications" and the following:

*If railroad flaggers are required per Article 107.12 of the "Standard Specifications", the Contractor's lump sum bid price for TRAFFIC CONTROL AND PROTECTION shall include the cost of providing railroad flaggers. It shall be the Contractor's responsibility to contact the Railroad to determine the need for flaggers, and to make the associated scheduling arrangements with the Railroad. The contact person for the Railroad is:*

Railroad:	Canadian National Railroad
Name:	Paul Chojenski
Address:	17641 South Ashland Avenue Homewood, IL 60430
Phone:	(708) 332-3557

*In addition, the Contractor shall provide, and be paid for, Railroad Protective Liability Insurance according to Article 107.11 of the "Standard Specifications", and LR Special Provision LR 107-2 RAILROAD PROTECTIVE LIABILITY INSURANCE FOR LOCAL LETTINGS, included herein.*

**ARTICLE 107.20 PROTECTION AND RESTORATION OF PROPERTY (LCDOT)**

Effective: January 1, 2007  
Revised: May 19, 2014

The Contractor shall protect and restore property according to Article 107.20 of the "Standard Specifications" and the following:

**Trees and Shrubs:** *Extra care shall be exercised when operating equipment around trees or shrubs. Injured branches or roots shall be pruned in a manner satisfactory to the Engineer and shall be painted where the cut was made. Roots exposed during excavating operations shall be neatly pruned and covered with topsoil. This work shall be done as soon as possible and shall be considered as included in the unit bid price(s) of the various excavation (e.g. Earth Excavation, Excavating and Grading Existing Shoulder, Structure Excavation, Furnished Excavation etc...) and excavation related (e.g. Storm Sewers, Grading and Shaping Ditches, Concrete Foundations, etc...) work items shown in the Summary of Quantities. No additional compensation will be allowed this work.*

**ARTICLE 107.23 PROTECTION OF STREAMS, LAKES, RESERVOIRS, NATURAL AREAS, WETLANDS, PRAIRIE AREAS, SAVANNAHS, AND ENDANGERED AND THREATENED SPECIES (LCDOT)**

Effective: April 1, 2008  
Revised: May 19, 2014

**CONCRETE WASHOUT FACILITY**

**Description:** The Contractor shall take sufficient precautions to prevent pollution of streams, lakes, reservoirs, and wetlands with fuels, oils, bitumens, calcium chloride, or other harmful materials according to Article 107.23 of the “Standard Specifications”.

**General:** *To prevent pollution by residual concrete and/or the by product of washing out the concrete trucks, concrete washout facilities shall be constructed and maintained on any project which includes cast-in-place concrete items. The concrete washout shall be constructed, maintained, and removed according to this special provision and LCDOT standard LC4202 included in these plans. Concrete washout facilities shall be required on all projects regardless of the need for NPDES permitting. On projects requiring NPDES permitting, concrete washout facilities shall also be addressed in the Storm Water Pollution Prevention Plan.*

*The concrete washout facility shall be constructed on the job site according to LC4202. The Contractor may elect to use a pre-fabricated portable concrete washout structure. The Contractor shall submit a plan for the concrete washout facility, to the Engineer for approval, a minimum of 10 calendar days before the first concrete pour. The working concrete washout facility shall be in place before any delivery of concrete to the site. The Contractor shall ensure that all concrete washout activities are limited to the designated area.*

*The concrete washout facility shall be located no closer than 50 feet from any environmentally sensitive areas, such as water bodies, wetlands, and/or other areas indicated on the plans. Adequate signage shall be placed at the washout facility and elsewhere as necessary to clearly indicate the location of the concrete washout facility to the operators of concrete trucks.*

*The concrete washout facility shall be adequately sized to fully contain the concrete washout needs of the project. The contents of the concrete washout facility shall not exceed 75% of the facility capacity. Once the 75% capacity is reached, concrete placement shall be discontinued until the facility is cleaned out. Hardened concrete shall be removed and properly disposed of outside the right-of-way. Slurry shall be allowed to evaporate, or shall be removed and properly disposed of outside the right-of-way. The Contractor shall immediately replace damaged basin liners or other washout facility components to prevent leakage of concrete waste from the washout facility. Concrete washout facilities shall be inspected by the Contractor after each use. Any and all spills shall be reported to the Engineer and cleaned up immediately. The Contractor shall remove the concrete washout facility when it is no longer needed.*

**Basis of Payment:** This work will not be paid for separately, but shall be included in unit bid prices of the various concrete work items(e.g. portland cement concrete pavement; portland cement concrete sidewalk, and combination concrete curb and gutter etc...), shown in the Summary of Quantities.

**ARTICLE 107.25 PROTECTION AND RESTORATION OF TRAFFIC SIGNS (LCDOT)**

Effective: January 1, 2007

Revised: May 19, 2014

The Contractor shall protect and restore traffic signs within the limits of the project according to Article 107.25 of the "Standard Specifications" and the following:

- 1. All signs removed shall be reinstalled 16 feet to 18 feet off the edge of pavement where possible. In curb sections this will vary and will be determined by the Lake County Division of Transportation.*
- 2. All single sign installations shall be installed with the bottom of the sign 5 feet above edge of pavement in rural districts, and 7 feet above the edge of pavement in business, commercial or residential districts. On installations having two or more signs, the bottom of the lowest sign shall be 4 feet above edge of pavement.*
- 3. All signs replaced will be erected using new "Telespar" system metal bases cut 42" long from 2¼" square material. They are to be driven into solid ground using a pneumatic driver. This work will not be paid for separately but shall be included in the lump sum cost of TRAFFIC CONTROL AND PROTECTION (SPECIAL).*

## **ARTICLE 107.27 INSURANCE (LCDOT)**

Effective: January 1, 2007

Revised: May 19, 2014

The Contractor shall obtain and thereafter keep in force insurance according to Article 107.27 of the "Standard Specifications" and the following:

The minimum Employers Liability limits listed in paragraph 107.27(a)(2) shall be increased to the following limits:

- (2) Employers Liability
  - a. Each Accident \$1,000,000
  - b. Disease-policy limit \$1,000,000
  - c. Disease-each employee \$1,000,000

The minimum Commercial General Liability limits listed in paragraph 107.27(b) shall be increased to the following limits along with the addition of a Personal and Advertising Injury Limit:

- (1) General Aggregate Limit \$4,000,000
- (2) Products-Completed Operations Aggregate Limit \$4,000,000
- (3) Personal and Advertising Injury Limit \$1,000,000
- (4) Each Occurrence Limit \$2,000,000

The minimum Commercial Automobile Liability limit listed in paragraph 107.27(c) shall remain at:

Bodily Injury & Property Damage  
Liability Limit Each Occurrence \$1,000,000

In addition to the Department, its officers, and employees, coverage shall be provided for Lake County, its agents, officers and employees, named as additional insured under ISO (Insurance Services Office) additional insured endorsement CG 20 26, edition date 07/04 or its equivalent. Coverage shall be provided for Lake County, its officers, agents and employees, all members of Boards, Commissions, Committees, Trustees and Organizations of the County, all volunteers and members of volunteer organizations and other non-paid personnel, including college and high school interns, while acting on behalf of the County. The Contractor's insurance shall be primary and non-contributory.

The contractual liability insurance coverage shall be broad enough to respond to the liability assumed by the Contractor in the following Hold Harmless Clause:

**Hold Harmless Clause**

*The Provider agrees to indemnify, save harmless and defend the County of Lake, its agents, servants, and employees and each of them against and hold it and them harmless from any and all lawsuits, claims, demands, liabilities, losses and expenses, including court costs and attorney's fees, for or on account of any injury to any person, or any death at any time resulting from such injury, or any damage to property, which may arise or which may be alleged to have arisen out of or in connection with the work covered by this contract. The foregoing indemnity shall apply except if such injury, death or damage is caused directly by the willful and wanton conduct of the County of Lake, its agents, servants, or employees or any other person indemnified hereunder.*

In the event the Contractor fails to obtain or maintain any insurance coverage required under this agreement, Lake County may purchase such insurance coverage and charge the expense thereof to the Contractor.

**ARTICLE 107.29 OPENING OF SECTION OF HIGHWAY TO TRAFFIC (LCDOT)**

Effective: January 1, 2007

Revised: May 19, 2014

Work under construction shall be opened to traffic according to Article 107.29 of the "Standard Specifications" and the following:

*The Contractor shall work expeditiously to open traffic lanes closed due to roadwork. The Engineer shall be the sole judge of when a lane is ready to be opened to traffic. The opening of a lane to traffic shall be in accordance to Section 107.29 of the "Standard Specifications".*

*Roadwork requiring a closure of a lane, which has been opened previously to traffic, will be allowed at the discretion of the Engineer and under the following conditions:*

- 1. The lane closure shall only be in effect while workers are present in or near the closed lane.*
- 2. The closed lane will be reopened to traffic at the end of the workday.*
- 3. All traffic control devices pertaining to the lane closure shall be removed from the roadway at the end of the workday.*

## **SECTION 108 PROSECUTION AND PROGRESS (LCDOT)**

Effective January 1, 2007

Revised: May 19, 2014

*It is the intent of the County that this project be constructed in an orderly and timely manner. Toward this end, the Contractor shall take special note of the provisions of Article 105.06, Article 108.01 paragraph 2, and Article 108.02 of the "Standard Specifications" which shall be adhered to.*

*The Contractor shall coordinate all work between their forces and subcontractors to enable completion within the allotted working days.*

## **ARTICLE 108.06 LABOR, METHODS, AND EQUIPMENT (LCDOT)**

Effective: May 29, 2015

The Contractor and each subcontractor shall meet the requirements of LRS12, Special Provision for Wages of Employees on Public Works except as follows:

*The certified payroll(s) submitted by the Contractor and each subcontractor shall be submitted electronically in a PDF format. The accompanying statement signed by the Contractor or subcontractor may be scanned or contain an electronic signature. The documents shall be submitted via e-mailed to the Engineer.*

## DIVISION 200. EARTHWORK, LANDSCAPING, AND EROSION CONTROL

### DIVISION 200 PHOSPHORUS FERTILIZER NUTRIENT BAN (LCDOT)

Effective: January 1, 2009  
Revised: May 19, 2014

Phosphorus Fertilizer Nutrient **shall not** be used on Lake County Highways.

### 20100XXX TREE REMOVAL (XX) (LCDOT)

Effective: January 1, 2007  
Revised: May 19, 2014

**Description:** This work shall consist of cutting, grubbing, removing and disposing of trees and stumps.

**General:** The work shall be performed according to Article 201.04 of the "Standard Specifications" and the following:

*Cut trees and limbs shall be disposed of within five working days. The cut trees and limbs shall be disposed of according to Article 202.03 of the "Standard Specifications".*

**Method of Measurement:** Tree Removal will be measured for payment according to Article 201.10(b) of the "Standard Specifications".

**Basis of Payment:** This work will be paid for at the contract unit price per unit diameter for TREE REMOVAL of the size range specified. *The unit price shall include all equipment, materials and labor required to remove and dispose of designated trees and stumps.*

### 20101100 TREE TRUNK PROTECTION (LCDOT)

Effective: January 1, 2007  
Revised: May 19, 2014

**Description:** This work shall consist of furnishing, installing and removing tree trunk protection for trees adjacent to the project site.

**General:** The work shall be performed according to Article 201.05 of the “Standard Specifications” and the following:

*Prior to construction, the Contractor shall install a snow fence or other highly visible barrier around designated trees in a manner meeting the Engineer’s approval. Visual barriers, such as single strand wire or plastic flagging, are not acceptable for this purpose. The barrier shall be maintained in the proper location and in good repair until the completion of construction. Removal and disposal of the barrier shall be the Contractor’s responsibility.*

**Method of Measurement:** Tree Trunk Protection will be measured for payment as each per tree according to Article 201.10(c) of the “Standard Specifications”.

**Basis of Payment:** This work will be paid for at the contract unit price per each for TREE TRUNK PROTECTION.

### **20101200 TREE ROOT PRUNING (LCDOT)**

Effective: January 1, 2007

Revised: May 13, 2015

**Description:** This work shall consist of pruning existing tree roots prior to trenching or excavation operations.

**General:** The work shall be performed according to Article 201.06 of the “Standard Specifications” and the following:

*Before any trenching or excavation in the area of a tree, tree roots shall be cut with appropriate root pruning equipment to a minimum of 24” deep. The cuts shall be made 6” to 12” closer to the tree than the construction limit. This allows for root regeneration (within the 6” to 12” area) during the construction period. Pruning shall not be done at the construction limit, since the cut surfaces of the roots will remain exposed resulting in root dieback.*

*The application of Fertilizer Nutrients and Supplemental Watering shall be performed according to Article 201.06 of the “Standard Specifications”. The Fertilizer Nutrients and Supplemental Watering shall not be paid for separately, but shall be included in the contract unit price for TREE ROOT PRUNING.*

*Removed material shall be disposed outside the right of way according to Article 202.03 of the “Standard Specifications”.*

**Method of Measurement:** Tree Root Pruning will be measured for payment as each per tree according to Article 201.10(d) of the “Standard Specifications”.

**Basis of Payment:** This work will be paid for at the contract unit price per each for TREE ROOT PRUNING. *The unit price shall include all equipment, materials, and labor required to prune the existing tree roots and to transport & dispose of the removed material. The unit price shall also include all equipment materials and labor required to accomplish the application of the fertilizer nutrients and supplemental watering.*

**ARTICLE 202.03 REMOVAL AND DISPOSAL OF SURPLUS, UNSTABLE, AND UNSUITABLE MATERIALS AND ORGANIC WASTE (LCDOT)**

Effective: February 18, 2013

Revised: May 13, 2015

**Description:** This work shall consist of the off-site disposal at pre-approved Clean Construction or Demolition Debris (CCDD) facilities of excess uncontaminated soil generated by Lake County Division of Transportation (LCDOT) contract construction projects.

**Definitions:**

**Clean construction or demolition debris (CCDD):** CCDD is uncontaminated broken concrete without protruding metal bars, bricks, rock, stone, or reclaimed asphalt pavement generated from construction or demolition activities. CCDD material may include small incidental quantities of soil that are comingled as part of the removal process. When uncontaminated soil is mixed with any of these materials, the uncontaminated soil is also considered CCDD. Uncontaminated soil that is not mixed with other CCDD materials is not CCDD.

**Uncontaminated Soil:** What constitutes "uncontaminated soil" for purposes of CCDD and uncontaminated soil fill operations is defined in 35 Ill. Adm. Code 1100. Uncontaminated soil means soil that does not contain contaminants in concentrations that pose a threat to human health and safety and the environment.

**General:** CCDD that does not contain any uncontaminated soil may be disposed of at CCDD facilities without additional paperwork. CCDD containing uncontaminated soil from LCDOT construction sites may be disposed of at the facilities listed below.

**LCDOT's Responsibility:** LCDOT will collect and analyze soil samples for pH from the areas with no Potential Impacted Properties (PIPs), and complete the associated IEPA 662 form. The Contractor is relieved of the requirement to have the pH testing performed according to Article 202.03 as revised by the SUPPLEMENTAL SPECIFICATION FOR SECTION 202. EARTH AND ROCK EXCAVATION (2015). For areas with PIPs, LCDOT will perform the applicable soil testing based on LCDOT's due diligence procedures, and complete the associated IEPA 663 forms. Signed IEPA forms 662 and/or 663 are included in the bid package.

**Contractor's Responsibility:**

The Contractor is expected to use one or more of the County's pre-approved uncontaminated soil disposal facilities listed below. Should a Contractor elect to use an alternate facility for uncontaminated soil disposal, the Contractor shall be responsible for all costs associated with testing, trucking, and tipping fees for proper disposal of all accepted loads, and all costs associated with proper disposal of all rejected loads.

The Contractor shall stage and transport material to the pre-approved receiving facility and shall be responsible for coordination with such facilities on operating hours.

The Contractor shall submit a Material Disposal Plan a minimum of 14 days prior to beginning earthwork activities. The Material Disposal Plan shall detail the methods of removal and disposal of all un-contaminated soil and CCDD leaving the site, for review and approval by the Engineer.

In the event that a pre-approved disposal facility rejects the material, the Contractor shall return the material to the project site for stockpile at a location and manner designated by the Engineer according to the special provision for REJECTED LOAD TRANSPORTATION.

**No soil testing shall be conducted by the Contractor with the exception of onsite photo ionization detectors (PID) screening (at the Contractor's option).**

**Method of Measurement:** This work will not be measured for payment.

**Basis for Payment:** The off-site disposal of uncontaminated soil and/or CCDD, including transportation, facility disposal fees and all other work necessary, will not be paid for but shall be included in the contract unit price per cubic yard of EARTH EXCAVATION and EXCAVATING AND GRADING EXISTING SHOULDER. Rejected Loads will be paid for according to the special provision for REJECTED LOAD TRANSPORTATION.

**Pre-Approved Facilities for Receiving Uncontaminated Soil  
 and/or CCDD from LCDOT Projects**

Midwest Aggregates 28435 W. Route 173 Antioch, IL 60002 (847) 395-2595 Mr. Jim Mertes	Reliable Sand and Gravel Co., Inc. 2121 S River Road McHenry, IL 60051 (815) 385-5020 Mr. Don Roberts	47 Acres/Southwind Business Park 2250 Southwind Boulevard Bartlett, IL 60103 (630) 497-8700 Mr. William Haworth
Lake in the Hills CCDD Pingree Rd/Virginia Rd Lake in the Hills, IL 60156 (630) 497-8700 Mr. Michael Vondra	Reliable Lyons CCDD 4226 S Lawndale Avenue Lyons, IL 60534 (630) 497-8700 Mr. William Haworth	Blue Heron Business Park – Bartlett 23108 W Bartlett Road Bartlett, IL 60103  Mr. William Haworth
Petersen Sand & Gravel CCDD 914 W Route 120 Lakemoor, IL 60050 (847) 395-3313 Mr. Steve Thelen	Raymond Street – CCDD 1400 Route 25 South Elgin, IL 60177 (630) 497-8700 Mr. William Haworth	Gifford East – CCDD 1395 Gifford Road Elgin, IL 60120  Mr. William Haworth
Thelen Sand & Gravel 28955 E IL Route 173 Antioch, IL 60002 (847) 395-3313 Mr. Steve Thelen	Middle St – CCDD 1155 W Middle St South Elgin, IL 60177 (630) 497-8700 Mr. William Haworth	

**20200100 EARTH EXCAVATION (LCDOT)**

Effective: January 1, 2007

Revised: January 28, 2015

**Description:** This work shall consist of the excavation and transportation of suitable excavated material to embankment locations throughout the limits of the project. This work shall also consist of the excavation, transportation and off-site disposal of excess and unsuitable materials.

**For this Project the Earth Excavation shall consist of:**

1.  *Excavation to the subgrade elevation.*
2.  *Excavation for topsoil placement.*
3.  *The removal of existing hot-mix asphalt pavement and aggregate base course not included in any other pay item.*
4.  *Undercutting, as determined by the Engineer to include:*
  - a.  *Removal of existing topsoil under proposed embankment.*
  - b.  *Removal of unsuitable material in wet areas.*
5.  *Undercutting, based on the recommendations of the soil survey and report.*
  - a. *An estimated quantity of excavation for undercutting has been included in the quantity of Earth Excavation and is shown on the plans.*  
*Undercutting may be employed only at the discretion of the Engineer after it has been determined that the provisions of Section 301 of the "Standard Specifications" will not yield sufficient results to allow the timely progress of the project.*
  - b. *Undercutting may be employed only at the discretion of the Engineer after it has been determined that the provisions of Section 301 of the "Standard Specifications" will not yield sufficient results to allow the timely progress of the project.*

**General:** This work shall conform to the requirements of Section 202 of the "Standard Specifications" and the following:

Removal and disposal of unstable, unsuitable and/or excess material will not be paid for separately, but is included in the contract unit price for Earth Excavation. All unstable, unsuitable and/or excess material shall be disposed of outside the right-of-way according to Article 202.03 of the "Standard Specifications".

All suitable excess material from sewer trenches, side roads, entrances or other necessary excavations may be used in the construction of the roadway. Placement and compaction of this material shall be considered included in the unit price for Earth Excavation.

Excavation required to: clean side road ditches, construct driveways, and/or construct side road approaches, will not be paid for separately, but shall be considered included in the unit cost of Earth Excavation.

Earth moved more than once due to construction staging and/or procedures selected by the Contractor, will not be paid for separately, but shall be considered included in the unit cost of Earth Excavation.

When embankments are to be widened, if directed by the Engineer, steps shall be cut into the existing slopes according to Article 205.03 of the "Standard Specifications" and the IDOT D1 standard BD-51 Benching Detail for Embankment Widening, at no additional cost to the contract.

**Incidental Dewatering:** In the event that excavations require dewatering, the Contractor shall furnish all labor, equipment and material necessary for dewatering. All dewatering operations shall be approved by the Engineer before implementation. For projects covered by an NPDES Permit the Contractor shall develop a dewatering plan in compliance with NPDES regulations. The plan shall be submitted to the Engineer and Lake County Stormwater Management Commission (LCSMC) for approval. The cost of all equipment, materials and labor necessary to comply with the above provisions will not be paid for separately, but shall be considered included in the unit price for Earth Excavation, and no additional compensation will be allowed.

**A Soil Survey and Report:**

- Was performed – A copy is available online with the project plans and contract specifications and it is available for inspection and review at LCDOT.*
- Was not performed.*

**Method of Measurement:** Earth Excavation will be measured in its original position and the volume in cubic yards computed by the method of average end areas.

**Basis of Payment:** This work will be paid for at the contract unit price per cubic yard for EARTH EXCAVATION. *The unit price shall include all equipment and labor required to excavate, transport and distribute earth.*

**20200600 EXCAVATING AND GRADING EXISTING SHOULDER (LCDOT)**

Effective: November 30, 2010

Revised: February 12, 2015

**Description:** This work shall consist of excavating the existing shoulder material to construct a hot-mix asphalt shoulder, and grading the existing shoulder material back to match the finished hot-mix asphalt shoulder surface.

