



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 8, 2013

SUBJECT: FAP Route 330(US 12/45)
Project ACNHF-0330(069)
Section 0105-WRS
Cook County
Contract No. 60P35
Item No. 111, January 18, 2013 Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

1. Replaced the Schedule of Prices.
2. Revised the Table of Contents to the Special Provisions.
3. Revised pages 2, 3, 5-8, 14-16, 38-40, 50-59, 313-316, and 378-381 of the Special Provisions.
4. Added pages 442 - 446 to the Special Provisions.
5. Revised sheets 1, 3, 4, 10, 11, 13, 15, 21, 22, 25, 26, 28-30, 51, 59, 82, 86-88, 90-95, 97, 101-105, 148, 180, 186-188, 190, 266, 269, 270 and 272 of the Plans.
6. Added sheets 261A, 261B and 269A to the Plans.

Prime contractors must utilize the enclosed material when preparing their bid and must include any Schedule of Prices changes in their bidding proposal.

Bidders using computer-generated bids are cautioned to reflect any and all Schedule of Prices changes, if involved, into their computer programs.

Very truly yours,

John D. Baranzelli, P. E.
Acting Engineer of Design and Environment

A handwritten signature in cursive script, appearing to read 'Ted B. Walschleger', followed by the initials 'P.E.'.

By: Ted B. Walschleger, P. E.
Engineer of Project Management

cc: John Fortmann, Region 1, District 1; Dave Lippert, Mike Renner; D.Carl Puzey; Estimates

MS/ks

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 60P35

State Job # - C-91-518-11

County Name - COOK - -

Code - 31 - -

District - 1 - -

Section Number - 0105-WRS

Project Number
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*Revised 1/9/2013

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
E20210G1	V-PARTHEN QUIN EM 1G	EACH	422.000				
X0323260	SEDIMENT BASIN	EACH	1.000				
X0324044	EROS CON TEMP P SL DR	EACH	10.000				
X0324085	EM VEH P S LSC 20 3C	FOOT	1,002.000				
X0325040	FO INNERDUCT 1 1/4"	FOOT	5,810.000				
X0325751	DRIVE SOLDIER PILES	FOOT	3,254.000				
X0326465	MOD EX VID DSTN SYS	L SUM	1.000				
X0326945	CCTV CAMERA EQUIPMENT	EACH	2.000				
X0326955	REM REL EX ELECT SERV	EACH	1.000				
X0327004	TEMP WP 60 CL 4	EACH	4.000				
X0327009	REMOVE SIGN SPECIAL	EACH	1.000				
X0327216	CCTV CAMERA	EACH	2.000				
X0327514	GROUT SOIL MIXING	CU FT	2,772.000				
X0327515	THERM VEH DETECT SYST	EACH	1.000				
*ADD X4021000	TEMP ACCESS- PRIV ENT	EACH	2.000				
*ADD X4022000	TEMP ACCESS- COM ENT	EACH	7.000				
*ADD X4023000	TEMP ACCESS- ROAD	EACH	1.000				
X4201050	HES PCC PVT 10 3/4 J	SQ YD	488.000				

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X4401198	HMA SURF REM VAR DP	SQ YD	2,449.000				
X4403300	CONC MEDIAN REMOV	SQ FT	13,013.000				
X5610004	D I WTR MN FITTINGS	POUND	2,099.000				
X5610706	WATER MAIN REMOV 6	FOOT	10.000				
X5610712	WATER MAIN REMOV 12	FOOT	268.000				
X6020096	MH TA 6D W/2 T1FCL RP	EACH	1.000				
X6060097	CLASS SI CONC OUT SPL	CU YD	2.000				
X6061100	CONC MED TSB SPL	SQ FT	12,004.000				
X6061902	CONC MED TSM SPL	SQ FT	1,846.000				
X6640050	CH LK FENCE 42 ATS SP	FOOT	840.000				
X6640298	CH LK FENCE SPL	FOOT	44.000				
X6640300	CH LK FENCE REMOV	FOOT	39.000				
X7010216	TRAF CONT & PROT SPL	L SUM	1.000				
X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
X7030025	WET REF TEM TP T3 L&S	SQ FT	1,856.000				

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X7030030	WET REF TEM TAPE T3 4	FOOT	155,882.000				
X7030040	WET REF TEM TAPE T3 6	FOOT	9,395.000				
X7030045	WET REF TEM TAPE T3 8	FOOT	1,626.000				
X7030050	WET REF TEM TPE T3 12	FOOT	251.000				
X7030055	WET REF TEM TPE T3 24	FOOT	679.000				
X7050167	TEMP TRBT T1 SPL TAN	EACH	2.000				
X8050095	SERV INSTALL SPL	EACH	2.000				
X8140105	HANDHOLE SPL	EACH	3.000				
X8251388	LT CT BM 480V200D RS	EACH	1.000				
X8301051	MA ALUM 20FT	EACH	4.000				
X8304970	LP A 47.5MH 2-15DA SP	EACH	3.000				
X8361005	REL EX LT POLE FDN M	EACH	1.000				
X8440110	REL EX LP W/LUMINAIRE	EACH	1.000				
*ADD X8440120	REM RE-E EX LGT UNIT	EACH	4.000				
X8570226	FAC T4 CAB SPL	EACH	2.000				
X8570231	FAC T5 CAB SPL	EACH	1.000				

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X8600105	MASTER CONTROLLER SPL	EACH	1.000				
X8620200	UNINTER POWER SUP SPL	EACH	3.000				
X8710024	FOCC62.5/125 MM12SM24	FOOT	4,213.000				
X8710035	FIB OPT CBL 96F SM	FOOT	10,117.000				
X8710036	FIB OPT CBL 12F SM	FOOT	437.000				
X8710071	FIB OPT FUSION SPLICE	EACH	2.000				
X8950077	REM REL EXIST LT CONT	EACH	1.000				
Z0007118	UNTREATED TIMBER LAG	SQ FT	6,110.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0016702	DETOUR SIGNING	L SUM	1.000				
Z0026402	FUR SOLDIER PILES HP	FOOT	3,254.000				
Z0030850	TEMP INFO SIGNING	SQ FT	1,661.000				
Z0033020	LUM SFTY CABLE ASMBLY	EACH	56.000				
Z0033052	COMMUNICATIONS VAULT	EACH	2.000				
Z0033056	OPTIM TRAF SIGNAL SYS	EACH	1.000				

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Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
*REV Z0056608	STORM SEW WM REQ 12	FOOT	443.000				
Z0056612	STORM SEW WM REQ 18	FOOT	191.000				
Z0056616	STORM SEW WM REQ 24	FOOT	539.000				
Z0056620	STORM SEW WM REQ 30	FOOT	201.000				
Z0056622	STORM SEW WM REQ 36	FOOT	316.000				
*ADD Z0056624	STORM SEW WM REQ 42	FOOT	24.000				
*ADD Z0056626	STORM SEW WM REQ 48	FOOT	30.000				
Z0062456	TEMP PAVEMENT	SQ YD	29,530.000				
Z0062458	TEMP PAVEMT VAR DEPTH	TON	713.000				
Z0073002	TEMP SOIL RETEN SYSTM	SQ FT	1,734.000				
Z0073510	TEMP TR SIGNAL TIMING	EACH	2.000				
Z0076600	TRAINEES	HOUR	2,000.000		0.800		1,600.000
Z0076604	TRAINEES TPG	HOUR	2,000.000		10.000		20,000.000
20100110	TREE REMOV 6-15	UNIT	350.000				
20100210	TREE REMOV OVER 15	UNIT	155.000				
20101100	TREE TRUNK PROTECTION	EACH	25.000				
20200100	EARTH EXCAVATION	CU YD	62,227.000				
20201200	REM & DISP UNS MATL	CU YD	11,453.000				