**General:** The work shall be performed according to Section 202 of the “Standard Specifications”, and the following:

*The work shall include excavating the existing shoulder material to facilitate the construction of a 6” thick hot-mix asphalt shoulder. The excavated area shall include the removal of existing aggregate shoulder and/or hot-mix asphalt shoulder to the full width of the proposed 6” thick hot-mix asphalt shoulder.*

*The removal of hot-mix asphalt shoulder material within the limits of the proposed hot-mix shoulder shall be included in the unit price per unit for EXCAVATING AND GRADING EXISTING SHOULDER. Should the Contractor elect to mill the existing hot-mix asphalt shoulder with the rest of the pavement prior to excavation, the area of the shoulder will not be included in the area calculated for HOT-MIX ASPHALT SURFACE REMOVAL of the depth included in the plans.*

*After the hot-mix asphalt shoulder has been constructed the existing aggregate shoulder material shall be graded back to match the pavement edge. An adequate amount of aggregate shoulder material shall be reserved from the excavation to permit the flush grading of the shoulder upon completion of the hot-mix asphalt shoulder construction.*

*Any excess shoulder material shall be disposed of outside the right-of-way according to Article 202.03 of the “Standard Specifications”.*

**Method of Measurement:** This work will be measured in place, in units (one unit equals 100 linear feet) according to Article 202.07 (b) of the “Standard Specifications”, of the actual shoulders excavated and graded.

**Basis of Payment:** This work will be paid for at the contract unit price per unit for EXCAVATING AND GRADING EXISTING SHOULDER. *The unit price shall include the excavation required to construct the full width of the proposed hot-mix asphalt shoulder, the grading required to match the existing shoulder material to the finished pavement, and the disposal of any excess material. The Contractor shall not be paid more than once for moving the existing shoulder material multiple times. The unit price shall also include all equipment, labor and materials required to complete the work.*

**20900110 POROUS GRANULAR BACKFILL (LCDOT)**

Effective: January 1, 2007

Revised: May 21, 2014

**Description:** This work shall consist of furnishing and placing porous granular backfill material.

**Materials:** The aggregate shall meet the requirements of Article 1004.05 of the "Standard Specifications", except that:

*The aggregate shall be limited to gradation CA-16.*

**General:** The work shall be performed according to Section 209 of the "Standard Specifications".

**Method of Measurement:** Porous Granular Backfill will be measured for payment in cubic yards in place.

**Basis of Payment:** This work will be paid for at the contract unit price per cubic yard for POROUS GRANULAR BACKFILL. *The unit price shall include all equipment and labor required to furnish and place the porous granular backfill.*

**21101615 TOPSOIL FURNISH AND PLACE, 4" (LCDOT)**

Effective: January 1, 2007

Revised: May 19, 2014

**Description:** This work shall consist of furnishing, excavating, transporting and placing topsoil.

**Materials:** Topsoil (furnished from outside the right-of-way) shall meet the requirements of Article 1081.05(a) of the "Standard Specifications".

**General:** The work shall be performed according to Section 211 of the "Standard Specifications" and the following:

The work shall also comply with the "Illinois State Agency Historic Resources Preservation Act" (Public Act 86-707, effective January 1, 1990). Under this Act:

1. *The Contractor shall complete an Environmental Survey Request Form for Borrow/Waste/Use Areas (BDE form 2289 4/15/10 included herein), along with all required attachments, and submit them to the Engineer at the earliest possible date.*
2. *The Engineer shall submit the Environmental Survey Request to the Illinois Department of Transportation for review and approval. Any costs incurred associated with said review and approval will be borne by the Contractor.*
3. *The Contractor shall not begin work on any Borrow/Use areas until the Environmental Survey Request has been approved.*

The Contractor shall collect one representative soil sample from the proposed growing surface which shall be analyzed by an agricultural laboratory approved by the Engineer. The Contractor shall submit the proposed laboratory name and address to the Engineer at the pre-construction conference. The soils analysis shall include (but is not limited to) the recommended application rates of nitrogen and potassium fertilizer nutrients.

Plan quantities reflect a 4" thick topsoil placement in all disturbed areas.

**Method of Measurement:** Topsoil Furnish and Place will be measured for payment in square yards according to Article 211.07 of the "Standard Specifications".

**Basis of Payment:** This work will be paid for at the contract unit price per square yard for TOPSOIL FURNISH AND PLACE, 4". *The cost of the soil analysis will not be paid for separately, but will be included in the cost of TOPSOIL FURNISH AND PLACE, 4". The unit price shall include all equipment, materials and labor required to furnish and place the topsoil. No additional compensation will be allowed for topsoil furnished from locations outside the ROW.*

**28000305 TEMPORARY DITCH CHECKS (LCDOT)**

Effective: April 22, 2010  
Revised: August 20, 2014

**Description:** This work shall consist of furnishing, constructing, and removing temporary ditch checks.

**General:** The work shall be performed according to Section 280 of the “Standard Specifications”, LCDOT Standard Drawing LC2050 and the following:

*The temporary ditch check shall be triangular shaped, urethane foam covered with a geotextile fabric. The temporary ditch check shall be installed on a geotextile fabric apron. The temporary ditch check shall have a triangle base 16” – 20” wide and a minimum triangle height of 8” – 10”. The temporary ditch checks shall be installed at the locations specified on the Erosion Control Plan, and/or as directed by the Engineer. The temporary ditch check installation shall be according to the detail shown on the plans and the manufacturer’s recommendations.*

*The geotextile fabric shall conform to Article 1080.05 of the “Standard Specifications”, for Geotechnical Fabric for French Drains.*

*The temporary ditch checks shall remain in place until just before placing the final landscaping in the ditch area. The Contractor shall not remove the temporary ditch checks if it is raining and/or rain is in the immediate forecast.*

*The ditch checks shall become the property of the Contractor upon their removal.*

**Method of Measurement:** *Temporary Ditch Checks will be measured in place and the length calculated in feet for each ditch check section actually installed.*

**Basis of Payment:** This work will be paid for at the contract unit price per foot for TEMPORARY DITCH CHECKS. *The unit price shall include all labor, equipment and materials necessary for their installation and removal. The maintenance of this item shall be included with and paid for as part of the contract total price for MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS.*

## DIVISION 300. SUBGRADES, SUBBASES, AND BASE COURSES

### 35101400 AGGREGATE BASE COURSE, TYPE B (LCDOT)

Effective: December 14, 2012

Revised: May 19, 2014

**Description:** This work shall consist of furnishing and placing aggregate base course material on a prepared subgrade or subbase.

**Materials:** The aggregate shall meet the requirements of Article 1004.04 of the "Standard Specifications" except that:

*The aggregate material shall be limited to crushed gravel, crushed stone or crushed concrete.*

*The plasticity index requirements will be waived.*

**General:** The work shall be performed according to Section 351 of the "Standard Specifications".

**Method of Measurement:** Aggregate Base Course, Type B will be measured for payment in tons according to Article 311.08(b) of the "Standard Specifications". The following excess moisture content correction will apply to Aggregate Base Course, Type B:

When the unit of measurement for the aggregate is tons, the aggregate may be weighed in trucks or freight cars. The Contractor shall furnish or arrange for the use of scales of a type approved by the Engineer. If, at the time the Type B aggregate is weighed, it contains more than six percent of absorbed and free moisture by weight, a deduction for the amount of moisture in excess of this amount will be made in determining the pay quantity. Any aggregate that has been stockpiled will be weighed at the time it is incorporated into the work.

**Basis of Payment:** This work will be paid for at the contract unit price per ton for AGGREGATE BASE COURSE, TYPE B. *The unit price shall include all equipment, materials and labor required to furnish, weigh and place the base course.*

## DIVISION 400. SURFACE COURSES, PAVEMENTS, REHABILITATION, AND SHOULDERS

### ARTICLE 406.11 SURFACE TESTS (LCDOT)

Effective: April 1, 2008  
Revised: May 19, 2014

The completed surface course will be tested for smoothness in the wheel paths with a 16 ft straightedge according to Article 406.11 of the "Standard Specifications" and the following:

*The Contractor shall furnish the appropriate personnel and equipment required to perform the surface course testing according to Article 406.11 of the "Standard Specifications". The testing shall be performed to the satisfaction of the Engineer. The testing shall be performed at a time and date chosen by the Engineer, which may or may not be the day of paving. Traffic control and protection for the testing shall be included. The testing, including all required personnel and equipment, will be considered included in the unit bid prices for Hot-Mix Asphalt Surface Course of the Mix and, N value specified and provided at no additional cost to the Department. No additional compensation will be allowed for testing not performed on the day of paving.*

*At the Engineer's discretion the surface testing may include sections of the highway repaired with partial depth or full depth pavement patching and/or areas of pavement replacement.*

### 406005XX LEVELING BINDER (HAND METHOD), NXX (LCDOT)

Effective: February 1, 2014  
Revised: May 19, 2014

**Description:** This work shall consist of patching potholes and small damaged areas that occur in the milled pavement surface or the existing pavement surface with leveling binder (hand method) of the gyrations N value (gyrations) specified.

This work does not include patching pavement that has been damaged by the milling machine. See the special provision for HOT-MIX ASPHALT SURFACE REMOVAL.

**Materials:** The hot-mix asphalt materials shall meet the requirements of Section 1030 of the "Standard Specifications".

The Leveling Binder (Hand Method) will be designed and constructed according to Section 406 of the "Standard Specifications".

**General:** The work shall be performed according to Section 406 of the “Standard Specifications” and the following:

*At the direction of the Engineer, holes and depressions in the pavement surface which exceed 3/4” in depth shall be repaired by removal of loose and damaged material, and replaced with Leveling Binder (Hand Method). The leveling binder shall be compacted with a roller to the satisfaction of the Engineer. The material shall be compacted to produce a tight surface conforming to the adjacent area. Hand tamping may be permitted if approved by the Engineer.*

**Method of Measurement:** Leveling Binder (Hand Method) will be measured for payment according to Article 406.13 of the “Standard Specifications”.

**Basis of Payment:** This work will be paid for at the contract unit price per ton for LEVELING BINDER (HAND METHOD) of the N value (gyrations) specified. *The unit price shall include all equipment, materials and labor required to perform the pothole patching.*

**42400800 DETECTABLE WARNINGS (LCDOT)**

Effective: February 13, 2007

Revised: May 14, 2015

**Description:** This work shall consist of furnishing and installing detectable warnings in concrete accessibility ramps.

**Materials:** The detectable warnings shall be cast iron panels of the sizes shown on the plans and shall meet the following material specification:

The detectable warning plate shall be constructed of gray iron meeting the requirements of Article 1006.14 of the “Standard Specifications” and ASTM A48, CLASS 30A, 30B or 35B; or cast ductile iron meeting the requirements of Article 1006.15 of the “Standard Specifications”.

The coating system shall consist of a rust inhibiting epoxy primer and a finish coat.

The epoxy primer shall have the following properties:

Property	Test Method	Performance
Humidity	ASTM D1735	1000 Hours Minimum
Water Immersion	ASTM D870	250 Hours Minimum
Corrosion Resistance (Salt Spray)	ASTM B117	1000 Hours Minimum

Cold Rolled Steel Lab Panels

The finish coat shall be a powder coat and shall have the following properties:

Property	Test Method	Performance
Color	---	Federal Yellow
Corrosion Resistance (Salt Spray)	ASTM B117	1000 Hours Minimum

Cold Rolled Steel Lab Panels

**General:** The installation of detectable warnings shall meet the requirements of Article 424.09 of the “Standard Specifications”.

**Method of Measurement:** This work will be measured for payment in place installed, in square feet. *The concrete area under the detectable warnings will be measured for payment as PORTLAND CEMENT CONCRETE SIDEWALK of the thickness specified, with no deductions made for the detectable warnings panels located within the ramp.*

**Basis of Payment:** This work will be paid for at the contract unit price per square foot of DETECTABLE WARNINGS. *The unit price shall include all equipment, materials and labor required to install the panels.*

**440001XX HOT-MIX ASPHALT SURFACE REMOVAL**  
**X4401198 HOT-MIX ASPHALT SURFACE REMOVAL VARIABLE DEPTH**  
**(LCDOT)**

Effective: January 1, 2007  
 Revised: May 19, 2014

**Description:** This work shall consist of removing the existing hot-mix asphalt (HMA) surface to a depth specified on the plans with a self propelled milling machine.

**General:** The work shall be performed according to Section 440 of the “Standard Specifications” and the following:

*If the milling machine cuts too deep or tears out areas of the existing pavement which were not designated for removal, the holes shall be filled with leveling binder at the Contractor's expense.*

*Temporary ramps at butt joints shall be provided according to Article 406.08 of the “Standard Specifications”. Temporary ramps will not be paid for separately but shall be included in the contract unit bid price for the hot-mix asphalt surface removal, of the depth specified.*

*Penalty – Failure by the Contractor to provide the temporary bituminous ramp shall be grounds for assessment of a penalty of **\$100.00** per lane, per day, per ramp location, for each calendar day thereafter that such facility remains incomplete, after written notification from the Engineer. Such penalty shall be deducted from monies due or to become due to the Contractor under the Contract.*

**Method of Measurement:** Hot-Mix Asphalt Surface Removal will be measured for payment in place and the area computed in square yards for each specified increment thickness of material removed.

**Basis of Payment:** This work will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT SURFACE REMOVAL of the depth specified. *The unit price shall include all equipment, materials, and labor required to remove the HMA surface.*

#### **44000500 COMBINATION CURB AND GUTTER REMOVAL**

**Description:** This work shall consist of the complete removal of combination curb and gutter.

**General:** The work shall be performed according to Section 440 of the “Standard Specifications” and the following:

*The existing pavement adjacent to the curb and gutter to be removed shall be sawn full depth to provide a perpendicular, straight joint.*

*The removed materials shall be disposed of outside the right-of-way according to Article 202.03 of the “Standard Specifications”.*

**Method of Measurement:** Combination curb and gutter removal shall be measured in feet along the face of curb.

**Basis of Payment:** This work will be paid for at the contract unit price per foot for COMBINATION CURB AND GUTTER REMOVAL. *The unit price shall include all equipment, labor and materials required to remove and dispose of the curb and gutter. The cost of saw cutting the existing pavement will not be paid for separately but shall be included in the unit price for COMBINATION CURB AND GUTTER REMOVAL.*

**44201XXX CLASS D PATCHES (LCDOT)**

Effective: January 1, 2007

Revised: May 5, 2015

**Description:** This work shall consist of removing the existing pavement, excavating the subgrade if necessary, and placing new pavement - class D patches of the type specified, at locations designated by the Engineer.

**Materials:** The materials shall meet the requirements of Article 442.02 of the “Standard Specifications”.

The Hot-Mix Asphalt Base Course will be designed and constructed according to Section 355 of the “Standard Specifications”.

**General:** The work shall be performed according to Section 442 of the “Standard Specifications” and the following:

*The pavement patching shall be limited to 10” of Hot-Mix Asphalt Base Course.*

*The quantities shown on the plans are estimated. The actual size and location of patches will be determined in the field by the Engineer after the milling is complete. The total patching for the project is estimated at 5% of the total existing surface area (ESA). The total patching area is apportioned as follows:*

Patch Type (% of Total Patching)	Patch Size Limits	Estimate Calculation
Type I (10%)	<5 yd <sup>2</sup>	0.10 x 0.05 x ESA
TYPE II (15%)	5 yd <sup>2</sup> to < 15 yd <sup>2</sup>	0.15 x 0.05 x ESA
TYPE III (45%)	15 yd <sup>2</sup> to < 25 yd <sup>2</sup>	0.45 x 0.05 x ESA
TYPE IV (30%)	>25 yd <sup>2</sup>	0.30 x 0.05 x ESA

**Method of Measurement:** Class D Patches will be measured for payment in place, and the area computed in square yards.

**Basis of Payment:** CLASS D PATCHES will be paid for at the contract unit price per square yard for the depth and type specified. *The unit price shall include all equipment, materials and labor required to install the patches.*

## DIVISION 500. STRUCTURES

### 56400800 FIRE HYDRANT AND VALVE TO BE MOVED

**Description:** This work shall consist of removing an existing fire hydrant and valve box, and installing the hydrant and valve box at the location shown on the plans and/or as directed by the Engineer.

**General:** This work shall be performed according to the requirements of Section 564 of the "Standard Specifications" and the following:

*The existing hydrant and valve box shall be carefully removed from their existing locations and installed in the proposed locations, connected to the extended service line, and tested on the same calendar day. The hydrant and valve shall be installed according to the Village of Lake Zurich material standards (exhibit 13, sheet 2 of Lake Zurich Details) and the Lake Zurich hydrant installation detail (exhibit 17, sheet 1 of Lake Zurich Details) included in the plans.*

*The relocation will require a shutdown of the water main and will cause a service interruption to the McDonalds and the IDOT facility across the street. This shutdown shall be performed by Lake Zurich. The Contractor shall contact the Village of Lake Zurich Public Works, phone (847) 540-1696 a minimum of two days prior to the desired shutdown. Moving the hydrant west (away from the main) will require either a complete replacement of the 6" pipe between the water main tee and the hydrant valve or extending the 6" pipe with an MJ sleeve and mega-lug retainer glands. All hardware (T-bolts & nuts) shall be stainless steel as referenced in the Lake Zurich Utility Material Standards.*

*The hydrant installation shall include the thrust block shown on the Lake Zurich Hydrant detail (exhibit 17). The 6" pipe shall also require disinfection (chlorine swab), and flushing. All connections shall be inspected by the Village of Lake Zurich under pressure prior to any backfill.*

*The pipe required to extend the service line to meet the proposed valve and hydrant location along with any connectors, couplings, nuts, bolts, seals etc., required to connect the additional pipe to the existing pipe and/or valve/hydrant shall be included in the unit price to move the hydrant and valve.*

**Method of Measurement:** This work will be measured in place for each existing fire hydrant and valve (fire hydrant and valve count as 1 each) moved. Specified granular materials required to backfill holes and trenches will not be measured for separate payment.

**Basis of Payment:** This work shall be paid for at the contract unit price per each for FIRE HYDRANT AND VALVE TO BE MOVED. *The unit price shall include all equipment, labor and materials required to complete the relocation of the fire hydrant and valve.*

**56500600 DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED**

**Description:** This work shall consist of adjusting the top of a water service box to match the proposed ground elevation.

**General:** The water service box shall be adjusted according to the requirements of Section 565 of the "Standard Specifications" and any requirements of the Village of Lake Zurich.

**Basis of Payment:** This work shall be paid for at the contract unit price per each for DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED. The unit price shall include all equipment, labor and materials required to complete the adjustment.

## DIVISION 600. INCIDENTAL CONSTRUCTION

### 60100XXX PIPE DRAINS (LCDOT)

Effective: January 1, 2007

Revised: May 19, 2014

**Description:** This work shall consist of constructing pipe drains of the required inside diameter.

**Materials:** The pipe drain materials shall meet the requirements of Article 601.02 of the "Standard Specifications" except that:

*The pipes shall be limited to:*

- (l) Polyvinyl Chloride (PVC) pipe [1040.03(a)]
- (o) Corrugated Polyvinyl Chloride (PVC) pipe with a smooth interior [1040.03(d)]
- (s) Corrugated Polyethylene (PE) Pipe with a Smooth Interior [1040.04(a)]

**General:** The work shall be performed according to Section 601 of the "Standard Specifications" and the following:

*The work shall include constructing pipe drains to replace and/or relocate existing drainage lines (field tiles, sump pump outlets, etc...) encountered during construction.*

*The work shall also include providing a drainage outlet for traffic signal and/or interconnect handholes when in the opinion of the Engineer the additional drainage is required. The handhole drainage pipe shall extend from the handhole and outlet in a drainage ditch or drainage structure.*

*Pipe drains emptying into a drainage ditch shall be fitted with a concrete collar as shown on Lake County Division of Transportation standard LC6020 (section A-A). The rodent shields shown on LC6020 shall also be included.*

*Pipe drain connections to handholes and/or drainage structures shall be made as on Lake County Division of Transportation standard LC6020 (Detail C).*

**Method of Measurement:** Contingency quantities of 4" and 6" pipe drain have been included in this contract so that if drainage lines are encountered, and/or handhole drainage is required by the Engineer, a unit price will have been established for this work. Pipe drains shall be measured in place, in feet, of actual pipe installed.

**Basis of Payment:** This work will be paid for at the contract unit price per foot for PIPE DRAINS. *Payment will be based on the actual length of pipe installed without a change in unit price because of adjustment in plan quantities, and no extra compensation will be allowed for any delays, inconveniences or damage sustained by the Contractor in performing the work. The unit price shall include all materials, equipment and labor required to install the pipe drains, including concrete collars and rodent shields for ditch/side slope outlets; and drilling and grouting for connections to culverts, drainage structures and/or handholes.*

#### **SECTION 604 FRAMES, GRATES, AND MEDIAN INLETS (LCDOT)**

Effective: January 1, 2007  
Revised: May 19, 2014

**Description:** This work shall be according to Section 604 of the “Standard Specifications” and the following:

*This work shall consist of providing an environmental notice prominently cast into the above grade portion of the frame or grate/lid for all new or proposed drainage structures.*

**General:** *The environmental notice shall be “DUMP NO WASTE, DRAINS TO WATERWAYS” or similar wording. The frames, lids and grates shall be according to Section 604 of the “Standard Specifications”. The notice shall be cast into the Type 1 lids (open only), Type 8 grates, Type 11 grates, and Type 24 grates.*

**Basis of Payment:** This work will not be paid for separately, but shall be included in the unit cost of the drainage structure with frame and grate/lid specified.

#### **6060XXXX COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.XX (ABUTTING EXISTING PAVEMENT) (LCDOT)**

Effective: January 1, 2011  
Revised: May 19, 2014

**Description:** This work shall consist of constructing type B-6.XX concrete curb and gutter abutting existing pavement.

**Materials:** The materials shall meet the requirements of Article 606.02 of the “Standard Specifications”.

**General:** The work shall be performed according to Section 606 of the “Standard Specifications”, IDOT Standard Drawing 606001 and the following:

*One inch expansion joints shall be constructed at maximum intervals of 150 feet.*

*The end treatments as shown on the plans shall conform to the applicable special details. Where no end treatment is specified, curb and gutter endings shall be transitioned to a flat section over the final six feet*

*Prior to placing the curb and gutter the existing pavement shall be saw cut full depth to provide a clean edge to form the curb and gutter.*

**Method of Measurement:** Combination Concrete Curb and Gutter, Type B-6.XX (Abutting Existing Pavement) will be measured for payment in feet. The measurement will be made along the face of curb according to Article 606.14 of the "Standard Specifications". Transitions from one type of curb and gutter to another will be included in the measured quantities for the type having the largest cross sectional area of concrete.

**Basis of Payment:** This work will be paid for at the contract unit price per foot for COMBINATION CONCRETE CURB AND GUTTER, (ABUTTING EXISTING PAVEMENT) of the type specified. *The unit price shall include all equipment, labor and materials required to complete the construction of the curb and gutter. Any and all excavation, saw cutting, and material removal required to construct the curb and gutter shall be included in the unit price for the COMBINATION CONCRETE CURB AND GUTTER, (ABUTTING EXISTING PAVEMENT) of the type specified.*

## **DIVISION 700. WORK ZONE TRAFFIC CONTROL AND PROTECTION, SIGNING, AND PAVEMENT MARKING**

### **SECTION 780 PAVEMENT STRIPING (LCDOT)**

Effective: July 1, 2007  
Revised: May 19, 2014

**Description:** This work shall consist of furnishing and applying thermoplastic pavement markings.

**Materials:** The materials shall be according to Article 780.02 of the “Standard Specifications” and the following:

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

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

**General:** This work shall be performed according to Section 780 of the “Standard Specifications” and the following:

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

#### **Method of Measurement:**

Lines will be measured for payment in place in feet. Double yellow lines will be measured as two separate lines.

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

**Basis of Payment:** This work will be paid for at the contract price per foot of applied THERMOPLASTIC PAVEMENT MARKING – LINE of the width specified; and/or per square foot for THERMOPLASTIC PAVEMENT MARKING – LETTERS AND SYMBOLS.

## **SPECIAL PAY ITEMS FOR PLANTING AND LANDSCAPING**

### **K0026830 SHRUB REMOVAL**

**Description:** This work shall consist of cutting, grubbing, removing and disposing of designated shrubs.

**General:** The work shall be performed according to Article 201.04 of the "Standard Specifications". The shrubs shall be removed to a depth of 12 in. below the elevation of the subgrade, the finished earth surface, or the ground line.

**Method of Measurement:** This work will be measured for payment per each shrub removed.

**Basis of Payment:** This work will be paid for at the contract unit price per each for SHRUB REMOVAL. The unit price shall include all labor, equipment and materials necessary to remove and dispose of the designated shrubs.

## LAKE COUNTY PAY ITEMS

### LC200051 REJECTED LOAD TRANSPORTATION (LCDOT)

Effective: February 18, 2013

Revised: May 13, 2015

**Description:** This work shall consist of transporting loads that have been rejected by CCDD facilities back to the project site, and stockpiling the material on the project site at a location specified by the Engineer.

**General:** The work shall be performed according to the applicable portions of the ARTICLE 202.03 REMOVAL AND DISPOSAL OF SURPLUS, UNSTABLE, AND UNSUITABLE MATERIALS AND ORGANIC WASTE special provision and the following:

*This pay item is being provided to establish a unit price for transportation costs in the event that material is rejected at a CCDD facility and must be returned to the project site. Work shall include transporting the rejected material back to the project site, furnishing and installing plastic sheeting for the material to be placed on to prevent contact with the existing ground, placing the material in a pile or separated piles as directed by the Engineer, and covering the material to protect it from the weather. An excavator or loader may be required push the material into a tighter pile or spread the material on the plastic.*

*After further analysis by the Engineer of the rejected material, additional work effort will be necessary and will be paid separately according to Art. 109.04.*

**Method of Measurement:** Payment shall be made per 20 cu yd load of material that is either en route to a CCDD facility, or at a CCDD facility and must be returned to the project site.

**Basis of Payment:** REJECTED LOAD TRANSPORTATION will be paid for at the contract unit price per load. A load shall consist of 20 cubic yards of rejected material. If the truck capacity is greater or less than 20 cubic yards, the load shall be adjusted proportionally. (A truck with a 12 cu yd capacity would counts as 12/20 or 0.60 loads).

Payment will be made for all trucks traveling from the CCDD site back to the project site, and for all trucks that were en route to the CCDD site and were turned back to the project site.

The unit price shall include all equipment, materials and labor required to transport and stockpile the rejected loads.

**LC200501 MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS (LCDOT)**

Effective: July 21, 2008  
Revised: May 20, 2014

**Description:** This work shall consist of maintaining the temporary erosion control systems installed by the Contractor on the project. The maintenance shall be performed as directed by the Engineer, to control siltation at all times during the duration of the project.

**General:** The work shall be performed according to Section 280 of the “Standard Specifications” and the following:

The Maintenance of Temporary Erosion Control Systems shall include:

- Any repairs to the various temporary erosion control systems.
- The removal of entrapped sediment.
- Cleaning of any silt filter fabric.

When a temporary erosion control system is in need of maintenance, the Engineer will give the Contractor written notice. If the Contractor fails to maintain the temporary erosion control systems within 48 hours of receiving the written notice, the Engineer may proceed to maintain the systems as deemed necessary. The cost of this maintenance will be deducted from any compensation due, or which may become due the Contractor under this contract.

The sediment basin(s) shall be cleaned out (accumulated silt removed) any time the basin(s) become 75% filled. Any additional materials and work required by the Engineer will be measured and paid for as specified.

Removed sediment and other materials shall be disposed of according to Article 202.03 of the “Standard Specifications”.

**Method of Measurement:** Work performed under this pay item shall be submitted by the Contractor to the Engineer on a force account basis according to Article 109.04(b) of the “Standard Specifications”. The Engineer may use any, all or none of this pay item.

**Basis of Payment:** The quantity for this item is established by the Lake County Division of Transportation, based on the Engineer's Estimate and the following formula.

<u><b>Contract Pay Item</b></u>	<u><b>Percent of Engineer's Estimate for Pay Item</b></u>
<i>Temporary Ditch Checks</i>	20%
<i>Perimeter Erosion Barrier</i>	100%
<i>Inlet Protection (Special)</i>	60%
<i>Inlet Filters</i>	60%
<i>Seeding Sodding, Seeding (complete) Sodding (complete) *</i>	20%

*\* if more than one of these items is included in the pay items then the sum is used. Temporary erosion control seeding is not included in the maintenance calculation.*

*The quantity for MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS for this contract is **10,538 units**.*

*The unit price for MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS will be \$1.00. Therefore one unit will equal \$1.00 of force account work performed according to Article 109.04 (b) of the "Standard Specifications".*

### **LC500411 CONCRETE BLOCK WALL SEALANT (LCDOT)**

Effective: July 22, 2015

**Description:** This work shall consist of furnishing and applying a sealant to new and/or existing concrete block walls.

**Materials:** The sealant shall meet the requirements of Section 1026 of the “Standard Specifications” and the following:

- The sealant shall be specifically recommended for use on concrete block walls by the manufacturer.
- The sealer shall have a clear color when dry.
- The sealer shall provide resistance against water, rain, UV rays, and aggressive salts.

**General:** The work shall be performed according to Section 587 of the “Standard Specifications” and the manufacturer’s recommendations.

**Method of Measurement:** The exposed surfaces of all concrete block walls will be measured in place and the area computed in square feet.

**Basis of Payment:** This work will be paid for at the contract unit price per square foot for CONCRETE BLOCK WALL SEALANT. *The unit price shall include all materials, equipment and labor required for the application of the sealant to exposed surfaces of concrete block walls. In the event the manufacturer recommends two applications of the sealant, the contractor shall apply two coats. The unit price shall include both applications with no additional compensation for the second coat.*

### **LC600200 INSTALL SURVEY MONUMENTS (LCDOT)**

Effective: January 1, 2007

Revised: September 4, 2014

**Description:** This work shall consist of installing survey monument(s) at the location(s) shown on the plans.

**Materials:** The Lake County Division of Transportation will supply the survey monument(s). The Contractor shall supply all the materials necessary to install the monument(s).

**General:** After the final surface course has been placed the Engineer will install four Mag™ nails for each point to be monumented. The Contractor shall use the following procedure to install the survey monuments.

1. At each monument location, the Engineer shall install four Mag™ nails in the surface. Each nail shall be one foot from the center and in a direct line with the opposite nail to be used for setting the new monument.
2. The Contractor shall use a hammer drill mounted with a 1¼" diameter masonry bit, to drill a hole 4½" deep, centered within the four Mag™ nails.
3. The Contractor shall use a drilling machine mounted with a four inch diamond core bit, to cut a hole, ¾" deep, centered on the initial hole. The Contractor shall chisel out the hole to a level depth of ¾".
4. The Contractor shall remove debris from the hole and insure that it is dry before applying the epoxy adhesive.
5. The Contractor shall fill the hole with an epoxy adhesive. The adhesive shall be Mark-29.9, a two-component epoxy adhesive, manufactured by Poly-Carb, Inc., or approved equal. Equivalent adhesives shall meet the requirements of ASTM Specification C881, Type IV, Grade 3 for temperatures at or above 50°F or AASHTO Specification M237-90, Table 2 Type III for the two component, epoxy adhesive if the temperature is between 31°F and 50°F. Equivalent adhesives shall be approved by the Engineer before installation.
6. The Contractor shall place the new monument in the center of the hole. Set the monument so that the center of the legend top is ⅜" below the pavement surface. Aggregate can be used to adjust the monument elevation to obtain the correct depth.
7. The Contractor shall use the four Mag™ nails and a string line or ⅛" chalk line to center the monument in the hole to the nearest 0.005 foot. This can be accomplished by drawing the string across two diagonally opposite Mag™ nails.
8. Each monument shall be protected from traffic for a minimum of 90 minutes.
9. The Contractor shall notify the Engineer prior to installing the survey monuments. The Engineer shall be present during the installation process.

**Basis of Payment:** This work will be paid for at the contract unit price per each for INSTALL SURVEY MONUMENTS. *The unit price shall include all labor, equipment and materials required to complete the monument installation.*

## IDOT DESIGN TEMPORARY PAY ITEMS

### X0324380 REMOVE AND REPLACE LID

**Description:** This work shall consist of removing an existing “open” lid for a type 1 frame and replacing it with a new “closed” lid for a type 1 frame.

**Materials:** The material for the new lid shall meet the requirements of Article 604.02 of the “Standard Specifications”.

**General:** The work shall be performed according to Section 604 of the “Standard Specifications” and the following:

*The existing drainage structure is scheduled to be adjusted by lowering the top of frame approximately 0.3 feet. The adjustment shall be completed prior to installing the new lid.*

*The existing lid shall be disposed of outside the right-of-way according to Article 202.03 of the “Standard Specifications”.*

**Basis of Payment:** This work will be paid for at the contract unit price per each for REMOVE AND REPLACE LID. *The unit price shall include all labor, equipment and materials required remove and dispose of the existing lid; and to furnish and install the new lid.*

### X2800500 INLET PROTECTION, SPECIAL (LCDOT)

Effective: January 1, 2007

Revised: June 6, 2014

**Description:** This work shall consist of furnishing, constructing, removing, and disposing of inlet protection as part of the project’s temporary erosion control system.

**General:** The work shall be performed according to Section 280 of the “Standard Specifications”, and the following:

*The inlet protection shall consist of silt filter fence placed around the perimeter of the inlet. The silt filter fence shall be supported by 1” x 2” wooden stakes with a minimum length of three feet. The stakes shall be spaced no more than three feet apart, and shall be driven into the ground a minimum of 8”.*

*The filter fabric shall be installed in a backfilled trench 6” deep and securely attached to the posts by a method approved by the Engineer. The rim elevation of the casting shall be temporarily set a minimum of 6” above the adjacent grade. This elevation may vary to avoid flooding conditions as determined by the Engineer.*

**Method of Measurement:** This work will be measured for payment as individual items and the unit of measurement will be each regardless of the size or type of inlet being protected.

**Basis of Payment:** This work will be paid for at the contract unit price per each for INLET PROTECTION, SPECIAL. *The unit price shall include all work and materials necessary to properly install the inlet protection and to remove and dispose of the used materials at the completion of the project. Maintenance requirements shall be included and paid for under the special provision for MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS.*

### **X6013600 PIPE UNDERDRAINS 4" (MODIFIED) (LCDOT)**

Effective: January 1, 2007

Revised: May 21, 2014

**Description:** This work shall consist of constructing pipe underdrains.

**Materials:** The pipe underdrain materials shall meet the requirements of Article 601.02 of the "Standard Specifications" except that:

*The pipe shall be limited to:*

- *(m) Perforated Polyvinyl Chloride (PVC) Pipe [1040.03(b)]*
- *(n) Perforated Corrugated Polyvinyl Chloride (PVC) Pipe with a Smooth Interior [1040.03(c)]*
- *(r) Perforated Corrugated Polyethylene (PE) Pipe with a Smooth Interior [1040.04(a)]*

**General:** The work shall be performed according to Section 601 of the "Standard Specifications" and the following:

*Rodent shields and square concrete collars (where required) as shown on LCDOT standard drawing LC6020, shall be included in PIPE UNDERDRAINS 4" (MODIFIED).*

**Method of Measurement:** Pipe underdrains shall be measured in place, in feet, of actual pipe installed.

**Basis of Payment:** This work will be paid for at the contract unit price per foot for PIPE UNDERDRAINS 4" (MODIFIED). *The unit price shall include furnishing and placing all pipe, fittings, connecting pipes, rodent shields, bedding and concrete collars. The unit price shall also include all equipment, materials and labor required to furnish and construct the pipe underdrains.*

**X6061005 CONCRETE CURB TYPE B (SPECIAL)**

**Description:** This work shall consist of constructing concrete curb type B of varying height and width.

**General:** The work shall be performed according to Section 606 of the “Standard Specifications”, and the following:

*Concrete Curb Type B (Special) is proposed for two locations on the project. The curb will be used to bridge the gap, vertically and horizontally between the proposed sidewalk and existing concrete apron/existing ground adjacent to the McDonalds property. Additionally the curb shall be used at the south end of the retaining wall to transition from existing ground to the wall along the east side of the sidewalk.*

*The concrete curb adjacent to the McDonalds property (station 118+82.08 – 119+88.50) shall be constructed abutting the existing concrete apron that bounds the parking lot. The top of the curb shall match the height of the apron and the elevations shown on the plans. The curb width shall vary to abut the apron and meet the proposed west edge of the sidewalk. The proposed curb width varies from 7.0” – 8.15” and the curb height varies from 4.0” – 8.5”*

*The concrete curb on the south end of the retaining wall (station 131+12.70 – 131+26.46) will be the standard 7.0” width while the height varies from 3.0” to 9.0”.*

**Method of Measurement:** Concrete Curb Type B (Special) will be measured for payment in feet. The measurement will be made along the face of curb according to Article 606.14 of the “Standard Specifications”.

**Basis of Payment:** This work will be paid for at the contract unit price per foot for CONCRETE CURB TYPE B (SPECIAL). *The unit price shall include all equipment, labor and materials required to complete the construction of the curb. Any and all excavation, saw cutting, and material removal required to construct the curb and gutter shall be included in the unit price for the CONCRETE CURB TYPE B (SPECIAL). No additional payment for a variance in width and/or height from standard type B curb will be allowed.*

**X6700405 ENGINEER'S FIELD OFFICE, TYPE A (MODIFIED) (LCDOT)**

Effective: January 1, 2007

Revised: May 19, 2014

**Description:** This work shall consist of furnishing and maintaining in good condition, for the exclusive use of the Engineer, a weatherproof building at a location approved by the Engineer.

**General:** The field office shall meet the requirements of Article 670.02 of the "Standard Specifications", and the following:

- *The field office and the required equipment, supplies and services shall meet the approval of the Engineer.*
- *An electric pencil sharpener shall be included in the field office equipment.*
- *A hand sanitizer shall be included in the restroom facilities.*

**Penalty:** Failure by the Contractor to meet the specified occupancy date for any field office shall be grounds for assessment of a penalty of **\$100** per day for each calendar day thereafter that such facility remains incomplete in any respect. Failure by the Contractor to equip, heat, cool, power, supply or clean the field office shall be grounds for assessment of a penalty of **\$100** per day for each calendar day that the field office remains incomplete after receipt of written notification from the Engineer. Such penalty shall be deducted from monies due or to become due the Contractor under the Contract.

**Basis of Payment:** This item will be paid for at the contract unit price per calendar month for ENGINEER'S FIELD OFFICE, TYPE A (MODIFIED). *The unit price shall include all supplies, equipment, materials and labor required to furnish and maintain the field office.*

**X8140115 HANDHOLE TO BE ADJUSTED**

**Description:** This work shall consist of rebuilding and bringing to grade a handhole at a location shown on the plans and/or as directed by the Engineer.

**General:** The work shall consist of removing the handhole frame and cover and the walls of the handhole to a depth of eight inches below the finished grade.

Upon completion of the above work, four holes, four inches in depth and, 1/2 inch in diameter, shall be drilled into the remaining concrete; one hole shall be centered on each of the four handhole walls. Four #3 steel dowels, eight inches in length, shall be furnished and shall be installed in the drilled holes with a masonry epoxy.

All concrete debris shall be disposed of, outside the right-of-way, according to Article 202.03 of the "Standard Specifications".

The area adjacent to each side of the handhole shall be excavated to allow forming. All steel hooks, handhole frame, cover, and concrete shall be provided to construct a rebuilt handhole according to applicable portions of the current District One Traffic Signal Specifications. (The existing frame and cover shall be replaced if it was damaged during removal or as determined by the Engineer.)

**Basis of Payment:** This work shall be paid for at the contract unit price each for HANDHOLE TO BE ADJUSTED. *The unit price shall include all equipment, labor and materials required to complete the adjustment of the handhole.*

## IDOT LOCAL ROADS TEMPORARY PAY ITEMS

### XX005631 UTILITY STRUCTURES TO BE ADJUSTED

**Description:** This work shall consist of adjusting (2 feet or less of masonry added, removed, or rebuilt) existing utility structures with the existing frame and grate.

**Materials:** The materials shall meet the requirements of Article 602.02 of the “Standard Specifications”.

**General:** The work shall be performed according to Section 602 of the “Standard Specifications”.

*The work shall consist of adjusting the top of frame elevation for an AT&T manhole to match the proposed ground elevation.*

*Any material removed from the structure shall be disposed of, outside the right-of-way, according to Article 202.03 of the “Standard Specifications”.*

**Basis of Payment:** This work shall be paid for at the contract unit price each for UTILITY STRUCTURES TO BE ADJUSTED. *The unit price shall include all equipment, labor and materials required to complete the adjustment of the handhole.*

### XX006658 FLOCCULATION LOGS

### XX006659 FLOCCULATION POWDER (LCDOT)

Effective: January 1, 2007

Revised: May 20, 2014

**Description:** This work shall consist of furnishing and applying Flocculation Logs and/or Flocculation Powder on the project site to minimize soil erosion, bind soil particles, remove suspended particles, and act as a construction aide.

**Materials:** The polymer shall be a water soluble anionic polyacrylamide (PAM). PAMs are manufactured in various forms to be used on specific soil types. Using the wrong PAM may result in performance failures. All site specific soils shall be tested by a Certified Professional in Erosion and Sediment Control (CPESC) each time a PAM is used. The following measures shall be adhered to:

- a) Toxicity: All vendors and suppliers of PAM, PAM mix, or PAM blends, shall supply a written toxicity report, which verifies that the PAM, PAM mix or PAM blends, exhibits acceptable toxicity parameters which meet or exceed the requirements for the State and Federal Water Quality Standards. **Cationic formulations of PAM, PAM blends, polymers or Chitosan are not allowed.**

- b) Performance: All vendors and suppliers of PAM, PAM mix or PAM blends shall supply written “site specific” testing results, demonstrating that a performance of 95% or greater of nephelometric turbidity units (NTU) or total suspended solids (TSS) is achieved from samples taken. In addition to soil testing, a CPESC shall design the installation plan for the polymers based on mix time and point of entry.
- c) Safety: PAM shall be mixed and/or applied in according to all Occupational Safety and Health Administration (OSHA) material safety data sheet (MSDS) requirements and the manufacturer’s recommendations for the specified use.

### **Construction Requirements:**

Flocculation Powder Dry Form Application: Dry form powder may be applied by hand spreader or mechanical spreader. Pre-mixing of dry form PAM into fertilizer, seed or other soil amendments is allowed when approved by the CPESC. The application method shall insure uniform coverage of the target area. Application rates typically range from 10 – 18 pounds per acre.

Flocculation Powder Hydraulically Applied Application: PAM is typically used as part of hydraulically applied slurry containing at least mulch and seed to quickly establish vegetation (temporary or permanent). When used without seed, PAM provides temporary erosion protection for cut & fill surfaces. Application rates typically range from 10 - 18 pounds per acre.

Flocculation Powder Installation constraints: Flocculation Powder shall be applied to non-frozen soil surfaces, only. An unfrozen soil surface is defined as any exposed soil surface free of snow, standing water, ice crystals, etc., which is comprised of discrete soil particles unbound to one another by surface or interstacy ice. The temperature shall be at least 40° F, when hydraulically applying the Flocculation Powder

Flocculation Log Installation: A Flocculation Log is a semi-hydrated polyacrylamide block that is placed within storm water and/or construction site drainage to remove fine particles and reduce NTU values. Placement of Flocculation Logs should be as close to the source of particle suspension as possible. Ideal performance of the Flocculation Logs occurs when the product is used in conjunction with other best management practices (BMPs). Each Flocculation Log is specifically formulated for the soil and water chemistry at the site. Soil and water samples will determine which formula Flocculation Log is needed. The samples will also aid in determining proper placement.

Flocculation Products Maintenance plan: As with any other BMP, this system will need to have a maintenance plan in place. The Contractor shall perform the following items as directed by the Engineer:

1. Reapplication of Flocculation Powder to disturbed areas
2. Reapplication of Flocculation Powder to temporary areas
3. Replacement of Flocculation Logs
4. Adjustments to the Storm Water Pollution Prevention Plan

**Method of Measurement:** An estimated quantity of Flocculation Logs is included in the summary of quantities to establish a unit price only. A typical dry log weighs about 10 pounds and is approximately 5" x 4" x 12". Payment will be made based on the actual number of logs used. An estimated quantity of Flocculation Powder is included in the summary of quantities to establish a unit price only. Payment will be made based on the actual quantity (weight) of powder applied.

**Basis of Payment:** FLOCCULATION LOGS will be paid for at the contract unit price per each. FLOCCULATION POWDER will be paid for at the contract unit price per pound. *Payment will be based on the actual number of logs and/or the actual weight of the powder used without a change in unit price because of adjustment in plan quantities, and no extra compensation will be allowed for any delays, inconveniences or damage sustained by the Contractor in performing the work. The unit price shall include all equipment, materials and labor required to furnish and apply flocculation logs and/or flocculation powder.*

#### **XX006729 PERIMETER EROSION BARRIER, ROLLED EXCELSIOR (LCDOT)**

Effective: May 5, 2015

Revised: June 2, 2015

**Description:** This work shall consist of constructing, removing and disposing of a rolled excelsior perimeter erosion barrier as part of the project's temporary erosion control system.

**General:** The work shall be performed according to Section 280 of the "Standard Specifications" and the following:

The perimeter erosion barrier shall be limited to rolled excelsior. The purpose is to prevent the eroded soil from being transported off the construction site by water runoff.