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20700220	POROUS GRAN EMBANK	CU YD	1,330.000				
20800150	TRENCH BACKFILL	CU YD	6,510.000				
21001000	GEOTECH FAB F/GR STAB	SQ YD	120,576.000				
21101505	TOPSOIL EXC & PLAC	CU YD	9,523.000				
21101625	TOPSOIL F & P 6	SQ YD	55,292.000				
21101645	TOPSOIL F & P 12	SQ YD	514.000				
21101685	TOPSOIL F & P 24	SQ YD	1,085.000				
21101805	COMPOST F & P 2	SQ YD	514.000				
25000210	SEEDING CL 2A	ACRE	10.200				
25000300	SEEDING CL 3	ACRE	1.500				
25000400	NITROGEN FERT NUTR	POUND	1,048.000				
25000500	PHOSPHORUS FERT NUTR	POUND	1,048.000				
25000600	POTASSIUM FERT NUTR	POUND	1,048.000				
25100630	EROSION CONTR BLANKET	SQ YD	48,604.000				
25100900	TURF REINF MAT	SQ YD	16,575.000				

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28000250	TEMP EROS CONTR SEED	POUND	1,165.000				
28000305	TEMP DITCH CHECKS	FOOT	316.000				
28000400	PERIMETER EROS BAR	FOOT	7,192.000				
28000510	INLET FILTERS	EACH	283.000				
28001100	TEMP EROS CONTR BLANK	SQ YD	48,604.000				
28100105	STONE RIPRAP CL A3	SQ YD	55.000				
28100107	STONE RIPRAP CL A4	SQ YD	187.000				
28100109	STONE RIPRAP CL A5	SQ YD	190.000				
28200200	FILTER FABRIC	SQ YD	432.000				
30300001	AGG SUBGRADE IMPROVE	CU YD	3,957.000				
30300112	AGG SUBGRADE IMPR 12	SQ YD	120,235.000				
31200502	STAB SUBBASE HMA 4.5	SQ YD	119,506.000				
35400500	PCC BASE CSE W 10	SQ YD	63.000				
40600115	P BIT MATLS PR CT	GALLON	1,010.000				
40600895	CONSTRUC TEST STRIP	EACH	2.000				

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40600982	HMA SURF REM BUTT JT	SQ YD	27.000				
40603240	P HMA BC IL19.0 N90	TON	636.000				
40603340	HMA SC "D" N70	TON	274.000				
40603595	P HMA SC "F" N90	TON	495.000				
42000516	PCC PVT 10 3/4 JOINTD	SQ YD	88,748.000				
42001300	PROTECTIVE COAT	SQ YD	112,846.000				
42300400	PCC DRIVEWAY PAVT 8	SQ YD	762.000				
42400200	PC CONC SIDEWALK 5	SQ FT	19,189.000				
42400800	DETECTABLE WARNINGS	SQ FT	120.000				
44000100	PAVEMENT REM	SQ YD	102,530.000				
44000165	HMA SURF REM 4	SQ YD	5,360.000				
44000200	DRIVE PAVEMENT REM	SQ YD	791.000				
44000500	COMB CURB GUTTER REM	FOOT	9,828.000				
44000600	SIDEWALK REM	SQ FT	17,233.000				
44004000	PAVED DITCH REMOVAL	FOOT	461.000				

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44004250	PAVED SHLD REMOVAL	SQ YD	20,394.000				
44300200	STRIP REF CR CON TR	FOOT	1,316.000				
48101500	AGGREGATE SHLDS B 6	SQ YD	1,596.000				
48203040	HMA SHOULDERS 10 3/4	SQ YD	3,742.000				
48300515	PCC SHOULDERS 10 3/4	SQ YD	19,996.000				
50100100	REM EXIST STRUCT	EACH	1.000				
50200100	STRUCTURE EXCAVATION	CU YD	708.000				
50300225	CONC STRUCT	CU YD	298.100				
50300285	FORM LINER TEX SURF	SQ FT	6,697.000				
50500505	STUD SHEAR CONNECTORS	EACH	1,286.000				
50800105	REINFORCEMENT BARS	POUND	60,530.000				
50800205	REINF BARS, EPOXY CTD	POUND	40,380.000				
50800515	BAR SPLICERS	EACH	94.000				
51500100	NAME PLATES	EACH	2.000				
54003000	CONC BOX CUL	CU YD	305.000				

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542JC072	P CUL CL C 72 JKD	FOOT	66.000				
*DEL 54213657	PRC FLAR END SEC 12	EACH	1.000				
*DEL 54213663	PRC FLAR END SEC 18	EACH	3.000				
*DEL 54213675	PRC FLAR END SEC 30	EACH	1.000				
*ADD 54260311	TRAVERS PIPE GRATE	EACH	1.000				
*ADD 54261248	CONC ES 542001 48 1:2	EACH	1.000				
*ADD 54261415	CONC ES 542001 15 1:4	EACH	1.000				
*ADD 54261418	CONC ES 542001 18 1:4	EACH	3.000				
*ADD 54261430	CONC ES 542001 30 1:4	EACH	1.000				
*REV 550A0340	STORM SEW CL A 2 12	FOOT	3,450.000				
*REV 550A0380	STORM SEW CL A 2 18	FOOT	2,610.000				
550A0410	STORM SEW CL A 2 24	FOOT	439.000				
*REV 550A0430	STORM SEW CL A 2 30	FOOT	24.000				
550A0450	STORM SEW CL A 2 36	FOOT	923.000				
550A0470	STORM SEW CL A 2 42	FOOT	841.000				
550A0480	STORM SEW CL A 2 48	FOOT	13.000				
550A0520	STORM SEW CL A 2 72	FOOT	184.000				
550A0640	STORM SEW CL A 3 12	FOOT	332.000				
*REV 550A0770	STORM SEW CL A 3 42	FOOT	382.000				
*REV 550A0780	STORM SEW CL A 3 48	FOOT	503.000				

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55100400	STORM SEWER REM 10	FOOT	451.000				
55100500	STORM SEWER REM 12	FOOT	3,862.000				
55100700	STORM SEWER REM 15	FOOT	2,556.000				
55100900	STORM SEWER REM 18	FOOT	296.000				
55101200	STORM SEWER REM 24	FOOT	645.000				
56103000	D I WATER MAIN 6	FOOT	124.000				
56103300	D I WATER MAIN 12	FOOT	1,019.000				
56105200	WATER VALVES 12	EACH	2.000				
56400500	FIRE HYDNITS TO BE REM	EACH	3.000				
56400820	FIRE HYD W/AUX V & VB	EACH	3.000				
59100100	GEOCOMPOSITE WALL DR	SQ YD	523.000				
60100060	CONC HDWL FOR P DRAIN	EACH	7.000				
60107600	PIPE UNDERDRAINS 4	FOOT	840.000				
60107700	PIPE UNDERDRAINS 6	FOOT	2,189.000				
60108200	PIPE UNDERDRAIN 6 SP	FOOT	205.000				

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60200105	CB TA 4 DIA T1F OL	EACH	1.000				
60200805	CB TA 4 DIA T8G	EACH	3.000				
60201105	CB TA 4 DIA T11F&G	EACH	34.000				
60201340	CB TA 4 DIA T24F&G	EACH	86.000				
60218300	MAN TA 4 DIA T1F OL	EACH	8.000				
*REV 60218400	MAN TA 4 DIA T1F CL	EACH	3.000				
60221000	MAN TA 5 DIA T1F OL	EACH	11.000				
60221100	MAN TA 5 DIA T1F CL	EACH	12.000				
60223700	MAN TA 6 DIA T1F OL	EACH	1.000				
60223800	MAN TA 6 DIA T1F CL	EACH	10.000				
60224446	MAN TA 7 DIA T1F CL	EACH	1.000				
60224459	MAN TA 8 DIA T1F CL	EACH	1.000				
60236800	INLETS TA T11F&G	EACH	1.000				
60248700	VV TA 4 DIA T1F CL	EACH	2.000				
60250200	CB ADJUST	EACH	15.000				