All removed materials shall be disposed of outside the right-of-way according to Article 202.03 of the "Standard Specifications".

**Materials:** The rolled excelsior shall consist of a polypropylene multi-filament woven netting sealed with metal clips or knotted at the ends. The filler material shall be 70% bark-free hardwood mulch ground at 1.5" and 30% bark-free hardwood mulch ground fine. The density shall be a minimum of 3.3 pounds per cubic foot based on a moisture content of 18% at manufacturing. The netting material shall retain 89% of its strength after 500 hours of exposure to sunlight. The maximum opening in the netting shall not exceed 1x1 mm in a tubular knit design.

**Construction:** The rolled excelsior logs shall be installed according to the manufacturer's specifications.

**Maintenance:** The Contractor shall inspect all rolled excelsior logs immediately after each rainfall and at least daily during prolonged rainfall. The Contractor shall immediately correct any deficiencies.

The Contractor shall also make a daily review of the location of rolled excelsior logs in areas where construction activities have altered the natural contour and drainage runoff to ensure that the rolled excelsior logs are properly located for effectiveness. Where deficiencies exist as determined by the Engineer, additional rolled excelsior logs shall be installed as directed by the Engineer.

Damaged or otherwise ineffective rolled excelsior logs shall be repaired or replaced promptly.

Sediment deposits shall either be removed when the deposit reaches half the height of the rolled excelsior log or a second rolled excelsior log shall be installed as directed by the Engineer.

The rolled excelsior log shall remain in place until the Engineer directs it to be removed. After the rolled excelsior log removal, the Contractor shall remove and dispose of any excess sediment accumulations, dress the area to give it a pleasing appearance, and cover with vegetation all bare areas according to the contract requirements.

The removed rolled excelsior logs may be used at other locations provided the netting and other material requirements continue to be met to the satisfaction of the Engineer.

**Method of Measurement:** This work will be measured for payment in place in feet.

**Basis of Payment:** This work will be paid for at the contract unit price per foot for PERIMETER EROSION BARRIER, ROLLED EXCELSIOR. *The unit price shall include all work and materials necessary to properly install the barrier and to remove and dispose of the used materials at the completion of the project. Maintenance requirements shall be included and paid for under the special provision for MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS.*

**XX008865 PERMEABLE PLASTIC BERM (LCDOT)**

Effective: November 1, 2009

Revised: May 20, 2014

**Description:** This work shall consist of furnishing, installing, and removing a permeable plastic berm. The plastic berm may be used in conjunction with erosion control mat, sediment bags and other components of a water treatment train and/or as a temporary ditch check while establishing final landscaping.

**For this project the Permeable Plastic Berms shall be used for:**

- A component of a water treatment train*
- A temporary ditch check while establishing final landscaping*

**Materials:** The permeable plastic berm shall be constructed of High Density Polyethylene (HDPE) with a UV inhibitor. The permeable plastic berm shall have 35-40% porosity. The berm shall be a minimum of 8¾" tall.

**General:** The work shall be performed according to Section 280 of the "Standard Specifications", and the manufacturer's recommendations.

**Water Treatment Train:**

*The permeable plastic berm shall be used in conjunction with the erosion control mat, flocculation powder and other components to form a water treatment train as directed by the Engineer. The permeable plastic berm shall become the property of the Contractor upon the dismantling and removal of the water treatment train.*

**Temporary Ditch Check:**

*The permeable plastic berm shall be used as a temporary ditch check in ditch lines where the erosion control blanket has been placed and the seeding operations performed. The permeable plastic berms shall be placed in the locations of the Temporary Ditch Checks and/or as directed by the Engineer. Their installation shall be according to the detail shown on the plans and the manufacturer's recommendations. After the final landscaping has been established to the satisfaction of the Engineer the permeable plastic berm shall be removed by the Contractor. The permeable plastic berm shall become the property of the Contractor upon removal.*

**Method of Measurement:**

**Water Treatment Train:** *The permeable plastic berm will be measured for payment in feet for the actual length used in a water treatment train.*

**Temporary Ditch Check:** *The Permeable Plastic Berm will be measured in place and the length calculated in feet for each permeable plastic berm actually installed.*

**Basis of Payment:** This work will be paid for at the contract unit price per foot for PERMEABLE PLASTIC BERM. *The unit price shall include all labor, equipment and materials necessary for the installation and removal of the plastic berm regardless of use. When used in a water treatment train the maintenance of this item shall be included as part of the unit price for EROSION CONTROL MAT. When used as a temporary ditch check the maintenance of this item shall be included with and paid for as part of the contract lump sum price for MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS.*

### **XX206400 MAILBOX POST (LCDOT)**

Effective: January 1, 2007

Revised: May 19, 2014

**Description:** This work shall consist of removing and replacing existing broken and/or rotted mailbox post(s) at locations shown on the plans and/or as directed by the Engineer.

**General:** The Engineer will determine which mailbox posts need to be replaced. This work shall consist of:

- Removing the existing mailbox from the broken and/or rotted post.
- Removing the existing post.
- Installing a new 4" x 4" square or 4½" diameter round treated wood post
- Mounting the existing mailbox on the new post.

The new post shall be embedded no more than 24" into the ground. The resulting hole shall be backfilled with suitable excavated material approved by the Engineer.

The old post shall be disposed of according to the requirements of Article 202.03 of the "Standard Specifications".

**Method of Measurement:** This work will be measured for payment as one each for each new mailbox post installed.

**Basis of Payment:** This work will be paid for at the contract unit price per each for MAILBOX POST. *The unit price shall include the removal and disposal of the existing post, backfilling the post hole(s) and all equipment, materials and labor required to install the new mailbox post. No additional compensation will be allowed for any temporary relocation of the mailbox.*

## IDOT SPECIAL PAY ITEMS FOR ROAD AND BRIDGE CONSTRUCTION

### Z0013302 SEGMENTAL CONCRETE BLOCK WALL

**Description:** This work shall consist of furnishing the design computations, shop plans, materials, equipment and labor to construct a Segmental Concrete Block Retaining Wall with a maximum height of 7' as measured from the top of block elevation to the finished grade line at the wall face.

**General:** The wall shall consist of a leveling pad, pre-cast concrete blocks, select granular backfill and, if required by the design, soil reinforcement. The materials, fabrication, and construction of the wall components are subject to approval by the Engineer. The Engineer reserves the right to obtain random samples for material testing. The wall shall be designed and constructed according to the lines, grades, and dimensions shown on the contract plans and approved shop plans.

**Submittals:** The wall supplier shall submit design computations and shop plans to the Engineer. The shop plans shall be sealed by an Illinois Licensed Professional Engineer and shall include all details, dimensions, quantities, and cross sections necessary to construct the wall and shall include, but not be limited to, the following items:

1. Plan, elevation, and cross section sheet(s) for each wall showing the following:
  - a. A plan view of the wall indicating the offsets from the construction centerline to the first course of blocks at all changes in horizontal alignment. These shall be calculated using the offsets to the front face of the block shown on the contract plans and the suppliers proposed wall batter. The plan view shall indicate bottom (and top course of block when battered), the excavation and select granular backfill limits as well as any soil reinforcing required by the design. The centerline of any drainage structure or pipe behind or passing through/under the wall shall also be shown.
  - b. An elevation view of the wall, indicating the elevation and all steps in the top course of blocks along the length of the wall. The top of these blocks shall be at or above the theoretical top of block line shown on the contract plans. This view shall also show the steps and proposed top of leveling pad elevations as well as the finished grade line at the wall face specified on the contract plans. These leveling pad elevations shall be located at or below the theoretical top of leveling line shown on the contract plans. The location, size, and length of any soil reinforcing connected to the blocks shall be indicated.

- c. Typical cross section(s) showing the limits of the select granular backfill, soil reinforcement if used in the design. The right-of-way limits shall be indicated as well as the proposed excavation, cut slopes, and the elevation relationship between existing ground conditions and proposed grades.
  - d. All general notes required for constructing the wall.
2. All details for the leveling pads, including the steps, shall be shown. The theoretical top of the leveling pad shall either be below the anticipated frost depth or 1.5 feet below the finished grade line at the wall face, whichever is greater; unless otherwise shown on the plans. The minimum leveling pad thickness shall be 4".
  3. Cap blocks shall be used to cover the top of the standard block units. The top course of blocks and cap blocks shall be stepped to satisfy the top of block line shown on the contract plans.
  4. All details of the block and/or soil reinforcement placement around all appurtenances located behind, on top of, or passing through the wall shall be clearly indicated. Any modifications to the design of these appurtenances to accommodate a particular design arrangement shall also be submitted.
  5. All details of the blocks, including color and texture shall be shown. The exterior face shall preferably be straight, textured with a "split rock face" pattern, and dark gray in color unless otherwise stated on the plans.
  6. All block types (standard, cap, corner, and radius turning blocks) shall be detailed showing all dimensions.
  7. All blocks shall have alignment/connection devices such as shear keys, leading/trailing lips, or pins. The details for the connection devices between adjacent blocks and the block to soil reinforcement shall be shown. The block set back or face batter shall be limited to 20 degrees from vertical, unless otherwise shown by the plans.

The initial submittal shall include three sets of prints of the detail shop plans and one set of calculations. One set of plans will be returned to the Contractor with any corrections indicated. After approval, the Contractor shall furnish the Engineer with eight sets of corrected plan prints for distribution. No work or ordering of materials for the structure shall be done by the Contractor until the submittal has been approved in writing by the Engineer.

**Materials:** The materials shall meet the following requirements:

1. Pre-cast Concrete Block: The block proposed for use shall be produced according to the Department's Policy Memorandum "Quality Control/ Quality Assurance Program for Precast Concrete Products", and shall conform to the requirements of ASTM C 1372 except as follows:
  - a. Fly ash shall be according to Article 1010.01 and Article 1010.03 of the "Standard Specifications".
  - b. Ground granulated blast-furnace slag shall be according Section 1016 of the "Standard Specifications".
  - c. Aggregate shall be according to Article 1003.02 and Article 1004.02 of the "Standard Specifications", with the exception of gradation. Chert gravel may be used based on past in-service satisfactory performance, in the environment in which the product was used.
  - d. Water shall be according to Section 1002 of the "Standard Specifications".
  - e. Testing for freeze-thaw durability will not be required. However, unsatisfactory field performance as determined by the Department will be cause to prohibit the use of the block on Department projects.
2. Select Granular Backfill: The material behind the blocks and above a 1:1 slope extending upward from either the back of the bottom block or soil reinforcement (whichever is greater) shall consist of either a coarse aggregate according to Article 1004.06(a) of the "Standard Specifications", or a fine aggregate according to the first sentence of Article 1003.04(a) of the "Standard Specifications". The aggregate used shall also meet the following:
  - a. Coarse Aggregate Gradation CA 6 thru CA 16 (Article 1004.01(c))
  - b. Fine Aggregate Gradation FA 1, FA 2, or FA 20 (Article 1003.01(c))
  - c. Coarse Aggregate Quality Minimum Class C (Article 1004.01(b))
  - d. Fine Aggregate Quality Minimum Class C (Article 1003.01(b))
  - e. Internal Friction Angle 34° minimum (AASHTO T 236)
  - f. pH 4.5 to 9 (AASHTO T 289)

When a fine aggregate is selected, the rear of all block joints shall be covered by a non-woven needle punch geotextile filter material according to Article 1080.05 of the "Standard Specifications", and shall have a minimum permeability according to ASTM D 4491 of 0.008 cm/sec. All fabric overlaps shall be 6" and non-sewn. As an alternative to the geotextile, a coarse aggregate shall be placed against the back face of the blocks, to create a minimum 12" wide continuous gradation filter to prevent the select fill material from passing through the block joints.

3. Leveling pad: The material shall be either Class SI concrete according to Article 1020.04 of the "Standard Specifications", or compacted coarse aggregate according to Article 1004.04, (a) and (b) of the "Standard Specifications". The compacted coarse aggregate gradation shall be CA 6 or CA 10.
4. Soil Reinforcement: If soil reinforcement is required by the approved design, the Contractor shall submit a manufacturer's certification for the soil reinforcement properties which equals or exceeds those required in the design computations. The soil reinforcement shall be manufactured from high density polyethylene (HDPE) uniaxial or polypropylene biaxial resins or high tenacity polyester fibers with a PVC coating, stored between -20° and 140° F. The following standards shall be used in determining and demonstrating the soil reinforcement capacities:
  - ASTM D-638 Test Method for Tensile Properties of Plastic
  - ASTM D-1248 Specification for Polyethylene Plastics Molding and Extrusion Materials
  - ASTM D-4218 Test Method for Carbon Black Content in Polyethylene Compounds
  - ASTM D-5262 Test Method for Evaluating the Unconfined Tension Creep Behavior of Geosynthetics
  - GG1-Standard Test Method for Geogrid Rib Tensile Strength
  - GG2-Standard Test Method for Geogrid Junction Strength
  - GG4-Standard Practice for Determination of the Long Term Design Strength of Geogrid
  - GG5-Standard Practice for Evaluating Geogrid Pullout Behavior

**Design Criteria:** The design shall be according to AASHTO Specifications and commentaries for Earth Retaining Walls or FHWA Publication No. HI-95-038, SA-96-071 and SA-96-072. The wall supplier shall be responsible for all internal stability aspects of the wall design.

Internal stability design shall ensure that adequate factors of safety against overturning and sliding are present at each level of block. If required by design, soil reinforcement shall be utilized and the loading at the block/soil reinforcement connection as well as the failure surface must be indicated. The calculations to determine the allowable load of the soil reinforcement and the factor of safety against pullout shall also be included. The analysis of settlement, bearing capacity, and overall slope stability are the responsibility of the Department.

External loads such as those applied through structure foundations, from traffic or railroads, slope surcharge etc., shall be accounted for in the internal stability design. The presence of all appurtenances behind, in front of, mounted upon, or passing through the wall volume such as drainage structures, utilities, structure foundation elements, or other items shall be accounted for in the internal stability design of the wall.

**Construction Requirements:** The Contractor shall obtain technical assistance from the supplier during wall erection to demonstrate proper construction procedures and shall include all costs related to this technical assistance in the unit price bid for this item.

The foundation material for the leveling pad and select granular backfill volume shall be graded to the design elevation and compacted according to Article 205.05 of the "Standard Specifications", except the minimum required compaction shall be 95 percent of the standard laboratory density. Any foundation soils found to be unsuitable shall be removed and replaced as directed by the Engineer and shall be paid for according to Article 109.04 of the "Standard Specifications".

The select granular backfill lift placement shall closely follow the erection of each course of blocks. All aggregate shall be swept from the top of the block prior to placing the next block lift. If soil reinforcement is used, the select granular backfill material shall be leveled and compacted before placing and attaching the soil reinforcement to the blocks. The soil reinforcement shall be pulled taut, staked in place, and select fill placed from the rear face of the blocks outward. The lift thickness shall be the lesser of 10" loose measurement or the proposed block height.

The select granular backfill shall be compacted according to Article 205.05 of the "Standard Specifications", except the minimum required compaction shall be 95 percent of the standard laboratory density. Compaction shall be achieved using a minimum of three passes of a lightweight mechanical tamper, roller, or vibratory system. The top 12" of backfill shall be a cohesive, impervious material capable of supporting vegetation, unless other details are specified on the plans.

The blocks shall be maintained in position as successive lifts are compacted along the rear face of the block. Vertical, horizontal, and rotational alignment tolerances shall not exceed 1/2" when measured along a 10' straight edge.

**Method of Measurement:** Segmental Concrete Block Wall will be measured in place and the area of the wall face computed in square feet. The wall face is measured from the top of block line to the theoretical top of the leveling pad for the length of the wall in a vertical plane, as shown on the contract plans.

**Basis of Payment:** This work will be paid for at the contract unit price per square foot for SEGMENTAL CONCRETE BLOCK WALL. *The unit price shall include all equipment, materials and labor required to design and construct the segmental block wall.*

**Traffic Control Plan (L.C.-T- Section 700)**

Effective 06/01/2012

Traffic Control shall be performed according to the applicable sections of the "Standard Specifications", the "Supplemental Specifications", the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", the "Quality Standard for Work Zone Traffic Control Devices", any special details and Highway Standards as shown on the plans and the special provisions contained herein.

Special attention is called to Articles 105.03(b), 105.05, and 107.09, and to Sections 701, 704, and 782 of the "Standard Specifications", and to the following Highway Standards, Details, Recurring Special Provisions and Special Provisions contained herein, relating to traffic control.

The Contractor shall contact the Engineer at least 72 hours in advance of beginning work.

**STANDARDS**

701001-02	701006-05	701101-04	701201-04
701301-04	701306-03	701311-03	701326-04
701336-06	701501-06	701502-06	701801-05
701901-04			

**DETAILS**

LC7000	LC7003	LC7004
LC7005	LC7200	

**RECURRING SPECIAL PROVISIONS**

LRS3 Special Provision for Work Zone Traffic Control Surveillance

**DETOURS**

Detours and road closures on county maintained roads within Lake County, Illinois shall be according to the applicable Articles and Sections of the "Standard Specifications", the "Supplemental Specifications", the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", the Lake County Division of Transportation's Detour Procedures and Guidelines, any special details and Highway Standards as shown on the Detour Plan and the Special Provisions contained herein. The LCDOT Detour Procedures and Guidelines are available from the LCDOT, Traffic Engineering Section upon request.

**Traffic Control and Protection (Special) (L.C.-T- Section 700)**

Effective 06/01/2012

The Traffic Control and Protection (Special) shall meet the requirements of Division 700. Work Zone Traffic Control and Protection, Signing, and Pavement Marking of the “Standard Specifications” except as follows:

**Article 701.01 Description** shall be replaced with the following:

**701.01 Description.** This item of work shall consist of furnishing, installing, maintaining, replacing, relocating and removing all traffic control devices used for the purpose of regulating, warning or directing traffic during the construction or maintenance of this improvement.

**Article 701.02 Materials** shall be modified by adding the following paragraph:

Traffic control devices include signs and their supports, signals, pavement markings, barricades and their approved weights, channeling devices, warning lights, arrow boards, flaggers, or any other device used for the purpose of regulating, detouring, warning or guiding traffic through or around the construction zone.

**Article 701.04 General** shall be modified by adding the following as the first paragraph:

Traffic Control and Protection (Special) shall be provided as shown on the plans and applicable Highway Standards; as required in these special provisions and the applicable sections of the “Standard Specifications”; and/or as directed by the Engineer.

**Article 701.04 General** shall be modified by adding the following to the fourth paragraph:

The Contractor shall dispatch men, materials, and equipment to correct any such deficiencies. The Contractor shall respond to any call from LCDOT concerning any request for improving or correcting traffic control devices and begin making the requested repairs within two hours from the time of notification.

**Article 701.10 Surveillance** shall be replaced with the following:

The Contractor is required to conduct routine inspections of the work site at a frequency that will allow for the timely replacement of any traffic control device that has become displaced, worn or damaged to the extent that it no longer conforms to the shape, dimensions, color and operational requirements of the MUTCD, the Traffic Control Standards, the IDOT Quality Standard For Work Zone Traffic Control Devices, or will no longer present a neat appearance to motorists. A sufficient quantity of replacement devices, based on vulnerability to damage, shall be readily available to meet this requirement.

The Contractor shall ensure that all the traffic control devices he/she installs are operational, functional and effective 24 hours a day, seven days a week, including holidays.

**Article 701.13 Flaggers (a)** shall be modified by revising the second paragraph of subparagraph (a) by adding the following:

The Engineer will determine when a side road or entrance shall be closed to traffic. The flagger shall be positioned as shown on the plans or as directed by the Engineer.

**Article 701.14 Signs (a)** Road Construction Ahead Signs shall be modified by changing the following in the paragraph:

“ROAD WORK AHEAD” signs shall be required in lieu of “ROAD CONSTRUCTION AHEAD” SIGNS

**Article 701.14 Signs (b)** Work Zone Speed Limit Signs shall be revised to read:

- (b) Work Zone Speed Limit Signs. The Lake County Division of Transportation will specify whether a project meets the criteria for a Work Zone Speed Limit. When specified, the work zone speed limit signs shall be installed as shown on the LCDOT Work Zone Speed Limit Signing Diagram, LC7203, at a maximum of 20 feet lateral distance of the locations shown on the plans. Failure to install and maintain the required amount of signs at the proper sign spacing shall result in an immediate traffic control deficiency.

All permanent “SPEED LIMIT” signs located within the work zone shall be removed or covered. If the speed limit sign is to be covered, it shall be done in a manner that no part of the legend shall be visible in any lighting condition. This work shall be completed by the Contractor after the method of covering the speed limit signs has been approved by the Engineer.

The work zone speed limit signs and the end work zone speed limit signs in advance of and at the end of the lane closure(s) shall be used for the duration of the closure(s).

The work zone speed limit signs will be removed when roadway conditions return to normal or when the construction project is suspended for more than 30 days.

**Article 701.14 Signs** shall be modified by adding the following section (c),

- (c) Temporary Construction Information Signs. When indicated in the traffic control plan or as directed by the Engineer the Contractor shall furnish, install, maintain, relocate, and remove for various stages of construction Temporary Construction Information Signs.

Temporary Construction Information Signs may include:

Driveway	White Legend on Green Background
Caution – New Lanes Open	Black Legend on Orange Background

The signs, as shown on Lake County Detail LC7201, shall be installed according to the traffic control plan and/or as directed by the Engineer.

**Article 701.15 Traffic Control Devices** (b) Type I, II and III Barricades shall be deleted and replaced with the following:

Type II barricades shall be used at all locations that call for Type I, or Type II barricades.

Type II barricades are used to channelize traffic; to delineate unattended obstacles, patches, excavations, drop-offs, and other hazards; and as check barricades

Any drop off greater than three inches, but less than six inches, located within eight feet of the pavement edge shall be protected by Type II barricades equipped with mono-directional steady burn lights. The barricades shall be placed at a spacing of 100 feet center to center. For any drop off within eight feet of the pavement edge that exceeds six inches, the Type II barricades equipped with mono-directional steady burn lights shall be placed at a spacing of 50 feet center to center. Barricades that must be placed in excavated areas shall have leg extensions installed so that the top of the barricade is in compliance with the height requirements of IDOT Standard 701901.

Check barricades shall be placed in work areas perpendicular to traffic every 1,000 feet, at one per lane and one per shoulder, to prevent motorists from using work areas as a traveled way. Two additional check barricades shall be placed in advance of each patch excavation or any other hazard in the work area. The first will be placed at the edge of the open traffic lane and the second centered on the closed lane. Check barricades shall be Type II and equipped with flashing amber light.

Type III barricades are used to close traffic lanes and to close roads.