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60255500	MAN ADJUST	EACH	12.000				
60500040	REMOV MANHOLES	EACH	28.000				
60500050	REMOV CATCH BAS	EACH	82.000				
60500060	REMOV INLETS	EACH	14.000				
60600605	CONC CURB TB	FOOT	604.000				
60602800	CONC GUTTER TB	FOOT	840.000				
60603800	COMB CC&G TB6.12	FOOT	6,260.000				
60605000	COMB CC&G TB6.24	FOOT	2,791.000				
60608582	COMB CC&G TM4.24	FOOT	2,787.000				
60618300	CONC MEDIAN SURF 4	SQ FT	2,194.000				
60619600	CONC MED TSB6.12	SQ FT	5,552.000				
60624620	CORRUGATED MED MOD	SQ FT	3,000.000				
63000001	SPBGR TY A 6FT POSTS	FOOT	227.000				
63100169	TR BAR TRM T1 SPL FLR	EACH	2.000				
63200310	GUARDRAIL REMOV	FOOT	7,884.000				

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63301210	REM RE-E SPBGR TY A	FOOT	182.000				
63700155	CONC BAR 1F 32HT	FOOT	727.000				
63700255	CONC BAR 2F 32HT	FOOT	4,151.000				
63700805	CONC BAR TRANS	FOOT	50.000				
63700900	CONC BARRIER BASE	FOOT	4,970.000				
64300260	IMP ATTEN FRD NAR TL3	EACH	3.000				
*ADD 66900200	NON SPL WASTE DISPOSL	CU YD	7,000.000				
*ADD 66900450	SPL WASTE PLNS/REPORT	L SUM	1.000				
*ADD 66900530	SOIL DISPOSAL ANALY	EACH	6.000				
67000400	ENGR FIELD OFFICE A	CAL MO	20.000				
67000600	ENGR FIELD LAB	CAL MO	20.000				
67100100	MOBILIZATION	L SUM	1.000				
70103815	TR CONT SURVEILLANCE	CAL DA	464.000				
70106800	CHANGEABLE MESSAGE SN	CAL MO	131.000				
70300210	TEMP PVT MK LTR & SYM	SQ FT	303.000				
70300220	TEMP PVT MK LINE 4	FOOT	63,390.000				
70300240	TEMP PVT MK LINE 6	FOOT	1,114.000				
70300250	TEMP PVT MK LINE 8	FOOT	1,722.000				

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70300260	TEMP PVT MK LINE 12	FOOT	180.000				
70300280	TEMP PVT MK LINE 24	FOOT	183.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	56,307.000				
70400100	TEMP CONC BARRIER	FOOT	14,233.000				
70400200	REL TEMP CONC BARRIER	FOOT	6,977.000				
70500100	TEMP SPBGR TY A	FOOT	200.000				
70500665	TEMP TR BAR TERM T6	EACH	1.000				
*REV 70600250	IMP ATTN TEMP NRD TL3	EACH	1.000				
*ADD 70600251	IMP ATTN TEMP NRN TL3	EACH	8.000				
70600290	IMP ATTN TEMP SUW TL3	EACH	1.000				
*ADD 70600320	IMP ATTN REL FRD TL2	EACH	17.000				
*REV 70600350	IMP ATTN REL NRD TL3	EACH	1.000				
72000100	SIGN PANEL T1	SQ FT	612.000				
72000200	SIGN PANEL T2	SQ FT	347.000				
72000300	SIGN PANEL T3	SQ FT	1,176.000				
72400100	REMOV SIN PAN ASSY TA	EACH	9.000				
72400200	REMOV SIN PAN ASSY TB	EACH	5.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

60P35

State Job # - C-91-518-11

County Name - COOK- -

Code - 31 - -

District - 1 - -

Section Number - 0105-WRS

Project Number
 ACNHF-0330/069/

Route
 FAP 330

*Revised 1/9/2013

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
72400310	REMOV SIGN PANEL T1	SQ FT	529.000				
72400320	REMOV SIGN PANEL T2	SQ FT	190.000				
72400330	REMOV SIGN PANEL T3	SQ FT	1,576.000				
72400710	RELOC SIGN PANEL T1	SQ FT	15.000				
72400730	RELOC SIGN PANEL T3	SQ FT	366.000				
72700100	STR STL SIN SUP BA	POUND	9,748.000				
72900100	METAL POST TY A	FOOT	444.000				
72900200	METAL POST TY B	FOOT	120.000				
73000100	WOOD SIN SUPPORT	FOOT	120.000				
73302170	OSS CANT 2CA 3-0X5-6	FOOT	29.000				
73400100	CONC FOUNDATION	CU YD	23.000				
73400200	DRILL SHAFT CONC FDN	CU YD	8.500				
73600100	REMOV OH SIN STR-SPAN	EACH	1.000				
73600200	REMOV OH SIN STR-CANT	EACH	1.000				
73700300	REM CONC FDN-OVHD	EACH	3.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
78000200	THPL PVT MK LINE 4	FOOT	1,783.000				
78000400	THPL PVT MK LINE 6	FOOT	170.000				
78008200	POLYUREA PM T1 LTR-SY	SQ FT	1,808.000				
78008210	POLYUREA PM T1 LN 4	FOOT	33,683.000				
78008230	POLYUREA PM T1 LN 6	FOOT	10,146.000				
78008240	POLYUREA PM T1 LN 8	FOOT	3,213.000				
78008250	POLYUREA PM T1 LN 12	FOOT	419.000				
78008270	POLYUREA PM T1 LN 24	FOOT	502.000				
78008300	POLYUREA PM T2 LTR-SY	SQ FT	1,758.000				
78100100	RAISED REFL PAVT MKR	EACH	1,093.000				
78100105	RAISED REF PVT MKR BR	EACH	28.000				
78200410	GUARDRAIL MKR TYPE A	EACH	3.000				
78200530	BAR WALL MKR TYPE C	EACH	178.000				
78201000	TERMINAL MARKER - DA	EACH	2.000				
*REV 78300100	PAVT MARKING REMOVAL	SQ FT	38,421.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
78300200	RAISED REF PVT MK REM	EACH	1,559.000				
80400100	ELECT SERV INSTALL	EACH	1.000				
80400200	ELECT UTIL SERV CONN	L SUM	1.000		20,000.000		20,000.000
80500020	SERV INSTALL POLE MT	EACH	1.000				
81023200	CON ENC C 2 PVC 1X1	FOOT	502.000				
81028200	UNDRGRD C GALVS 2	FOOT	3,928.000				
81028210	UNDRGRD C GALVS 2 1/2	FOOT	182.000				
81028220	UNDRGRD C GALVS 3	FOOT	1,592.000				
81028230	UNDRGRD C GALVS 3 1/2	FOOT	28.000				
81028240	UNDRGRD C GALVS 4	FOOT	3,966.000				
81101000	CON AT ST 4 GALVS	FOOT	449.000				
81200250	CON EMB STR 3 PVC	FOOT	9,110.000				
81200270	CON EMB STR 4 PVC	FOOT	12,549.000				
81300948	JUN BX SS AS 24X24X10	EACH	2.000				
81301370	JUN BX SS ES 18X12X8	EACH	1.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
81304800	JUN BOX EM S 18X18X10	EACH	7.000				
81400100	HANDHOLE	EACH	25.000				
81400200	HD HANDHOLE	EACH	11.000				
81400300	DBL HANDHOLE	EACH	6.000				
81603025	UD 2#4 #4G XLP USE 1	FOOT	242.000				
81603081	UD 3#2#4G XLP USE 1.5 P	FOOT	13,176.000				
81603085	UD 3#4#4G XLP USE 1 1/4	FOOT	172.000				
81603105	UD 4#4#4G XLP USE 1 1/2	FOOT	88.000				
81702120	EC C XLP USE 1C 8	FOOT	109.000				
81702130	EC C XLP USE 1C 6	FOOT	218.000				
81702180	EC C XLP USE 1C 3/0	FOOT	100.000				
81702220	EC C XLP USE 1C 350	FOOT	120.000				
81800300	A CBL 3-1C2 MESS WIRE	FOOT	19,624.000				
82102250	LUM SV HOR MT 250W	EACH	4.000				
82102310	LUM SV HOR MT 310W	EACH	184.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
82102400	LUM SV HOR MT 400W	EACH	28.000				
83002200	LT P A 40MH 6DA	EACH	6.000				
83002210	LT P A 40MH 2-6DA	EACH	1.000				
83050825	LT P A 47.5MH 15DA	EACH	47.000				
83050915	LT P A 47.5MH 2-6DA	EACH	20.000				
83057295	LT P WD 50 CL4 15MA	EACH	106.000				
83600200	LIGHT POLE FDN 24D	FOOT	560.000				
*ADD 83600352	LP F M 11.5BC 8 5/8X6	EACH	4.000				
83800205	BKWY DEV TR B 15BC	EACH	56.000				
84100110	REM TEMP LIGHT UNIT	EACH	111.000				
84200500	REM LT UNIT SALV	EACH	84.000				
84200804	REM POLE FDN	EACH	84.000				
84500110	REMOV LIGHTING CONTR	EACH	1.000				
84500120	REMOV ELECT SERV INST	EACH	1.000				
84500130	REMOV LTG CONTR FDN	EACH	1.000				
85000200	MAIN EX TR SIG INSTAL	EACH	2.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
*DEL 86000100	MASTER CONTROLLER	EACH	1.000				
86400100	TRANSCEIVER - FIB OPT	EACH	2.000				
87300925	ELCBL C TRACER 14 1C	FOOT	4,213.000				
87301215	ELCBL C SIGNAL 14 2C	FOOT	2,079.000				
87301225	ELCBL C SIGNAL 14 3C	FOOT	3,344.000				
87301245	ELCBL C SIGNAL 14 5C	FOOT	9,823.000				
87301255	ELCBL C SIGNAL 14 7C	FOOT	3,093.000				
87301305	ELCBL C LEAD 14 1PR	FOOT	14,544.000				
87301800	ELCBL C SERV 4 2C	FOOT	279.000				
87301805	ELCBL C SERV 6 2C	FOOT	301.000				
87301900	ELCBL C EGRDC 6 1C	FOOT	4,221.000				
87502440	TS POST GALVS 10	EACH	1.000				
87502480	TS POST GALVS 14	EACH	3.000				
87502500	TS POST GALVS 16	EACH	8.000				
87700180	S MAA & P 28	EACH	1.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
87700200	S MAA & P 32	EACH	1.000				
87700220	S MAA & P 36	EACH	1.000				
87700230	S MAA & P 38	EACH	1.000				
87700310	S MAA & P 54	EACH	1.000				
87700330	S MAA & P 56	EACH	1.000				
87700400	S MAA & P 60	EACH	1.000				
87702960	STL COMB MAA&P 46	EACH	2.000				
87703010	STL COMB MAA&P 56	EACH	1.000				
87703030	STL COMB MAA&P 60	EACH	1.000				
87703040	STL COMB MAA&P 62	EACH	1.000				
87800100	CONC FDN TY A	FOOT	56.000				
87800150	CONC FDN TY C	FOOT	12.000				
87800400	CONC FDN TY E 30D	FOOT	10.000				
87800415	CONC FDN TY E 36D	FOOT	74.000				
87800420	CONC FDN TY E 42D	FOOT	105.000				