**Article 701.15 Traffic Control Devices (e)** Direction Indicator Barricades shall be modified by adding the following paragraph.

The direction indicator barricades shall meet the requirements for Type II barricades as stated in this special provision. The top panel, which faces traffic, shall be as shown in IDOT Highway Standard 701901. The top panel, facing away from traffic shall have a 12 inch x 24 inch orange and white diagonal panel. The bottom panels shall be eight inches x 24 inches with orange and white diagonal sheeting, as shown in LCDOT's Special Detail LC7200.

**Article 701.15 Traffic Control Devices (j)** Portable Changeable Message Signs shall be modified by adding the following paragraphs:

The PCMS shall be compatible and fully functional with the LCDOT's Transportation Management Center PASSAGE PCMS Control Software. A list of approved PCMS's manufacturers and traffic control vendors is available upon request from the LCDOT. The PCMS shall be tested and approved by the LCDOT and can be sufficiently controlled by the LCDOT NTCIP compliant software. If the PCMS has not been tested or approved by either the Illinois State Toll Highway Authority or the LCDOT then the PCMS will need to be tested and certified by the Delcan Corporation at the Contractor's expense.

Lake County Division of Transportation (PASSAGE)  
Software Developer:  
Delcan  
650 East Algonquin Road, Suite 101  
Schaumburg, IL 60173

In case of a Traffic Incident Management (TIM) event or other County/State declared Emergency Management event, the use of the PCMS may be pre-empted from the Contractor's use by the Lake County Transportation Management Center for the duration of the incident. If the PCMS must be moved from the limits of the work site to an offsite location to better facilitate

the use of the PCMS during the incident, the Contractor will be compensated for the labor and equipment to move the PCMS to the designated location and back, according to Article 109.04 (b) of the "Standard Specifications". In order to facilitate the movement of the PCMS in a timely manner, the LCDOT may use County Forces to move the PCMS to the designated location and/or back, at no additional cost to the Contractor.

When the sign(s) are displaying messages, they shall be considered a traffic control device. At all other times when no message is displayed, they shall be considered equipment.

**Basis of Payment.** Changeable message signs will be paid for at the contract unit price per calendar month for each sign as CHANGEABLE MESSAGE SIGN, as stated in Article 701.20 of this special provision.

**Article 701.17 Specific Construction Operations (c) Surface Courses and Pavement (1)** Prime Coat shall be replaced by the following:

- (1) Prime Coat. "FRESH OIL" signs (W21-2) shall be used when the prime coat is applied to pavement that is open to traffic. The signs shall remain in place until tracking of the prime ceases. These signs shall be erected a minimum of 500 feet preceding the start of the prime and on all side roads within the posted area. The signs on the side roads shall be posted a minimum of 200 feet from the mainline pavement. These signs are excluded from the time requirements of Article 701.04 of the "Standard Specifications" as modified by this special provision (above). Non-compliance with the provisions of this section, by the Contractor, shall result in an immediate traffic control deficiency deduction. All signs shall have an amber flashing light attached.

**Article 701.17 Specific Procedures (c) Surface Courses and Pavement (2) Cold Milling** shall be replaced by the following:

- (2) Cold Milling. "ROUGH GROOVED SURFACE" signs (W8-I107) shall be used when the road has been cold milled and is open to traffic. The signs shall remain in place until the milled surface condition no longer exists. These signs shall be erected a minimum of 500 feet preceding the start of the milled pavement and on all side roads within the posted area. The signs on the side roads shall be posted a minimum of 200 feet from the mainline pavement. Non-compliance with the provisions of this section, by the Contractor, shall result in an immediate traffic control deficiency deduction. All signs shall have an amber flashing light attached.

**Article 701.17 Specific Procedures** (c) Surface Course and Pavement shall be modified by adding the following paragraph:

- (6) Area Reflective Crack Control Treatment Fabric. "SLIPPERY WHEN WET" signs (W8-5) shall be used when crack control fabric is applied to pavement that is open to traffic. These signs shall remain in place until the binder course is laid. The signs shall be erected a minimum of 500 feet preceding the start of the crack control treatment and on all side roads within the posted area. The signs on the side roads shall be posted a minimum of 200 feet from the mainline pavement. These signs are excluded from the time requirements of Article 701.04 of the "Standard Specifications" as modified by this special provision (above). Non-compliance with the provisions of this section, by the Contractor, shall result in an immediate traffic control deficiency deduction. All signs shall have an amber flashing light attached.

**Article 701.18 Highway Standards Application** (b) Standard 701316 and 701321 (2) g. Detector Loops, shall be replaced with the following:

- g. Detection. Microwave Vehicle Sensors shall be installed as directed by the Engineer. The LCDOT shall approve the proposed microwave vehicle sensor before the Contractor may furnish or install it. The Contractor shall install, wire and adjust the alignment of the sensor according to the manufacturer's recommendations and requirements. The Engineer shall approve the installation. An alternate method of detection may be used if it has been demonstrated and approved by the Department.

The microwave vehicle sensor shall meet the following requirements:

- Detection Range: Adjustable to 60 feet
- Detection Angle: Adjustable, horizontal and vertical
- Detection Pattern: 16 degree beam width minimum [at 50 feet the pattern shall be approximately 15.5 feet wide]
- Mounting: Heavy-duty bracket, predrilled and slotted for pole mounting
- LED Indicator Light: For detection verification

**Article 701.18 Highway Standards Application** (j) Urban Traffic Control, Standards 701501, 701502, 701601, 701602, 701606, 701701, and 701801 (1) General, shall be modified by adding the following paragraphs:

Whenever a lane is closed to traffic using IDOT standard 701601, 701606, or 701701, the pavement width transition sign (W4-2R or W4-2L) shall be used in lieu of the "WORKERS" sign (W21-1 or W21-1a)

Whenever any vehicle, equipment, workers or their activities infringe on the shoulder or within 15 feet of the traveled way, and the traveled way remains unobstructed, then the applicable Traffic Control Standard shall be 701006, 701011, 701101, or 701701. The "SHOULDER WORK AHEAD" sign (W21-5(0)-48) shall be used in lieu of the "WORKERS" sign (W21-1 or W-21-1a).

**Article 701.18 Highway Standards Application** shall be modified by adding the following section (l):

- (l) IDOT standard 701331. When IDOT standard 701331 is specified on two-lane, two-way roadways, a "LANE SHIFT AHEAD" sign shall be added 500 feet in advance of W1-3 or W1-4 sign. The Road Work sign (W20-1) shall be extended to a total of 1500' from the start of the lane shift.

**Article 701.19 Method of Measurement** shall be replaced completely with the following:

**701.19 Method of Measurement.**

These items of work will be measured on a lump sum basis for furnishing installing, maintaining, replacing, relocating and removing the traffic control devices required in the plans and these special provisions.

**Article 701.20 Basis of Payment** shall be replaced completely with the following:

**701.20 Basis of Payment**

This work will be paid for at the contract unit price per lump sum for TRAFFIC CONTROL AND PROTECTION (SPECIAL). The payment will be in full for all labor, materials, transportation, and incidentals necessary to furnish, install, maintain, replace, relocate and remove all traffic control devices indicated in the plans and specifications, except for the following items, which will be paid for separately.

- 1) Temporary Bridge Traffic Signals
- 2) Temporary Rumble Strips [where each is defined as 25 feet]
  
- 3) Temporary Raised Pavement Markers
- 4) Sand module impact attenuators
- 5) Portable Changeable Message Signs
- 6) Temporary Concrete Barrier
- 7) Temporary Pavement Marking-Letters and Symbols
- 8) Temporary Pavement Marking-Line at width specified

The salvage value of the materials removed shall be reflected in the bid price for this item.

Any delays or inconveniences incurred by the Contractor while complying with these requirements shall be considered as part of TRAFFIC CONTROL AND PROTECTION (SPECIAL) and no additional compensation will be allowed.

Any traffic control devices required by the Engineer to implement the Traffic Control Plan as shown in the plans and specifications of the contract shall be considered included in the pay item TRAFFIC CONTROL AND PROTECTION (SPECIAL).

If the Engineer requires additional work involving a substantial change of location and/or work which differs in design and/or work requiring a change in the type of construction, as stated in Article 104.02(d) of the "Standard Specifications", the standards and/or the designs, other than those required in the plans, will be made available to the Contractor at least one week in advance of the change in traffic control. Payment for any additional traffic control required for the reasons listed above will be in accordance with Article 109.04 of the "Standard Specifications".

Revisions in the phasing of construction or maintenance operations, requested by the Contractor, may require traffic control to be installed according to standards and/or designs other than those included in the plans. The Contractor shall submit revisions or modifications to the traffic control plan shown in the contract to the Engineer for approval. No additional payment will be made for a Contractor requested modification.

In the event the sum total of all work items for which traffic control and protection is required is increased or decreased by more than ten percent, the contract bid price for TRAFFIC CONTROL AND PROTECTION will be adjusted as follows:

$$\text{Adjusted Contract Price} = 0.25P + 0.75P [1 \pm (X - 0.1)]$$

P = the contract price for TRAFFIC CONTROL AND PROTECTION (SPECIAL)

$$X = \frac{\text{Difference between original and final value of work for which traffic control and protection is required.}}{\text{Original value of work for which traffic control and protection is required.}}$$

The value of the work items used in calculating the increase and decrease will include only items that have been added to or deducted from the contract under Article 104.02 of the "Standard Specifications" and only items that require the use of TRAFFIC CONTROL AND PROTECTION (SPECIAL).

In the event LCDOT cancels or alters any portion of the contract that result in the elimination or incompleteness of any portion of the work, payment for partially completed work will be made according to Article 104.02 of the "Standard Specifications".



The following Special Provisions and Supplemental Specifications approved by the State of Illinois Department of Transportation are applicable for this work and are on file in the office of the Lake County Engineer. Copies are available to prospective bidders upon request.

- Fair Employment Practices, Form LRS11, amended to conform to the latest “Equal Employment Opportunity Clause” required by the Illinois Fair Employment Practices Commission as a material form of all public contracts.
- Prevailing Wage Rates for the County of Lake

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

SPECIAL PROVISION  
FOR  
EMPLOYMENT PRACTICES

Effective: January 1, 1999

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

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

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

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

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

## CHECK SHEET #LRS11

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

## Lake County Prevailing Wage for July 2015

(See explanation of column headings at bottom of wages)

Trade Name	RG	TYP	C	Base	FRMAN	M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng			
=====	==	===	=	=====	=====	=====	===	===	=====	=====	=====	=====			
ASBESTOS ABT-GEN		ALL		39.400	39.950	1.5	1.5	2.0	13.98	10.72	0.000	0.500			
ASBESTOS ABT-MEC		BLD		36.340	38.840	1.5	1.5	2.0	11.47	10.96	0.000	0.720			
BOILERMAKER		BLD		47.070	51.300	2.0	2.0	2.0	6.970	18.13	0.000	0.400			
BRICK MASON		BLD		43.780	48.160	1.5	1.5	2.0	10.05	14.43	0.000	1.030			
CARPENTER		ALL		44.350	46.350	1.5	1.5	2.0	11.79	16.39	0.000	0.630			
CEMENT MASON		ALL		42.050	44.050	2.0	1.5	2.0	10.00	19.24	0.000	0.500			
CERAMIC TILE FNSHER		BLD		36.810	0.000	1.5	1.5	2.0	10.55	9.230	0.000	0.770			
COMMUNICATION TECH		BLD		35.130	37.230	1.5	1.5	2.0	11.07	11.77	0.000	0.530			
ELECTRIC PWR EQMT OP		ALL		0.000	0.000	0.0	0.0	0.0	0.000	0.000	0.000	0.000			
ELECTRIC PWR EQMT OP		HWY		39.220	53.290	1.5	1.5	2.0	5.000	12.17	0.000	0.390			
ELECTRIC PWR GRNDMAN		ALL		30.330	53.290	1.5	1.5	2.0	5.000	9.400	0.000	0.300			
ELECTRIC PWR GRNDMAN		HWY		30.330	53.290	1.5	1.5	2.0	5.000	9.400	0.000	0.300			
ELECTRIC PWR LINEMAN		ALL		45.360	51.480	1.5	1.5	2.0	5.000	14.06	0.000	0.450			
ELECTRIC PWR LINEMAN		HWY		46.950	53.290	1.5	1.5	2.0	5.000	14.56	0.000	0.470			
ELECTRIC PWR TRK DRV		ALL		30.340	51.480	1.5	1.5	2.0	5.000	9.400	0.000	0.300			
ELECTRIC PWR TRK DRV		HWY		31.400	53.290	1.5	1.5	2.0	5.000	9.730	0.000	0.310			
ELECTRICIAN		BLD		39.400	43.340	1.5	1.5	2.0	13.59	15.71	0.000	0.640			
ELEVATOR CONSTRUCTOR		BLD		50.800	57.150	2.0	2.0	2.0	13.57	14.21	4.060	0.600			
FENCE ERECTOR		ALL		37.340	39.340	1.5	1.5	2.0	13.05	12.06	0.000	0.300			
GLAZIER		BLD		40.500	42.000	1.5	2.0	2.0	13.14	16.99	0.000	0.940			
HT/FROST INSULATOR		BLD		48.450	50.950	1.5	1.5	2.0	11.47	12.16	0.000	0.720			
IRON WORKER		ALL		44.200	46.200	2.0	2.0	2.0	13.65	21.14	0.000	0.350			
LABORER		ALL		39.200	39.950	1.5	1.5	2.0	13.98	10.72	0.000	0.500			
LATHER		ALL		44.350	46.350	1.5	1.5	2.0	11.79	16.39	0.000	0.630			
MACHINIST		BLD		45.350	47.850	1.5	1.5	2.0	7.260	8.950	1.850	0.000			
MARBLE FINISHERS		ALL		32.400	34.320	1.5	1.5	2.0	10.05	13.75	0.000	0.620			
MARBLE MASON		BLD		43.030	47.330	1.5	1.5	2.0	10.05	14.10	0.000	0.780			
MATERIAL TESTER I		ALL		29.200	0.000	1.5	1.5	2.0	13.98	10.72	0.000	0.500			
MATERIALS TESTER II		ALL		34.200	0.000	1.5	1.5	2.0	13.98	10.72	0.000	0.500			
MILLWRIGHT		ALL		44.350	46.350	1.5	1.5	2.0	11.79	16.39	0.000	0.630			
OPERATING ENGINEER		BLD	1	48.100	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250			
OPERATING ENGINEER		BLD	2	46.800	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250			
OPERATING ENGINEER		BLD	3	44.250	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250			
OPERATING ENGINEER		BLD	4	42.500	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250			
OPERATING ENGINEER		BLD	5	51.850	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250			
OPERATING ENGINEER		BLD	6	49.100	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250			
OPERATING ENGINEER		BLD	7	51.100	52.100	2.0	2.0	2.0	17.55	12.65	1.900	1.250			
OPERATING ENGINEER		FLT	1	53.600	53.600	1.5	1.5	2.0	17.10	11.80	1.900	1.250			
OPERATING ENGINEER		FLT	2	52.100	53.600	1.5	1.5	2.0	17.10	11.80	1.900	1.250			
OPERATING ENGINEER		FLT	3	46.400	53.600	1.5	1.5	2.0	17.10	11.80	1.900	1.250			
OPERATING ENGINEER		FLT	4	38.550	53.600	1.5	1.5	2.0	17.10	11.80	1.900	1.250			
OPERATING ENGINEER		FLT	5	55.100	53.600	1.5	1.5	2.0	17.10	11.80	1.900	1.250			
OPERATING ENGINEER		FLT	6	35.000	35.000	1.5	1.5	2.0	16.60	11.05	1.900	1.250			
OPERATING ENGINEER		HWY	1	46.300	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250			
OPERATING ENGINEER		HWY	2	45.750	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250			
OPERATING ENGINEER		HWY	3	43.700	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250			
OPERATING ENGINEER		HWY	4	42.300	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250			
OPERATING ENGINEER		HWY	5	41.100	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250			
OPERATING ENGINEER		HWY	6	49.300	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250			
OPERATING ENGINEER		HWY	7	47.300	50.300	1.5	1.5	2.0	17.55	12.65	1.900	1.250			
ORNAMNTL IRON WORKER		ALL		45.000	47.500	2.0	2.0	2.0	13.55	17.94	0.000	0.650			
PAINTER		ALL		41.750	46.500	1.5	1.5	1.5	11.50	11.10	0.000	0.770			
PAINTER SIGNS		BLD		33.920	38.090	1.5	1.5	1.5	2.600	2.710	0.000	0.000			
PILEDRIVER		ALL		44.350	46.350	1.5	1.5	2.0	11.79	16.39	0.000	0.630			
PIPEFITTER		BLD		46.000	49.000	1.5	1.5	2.0	9.000	15.85	0.000	1.780			
PLASTERER		BLD		43.430	46.040	1.5	1.5	2.0	13.05	14.43	0.000	1.020			
PLUMBER		BLD		46.650	48.650	1.5	1.5	2.0	13.18	11.46	0.000	0.880			
ROOFER		BLD		41.000	44.000	1.5	1.5	2.0	8.280	10.54	0.000	0.530			
SHEETMETAL WORKER		BLD		42.230	45.610	1.5	1.5	2.0	10.53	20.68	0.000	0.720			
SIGN HANGER		BLD		31.310	33.810	1.5	1.5	2.0	4.850	3.280	0.000	0.000			
SPRINKLER FITTER		BLD		49.200	51.200	1.5	1.5	2.0	11.75	9.650	0.000	0.550			
STEEL ERECTOR		ALL		42.070	44.070	2.0	2.0	2.0	13.45	19.59	0.000	0.350			
STONE MASON		BLD		43.780	48.160	1.5	1.5	2.0	10.05	14.43	0.000	1.030			
<del>SURVEY WORKER</del>															
				-->NOT IN EFFECT	ALL		37.000	37.750	1.5	1.5	2.0	12.97	9.930	0.000	0.500

TERRAZZO FINISHER	BLD	38.040	0.000	1.5	1.5	2.0	10.55	11.22	0.000	0.720
TERRAZZO MASON	BLD	41.880	44.880	1.5	1.5	2.0	10.55	12.51	0.000	0.940
TILE MASON	BLD	43.840	47.840	1.5	1.5	2.0	10.55	11.40	0.000	0.990
TRAFFIC SAFETY WRKR	HWY	32.750	34.350	1.5	1.5	2.0	6.550	6.450	0.000	0.500
TRUCK DRIVER	ALL 1	36.560	36.760	1.5	1.5	2.0	9.070	7.050	0.000	0.000
TRUCK DRIVER	ALL 2	36.000	36.400	1.5	1.5	2.0	7.200	6.000	0.000	0.150
TRUCK DRIVER	ALL 3	36.200	36.400	1.5	1.5	2.0	7.200	6.000	0.000	0.150
TRUCK DRIVER	ALL 4	36.400	36.400	1.5	1.5	2.0	7.200	6.000	0.000	0.150
TUCKPOINTER	BLD	43.800	44.800	1.5	1.5	2.0	8.280	13.49	0.000	0.670

**Legend:** RG (Region)  
 TYP (Trade Type - All,Highway,Building,Floating,Oil & Chip,Rivers)  
 C (Class)  
 Base (Base Wage Rate)  
 FRMAN (Foreman Rate)  
 M-F>8 (OT required for any hour greater than 8 worked each day, Mon through Fri.)  
 OSA (Overtime (OT) is required for every hour worked on Saturday)  
 OSH (Overtime is required for every hour worked on Sunday and Holidays)  
 H/W (Health & Welfare Insurance)  
 Pensn (Pension)  
 Vac (Vacation)  
 Trng (Training)

## Explanations

### LAKE COUNTY

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

### EXPLANATION OF CLASSES

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

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

### CERAMIC TILE FINISHER

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

### COMMUNICATION TECHNICIAN

Low voltage construction, installation, maintenance and removal of

telecommunication facilities (voice, sound, data and video) including outside plant, telephone, security systems and data inside wire, interconnect, terminal equipment, central offices, PABX, fiber optic cable and equipment, micro waves, V-SAT, bypass, CATV, WAN (wide area network), LAN (local area networks), and ISDN (integrated system digital network), pulling of wire in raceways, but not the installation of raceways.

#### MARBLE FINISHER

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

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

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

#### OPERATING ENGINEER - BUILDING

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Conveyor (Truck Mounted); Concrete Paver Over 27E cu. ft; Concrete Paver 27E cu. ft. and Under; Concrete Placer; Concrete Placing Boom; Concrete Pump (Truck Mounted); Concrete Tower; Cranes, All; Cranes, Hammerhead; Cranes, (GCI and similar Type); Creter Crane; Spider Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Heavy Duty Self-Propelled Transporter or Prime Mover; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, One, Two and Three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Hydro Vac (and similar equipment); Locomotives, All; Motor Patrol; Lubrication Technician; Manipulators; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes-Screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-Form Paver; Straddle Buggies; Operation of Tie Back Machine; Tournapull; Tractor with Boom and Side Boom; Trenching Machines.

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

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

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

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

#### OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

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

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (Less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster; Hydro Excavating (excluding hose work); Laser Screed; All Locomotives, Dinky; Off-Road Hauling Units (including articulating) Non Self-Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper - Single/Twin Engine/Push and Pull; Scraper - Prime Mover in Tandem (Regardless of Size); Tractors pulling attachments, Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

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

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

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

Class 6. Field Mechanics and Field Welders

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

#### OPERATING ENGINEER - FLOATING

Class 1. Craft Foreman; Master Mechanic; Diver/Wet Tender; Engineer; Engineer (Hydraulic Dredge).

Class 2. Crane/Backhoe Operator; Boat Operator with towing endorsement; Mechanic/Welder; Assistant Engineer (Hydraulic Dredge); Leverman (Hydraulic Dredge); Diver Tender.

Class 3. Deck Equipment Operator, Machineryman, Maintenance of Crane (over 50 ton capacity) or Backhoe (115,000 lbs. or more); Tug/Launch Operator; Loader/Dozer and like equipment on Barge, Breakwater Wall, Slip/Dock, or Scow, Deck Machinery, etc.

Class 4. Deck Equipment Operator, Machineryman/Fireman (4 Equipment Units or More); Off Road Trucks; Deck Hand, Tug Engineer, Crane Maintenance (50 Ton Capacity and Under) or Backhoe Weighing (115,000 pounds or less); Assistant Tug Operator.

Class 5. Friction or Lattice Boom Cranes.

Class 6. ROV Pilot, ROV Tender

SURVEY WORKER - Operated survey equipment including data collectors, G.P.S. and robotic instruments, as well as conventional levels and transits.