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60P35

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District - 1 - -

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 ACNHF-0330/069/

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
87900200	DRILL EX HANDHOLE	EACH	1.000				
88030020	SH LED 1F 3S MAM	EACH	31.000				
88030050	SH LED 1F 3S BM	EACH	3.000				
88030100	SH LED 1F 5S BM	EACH	3.000				
88030110	SH LED 1F 5S MAM	EACH	7.000				
88030210	SH LED 2F 3S BM	EACH	3.000				
88030240	SH LED 2F 1-3 1-5 BM	EACH	2.000				
88102717	PED SH LED 1F BM CDT	EACH	9.000				
88102747	PED SH LED 2F BM CDT	EACH	1.000				
88200210	TS BACKPLATE LOU ALUM	EACH	38.000				
88500100	INDUCTIVE LOOP DETECT	EACH	47.000				
88600100	DET LOOP T1	FOOT	380.000				
88600700	PREFORM DETECT LOOP	FOOT	2,463.000				
88700200	LIGHT DETECTOR	EACH	4.000				
88700300	LIGHT DETECTOR AMP	EACH	1.000				

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Revised 1/8/13

COMMITMENTS

The subject improvements impact the Pace Bus Route 330 on Mannheim Road. During construction, a minimum of two lanes of traffic, in each direction, shall be maintained. The Contractor shall notify the Pace representative two weeks in advance of the start of the project so Pace can inform customers.

COORDINATION WITH ADJACENT AND/OR OVERLAPPING CONTRACTS

This contract abuts and/or overlaps with other concurrent contracts listed below. Each contract includes work items requiring close coordination between the various Contractors regarding the sequence and timing of execution of work items. This contract also includes critical work items that affect the future staging of traffic and completion dates of other contracts.

Contract No. 60G37- Mannheim Road South from Irving Park Road (IL 19) to I-190: Widening and reconstruction, traffic signals, storm sewer, lighting, pavement marking and signing.

Critical items affecting the above contract: MOT coordination, Box Culvert Construction, Ramp Closures and Detours.

The staging and traffic control shown on the plans near the project limit with Contract 60P35 is based on both contracts being in construction at the same time as this contract. Adjustments to the staging and traffic control shown may be required. The contractor shall coordinate construction staging and traffic control work with adjoining or overlapping contracts, including barricade placement necessary to provide a uniform traffic pattern in accordance with the standards and details in the plans and as directed by the Engineer.

I-190 ATS BRIDGE PIER RELOCATION – Bridge pier relocation and associated electrical and train control work for the Airport Transit System (ATS) Bridge over Interstate I-190.

Critical items affecting the above contract: FAA FOTS Loop 3 relocation must be in place prior to ATS shutdown.

BALMORAL EXTENSION - Stage 3 of the Balmoral Avenue Improvement Project. Proposed improvements include construction of a new bridge overpass over Mannheim Road mainline.

Critical items affecting the above contract: Placement of overhead structural beams and construction of bridge substructure elements.

IL 19 and YORK ROAD – Mannheim Road will be a signed detour route and the contractor will have to work around signs placed on this route. If the signs need to be relocated during construction, the contractor must coordinate with the RE from each project.

Revised 1/8/13

I-90 JANE ADDAMS MEMORIAL TOLLWAY IMPROVEMENT - The project will consist of roadway and bridge reconstruction and widening between the Kennedy Expressway and Oakton Street. In addition, the project will include conveyance and detention drainage improvements, retaining walls, noise walls, MOT, signing, pavement marking, erosion and sediment control, ITS, lighting, and other related roadway improvements. As part of this improvement, the Mannheim Road Bridge (Structure No. 381-EB) will include substructure widening and deck replacement. The widening is scheduled for construction in 2014, while the deck replacement is scheduled for construction in 2015.

Add the following paragraph to the beginning of Article 105.08; "The Contractor shall identify all such work items (including the critical items listed above) at the beginning of the contract and coordinate the sequence and timing of their execution and completion with the other Contractor through the Engineer. All of these work items shall be identified as separate line items in the Contractor's proposed Construction Progress Schedule. Additional compensation or the extension of contract time will not be allowed for the progress of work items affected by the lack of such coordination by the Contractor".

Revised 1/8/13

MAINTENANCE OF ROADWAYS (D-1)

Effective: September 30, 1985

Revised: November 1, 1996

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

If items of work have not been provided in the contract, or otherwise specified for payment, such items, including the accompanying traffic control and protection required by the Engineer, will be paid for in accordance with Article 109.04 of the Standard Specifications.

KEEPING THE EXPRESSWAY OPEN TO TRAFFIC (D-1)

Effective: March 22, 1996

Revised: February 9, 2005

Whenever work is in progress on or adjacent to an expressway, the Contractor shall provide the necessary traffic control devices to warn the public and to delineate the work zone as required in these Special Provisions, the Standard Specifications, the State Standards, and the District Freeway Details. All Contractors' personnel shall be limited to these barricaded work zones and shall not cross the expressway.

The Contractor shall request and gain approval from the Illinois Department of Transportation's Expressway Traffic Operations Engineer (847-705-4151) twenty-four (24) hours in advance of all daily lane, ramp and shoulder closures and seventy-two (72) hours in advance of all permanent and weekend closures on all Freeways and/or Expressways in District One. This advance notification is calculated based on a work week of Monday through Friday and shall not include weekends or Holidays.

LOCATION: I-190 from Bessie Coleman Drive to River Rd.

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday thru Friday	One Lane	10:00 P.M.	to	5:00 A.M.
	Two Lanes	11:00 P.M.	to	5:00 A.M.
Saturday	One Lane	10:00 P.M. (Sat.)	to	7:00 A.M. (Sun.)
	Two Lanes	11:00 P.M. (Sat.)	to	7:00 A.M. (Sun.)

Temporary full ramp closures to and from I-190 will only be allowed during the allowable hours for a 2 lane closure.

In addition to the hours noted above, temporary shoulder and partial ramp closures are allowed weekdays between 9:00 AM and 3:00 PM.

Revised 1/8/13

In addition to other restrictions on lane closures and shoulder closures found in the contract these additional restrictions apply: during the following holiday periods no lane closures or shoulder closures will be allowed on I-190 or the ramps to and from I-190 and Mannheim Road. Also no work will be allowed that interferes with height restrictions near or around the airport.

- 3:00 p.m. Friday, November 22, 2013 to 9:00 a.m. Monday, December 2, 2013
- 3:00 p.m. Friday, December 20, 2013 to 11:59 p.m. Sunday, January 5, 2014

All daily lane closures shall be removed during adverse weather conditions such as rain, snow, and/or fog and as determined by the Engineer.

Additional lane closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major sporting events and/or other events.

All lane closure signs shall not be erected any earlier than one-half (1/2) hour before the starting hours listed above. Also, these signs should be taken down within one-half (1/2) hour after the closure is removed.

The Contractor will be required to cooperate with all other contractors when erecting lane closures on the expressway. All lane closures (includes the taper lengths) without a three (3) mile gap between each other, in one direction of the expressway, shall be on the same side of the pavement. Lane closures on the same side of the pavement with a half (1/2) mile or less gap between the end of one work zone and the start of taper of next work zone should be connected. The maximum length of any lane closure on the project and combined with any adjacent projects shall be three (3) miles. Gaps between successive permanent lane closures shall be no less than two (2) miles in length.

Private vehicles shall not be parked in the work zone. Contractor's equipment and/or vehicles shall not be parked on the shoulders or in the median during non-working hours. The parking of equipment and/or vehicles on State right-of-way will only be permitted at the locations approved by the Engineer.

FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC (D-1)

Effective: March 22, 1996

Revised: February 9, 2005

Should the Contractor fail to completely open and keep open all the traffic lanes to traffic in accordance with the limitations specified under the Special Provisions for "Keeping the Expressway Open to Traffic", the Contractor shall be liable to the Department for the amount of:

One lane or ramp blocked = \$ **1,800**

Not as a penalty but as liquidated and ascertained damages for each and every 15 minute interval or a portion thereof that a lane is blocked outside the allowable time limitations. Such damages may be deducted by the Department from any monies due the Contractor. These damages shall apply during the contract time and during any extensions of the contract time.

Revised 1/8/13

TRAFFIC CONTROL PLAN (D-1)

Effective: September 30, 1985

Revised: January 1, 2007

Traffic Control shall be according to the applicable sections of the Standard Specifications, the Supplemental Specifications, the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", any special details and Highway Standards contained in the plans, and the Special Provisions contained herein.

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

The Contractor shall contact the District One Bureau of Traffic at least 72 hours in advance of beginning work.

PLANS:

MAINTENANCE OF TRAFFIC PLAN SHEETS

STANDARDS:

- 701001-02 OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
- 701006-04 OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
- 701011-03 OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
- 701101-03 OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
- 701106-02 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 M) AWAY
- 701411-08 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS \geq 45 MPH
- 701421-05 LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS \geq 45 MPH TO 55 MPH
- 701422-05 LANE CLOSURE, MULTILANE, FOR SPEEDS \geq 45 MPH TO 55 MPH
- 701426-05 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS \geq 45 MPH
- 701427-01 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS \leq 40 MPH
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701601-08 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
- 701701-08 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-05 SIDEWALK, CORNER, OR CROSSWALK CLOSURE**
- 701901-02 TRAFFIC CONTROL DEVICES
- 704001-07 TEMPORARY CONCRETE BARRIER

Revised 1/8/13

DISTRICT 1 DETAILS:

TC08	ENTRANCE AND EXT RAMP CLOSURE DETAILS
TC10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC17	TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC22	ARTERIAL ROAD INFORMATION SIGN
TC26	DRIVEWAY ENTRANCE SIGNING

DISTRICT 1 SPECIAL PROVISIONS:

MAINTENANCE OF ROADWAYS
KEEPING THE EXPRESSWAYS OPEN TO TRAFFIC (D-1)
TRAFFIC CONTROL PLAN (D-1)
TRAFFIC CONTROL AND PROTECTION (ARTERIALS) (D-1)
TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) (D-1)
TRAFFIC CONTROL FOR WORK ZONE AREAS (D-1)
TEMPORARY INFORMATION SIGNING (D-1)
TYPE III TEMPORARY TAPE FOR WET CONDITIONS (D-1)
TEMPORARY PAVEMENT
AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS (D-1)

CONTRACT SPECIAL PROVISIONS:

KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC
CLEANING OF TRAFFIC CONTROL DEVICES
EXTENDED TRAFFIC CONTROL AND PROTECTION

SUPPLEMENTAL SPECIFICATIONS

IMPACT ATTENUATORS, TEMPORARY

BDE SPECIAL PROVISIONS

PAVEMENT MARKING REMOVAL
TRAFFIC CONTROL DEFICIENCY DEDUCTION
WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING
TRAFFIC CONTROL AND PROTECTION (ARTERIALS) (D-1)

Effective: February 1, 1996

Revised: March 1, 2011

Specific traffic control plan details and Special Provisions have been prepared for this contract. This work shall include all labor, materials, transportation, handling and incidental work necessary to furnish, install, maintain and remove all traffic control devices required as indicated in the plans and as approved by the Engineer.

When traffic is to be directed over a detour route, the Contractor shall furnish, erect, maintain and remove all applicable traffic control devices along the detour route according to the details shown in the plans.

Revised 1/8/13

Method of Measurement: All traffic control (except Traffic Control and Protection (Expressways) and temporary pavement markings) indicated on the traffic control plan details and specified in the Special Provisions will be measured for payment on a lump sum basis.

TRAFFIC CONTROL FOR WORK ZONE AREA (D-1)

Effective: September 14, 1995

Revised: January 1, 2007

Work zone entry and exit openings shall be established daily by the Contractor with the approval of the Engineer. All vehicles including cars and pickup trucks shall exit the work zone at the exit openings. All trucks shall enter the work zone at the entry openings. These openings shall be signed in accordance with the details shown elsewhere in the plans and shall be under flagger control during working hours.

The Contractor shall plan his trucking operations into and out of the work zone as well as on to and off the expressway to maintain adequate merging distance. Merging distances to cross all lanes of traffic shall be no less than 1/2 mile. This distance is the length from where the trucks enter the expressway to where the trucks enter the work zone. It is also the length from where the trucks exit the work zone to where the trucks exit the expressway. The stopping of expressway traffic to allow trucks to change lanes and/or cross the expressway is prohibited. Failure to comply with the above requirements will result in a Traffic Control Deficiency charge. The deficiency charge will be calculated as outlined in Article 105.03 of the Standard Specifications. The Contractor will be assessed this daily charge for each day a deficiency is documented by the Engineer.