TRAFFIC SAFETY - work associated with barricades, horses and drums used to reduce lane usage on highway work, the installation and removal of temporary lane markings, and the installation and removal of temporary road signs.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

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

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

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnatrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

Class 4. Six axle trucks; Dual-purpose vehicles, such as mounted crane trucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front.

TERRAZZO FINISHER

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

Other Classifications of Work:

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

LANDSCAPING

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

MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

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

**INTENTIONALLY**

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CHECK SHEET  
FOR  
RECURRING SPECIAL PROVISIONS

Adopted January 1, 2015

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

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2	<input type="checkbox"/> Subletting of Contracts (Federal-Aid Contracts)	166
3	<input type="checkbox"/> EEO	167
4	<input type="checkbox"/> Specific EEO Responsibilities Non Federal-Aid Contracts	177
5	<input type="checkbox"/> Required Provisions - State Contracts	182
6	<input type="checkbox"/> Asbestos Bearing Pad Removal	188
7	<input type="checkbox"/> Asbestos Waterproofing Membrane and Asbestos Hot-Mix Asphalt Surface Removal	189
8	<input type="checkbox"/> Temporary Stream Crossings and In-Stream Work Pads	190
9	<input type="checkbox"/> Construction Layout Stakes Except for Bridges	191
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11	<input type="checkbox"/> Use of Geotextile Fabric for Railroad Crossing	197
12	<input type="checkbox"/> Subsealing of Concrete Pavements	199
13	<input type="checkbox"/> Hot-Mix Asphalt Surface Correction	203
14	<input type="checkbox"/> Pavement and Shoulder Resurfacing	205
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16	<input type="checkbox"/> Patching with Hot-Mix Asphalt Overlay Removal	207
17	<input type="checkbox"/> Polymer Concrete	208
18	<input type="checkbox"/> PVC Pipeliner	210
19	<input type="checkbox"/> Pipe Underdrains	211
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21	<input type="checkbox"/> Bicycle Racks	216
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23	<input type="checkbox"/> Temporary Portable Bridge Traffic Signals	219
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25	<input type="checkbox"/> Nighttime Inspection of Roadway Lighting	222
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32	<input type="checkbox"/> Digital Terrain Modeling for Earthwork Calculations	251
33	<input type="checkbox"/> Pavement Marking Removal	253
34	<input type="checkbox"/> Preventive Maintenance – Bituminous Surface Treatment	254
35	<input type="checkbox"/> Preventive Maintenance – Cape Seal	260
36	<input type="checkbox"/> Preventive Maintenance – Micro-Surfacing	275
37	<input type="checkbox"/> Preventive Maintenance – Slurry Seal	286
38	<input type="checkbox"/> Temporary Raised Pavement Markers	296
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CHECK SHEET  
FOR  
LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

Adopted January 1, 2015

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

LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

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LRS 5	<input checked="" type="checkbox"/> Contract Claims ..... 305
LRS 6	<input checked="" type="checkbox"/> Bidding Requirements and Conditions for Contract Proposals ..... 306
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LRS 17	<input checked="" type="checkbox"/> Substance Abuse Prevention Program ..... 331
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## WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the projects work (excluding pavement patching) within **34** working days.

80071

The patching quantities shown on the Schedule of Prices are estimated according to the special provision for Class D Patches included herein. These quantities are provided for bidding purposes only.

Following the hot-mix asphalt surface removal the Contractor and Engineer will determine the actual quantity and type of patches to be included in the contract. Once the total patching quantity (square yards) has been agreed to the Contractor will be granted additional working days according to the following:

Total Patching Quantity (sq yd)	/	275 sq yd per working day	=	Additional Working Days <sup>(1)</sup>
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<sup>(1)</sup> Partial Working days less than or equal to 0.25 days will be rounded down. Partial working days greater than 0.25 days will be rounded up.

### EXAMPLES:

Example A: Following the Hot-Mix Asphalt Surface Removal the Engineer and Contractor agree that the total patching area is 1050 square yards.

1050 (sq yd)	/	275 sq yd per working day	=	3.81 Additional Working Days
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The 3.81 additional working days calculated would be rounded up to 4 additional working days granted.

Example B: Following the Hot-Mix Asphalt Surface Removal the Engineer and Contractor agree that the total patching area is 875 square yards.

875 (sq yd)	/	275 sq yd per working day	=	3.18 Additional Working Days
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The 3.18 additional working days calculated would be rounded down to 3 additional working days granted.

## **PAVEMENT PATCHING (BDE)**

Effective: January 1, 2010

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

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

80254

## **WARM MIX ASPHALT (BDE)**

Effective: January 1, 2012

Revised: November 1, 2014

Description. This work shall consist of designing, producing and constructing Warm Mix Asphalt (WMA) in lieu of Hot Mix Asphalt (HMA) at the Contractor's option. Work shall be according to Sections 406, 407, 408, 1030, and 1102 of the Standard Specifications, except as modified herein. In addition, any references to HMA in the Standard Specifications, or the special provisions shall be construed to include WMA.

WMA is an asphalt mixture which can be produced at temperatures lower than allowed for HMA utilizing approved WMA technologies. WMA technologies are defined as the use of additives or processes which allow a reduction in the temperatures at which HMA mixes are produced and placed. WMA is produced by the use of additives, a water foaming process, or combination of both. Additives include minerals, chemicals or organics incorporated into the asphalt binder stream in a dedicated delivery system. The process of foaming injects water into the asphalt binder stream, just prior to incorporation of the asphalt binder with the aggregate.

Approved WMA technologies may also be used in HMA provided all the requirements specified herein, with the exception of temperature, are met. However, asphalt mixtures produced at temperatures in excess of 275 °F (135 °C) will not be considered WMA when determining the grade reduction of the virgin asphalt binder grade.

### Equipment.

Revise the first paragraph of Article 1102.01 of the Standard Specifications to read:

**“1102.01 Hot-Mix Asphalt Plant.** The hot-mix asphalt (HMA) plant shall be the batch-type, continuous-type, or dryer drum plant. The plants shall be evaluated for prequalification rating and approval to produce HMA according to the current Bureau of Materials and Physical Research Policy Memorandum, “Approval of Hot-Mix Asphalt Plants and Equipment”. Once approved, the Contractor shall notify the Bureau of Materials and Physical Research to obtain approval of all plant modifications. The plants shall not be used to produce mixtures concurrently for more than one project or for private work unless permission is granted in writing by the Engineer. The plant units shall be so designed, coordinated and operated that they will function properly and produce HMA having uniform temperatures and compositions within the tolerances specified. The plant units shall meet the following requirements.”

Add the following to Article 1102.01(a) of the Standard Specifications.

“(13) Equipment for Warm Mix Technologies.

- a. Foaming. Metering equipment for foamed asphalt shall have an accuracy of  $\pm 2$  percent of the actual water metered. The foaming control system shall be electronically interfaced with the asphalt binder meter.

- b. Additives. Additives shall be introduced into the plant according to the supplier's recommendations and shall be approved by the Engineer. The system for introducing the WMA additive shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes."

#### Mix Design Verification.

Add the following to Article 1030.04 of the Standard Specifications.

"(e) Warm Mix Technologies.

- (1) Foaming. WMA mix design verification will not be required when foaming technology is used alone (without WMA additives). However, the foaming technology shall only be used on HMA designs previously approved by the Department.
- (2) Additives. WMA mix designs utilizing additives shall be submitted to the Engineer for mix design verification."

#### Construction Requirements.

Revise the second paragraph of Article 406.06(b)(1) of the Standard Specifications to read:

"The HMA shall be delivered at a temperature of 250 to 350 °F (120 to 175 °C).  
WMA shall be delivered at a minimum temperature of 215 °F (102 °C)."

#### Basis of Payment.

This work will be paid at the contract unit price bid for the HMA pay items involved. Anti-strip will not be paid for separately, but shall be considered as included in the cost of the work.

80288

**CONCRETE GUTTER, CURB, MEDIAN, AND PAVED DITCH (BDE)**

Effective: April 1, 2014

Revised: August 1, 2014

Add the following to Article 606.02 of the Standard Specifications:

“(i) Polyurethane Joint Sealant ..... 1050.04”

Revise the fifth paragraph of Article 606.07 of the Standard Specifications to read:

“Transverse contraction and longitudinal construction joints shall be sealed according to Article 420.12, except transverse joints in concrete curb and gutter shall be sealed with polysulfide or polyurethane joint sealant.”

Add the following to Section 1050 of the Standard Specifications:

“**1050.04 Polyurethane Joint Sealant.** The joint sealant shall be a polyurethane sealant, Type S, Grade NS, Class 25 or better, Use T (T<sub>1</sub> or T<sub>2</sub>), according to ASTM C 920.”

80334

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

Effective: November 1, 2014

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

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

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

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

Add the following to Article 406.03 of the Standard Specifications.

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

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

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

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

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

The bituminous material for the prime coat shall be placed one lane at a time. If a spray paver is not used, the primed lane shall remain closed until the prime coat is

fully cured and does not pickup under traffic. When placing prime coat through an intersection where it is not possible to keep the lane closed, the prime coat may be covered immediately following its application with fine aggregate mechanically spread at a uniform rate of 2 to 4 lb/sq yd (1 to 2 kg/sq m).

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

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

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

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

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

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

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

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

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

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

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

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

Revise Article 407.02 of the Standard Specifications to read:

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

Item	Article/Section
(a) Packaged Rapid Hardening Mortar or Concrete .....	1018”

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

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

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

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

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

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

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

Revise Article 1032.02 of the Standard Specifications to read:

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

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

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

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

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

“SS-1vh	160-180	70-80
RS-1, CRS-1	75-130	25-55”

Add the following to Article 1032.06 of the Standard Specifications.

“(g) Non Tracking Emulsified Asphalt SS-1vh shall be according to the following.

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

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

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

Add the following to Article 1101 of the Standard Specifications.

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

Add the following to Article 1102 of the Standard Specifications:

“**1102.06 Spray Paver.** The spreading and finishing machine shall be capable of spraying a rapid setting emulsion tack coat, paving a layer of HMA, and providing a smooth HMA mat in one pass. The HMA shall be spread over the tack coat in less than five seconds after the

application of the tack coat during normal paving speeds. No wheel or other part of the paving machine shall come into contact with the tack coat before the HMA is applied. In addition to meeting the requirements of Article 1102.03, the spray paver shall also meet the requirements of Article 1102.05 for the tank, heating system, pump, thermometer, tachometer or synchronizer, and calibration. The spray bar shall be equipped with properly sized and spaced nozzles to apply a uniform application of tack coat at the specified rate for the full width of the mat being placed.”

80348

## **SIDEWALK, CORNER, OR CROSSWALK CLOSURE (BDE)**

Effective: January 1, 2015

| Revised: April 1, 2015

Revise the first sentence of Article 1106.02(m) of the Supplemental Specifications to read:

“The top and bottom panels shall have alternating white and orange stripes sloping 45 degrees on both sides.”

80354

## **STEEL SLAG IN TRENCH BACKFILL (BDE)**

Effective: January 1, 2016

Revise the second sentence of Article 1003.01(a)(8) of the Standard Specifications to read:

“Crushed steel slag shall be the nonmetallic product which is developed in a molten condition simultaneously with steel in an open hearth, basic oxygen, or electric arc furnace.”

Revise Article 1003.04(a) of the Standard Specifications to read:

“(a) Description. The fine aggregate shall consist of sand, stone sand, chats, wet bottom boiler slag, slag sand, or granulated slag sand. Crushed concrete sand, construction and demolition debris sand, and steel slag sand produced from an electric arc furnace may be used in lieu of the above for trench backfill.”

80362

**DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, & PATCHING OPERATIONS)**

Effective: January 1, 1985  
Revised: July 1, 2015  
886.02TS

The following Traffic Signal Special Provisions and the “District 1 Standard Traffic Signal Design Details” supplement the requirements of the State of Illinois “Standard Specifications for Road and Bridge Construction” Section 886 and 1079.

The intent of this Special Provision is to prescribe the materials and construction methods commonly used to replace traffic signal detector loops and replace magnetic signal detectors with detector loops during roadway resurfacing, grinding and patching operations. Loop detector replacement will not require the transfer of traffic signal maintenance from the District Electrical Maintenance Contractor to this contract’s electrical contractor. Replacement of magnetic detector will require wiring revisions inside the control cabinet and therefore the transfer of maintenance will be required. All material furnished shall be new. The locations and the details of all installations shall be as indicated on the Plans or as directed by the Engineer.

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

Notification of Intent to Work.

Contracts such as pavement grinding or patching which result in the destruction of traffic signal detection require a notification of intent to work and an inspection. A minimum of seven (7) working days prior to the detection removal, the Contractor shall notify the:

- Traffic Signal Maintenance and Operations Engineer at (847)705-4424
- IDOT Electrical Maintenance Contractor at (773) 287-7600

at which time arrangements will be made to adjust the traffic controller timing to compensate for the absence of detection.

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

Acceptance of Material.

The Contractor shall provide:

1. All material approval requests shall be submitted a minimum of seven (7) days prior to the delivery of equipment to the job site, or within 30 consecutive calendar days after the contract is awarded, or within 15 consecutive calendar days after the preconstruction meeting, whichever is first.
2. Four (4) copies of a letter listing the vendor’s name and model numbers of the proposed equipment shall be supplied. The letter will be reviewed by the Traffic Design Engineer to determine whether the equipment to be used is approved. The letters will be stamped as approved or not approved accordingly and returned to the Contractor.
3. One (1) copy of material catalog cuts.

4. The contract number, permit number or intersection location must be on each sheet of the letter and material catalog cuts as required in items 2 and 3.

Inspection of Construction.

When the road is open to traffic, except as otherwise provided in Section 801 and 850 of the Standard Specifications, the Contractor must request a turn-on and inspection of the completed detector loop installation at each separate location. This request must be made to the Traffic Signal Maintenance and Operations Engineer at (847)705-4424 a minimum of seven (7) working days prior to the time of the requested inspection.

Acceptance of the traffic signal equipment by the Department shall be based upon inspection results at the traffic signal “turn on.” If approved, traffic signal acceptance shall be verbal at the “turn on” inspection followed by written correspondence from the Engineer. If this work is not completed in time, the Department reserves the right to have the work completed by others at the Contractor’s expense.

All cost of work and materials required to comply with the above requirements shall be included in the pay item bid price, under which the subject materials and signal equipment are paid, and no additional compensation will be allowed. Materials and signal equipment not complying with the above requirements will be subject to removal and disposal at the Contractor's expense.

Restoration of Work Area.

Restoration of the traffic signal work area due to the detector loop installation and/or replacement shall be included in the cost of this item. All roadway surfaces such as shoulders, medians, sidewalks, pavement shall be replaced as shown in the plans or in kind. All damage to mowed lawns shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded.

Removal, Disposal and Salvage of Existing Traffic Signal Equipment.

The removal, disposal, and salvage of existing traffic signal equipment shall be included in the cost of this item. All material and equipment removed shall become the property of the Contractor and disposed of by the Contractor outside the State’s right-of-way. No additional compensation shall be provided to the Contractor for removal, disposal or salvage expense for the work in this contract.

DETECTOR LOOP REPLACEMENT.

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 Engineer shall mark the location of the replacement loops. The Traffic Signal Maintenance and Operations Engineer shall be called to approve loop locations prior to the cutting of the pavement. The Contractor may reuse the existing coilable non-metallic conduit (CNC) located between the existing handhole and the pavement if it hasn't been damaged. All burrs shall be removed from the edges of the existing conduit which could cause damage to the new detector loop during installation. If the existing conduit is damaged beyond repair, if it cannot be located, or if additional conduits are required for each proposed loop; the Contractor shall be required to drill through the existing pavement into the appropriate handhole, and install 1" (25 mm) CNC. This work and the required materials shall not be paid for separately but shall be included in the pay item Detector Loop Replacement. Once suitable CNC raceways is established, the loop may be cut, installed, sealed and spliced to the twisted-shielded lead-in cable in the handhole. All loops installed in new asphalt pavement shall be installed in the binder course and not in the surface course. The edge of pavement or the curb shall be cut with a 1/4" (6.3 mm) deep x 4" (100 mm) 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 Traffic Signal Maintenance and Operations Engineer (847)705-4424 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 handhole using a water proof tag, from an approved vender, secured to each wire with nylon ties. The lead-in wire, including all necessary connections for proper operation, from the edge of pavement to the handhole, shall be included in the detector loop pay item.

Loop sealant shall be a two-component thixotropic chemically cured polyurethane. The sealant shall be installed 1/8" (3 mm) below the pavement surface. If installed above the surface the excess shall be removed immediately.

Round loop(s) 6 ft (1.8 m) diameter may be substituted for 6 ft (1.8 m) by 6 ft (1.8 m) square loop(s) and shall be paid for as 24 feet (7.2 m) of detector loop.

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

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

Detector loop replacement shall be measured along the sawed slot in the pavement containing the loop cable up to the edge of pavement, rather than the actual length of the wire in the slot. Drilling handholes, sawing the pavement, furnishing and installing CNC to the appropriate handhole, cable splicing to provide a fully operable detector loop, testing and all trench and backfill shall be included in this item.

Basis of Payment.

Detector Loop Replacement shall be paid for at the contract unit price per foot (meter) of DETECTOR LOOP REPLACEMENT.

MAGNETIC DETECTOR REMOVAL AND DETECTOR LOOP INSTALLATION.

This work shall consist of the removal of existing magnetic detectors, magnetic detector lead-in cable and magnetic detection amplifiers and related control equipment wiring, installation of detector lead-in cable, detector loops, detector amplifiers and related equipment wiring. The detector loop, cable, and amplifier shall be installed according to the applicable portions of the "Standard Specifications" and the applicable portions of the Special Provision for "Detector Loop Replacement." All drilling of handholes, furnishing and installing CNC, cable splicing, trench and backfill, removal of equipment, and removing cable from conduit shall be included in this item.

Basis of Payment.

Magnetic Detector Removal and Detector Loop Installation shall be paid for at the contract unit price per foot (meter) for DETECTOR LOOP, TYPE I, per each for INDUCTIVE LOOP DETECTOR, and foot (meter) for ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR.

**FRICITION AGGREGATE (D-1)**

Effective: January 1, 2011

Revised: July 24, 2015

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

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

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

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

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

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	<u>Allowed Alone or in Combination</u> <sup>5/</sup> : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA Low ESAL	Stabilized Subbase or Shoulders	<u>Allowed Alone or in Combination</u> <sup>5/</sup> : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag <sup>1/</sup> Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L  SMA Binder	<u>Allowed Alone or in Combination</u> <sup>5/</sup> : Crushed Gravel Carbonate Crushed Stone <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete <sup>3/</sup>
HMA High ESAL Low ESAL	C Surface and Leveling Binder IL-9.5 or IL-9.5L  SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination</u> <sup>5/</sup> : Crushed Gravel Carbonate Crushed Stone <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag <sup>4/</sup> Crushed Concrete <sup>3/</sup>

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

Use	Mixture	Aggregates Allowed	
		75% Crushed Gravel <sup>2/</sup> or Crushed Concrete <sup>3/</sup>	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag
HMA High ESAL	F Surface IL-9.5  SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> <sup>5/</sup> :	
		Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Crushed Gravel <sup>2/</sup> , Crushed Concrete <sup>3/</sup> , or Dolomite <sup>2/</sup>	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

- 1/ Crushed steel slag allowed in shoulder surface only.
- 2/ Carbonate crushed stone and/or crushed gravel shall not be used in SMA Ndesign 80. In SMA Ndesign 50, carbonate crushed stone shall not be blended with any of the other aggregates allowed alone in Ndesign 50 SMA binder or Ndesign 50 SMA surface.
- 3/ Crushed concrete will not be permitted in SMA mixes.
- 4/ Crushed steel slag shall not be used as leveling binder.
- 5/ When combinations of aggregates are used, the blend percent measurements shall be by volume.”

**HMA MIXTURE DESIGN REQUIREMENTS (D-1)**

Effective: January 1, 2013  
 Revised: November 1, 2014

**1) Design Composition and Volumetric Requirements**

Revise the last sentence of the first paragraph of Article 312.05 of the Standard Specifications to read:

“The minimum compacted thickness of each lift shall be according to Article 406.06(d).”

Delete the minimum compacted lift thickness table in Article 312.05 of the Standard Specifications.

Revise the second paragraph of Article 355.02 of the Standard Specifications to read:

“The mixture composition used shall be IL-19.0.”

Revise Article 355.05(a) of the Standard Specifications to read:

“(a) The top lift thickness shall be 2 1/4 in. (60 mm) for mixture composition IL-19.0.”

Revise the Leveling Binder table and second paragraph of Article 406.05(c) of the Standard Specifications to read:

“Leveling Binder	
Nominal, Compacted, Leveling Binder Thickness, in. (mm)	Mixture Composition
≤ 1 1/4 (32)	IL-4.75, IL-9.5, or IL-9.5L
> 1 1/4 to 2 (32 to 50)	IL-9.5 or IL-9.5L

The density requirements of Article 406.07(c) shall apply for leveling binder, machine method, when the nominal compacted thickness is: 3/4 in. (19 mm) or greater for IL-4.75 mixtures; and 1 1/4 in. (32 mm) or greater for IL-9.5 and IL-9.5L mixtures.”

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

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

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

“Test strip mixture will be evaluated at the contract unit price according to the following.”

Revise Article 406.14(a) of the Standard Specifications to read:

“(a) If the HMA placed during the initial test strip is determined to be acceptable the mixture will be paid for at the contract unit price.”

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

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

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

“(c) If the HMA placed during the initial test strip (1) is determined to be unacceptable to remain in place by the Engineer, and (2) was produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF according to the Department’s test results, the mixture shall be removed. Removal will be paid according to Article 109.04. This initial mixture will be paid for at the contract unit price. An additional test strip shall be constructed and the mixture will be paid for in full, if produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF.”

Delete Article 406.14(d) of the Standard Specifications.

Delete Article 406.14(e) of the Standard Specifications.

Delete the last sentence of Article 407.06(c) of the Standard Specifications.

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

“Note 2. The mixture composition of the HMA used shall be IL-19.0 binder, designed with the same Ndesign as that specified for the mainline pavement.”

Delete the second paragraph of Article 482.02 of the Standard Specifications.

Revise the first sentence of the sixth paragraph of Article 482.05 of the Standard Specifications to read:

“When the mainline HMA binder and surface course mixture option is used on resurfacing projects, shoulder resurfacing widths of 6 ft (1.8 m) or less may be placed simultaneously with the adjacent traffic lane for both the binder and surface courses.”