STATUS OF UTILITIES TO BE ADJUSTED (D-1)

Effective: January 30, 1987

Revised: July 1, 1994

Utility companies involved in this project have provided the following estimated dates:

NAME & ADDRESS OF UTILITY	TYPE	DESCRIPTION	ESTIMATED DURATION FROM AWARD TO COMPLETE RELOCATION
ATTN: LEGAL MANDATE TEAM AT&T 1000 COMMERCE DRIVE OAKBROOK IL 60523	UNDERGROUND TELEPHONE LINES	<ul style="list-style-type: none"> • CONFLICT BETWEEN ROADWAY GRADING AND STORM SEWER WITH CROSSING OF UNDERGROUND TELEPHONE LINE AT MANNHEIM ROAD STATION 161+50. • CONFLICT BETWEEN ROADWAY GRADING AND STORM SEWER WITH UNDERGROUND TELEPHONE LINE UNDER PROPOSED MANNHEIM ROAD BETWEEN ZEMKE AND HIGGINS. 	

Revised 1/8/13

<p>MRS. MARTHA GIERAS COMCAST CABLE COMMUNICATIONS, INC. DESIGN/DRAFTING DEPARTMENT 688 INDUSTRIAL DRIVE ELMHURST IL 60126</p>	<p>UNDERGROUND FIBER OPTIC</p>	<ul style="list-style-type: none"> • CONFLICT BETWEEN ROADWAY WITH UNDERGROUND FIBER OPTIC LINE ON HIGGINS AT APPROXIMATELY STATION 504+50. 	
<p>MR. JOHN D. PRIBICH PROGRAM MANAGER, PUBLIC RELOCATION COMED TWO LINCOLN CENTRE, 8TH FLOOR OAKBROOK TERRACE IL 60181-4260</p>	<p>UNDERGROUND ELECTRIC LINES</p>	<ul style="list-style-type: none"> • CONFLICT BETWEEN ROADWAY, GRADING, AND STORM SEWER WITH UNDERGROUND ELECTRIC LINE ON THE NORTH SIDE OF ZEMKE FROM APPROXIMATELY STATIONS 50+00 TO 53+00 • CONFLICT BETWEEN STORM SEWER AND UNDERGROUND ELECTRIC LINE AT APPROXIMATELY MANNHEIM ROAD STATION 161+00 	
<p>PEOPLES ENERGY</p>	<p>UNDERGROUND GAS LINES</p>	<ul style="list-style-type: none"> • CONFLICT BETWEEN ROADWAY, GRADING, AND STORM SEWER WITH UNDERGROUND GAS LINE ON THE WEST SIDE OF MANNHEIM FROM APPROXIMATELY STATIONS 134+00 TO 146+00. • CONFLICT BETWEEN STORM SEWER CROSSING OF UNDERGROUND GAS LINE AT APPROXIMATELY STATION 146+00. 	
<p>PEOPLES ENERGY</p>	<p>UNDERGROUND GAS LINES</p>	<ul style="list-style-type: none"> • CONFLICT BETWEEN ROADWAY, GRADING, AND STORM SEWER WITH UNDERGROUND GAS LINE ON THE WEST SIDE OF MANNHEIM FROM APPROXIMATELY STATIONS 134+00 TO 146+00. • CONFLICT BETWEEN STORM SEWER CROSSING OF UNDERGROUND GAS LINE AT APPROXIMATELY STATION 146+00. 	<p>14 DAYS</p>

Revised 1/8/13

MS. CONSTANCE LANE UTILITY CONSULTANT NICOR GAS ENGINEERING DEPARTMENT 1844 FERRY ROAD NAPERVILLE IL 60563- 9600	UNDERGROUND GAS LINES	<ul style="list-style-type: none"> • CONFLICT BETWEEN ROADWAY, GRADING, AND STORM SEWER WITH UNDERGROUND GAS LINE ON THE WEST SIDE OF MANNHEIM BETWEEN ZEMKE AND HIGGINS. 	21 DAYS
MCI PO Box 387 7719 West 60th Place Summit, IL 60501	UNDERGROUND FIBER OPTIC	<ul style="list-style-type: none"> • CONFLICT BETWEEN ROADWAY WITH UNDERGROUND FIBER OPTIC LINE ON HIGGINS FROM 495+00 TO 501+00 	90 DAYS

The above represents the best information available to the Department and is included for the convenience of the bidder. The applicable portions of Articles 105.07 and 107.31 of the Standard Specifications shall apply.

In accordance with 605 ILCS 5/9-113 of the Illinois Compiled Statutes, utility companies have 90 days to complete the relocate their facilities after receipt of written notice from the Department. The 90-day written notice will be sent to the utility companies after the following occurs:

- 1.) Proposed right of way is clear for award.
- 2.) Final plans have been sent to the utility companies.
- 3.) Utility permit is received by the Department and the Department is ready to issue said permit.
- 4.) If the permit has not been submitted, a 15 day letter is sent to the utility company notifying them they have 15 days to provide their permit application. After allowing 15 days for submission of the permit the 90 day notice is sent to the utility company. Any time within the 90 day relocation period the utility company may request a waiver for additional time to complete their relocation.

Revised 1/8/13

Revise the first sentence of Article 603.07 to read:

“603.07 Protection Under Traffic. After the casting has been adjusted and the Class PP concrete has been placed, the work shall be protected by a barricade and two lights according to Article 701.17(e)(3)b.”

AGGREGATE SUBGRADE IMPROVEMENT (D-1)

Effective: February 22, 2012

Revised: January 1, 2013

Add the following Section to the Standard Specifications:

“SECTION 303. AGGREGATE SUBGRADE IMPROVEMENT

303.01 Description. This work shall consist of constructing an aggregate subgrade improvement.

303.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.06
(b) Reclaimed Asphalt Pavement (RAP) (Notes 1, 2)	1031

Note 1. Crushed RAP, from either full depth or single lift removal, may be mechanically blended with aggregate gradations CS 01 or CS 02 but shall not exceed 40 percent of the total product. The top size of the Coarse RAP shall be less than 4 in. (100 mm) and well graded.

Note 2. RAP having 100 percent passing the 1 1/2 in. (37.5 mm) sieve and being well graded, may be used as capping aggregate in the top 3 in. (75 mm) when aggregate gradations CS 01 or CS 02 are used in lower lifts. When RAP is blended with any of the coarse aggregates, the blending shall be done with mechanically calibrated feeders.

Revised 1/8/13

303.03 Equipment. The vibratory machine shall be according to Article 1101.01, or as approved by the Engineer.

303.04 Soil Preparation. The stability of the soil shall be according to the Department's Subgrade Stability Manual for the aggregate thickness specified.

303.05 Placing Aggregate. The maximum nominal lift thickness of aggregate gradations CS 01 or CS 02 shall be 24 in. (600 mm).

303.06 Capping Aggregate. The top surface of the aggregate subgrade shall consist of a minimum 3 in. (75 mm) of aggregate gradations CA 06 or CA 10. When Reclaimed Asphalt Pavement (RAP) is used, it shall be crushed and screened where 100 percent is passing the 1 1/2 in. (37.5 mm) sieve and being well graded. RAP that has been fractionated to size will not be permitted for use in capping. Capping aggregate will not be required when the aggregate subgrade improvement is used as a cubic yard pay item for undercut applications. When RAP is blended with any of the coarse aggregates, the blending shall be done with mechanically calibrated feeders.

303.07 Compaction. All aggregate lifts shall be compacted to the satisfaction of the Engineer. If the moisture content of the material is such that compaction cannot be obtained, sufficient water shall be added so that satisfactory compaction can be obtained.

303.08 Finishing and Maintenance of Aggregate Subgrade Improvement. The aggregate subgrade improvement shall be finished to the lines, grades, and cross sections shown on the plans, or as directed by the Engineer. The aggregate subgrade improvement shall be maintained in a smooth and compacted condition.

303.09 Method of Measurement. This work will be measured for payment according to Article 311.08.

303.10 Basis of Payment. This work will be paid for at the contract unit price per cubic yard (cubic meter) for AGGREGATE SUBGRADE IMPROVEMENT or at the contract unit price per square yard (square meter) for AGGREGATE SUBGRADE IMPROVEMENT, of the thickness specified.