Revise the second sentence of the fourth paragraph of Article 601.04 of the Standard Specifications to read:

“The top 5 in. (125 mm) of the trench shall be backfilled with an IL-19.0L Low ESAL mixture meeting the requirements of Section 1030 and compacted to a density of not less than 90 percent of the theoretical density.”

Revise the second sentence of the fifth paragraph of Article 601.04 of the Standard Specifications to read:

“The top 8 in. (200 mm) of the trench shall be backfilled with an IL-19.0L Low ESAL mixture meeting the requirements of Section 1030 and compacted to a density of not less than 90 percent of the theoretical density.”

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

“(c) Gradation. The fine aggregate gradation for all HMA shall be FA 1, FA 2, FA 20, FA 21, or FA 22. The fine aggregate gradation for SMA shall be FA/FM 20.

For mixture IL-4.75 and surface mixtures with an  $N_{design} = 90$ , at least 50 percent of the required fine aggregate fraction shall consist of either stone sand, slag sand, or steel slag meeting the FA 20 gradation.

For mixture IL-19.0,  $N_{design} = 90$  the fine aggregate fraction shall consist of at least 67 percent manufactured sand meeting FA 20 or FA 22 gradation. For mixture IL-19.0,  $N_{design} = 50$  or  $70$  the fine aggregate fraction shall consist of at least 50 percent manufactured sand meeting FA 20 or FA 22 gradation. The manufactured sand shall be stone sand, slag sand, steel slag sand, or combinations thereof.

Gradation FA 1, FA 2, or FA 3 shall be used when required for prime coat aggregate application for HMA.”

Delete the last sentence of the first paragraph of Article 1004.03(b) of the Standard Specifications.

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

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

- 1/ CA 16 or CA 13 may be blended with the gradations listed.
- 2/ The coarse aggregates used shall be capable of being combined with stone sand, slag sand, or steel slag sand meeting the FA/FM 20 gradation and mineral filler to meet the approved mix design and the mix requirements noted herein.
- 3/ CA 13 shall be 100 percent passing the 1/2 in. (12.5mm) sieve.

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

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

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

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

- 1/ Uses 19.0L binder mix.
- 2/ Uses 19.0L for lower lifts and 9.5L for surface lift.”

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

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

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

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

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

Note 3. A stabilizing additive such as cellulose or mineral fiber shall be added to the SMA mixture according to Illinois Modified AASHTO M 325. The stabilizing additive shall meet the Fiber Quality Requirements listed in Illinois Modified AASHTO M 325. Prior to approval and use of fibers, the Contractor shall submit a notarized certification by the producer of these materials stating they meet these requirements. Reclaimed Asphalt Shingles (RAS) may be used in Stone Matrix Asphalt (SMA) mixtures designed with an SBA polymer modifier as a fiber additive if the mix design with RAS included meets AASHTO T305 requirements. The RAS shall be from a certified source that produces either Type I or Type 2. Material shall meet requirements noted herein and the actual dosage rate will be determined by the Engineer.

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

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

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

High ESAL, MIXTURE COMPOSITION (% PASSING) <sup>1/</sup>										
Sieve Size	IL-19.0 mm		SMA <sup>4/</sup> IL-12.5 mm		SMA <sup>4/</sup> IL-9.5 mm		IL-9.5 mm		IL-4.75 mm	
	min	max	min	max	min	max	min	max	min	max
1 1/2 in. (37.5 mm)										
1 in. (25 mm)		100								
3/4 in. (19 mm)	90	100		100						
1/2 in. (12.5 mm)	75	89	80	100		100		100		100
3/8 in. (9.5 mm)				65	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	90	100
#8 (2.36 mm)	20	42	16	24 <sup>5/</sup>	16	32 <sup>5/</sup>	34 <sup>6/</sup>	52 <sup>2/</sup>	70	90
#16 (1.18 mm)	15	30					10	32	50	65
#30 (600 μm)			12	16	12	18				
#50 (300 μm)	6	15					4	15	15	30
#100 (150 μm)	4	9					3	10	10	18
#200 (75 μm)	3	6	7.0	9.0 <sup>3/</sup>	7.5	9.5 <sup>3/</sup>	4	6	7	9 <sup>3/</sup>
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		1.0

- 1/ Based on percent of total aggregate weight.
- 2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign = 90.
- 3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.
- 4/ The maximum percent passing the #635 (20 μm) sieve shall be ≤ 3 percent.
- 5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above the percentage stated on the table.
- 6/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.

Delete Article 1030.04(a)(3) of the Standard Specifications.

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

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

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

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

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

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

Revise the table in Article 1030.04(b)(2) of the Standard Specifications to read:

“VOLUMETRIC REQUIREMENTS Low ESAL				
Mixture Compositio n	Design Compactive Effort	Design Air Voids Target %	VMA (Voids in the Mineral Aggregate), % min.	VFA (Voids Filled with Asphalt Binder), %
IL-9.5L	N <sub>DES</sub> =30	4.0	15.0	65-78
IL-19.0L	N <sub>DES</sub> =30	4.0	13.5	N/A”

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

“(3) SMA Mixtures.

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

- 1/ Maximum draindown shall be 0.3 percent. The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30 °F.
- 2/ Applies when specific gravity of coarse aggregate is  $\geq 2.760$ .
- 3/ Applies when specific gravity of coarse aggregate is  $< 2.760$ .
- 4/ Blending of different types of aggregate will not be permitted. For surface course, the coarse aggregate can be crushed steel slag, crystalline crushed stone or crushed sandstone. For binder course, coarse aggregate shall be crushed stone (dolomite), crushed gravel, crystalline crushed stone, or crushed sandstone.

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

Delete Article 1030.04(b)(5) from the Supplemental Specifications.

Delete last sentence of the second paragraph of Article 1102.01(a) (13) a.

Add to second paragraph in Article 1102.01 (a) (13) a.:

“As an option, collected bag-house dust may be used in lieu of manufactured mineral filler, provided; 1) there is enough available for the production of the SMA mix for the entire project and 2) a mix design was prepared with collected bag-house dust.”

Revise the table in Article 1030.05(d)(2)a. of the Standard Specifications to read:

"Parameter	Frequency of Tests High ESAL Mixture Low ESAL Mixture	Test Method See Manual of Test Procedures for Materials
Aggregate Gradation  % passing sieves: 1/2 in. (12.5 mm), No. 4 (4.75 mm), No. 8 (2.36 mm), No. 30 (600 μm) No. 200 (75 μm)	1 washed ignition oven test on the mix per half day of production  Note 3.	Illinois Procedure
Asphalt Binder Content by Ignition Oven  Note 1.	1 per half day of production	Illinois-Modified AASHTO T 308
VMA  Note 2.	Day's production ≥ 1200 tons:  1 per half day of production  Day's production < 1200 tons:  1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	Illinois-Modified AASHTO R 35
Air Voids  Bulk Specific Gravity of Gyratory Sample  Note 4.	Day's production ≥ 1200 tons:  1 per half day of production  Day's production < 1200 tons:  1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	Illinois-Modified AASHTO T 312
Maximum Specific Gravity of Mixture	Day's production ≥ 1200 tons:  1 per half day of production  Day's production < 1200 tons:  1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	Illinois-Modified AASHTO T 209

- Note 1. The Engineer may waive the ignition oven requirement for asphalt binder content if the aggregates to be used are known to have ignition asphalt binder content calibration factors which exceed 1.5 percent. If the ignition oven requirement is waived, other Department approved methods shall be used to determine the asphalt binder content.
- Note 2. The  $G_{sb}$  used in the voids in the mineral aggregate (VMA) calculation shall be the same average  $G_{sb}$  value listed in the mix design.
- Note 3. The Engineer reserves the right to require additional hot bin gradations for batch plants if control problems are evident.
- Note 4. The WMA compaction temperature for mixture volumetric testing shall be  $270 \pm 5$  °F ( $132 \pm 3$  °C) for quality control testing. The WMA compaction temperature for quality assurance testing will be  $270 \pm 5$  °F ( $132 \pm 3$  °C) if the mixture is not allowed to cool to room temperature. If the mixture is allowed to cool to room temperature, it shall be reheated to standard HMA compaction temperatures.”

Revise the table in Article 1030.05(d)(2)b. of the Standard Specifications to read:

“Parameter	High ESAL Mixture Low ESAL Mixture
Ratio Dust/Asphalt Binder	0.6 to 1.2
Moisture	0.3 %”

Revise the Article 1030.05(d)(4) of the Supplemental Specifications to read:

“(4) Control Limits. Target values shall be determined by applying adjustment factors to the AJMF where applicable. The target values shall be plotted on the control charts within the following control limits.

"CONTROL LIMITS						
Parameter	High ESAL		SMA		IL-4.75	
	Individual Test	Moving Avg. of 4	Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4
% Passing: <sup>1/</sup>						
1/2 in. (12.5 mm)	± 6 %	± 4 %	± 6 %	± 4 %		
3/8 in. (9.5mm)			± 4 %	± 3 %		
No. 4 (4.75 mm)	± 5 %	± 4 %	± 5 %	± 4 %		
No. 8 (2.36 mm)	± 5 %	± 3 %	± 4 %	± 2 %		
No. 16 (1.18 mm)			± 4 %	± 2 %	± 4 %	± 3 %
No. 30 (600 µm)	± 4 %	± 2.5 %	± 4 %	± 2.5 %		
Total Dust Content No. 200 (75 µm)	± 1.5 %	± 1.0 %			± 1.5 %	± 1.0 %
Asphalt Binder Content	± 0.3 %	± 0.2 %	± 0.2 %	± 0.1 %	± 0.3 %	± 0.2 %
Voids	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %
VMA	-0.7 % <sup>2/</sup>	-0.5 % <sup>2/</sup>	-0.7 % <sup>2/</sup>	-0.5 % <sup>2/</sup>	-0.7 % <sup>2/</sup>	-0.5 % <sup>2/</sup>

1/ Based on washed ignition oven

2/ Allowable limit below minimum design VMA requirement

DENSITY CONTROL LIMITS		
Mixture Composition	Parameter	Individual Test
IL-4.75	N <sub>design</sub> = 50	93.0 - 97.4 % <sup>1/</sup>
IL-9.5	N <sub>design</sub> = 90	92.0 - 96.0 %
IL-9.5,IL-9.5L	N <sub>design</sub> < 90	92.5 - 97.4 %
IL-19.0	N <sub>design</sub> = 90	93.0 - 96.0 %
IL-19.0, IL-19.0L	N <sub>design</sub> < 90	93.0 <sup>2/</sup> - 97.4 %
SMA	N <sub>design</sub> = 80	93.5 - 97.4 %

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.”

Revise the table in Article 1030.05(d)(5) of the Supplemental Specifications to read:

“CONTROL CHART REQUIREMENTS	High ESAL, Low ESAL, SMA & IL-4.75
Gradation <sup>1/ 3/</sup>	% Passing Sieves: 1/2 in. (12.5 mm) <sup>2/</sup> No. 4 (4.75 mm) No. 8 (2.36 mm) No. 30 (600 µm)
Total Dust Content <sup>1/</sup>	No. 200 (75 µm)
	Asphalt Binder Content
	Bulk Specific Gravity
	Maximum Specific Gravity of Mixture
	Voids
	Density
	VMA

1/ Based on washed ignition oven.

2/ Does not apply to IL-4.75.

3/ SMA also requires the 3/8 in. (9.5 mm) sieve.”

Delete Article 1030.05(d)(6)a.1.(b.) of the Standard Specifications.

Delete Article 1030.06(b) of the Standard Specifications.

Delete Article 1102.01(e) of the Standard Specifications.

## 2) Design Verification and Production

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

Mix Design Testing. Add the following below the referenced AASHTO standards in Article 1030.04 of the Standard Specifications:

AASHTO T 324 Hamburg Wheel Test

AASHTO T 283 Tensile Strength Test

Add the following to Article 1030.04 of the Standard Specifications:

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

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

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

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

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

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

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

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

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

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

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

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

The limitations between the JMF and AJMF are as follows.

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

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

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

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

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

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

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

“(b) Low ESAL Mixtures.”

Add the following to Article 1030.06 of the Standard Specifications:

- “ (c) Hamburg Wheel Test. All HMA mixtures shall be sampled within the first 500 tons (450 metric tons) on the first day of production or during start up with a split reserved for the Department. The mix sample shall be tested according to the Illinois Modified AASHTO T 324 and shall meet the requirements specified herein. Mix production shall not exceed 1500 tons (1350 metric tons) or one day’s production, whichever comes first, until the testing is completed and the mixture is found to be in conformance. The requirement to cease mix production may be waived if the plant produced mixture demonstrates conformance prior to start of mix production for a contract.
- The Department may conduct additional Hamburg Wheel Tests on production material as determined by the Engineer. If the mixture fails to meet the Hamburg Wheel criteria, no further mixture will be accepted until the Contractor takes such action as is necessary to furnish a mixture meeting the criteria”

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

Method of Measurement:

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

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

Basis of Payment.

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

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

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

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

Effective: November 1, 2012

Revise: July 24, 2015

Revise Section 1031 of the Standard Specifications to read:

**“SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Parameter	FRAP
No. 4 (4.75 mm)	± 6 %
No. 8 (2.36 mm)	± 5 %
No. 30 (600 µm)	± 5 %
No. 200 (75 µm)	± 2.0 %
Asphalt Binder	± 0.3 %
G <sub>mm</sub>	± 0.03 <sup>1/</sup>

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

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

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

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

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

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

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

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

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

The Engineer will notify the Contractor of observed deficiencies.

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

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

1/ Based on washed extraction.

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

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

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

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

- (1) RAP from Class I, Superpave/HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.
- (2) RAP from Superpave/HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.

- (3) RAP from Class I, Superpave/HMA (High ESAL) binder mixtures, bituminous base course mixtures, and bituminous base course widening mixtures are designated as containing Class C quality coarse aggregate.
  - (4) RAP from bituminous stabilized subbase and BAM shoulders are designated as containing Class D quality coarse aggregate.
- (b) FRAP. If the Engineer has documentation of the quality of the FRAP aggregate, the Contractor shall use the assigned quality provided by the Engineer.

If the quality is not known, the quality shall be determined as follows. Fractionated RAP stockpiles containing plus #4 (4.75 mm) sieve coarse aggregate shall have a maximum tonnage of 5,000 tons (4,500 metric tons). The Contractor shall obtain a representative sample witnessed by the Engineer. The sample shall be a minimum of 50 lb (25 kg). The sample shall be extracted according to Illinois Modified AASHTO T 164 by a consultant prequalified by the Department for the specified testing. The consultant shall submit the test results along with the recovered aggregate to the District Office. The cost for this testing shall be paid by the Contractor. The District will forward the sample to the BMPR Aggregate Lab for MicroDeval Testing, according to Illinois Modified AASHTO T 327. A maximum loss of 15.0 percent will be applied for all HMA applications. The fine aggregate portion of the fractionated RAP shall not be used in any HMA mixtures that require a minimum of "B" quality aggregate or better, until the coarse aggregate fraction has been determined to be acceptable thru a MicroDeval Testing.

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

- (a) FRAP. The use of FRAP in HMA shall be as follows.
- (1) Coarse Aggregate Size (after extraction). The coarse aggregate in all FRAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.
  - (2) Steel Slag Stockpiles. FRAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) mixtures regardless of lift or mix type.
  - (3) Use in HMA Surface Mixtures (High and Low ESAL). FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall have coarse aggregate that is Class B quality or better. FRAP shall be considered equivalent to limestone for frictional considerations unless produced/screened to minus 3/8 inch.

- (4) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP in which the coarse aggregate is Class C quality or better.
- (5) Use in Shoulders and Subbase. FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be FRAP, Restricted FRAP, conglomerate, or conglomerate DQ.
- (b) RAS. RAS meeting Type 1 or Type 2 requirements will be permitted in all HMA applications as specified herein.
- (c) FRAP and/or RAS Usage Limits. Type 1 or Type 2 RAS may be used alone or in conjunction with FRAP in HMA mixtures up to a maximum of 5.0% by weight of the total mix.

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

Max Asphalt Binder Replacement for FRAP with RAS Combination

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

- 1/ For HMA “All Other” (shoulder and stabilized subbase) N-30, the percent asphalt binder replacement shall not exceed 50% of the total asphalt binder in the mixture.
- 2/ When the binder replacement exceeds 15 percent for all mixes, except for SMA and IL-4.75, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent binder replacement using a virgin asphalt binder grade of PG64-22 will be reduced to a PG58-28). When constructing full depth HMA and the ABR is less than 15 percent, the required virgin asphalt binder grade shall be PG64-28.

- 3/ When the ABR for SMA or IL-4.75 is 15 percent or less, the required virgin asphalt binder shall be SBS PG76-22 and the elastic recovery shall be a minimum of 80. When the ABR for SMA or IL-4.75 exceeds 15%, the virgin asphalt binder grade shall be SBS PG70-28 and the elastic recovery shall be a minimum of 80.
- 4/ When FRAP or RAS is used alone, the maximum percent asphalt binder replacement designated on the table shall be reduced by 10 percent.

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

- (a) FRAP and/or RAS. FRAP and /or RAS mix designs shall be submitted for verification. If additional FRAP or RAS stockpiles are tested and found to be within tolerance, as defined under "Evaluation of Tests" herein, and meet all requirements herein, the additional FRAP or RAS stockpiles may be used in the original design at the percent previously verified.
- (b) RAS. Type 1 and Type 2 RAS are not interchangeable in a mix design. A RAS stone bulk specific gravity (Gsb) of 2.300 shall be used for mix design purposes.

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

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

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

- (a) RAS. RAS shall be incorporated into the HMA mixture either by a separate weight depletion system or by using the RAP weigh belt. Either feed system shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. The portion of RAS shall be controlled accurately to within  $\pm 0.5$  percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that the mixture production is halted when RAS flow is interrupted.

(b) HMA Plant Requirements. HMA plants utilizing FRAP and/or RAS shall be capable of automatically recording and printing the following information.

(1) Dryer Drum Plants.

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

(2) Batch Plants.

- a. Date, month, year, and time to the nearest minute for each print.
- b. HMA mix number assigned by the Department.
- c. Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).
- d. Mineral filler weight to the nearest pound (kilogram).
- f. RAS and FRAP weight to the nearest pound (kilogram).

- g. Virgin asphalt binder weight to the nearest pound (kilogram).
- h. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.

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

**1031.09 RAP in Aggregate Surface Course and Aggregate Shoulders.** The use of RAP or FRAP in aggregate surface course and aggregate shoulders shall be as follows.

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

**INTENTIONALLY**

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

SPECIAL PROVISION  
FOR  
RAILROAD PROTECTIVE LIABILITY INSURANCE FOR LOCAL LETTINGS

Effective: March 1, 2005  
Revised: January 1, 2006

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.

**Railroad Protective Liability Insurance.** The contractor will be required to carry Railroad Protective Liability and Property Damage Liability Insurance in accordance with Article 107.11 of the Standard Specifications. A separate policy is required for each railroad indicated on the attached form unless otherwise noted. The limits of liability for each policy are listed on the attached form. The minimum limits of liability shall be in accordance with Article 107.11 of the Standard Specifications.

**Basis of Payment.** The costs for providing insurance, as noted above, will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

**APPROVAL OF INSURANCE:** The ORIGINAL and one CERTIFIED copy of each required policy shall be submitted for approval to the following address:

Canadian National

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Attn: Mr. Paul Chojenski

---

17641 South Ashland Avenue

---

Homewood, IL 60430

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(708) 332-3557

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Paul.Chojenski@cn.ca

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The contractor will be advised when approval of the insurance has been received from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Resident Engineer evidence that the required railroad protective liability insurance has been approved by the railroad(s). The Contractor shall also provide the Resident Engineer with expiration date of each required policy.

**RAILROAD PROTECTIVE LIABILITY INSURANCE FORM**

<u>NAMED INSURED &amp; ADDRESS</u>	<u>NUMBER &amp; SPEED OF PASSENGER TRAINS</u>	<u>NUMBER &amp; SPEED OF FREIGHT TRAINS</u>
Canadian National	0	19 trains 45 mph
DOT/AAR Number: <u>260510U</u> RR Mile Post: <u>53.36</u>		
Liability Limits: Combined Single Limit \$ <u>5,000,000</u> Aggregate Limit \$ <u>10,000,000</u>		
For Freight/Passenger Information Contact: <u>Paul Chojenski</u> Phone: <u>(708) 332-3557</u>		
For Insurance Information Contact: <u>Paul Chojenski</u> Phone: <u>(708) 332-3557</u>		

DOT/AAR Number: \_\_\_\_\_ RR Mile Post: \_\_\_\_\_

Liability Limits: Combined Single Limit \$ \_\_\_\_\_ Aggregate Limit \$ \_\_\_\_\_

For Freight/Passenger Information Contact: \_\_\_\_\_ Phone: \_\_\_\_\_

For Insurance Information Contact: \_\_\_\_\_ Phone: \_\_\_\_\_

DOT/AAR Number: \_\_\_\_\_ RR Mile Post: \_\_\_\_\_

Liability Limits: Combined Single Limit \$ \_\_\_\_\_ Aggregate Limit \$ \_\_\_\_\_

For Freight/Passenger Information Contact: \_\_\_\_\_ Phone: \_\_\_\_\_

For Insurance Information Contact: \_\_\_\_\_ Phone: \_\_\_\_\_

DOT/AAR Number: \_\_\_\_\_ RR Mile Post: \_\_\_\_\_

Liability Limits: Combined Single Limit \$ \_\_\_\_\_ Aggregate Limit \$ \_\_\_\_\_

For Freight/Passenger Information Contact: \_\_\_\_\_ Phone: \_\_\_\_\_

For Insurance Information Contact: \_\_\_\_\_ Phone: \_\_\_\_\_

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

SPECIAL PROVISION  
FOR  
INSURANCE

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

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

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

Village of Lake Zurich

Manhard Consulting, LTD

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

**INTENTIONALLY**

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Borrow

Topsoil

Excess Earthwork Material Disposal

Borrow/Waste/Use Area Coordinator (217) 782-4771

A. Submittal Date: \_\_\_\_\_ Requesting Agency:  DOH  DOA  Local  Other: \_\_\_\_\_ Previous survey request(s) submitted for this project?  Yes  No Addendum # \_\_\_\_\_ Date(s) of prior submittal(s): \_\_\_\_\_

B. Route: CH 60 Marked: Ela Road County(ies): Lake District: 1 Section: 15-00114-21-RS Project No.: \_\_\_\_\_ Job No.: P- \_\_\_\_\_ C- \_\_\_\_\_ Contract No.: \_\_\_\_\_

C.  Borrow/  Waste/  Use Area Location (Check each which applies.): \_\_\_\_\_

D. \_\_\_\_\_ m<sup>3</sup> ( \_\_\_\_\_ yds<sup>3</sup>) borrow from this area. Borrow/Waste/Use Area Size: \_\_\_\_\_ ha. ( \_\_\_\_\_ acres) Current Land Use (Check each which applies.):  Timber  Row Crops  Pasture  Other (Describe): \_\_\_\_\_

E. Name of Contractor: \_\_\_\_\_ Contact Person: \_\_\_\_\_ Phone: \_\_\_\_\_ Address: \_\_\_\_\_ Name of District/Local Resident Engineer: \_\_\_\_\_ Phone: \_\_\_\_\_

F. Has Borrow Area been approved by Bureau of Materials? (Check one.)  Yes  No  Not Applicable Date of Approval: \_\_\_\_\_

G. This request is number \_\_\_\_\_ of \_\_\_\_\_ requests for this project.

(LEAVE THIS SPACE BLANK)

ATTACHMENTS REQUIRED



**Borrow**

**Topsoil**

**Excess Earthwork Material Disposal**

To whom it may concern:

I, said property owner, \_\_\_\_\_  
(Name and Address of Property Owner)

do hereby grant to the State Historic Preservation Officer and the Illinois Transportation Archaeological Research Program (ITARP), or their agents, permission to survey and/or test excavate said property, located:

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

(Indicate location of property by county, range, township, section and sub-section, as necessary.)