Add the following to Section 1004 of the Standard Specifications:

"1004.06 Coarse Aggregate for Aggregate Subgrade Improvement. The aggregate shall be according to Article 1004.01 and the following.

- (a) Description. The coarse aggregate shall be crushed gravel, crushed stone, or crushed concrete.
- (b) Quality. The coarse aggregate shall consist of sound durable particles reasonably free of deleterious materials.
- (c) Gradation.
 - (1) The coarse aggregate gradation for total subgrade thickness less than or equal to 12 in. (300 mm) shall be CS 01.

Revised 1/8/13

The coarse aggregate gradation for total subgrade thickness more than 12 in. (300 mm) shall be CS 01 or CS 02.

COARSE AGGREGATE SUBGRADE GRADATIONS					
Grad No.	Sieve Size and Percent Passing				
	8"	6"	4"	2"	#4
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 02		100	80 ± 10	25 ± 15	

COARSE AGGREGATE SUBGRADE GRADATIONS (Metric)					
Grad No.	Sieve Size and Percent Passing				
	200 mm	150 mm	100 mm	50 mm	4.75 mm
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 02		100	80 ± 10	25 ± 15	

(2) The 3 in. (75 mm) capping aggregate shall be gradation CA 6 or CA 10."

COARSE AGGREGATE FOR BACKFILL, TRENCH BACKFILL AND BEDDING (D-1)

Effective: November 1, 2011

This work shall be according to Section 1004.05 of the Standard Specifications except for the following:

Reclaimed Asphalt Pavement (RAP) maybe blended with gravel, crushed gravel, crushed stone crushed concrete, crushed slag, chats, crushed sand stone or wet bottom boiler slag. The RAP materials shall be crushed and screened. Unprocessed RAP grindings will not be permitted. The RAP shall be uniformly graded and shall pass the 1.0 in. (25 mm) screen. When RAP is blended with any of the coarse aggregate listed above, the blending shall be done mechanically with calibrated feeders. The feeders shall have an accuracy of ± 2.0 percent of the actual quantity of material delivered. The final blended product shall not contain more than 40 percent by weight RAP.

The coarse aggregate listed above shall meet CA 6 and CA 10 gradations prior to being blended with the processed and uniformly graded RAP.

Revised 1/8/13

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

Effective: November 1, 2012

Revise: January 1, 2013

Revise Section 1031 of the Standard Specifications to read:

“SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

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

- (a) Reclaimed Asphalt Pavement (RAP). RAP is the material resulting by 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. No additional RAP shall be added to the pile after the pile has been sealed. Stockpiles shall be sufficiently separated to prevent intermingling at the base. All stockpiles (including unprocessed RAP and Processed FRAP) shall be identified by signs indicating the type as listed below (i.e. “Non- Quality, FRAP -#4 or Type 2 RAS”, etc...).

Revised 1/8/13

- (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 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 RAP 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/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. The Contractor shall construct individual, sealed RAS stockpiles meeting one of the following definitions. No additional RAS shall be added to the pile after the pile has been sealed. 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.

Revised 1/8/13

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

- (a) RAP/FRAP Testing. When used in HMA, the RAP/FRAP shall be sampled and tested either during processing or after stockpiling.
- (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) 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 whether RAP or 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 either during or after stockpiling.

During stockpiling, washed extraction, and testing for unacceptable materials shall be run at the minimum frequency of one sample per 200 tons (180 metric tons) for the first 1000 tons (900 metric tons) and one sample per 1000 tons (900 metric tons) thereafter. A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). Once a ≤ 1000 ton (900 metric ton), five-sample/test stockpile has been established it shall be sealed. Additional incoming RAS shall be stockpiled 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.

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 RAP/FRAP Test Results. All of the extraction results shall be compiled and averaged for asphalt binder content and gradation and, when applicable (for slag) G_{mm} . Individual extraction test results, when compared to the averages, will be accepted if within the tolerances listed below.

Revised 1/8/13

Parameter	RAP or FRAP	Conglomerate "D" Quality RAP
1 in. (25 mm)		± 5 %
1/2 in. (12.5 mm)	± 8 %	± 15 %
No. 4 (4.75 mm)	± 6 %	± 13 %
No. 8 (2.36 mm)	± 5 %	
No. 16 (1.18 mm)		± 15 %
No. 30 (600 μm)	± 5 %	
No. 200 (75 μm)	± 2.0 %	± 4.0 %
Asphalt Binder	± 0.4 % ^{1/}	± 0.5 %
G _{mm}	± 0.03 ^{2/}	

1/ The tolerance for FRAP shall be ± 0.3 %.

2/ For slag and steel slag

If more than 20 percent of the individual sieves and/or asphalt binder content tests are out of the above tolerances, the RAP/FRAP shall not be used in HMA unless the RAP/FRAP representing the failing tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

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)".

- (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. Individual test results, when compared to the averages, 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)	± 2.0 %
Asphalt Binder Content	± 1.5 %

If more than 20 percent of the individual sieves and/or asphalt binder content tests are out of the above tolerances, the RAS shall not be used in Department projects unless the RAS, RAP or FRAP representing the failing tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

1031.05 Quality Designation of Aggregate in RAP/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.

Revised 1/8/13

- (1) RAP from Class I, Superpave (High ESAL)/HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.
 - (2) RAP from Superpave (High ESAL)/HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.
 - (3) RAP from Class I, Superpave (High ESAL)/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 RAS, RAP or FRAP in HMA. The use of RAS, RAP or FRAP shall be a Contractor's option when constructing HMA in all contracts.

- (a) RAP/FRAP. The use of RAP/FRAP in HMA shall be as follows.
- (1) Coarse Aggregate Size (after extraction). The coarse aggregate in all RAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.
 - (2) Steel Slag Stockpiles. RAP/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). RAP/FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall have coarse aggregate that is Class B quality or better. RAP/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. RAP/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. RAP/FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be RAP, Restricted FRAP, conglomerate, or conglomerate DQ.

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- (b) RAS. RAS meeting Type 1 or Type 2 requirements will be permitted in all HMA applications as specified herein.
- (c) RAP/FRAP and/or RAS Usage Limits. Type 1 or Type 2 RAS may be used alone or in conjunction with RAP or FRAP in HMA mixtures up to a maximum of 5.0% by weight of the total mix.

When the Contractor chooses the RAP option, the percentage of the percentage of virgin asphalt binder replaced by the asphalt binder from the RAP shall not exceed the percentages indicated in the table below for a given N Design:

Max Asphalt Binder Replacement RAP Only
 Table 1

HMA Mixtures ^{1/, 2/}	Maximum % Asphalt Binder replacement (ABR)		
	Binder/Leveling Binder	Surface	Polymer Modified
Ndesign			
30L	25	15	10
50	25	15	10
70	15	10	10
90	10	10	10
105	10	10	10
4.75 mm N-50			15
SMA N-80			10

- 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 asphalt binder replacement exceeds 15 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent binder replacement would require a virgin asphalt binder grade of PG64-22 to 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.

When the Contractor chooses either the RAS or FRAP option, the percent binder replacement shall not exceed the amounts indicated in the tables below for a given N Design.

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Max Asphalt Binder Replacement RAS or FRAP
 Table 2

HMA Mixtures ^{1/, 2/}	Level 1 - Maximum % ABR		
Ndesign	Binder/Leveling Binder	Surface	Polymer Modified ^{3/, 4/}
30L	35	30	15
50	30	25	15
70	30	20	15
90	20	15	15
105	20	15	15
4.75 mm N-50			25
SMA N-80			15

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 asphalt 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 will require a virgin asphalt binder grade of PG64-22 to 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 is 15 percent or less, the required virgin asphalt binder grade shall be SBS PG76-22.

4/ When the ABR for IL-4.75 mix is 15 percent or less, the required virgin asphalt binder grade shall be SBS PG76-22. When the ABR for the IL-4.75 mix exceeds 15 percent, the virgin asphalt binder grade shall be SBS PG70-28.