\_\_\_\_\_  
(Signature of Property Owner)

\_\_\_\_\_  
(Name and Address of Property Owner)

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

I, \_\_\_\_\_ owner of said property, do hereby grant permission for the State Historic Preservation Officer and the Illinois Transportation Archaeological Research Program (ITARP), or their agents, acting on behalf of the Illinois Department Of Transportation, to remove artifacts found on said property and agree that all artifacts shall remain in public ownership, in the custody of the State Historic Preservation Officer and the University of Illinois, or their agents.

\_\_\_\_\_  
(Signature of Property Owner)

\_\_\_\_\_  
(Name and Address of Property Owner)

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

## BORROW/WASTE/USE AREAS

### Instructions

NOTE: PLEASE FILL OUT THE ENTIRE FORM. INCOMPLETE FORMS OR ATTACHMENTS WILL BE RETURNED FOR ADDITIONAL INFORMATION. If additional space is needed, incorporate necessary information in the transmittal memorandum. A TRANSMITTAL MEMORANDUM MUST BE SUBMITTED WITH EACH REQUEST FORM.

- Submit survey request at earliest possible date to ensure that construction schedules will be met.
- Complete and submit individual forms and attachments for each borrow area, haul road, plant site, staging/storage area, waste area, etc. to be surveyed.
- In order to avoid repeated trips to the same project site, indicate the number of requests being submitted for this project as the last entry on this form.

---

**A. Requesting Agency:** DOH – Division of Highways project  
DOA – Division of Aeronautic project  
DOWR – Division of Water Resources project  
Local – County or Municipality project

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**B. Route:** FAP, FAI, FAU, CH, TR, etc.  
**Marked:** Illinois State route designations, U.S. route designations, etc.

---

**C. Borrow/Use Area Location:** Describe the location of borrow area(s), haul roads, plant sites, staging/storage area, waste area, etc. Include location map\* and plan sketch.

---

#### Submittals/Attachments:

- Transmittal Memorandum
- 1 original and 2 copies of this form, each with a location map\*, plan sketch and signed “Landowner Release Form”
- 3 set of plan view layouts with approximate ROW/easement limits
- 1 copy of **ground level photos is required.**

\* Copies from recent plat books are also very useful.

#### SUBMIT TO APPROPRIATE DISTRICT OFFICE FOR FORWARDING TO:

Bureau of Design & Environment  
Illinois Department of Transportation  
2300 South Dirksen Parkway, Room 330  
Springfield, IL 62764

Attn: Peter J. Frantz

For additional information, call 217/782-4770.

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SPECIAL PROVISION  
FOR  
CONSTRUCTION DEBRIS

Effective October 18, 1999

Add the following to the third paragraph of Article 202.03 of the Standard Specifications:

“The Contractor shall not conduct any generation, transportation, or recycling of construction or demolition debris, clean or general or uncontaminated soil generated during construction, remodeling, repair, and demolition of utilities, structures, and roads that is not commingled with any waste, without the maintenance of documentation identifying the hauler, generator, place of origin of the debris or soil, the weight or volume of the debris or soil, and the location, owner, and operator of the facility where the debris or soil was transferred , disposed, recycled or treated. This documentation must be maintained by the Contractor for 3 years.”

CONSTRUCTION DEBRIS MANIFEST

Ticket No. \_\_\_\_\_

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

Generator \_\_\_\_\_

Hauler \_\_\_\_\_

Truck No. \_\_\_\_\_

Description of Material

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

Approximate Weight of Material \_\_\_\_\_

Approximate Volume of Material \_\_\_\_\_

Disposition of Material:

Location: \_\_\_\_\_

Date: \_\_\_\_\_

Time: \_\_\_\_\_

Owner: \_\_\_\_\_

Operator: \_\_\_\_\_



Bureau of Land • 1021 North Grand Avenue East • P.O. Box 19276 • Springfield • Illinois • 62794-9276

## Uncontaminated Soil Certification by Licensed Professional Engineer or Licensed Professional Geologist for Use of Uncontaminated Soil as Fill in a CCDD or Uncontaminated Soil Fill Operation LPC-663

Revised in accordance with 35 Ill. Adm. Code 1100, as amended by PCB R2012-009 (eff. Aug. 27, 2012)

This certification form is to be used by professional engineers and professional geologists to certify, pursuant to 35 Ill. Adm. Code 1100.205(a)(1)(B), that soil (i) is uncontaminated soil and (ii) is within a pH range of 6.26 to 9.0. If you have questions about this form, please telephone the Bureau of Land Permit Section at 217/524-3300.

This form may be completed online, saved locally, printed and signed, and submitted to prospective clean construction or demolition debris (CCDD) fill operations or uncontaminated soil fill operations.

### I. Source Location Information

(Describe the location of the source of the uncontaminated soil)

Project Name: Lake County DOT - Ela Road Sidewalks Office Phone Number, if available: \_\_\_\_\_

Physical Site Location (address, including number and street):

Ela Road from approx 250 ft south of Rand Rd to Main Street

City: Lake Zurich State: IL Zip Code: 60047

County: Lake Township: \_\_\_\_\_

Lat/Long of approximate center of site in decimal degrees (DD.ddddd) to five decimal places (e.g., 40.67890, -90.12345):

Latitude: 42.188759 Longitude: -88.101556

(Decimal Degrees) (-Decimal Degrees)

Identify how the lat/long data were determined:

GPS  Map Interpolation  Photo Interpolation  Survey  Other

IEPA Site Number(s), if assigned: \_\_\_\_\_ BOL: \_\_\_\_\_ BOW: \_\_\_\_\_ BOA: \_\_\_\_\_

### II. Owner/Operator Information for Source Site

Site Owner

Site Operator

Name: Lake County Division of Transportation

Name: Lake County Division of Transportation

Street Address: 600 W Winchester Road

Street Address: 600 W Winchester Road

PO Box: \_\_\_\_\_

PO Box: \_\_\_\_\_

City: Libertyville State: IL

City: Libertyville State: IL

Zip Code: 60631 Phone: \_\_\_\_\_

Zip Code: 60631 Phone: \_\_\_\_\_

Contact: Richard McMorris

Contact: Richard McMorris

Email, if available: RMcMorris@lakecountyil.gov

Email, if available: RMcMorris@lakecountyil.gov

This Agency is authorized to require this information under Section 4 and Title X of the Environmental Protection Act (415 ILCS 5/4, 5/39). Failure to disclose this information may result in: a civil penalty of not to exceed \$50,000 for the violation and an additional civil penalty of not to exceed \$10,000 for each day during which the violation continues (415 ILCS 5/42). This form has been approved by the Forms Management Center.

Project Name: Lake County DOT - Ela Road Sidewalks

Latitude: 42.188759 Longitude: -88.101556

Uncontaminated Site Certification

**III. Basis for Certification and Attachments**

For each item listed below, reference the attachments to this form that provide the required information.

- a. A Description of the soil sample points and how they were determined to be sufficient in number and appropriately located [35 Ill. Adm. Code 1100.610(a)]:

See attached narrative discussing the project corridor with regard to historical assessment of land-use and supporting documentation identifying the project corridor.

- b. Analytical soil testing results to show that soil chemical constituents comply with the maximum allowable concentrations established pursuant to 35 Ill. Adm. Code Part 1100, Subpart F and that the soil pH is within the range of 6.25 to 9.0, including the documentation of chain of custody control, a copy of the lab analysis; the accreditation status of the laboratory performing the analysis; and certification by an authorized agent of the laboratory that the analysis has been performed in accordance with the Agency's rules for the accreditation of environmental and the scope of the accreditation [35 Ill. Adm. Code 1100.201(g), 1100.205(a), 1100.610]:

See attached narrative Section III Part b

**IV. Certification Statement, Signature and Seal of Licensed Professional Engineer or Licensed Professional Geologist**

I, James Huff (name of licensed professional engineer or geologist) certify under penalty of law that the information submitted, including but not limited to, all attachments and other information, is to the best of my knowledge and belief, true, accurate and complete. In accordance with the Environmental Protection Act [415 ILCS 5/22.51 or 22.51a] and 35 Ill. Adm. Code 1100.205(a), I certify that the soil from this site is uncontaminated soil. I also certify that the soil pH is within the range of 6.25 to 9.0. In addition, I certify that the soil has not been removed from the site as part of a cleanup or removal of contaminants. All necessary documentation is attached.

**Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h))**

Company Name: Huff & Huff, Inc

Street Address: 915 Harger Road

City: Oak Brook State: IL Zip Code: 60523

Phone: 630-684-9100

James Huff  
Printed Name

*James E. Huff*  
Licensed Professional Engineer or  
Licensed Professional Geologist Signature:

4/20/2015  
Date:



## **WORK IN IDOT RIGHT-OF-WAY PERMIT REQUIREMENTS**

The contractor shall be aware that a Highway Permit from the Illinois Department of Transportation will be required prior to the start of construction within their jurisdiction. LCDOT has applied for the permit and all comments received as of the date of the project advertising have been incorporated into the plans. The Contractor shall be required to complete the forms OPER 1045 (as witness), OPER 1046, and BT 725 for submittal to IDOT. No work within the State Right-of-Way shall commence until the approved permit has been received.

The Contractor shall obtain the required permit bond - estimated to be 50,000. All costs for bonds as specified herein will be considered as included in the cost of the contract.

**INTENTIONALLY**

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District Serial No. \_\_\_\_\_

Whereas, I (We) Lake County Division of Transportati . 600 W Winchester Road  
(Name of Applicant) (Mailing Address)

Libertyville IL hereinafter termed the Applicant,  
(City) (State)

request permission and authority to do certain work herein described on the right-of-way of the State Highway known as \_\_\_\_\_ Route IL Rte 22 & US Rte 12 , Section 15-00144-21-RS , from Station 131±46 to Station 131±69 in Lake \_\_\_\_\_ County. The work is described in detail on the attached plan or sketch and/or as follows:

Remove and replace the existing curb and gutter, detectable warnings and sidewalk in the southeast quadrant of the intersection of IL Route 22 and Ela Road. The proposed sidewalk will be sloped to meet ADA requirements and provide a connection to the proposed sidewalk extending south along Ela Road. The existing crosswalks and pedestrian signals will left in place.

Replace the existing traffic loops on Ela Road for the traffic signals at the intersection of US Route 12 and Ela Road.

All work authorized by this permit shall be completed 1 yea after the date this permit is approved, otherwise the permit becomes null and void.

**This permit is subject to the conditions and restrictions printed on the reverse side of this sheet.**

This permit is hereby accepted and its provisions agreed to this \_\_\_\_\_ day of \_\_\_\_\_ , \_\_\_\_\_

Witness \_\_\_\_\_  
\_\_\_\_\_  
Mailing Address  
\_\_\_\_\_  
City State

Signed \_\_\_\_\_  
Applicant  
600 W Winchester Road  
Mailing Address  
Libertyville IL  
City State

SIGN AND RETURN TO: Regional Engineer \_\_\_\_\_

Approved this \_\_\_\_\_ day of \_\_\_\_\_ , \_\_\_\_\_

Department of Transportation

BY: \_\_\_\_\_  
Deputy Director of Highways, Regional Engineer

**First:** The Applicant represents and warrants that he/she is the party in interest respecting this Permit and that he/she is the agent in fact with authority to bind all parties in interest to the obligations and undertakings agreed to in this Permit. The Applicant represents and warrants that the property lines shown on the attached plan sheet(s) or sketch are true and correct, and that all proposed work is accurately depicted thereon.

**Second:** The proposed work shall be located and constructed to the satisfaction of the Regional Engineer or his/her duly authorized representative. No revisions or additions shall be made to the proposed work on the right-of-way without the written permission of the Regional Engineer. The Applicant agrees to complete all work to the standards and specifications identified by the Regional Engineer or his/her authorized representative as a condition of granting this Permit. The Applicant agrees to furnish all labor, equipment and material, and do all work and pay all costs associated with the work authorized by this Permit. The Applicant agrees to restore any and all damaged portions of the highway right-of-way to the condition satisfactory to the Regional Engineer or his/her authorized representative including, but not limited to, all landscape restoration. The Applicant shall not trim, cut or in any way disturb any trees or shrubbery along the highway without the approval of the Regional Engineer or his/her duly authorized representative. Any and all documents, writings and notes reflecting or identifying the standards, specifications, understandings and conditions applicable to the performance of the permitted work required by the Regional Engineer or his/her authorized representative are hereby incorporated into this Permit by reference as though fully set forth herein.

**Third:** The Applicant shall at all times conduct the work in such a manner as to minimize hazards to vehicular and pedestrian traffic. Traffic controls and work site protection shall be in accordance with the applicable requirements of Part 6 (Temporary Traffic Control) of the Illinois Manual on Uniform Traffic Control Devices and with the traffic control plan if one is required elsewhere in the permit. All signs, barricades, flaggers, etc., required for traffic control shall be furnished by the Applicant. The work may be done on any day except Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. Work shall be done only during daylight hours.

**Fourth:** The work performed by the Applicant is for the bona fide purpose expressed and not for the purpose of, nor will it result in, the parking or servicing of vehicles on the highway right-of-way. Signs located on or overhanging the right-of-way shall be prohibited.

**Fifth:** The Applicant shall engage in only the proposed work approved herein, and subject to the hazards incident to such activities, assumes all risks associated therewith. The Applicant assumes full and strict liability for the actions of itself, all parties in interest, its agents and employees, contractors, subcontractors and consultants. The Applicant and all parties in interest shall save, defend, hold harmless and indemnify the State of Illinois and each of its officers, agents, employees, invitees and others associated with it from and against any and all suits, claims, actions, losses, injuries, damages, judgments and expenses that are based on, or that arise or are alleged to have arisen out of the performance of the work approved herein, including, but not limited to, any act, willful or intended, or negligence of the Applicant and any party in interest, its agents and employees, contractors, subcontractors and consultants whether at law, in equity or common law. In the event the Applicant or any party in interest fails, neglects, or refuses to comply with any provision of this indemnity, the State of Illinois may take any action necessary to protect itself from liability, including any action to pay, settle, compromise and procure the discharge thereof, in which case the Applicant or any party in interest, jointly and severally, shall be liable and bound unto the State of Illinois for any and all expenses related thereto, including attorney's fees.

**Sixth:** The State reserves the right to make such changes, additions, repairs and relocations within its statutory limits to the facilities constructed under this permit or their appurtenances on the right-of-way as may at any time be considered necessary to permit the relocation, reconstruction, widening or maintaining of the highway and/or provide proper protection to life and property on or adjacent to the State right-of-way. However, in the event this permit is granted to construct, locate, operate and maintain utility facilities on the State right-of-way, the Applicant, upon written request by the Regional Engineer, shall perform such alterations or change of location of the facilities, without expense to the State, and should the Applicant fail to make satisfactory arrangements to comply with this request within a reasonable time, the State reserves the right to make such alterations or change of location or remove the work, and the Applicant agrees to pay for the cost incurred.

**Seventh:** This permit is effective only insofar as the Department has jurisdiction and does not presume to release the Applicant from compliance with the provisions of any existing statutes or local regulations relating to the construction of such work.

**Eighth:** The Construction of access driveways is subject to the regulations listed in the "Policy on Permits for Access Driveways to State Highways." If, in the future, the land use of property served by an access driveway described and constructed in accordance with this permit changes so as to require a higher driveway type as defined in that policy, the owner shall apply for a new permit and bear the costs for such revisions as may be required to conform to the regulations listed in the policy. Utility installations shall be subject to the "Policy on the Accommodation of Utilities on Right-of-Way of the Illinois State Highway System."

**Ninth:** If the work covered by this permit includes construction of additional lanes, turn lanes, median cross-overs or traffic signals on, along or adjacent to a highway under Department jurisdiction, the permittee shall use only contractor(s) approved by the Department of Transportation for the performance of said work on the State highway. A contractor currently prequalified by the Department in the work rating governing the said work shall be approved. Prior to the commencement of the said work on the State highway, the applicant shall furnish the Regional Engineer a copy of the contractor's current Certificate of Eligibility, or, if the permittee proposes to use a contractor not currently prequalified by the Department, information satisfactory to the Department evidencing the contractor's qualification and ability to perform the said work. No work on the State highway shall be performed until the Department issues an approval of the proposed contractor.



Address \_\_\_\_\_ District \_\_\_\_\_

City / State \_\_\_\_\_ Bond No. \_\_\_\_\_

KNOWN ALL MEN BY THE PRESENTS, That I (We) \_\_\_\_\_ ,  
(Name of Applicant)

\_\_\_\_\_ ,  
(Mailing Address)

as Principal, and \_\_\_\_\_ ,  
(Surety Company)

a corporation organized and existing under the laws of the State of \_\_\_\_\_  
and licensed to do business in the State of Illinois, are held firmly bound unto the people of the State of Illinois in the penal  
sum of \_\_\_\_\_ Dollars

(\$ \_\_\_\_\_ ) lawful money of the United States well and truly to be paid unto said people of the State  
of Illinois, for payment of which we bind ourselves, our successors and assigns, jointly, severally, and firmly by these  
presents.

WHEREAS, Highway Permit No. \_\_\_\_\_ Issued by the Department of Transportation

of the State of Illinois grants to \_\_\_\_\_ Lake County Division of Transportation \_\_\_\_\_ permission and  
authority to construct, locate, operate, and maintain the work described in said Permit, upon or adjacent to  
\_\_\_\_\_ Route 22 \_\_\_\_\_ in \_\_\_\_\_ Lake \_\_\_\_\_ County as more fully  
described in said Permit and Sketch, which by this reference are made a part hereof as if written herein at length, in and by  
which Permit and Sketch the said Principal has promised and agreed to perform said described operation and related activities  
in accordance with the terms and conditions of and description in said Permit and Sketch.

NOW, THEREFORE, if the said Principal shall well and truly perform said operations in accordance with the terms and  
conditions of and description in said Permit and Sketch to the satisfaction of said Department, and shall perform no other  
work or construction at said location without first applying for and receiving another permit from said Department, then no  
claim or demand will be made against the above obligation. Otherwise, this bond or so much thereof as may be necessary  
shall insure to the said Department as cost and expense to change and correct, during a period of five years from the date of  
approval of this bond by the Department, said construction to conform to the terms and conditions of and description in said  
Permit and Sketch.

IN WITNESS WHEREOF, WE HAVE DULY EXECUTED THE FOREGOING

This \_\_\_\_\_ Day of \_\_\_\_\_ , \_\_\_\_\_

Principal \_\_\_\_\_

Surety \_\_\_\_\_

Address \_\_\_\_\_

Address \_\_\_\_\_

City / State \_\_\_\_\_

City / State \_\_\_\_\_

Telephone ( \_\_\_\_\_ ) \_\_\_\_\_

By \_\_\_\_\_

By \_\_\_\_\_

Attorney in Fact

( Seal )

( Seal )

Agent for Surety \_\_\_\_\_

Department of Transportation

Address \_\_\_\_\_

By \_\_\_\_\_

City / State \_\_\_\_\_

Deputy Director of Highways, Regional Engineer

By \_\_\_\_\_



District 1

Project Ela Road Resurfacing

Marked Route IL Rte 22 & US Route 12

Location Intersection of IL Route 22 and Ela Road & the intersection of US Route 12 and Ela Road

County Lake

Contract Number \_\_\_\_\_

Section 15-00144-21-RS

Inclusive Dates of Work \_\_\_\_\_ to \_\_\_\_\_ Work Hours  AM  PM to  AM  PM

Work Type  Maintenance  Construction  Traffic  Other

Describe Work Remove and replace existing C&G, detectable warnings and sidewalk in the southeast quadrant of the quadrant of IL Rte 22 & Ela Road. The existing crosswalks and pedestrian signals will left in place.

Replace the existing traffic loops on Ela Road for the traffic signals at the intersection of US Route 12 and Ela Road

Contractor or Agency Performing Work \_\_\_\_\_

**Responsible Engineer:** (Construction Foreman/Superintendent, Maintenance/Traffic Field Engineer)

Name \_\_\_\_\_ Telephone No. ( ) \_\_\_\_\_ ( ) \_\_\_\_\_  
Office Home

(If traffic control is to be employed between 5:00 p.m. and 8:30 a.m. or on Saturday, Sunday or holidays give additional names and numbers)

Name \_\_\_\_\_ Telephone No. ( ) \_\_\_\_\_ ( ) \_\_\_\_\_

Name \_\_\_\_\_ Telephone No. ( ) \_\_\_\_\_ ( ) \_\_\_\_\_

Name \_\_\_\_\_ Telephone No. ( ) \_\_\_\_\_ ( ) \_\_\_\_\_

**Controls:** (Describe specific controls to be used, including reference to appropriate Highway Standards or sections of manuals, and set forth any special controls proposed).

701001-02; 701006-05; 701101-04; 701201-04; 701301-04; 701306-03; 701311-03, 701326-04;

701336-06; 701501-06; 701502-06; 701801-05; & 701901-04

LC7000; LC7003; LC7004; LC7005; & LC7200

**Distribution:** District Operations/Traffic Engineer  
Project Implementation Engineer  
Field Engineer  
Resident Engineer  
ISP District

Submitted by: \_\_\_\_\_

Approved by: \_\_\_\_\_  
(District Operations/Traffic Engineer)