When the Contractor chooses the RAS with FRAP combination, the percent asphalt binder replacement shall split equally between the RAS and the FRAP, and the total replacement shall not exceed the amounts indicated in the tables below for a given N Design.

Max Asphalt Binder Replacement RAS and FRAP Combination
 Table 3

HMA Mixtures ^{1/, 2/}	Level 2 - Maximum % ABR		
Ndesign	Binder/Leveling Binder	Surface	Polymer Modified ^{3/, 4/}
30L	50	40	30
50	40	35	30
70	40	30	30
90	40	30	30
105	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.

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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 will require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28).

3/ When the ABR for SMA is 15 percent or less, the required virgin asphalt binder shall be SBS PG76-22. When the ABR for SMA exceeds 15%, the virgin asphalt binder grade shall be SBS PG70-28.

4/ When the ABR for IL-4.75 mix is 15 percent or less, the required virgin asphalt binder grade shall be SBS PG76-22. When the ABR for the IL-4.75 mix exceeds 15 percent, the virgin asphalt binder grade shall be SBS PG70-28.

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

All HMA mixtures will be required to be tested, prior to submittal for Department verification, according to Illinois Modified AASHTO T324 (Hamburg Wheel) and shall meet the following requirements:

Asphalt Binder Grade	# Repetitions	Max Rut Depth (mm)
PG76-XX	20,000	12.5
PG70-XX	20,000	12.5
PG64-XX	10,000	12.5
PG58-XX	10,000	12.5
PG52-XX	10,000	12.5
PG46-XX	10,000	12.5

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

For IL 4.75 mm Designs (N-50) the maximum rut depth is 9.0 mm at 15,000 repetitions.

1031.08 HMA Production. 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.

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, RAP 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 the RAS, RAP and FRAP control tolerances or QC/QA test results require corrective action, the Contractor shall cease production of the mixture containing RAs, RAP or FRAP and either switch to the virgin aggregate design or submit a new RAS, RAP or FRAP design.

(a) RAP/FRAP. The coarse aggregate in all RAP/FRAP used shall be equal to or less than the maximum size requirement for the HMA mixture being produced.

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- (b) RAS. RAS shall be incorporated into the HMA mixture either by a separate weight depletion system or by using the RAP weigh belt. Either feed system shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. The portion of RAS shall be controlled accurately to within ± 0.5 percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that the mixture production is halted when RAS flow is interrupted.
- (c) RAS, RAP and FRAP. HMA plants utilizing RAS, RAP and FRAP 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, RAP 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, RAP and FRAP material as a percent of the total mix to the nearest 0.1 percent.
- h. Aggregate RAS, RAP and FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAS, RAP 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, RAP and FRAP weight to the nearest pound (kilogram).

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- g. Virgin asphalt binder weight to the nearest pound (kilogram).
- h. Residual asphalt binder in the RAS, RAP 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.
- (b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded, FRAP, or single sized will not be accepted for use as Aggregate Surface Course and Aggregate Shoulders."

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FRICTION SURFACE AGGREGATE (D1)

Effective: January 1, 2011
Revised: November 1, 2012

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

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

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

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

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

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

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HMA High ESAL	D Surface IL-12.5 or IL-9.5	<u>Allowed Alone or in Combination:</u> Crushed Gravel Carbonate Crushed Stone (other than Limestone) Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) ^{1/} Crushed Steel Slag ^{1/} Crushed Concrete	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		25% Limestone	Dolomite
		50% Limestone	Any Mixture D aggregate other than Dolomite
75% Limestone	Crushed Slag (ACBF) ^{1/} or Crushed Sandstone		
HMA High ESAL	F Surface IL-12.5 or IL-9.5	<u>Allowed Alone or in Combination:</u> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) ^{1/} Crushed Steel Slag ^{1/} No Limestone or no Crushed Gravel alone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
	50% Crushed Gravel, or Dolomite	Crushed Sandstone, Crushed Slag (ACBF) ^{1/} , Crushed Steel Slag ^{1/} , or Crystalline Crushed Stone	
HMA High ESAL	SMA Ndesign 80 Surface	Crystalline Crushed Stone Crushed Sandstone Crushed Steel Slag ^{1/}	

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

GRANULAR MATERIALS (BDE)

Effective: November 1, 2012

Revise the title of Article 1003.04 of the Standard Specifications to read:

“1003.04 Fine Aggregate for Bedding, Trench Backfill, Embankment, Porous Granular Backfill, Sand Backfill for Underdrains, and French Drains.”

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

“(c) Gradation. The fine aggregate gradations for granular embankment, granular backfill, bedding, and trench backfill for pipe culverts and storm sewers shall be FA 1, FA 2, or FA 6 through FA 21.

The fine aggregate gradation for porous granular embankment, porous granular backfill, french drains, and sand backfill for underdrains shall be FA 1, FA 2, or FA 20, except the percent passing the No. 200 (75 µm) sieve shall be 2±2.”

Revise Article 1004.05(c) of the Standard Specifications to read:

“(c) Gradation. The coarse aggregate gradations shall be as follows.

Application	Gradation
Blotter	CA 15
Granular Embankment, Granular Backfill, Bedding, and Trench Backfill for Pipe Culverts and Storm Sewers	CA 6, CA 9, CA 10, CA 12, CA17, CA18, and CA 19
Porous Granular Embankment, Porous Granular Backfill, and French Drains	CA 7, CA 8, CA 11, CA 15, CA 16 and CA 18”

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

Effective: January 1, 2010

Revised: April 1, 2012

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

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

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REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

Revise Article 669.01 of the Standard Specifications to read:

“669.01 Description. This work shall consist of the transportation and proper disposal of contaminated soil and water. This work shall also consist of the removal, transportation, and proper disposal of underground storage tanks (UST), their content and associated underground piping to the point where the piping is above the ground, including determining the content types and estimated quantities.”

Revise Article 669.08 of the Standard Specifications to read:

“669.08 Contaminated Soil and/or Groundwater Monitoring. The Contractor shall hire a qualified environmental firm to monitor the area containing the regulated substances. The affected area shall be monitored with a photoionization detector (PID) utilizing a lamp of 10.6eV or greater or a flame ionization detector (FID). Any field screen reading on the PID or FID in excess of background levels indicates the potential presence of contaminated material requiring handling as a non-special waste, special waste, or hazardous waste. No excavated soils can be taken to a clean construction and demolition debris (CCDD) facility or an uncontaminated soil fill operation with detectable PID or FID meter readings. The PID or FID meter shall be calibrated on-site and background level readings taken and recorded daily. All testing shall be done by a qualified engineer/technician. Such testing and monitoring shall be included in the work. The Contractor shall identify the exact limits of removal of non-special waste, special waste, or hazardous waste. All limits shall be approved by the Engineer prior to excavation. The Contractor shall take all necessary precautions.

Based upon PID or FID readings indicating contamination, a soil or groundwater sample shall be taken from the same location and submitted to an approved laboratory. Soil or groundwater samples shall be analyzed for the contaminants of concern, including pH, based on the property's land use history or the parameters listed in the maximum allowable concentration (MAC) for chemical constituents in uncontaminated soil established pursuant to Subpart F of 35 Illinois Administrative Code 1100.605. The analytical results shall serve to document the level of soil contamination. Soil and groundwater samples may be required at the discretion of the Engineer to verify the level of soil and groundwater contamination.

Samples shall be grab samples (not combined with other locations). The samples shall be taken with disposable instruments. The samples shall be placed in sealed containers and transported in an insulated container to the laboratory. The container shall maintain a temperature of 39 °F (4 °C). All samples shall be clearly labeled. The labels shall indicate the sample number, date sampled, location and elevation, and any other observations.

The laboratory shall use a detectable concentration which is equal to the lowest appropriate practical quantitation limits (PQL) or estimated quantitation limit (EQL) specified in "Test Methods for Evaluating Solid Wastes, Physical/Chemical Methods", EPA Publication No. SW-846 and "Methods for the Determination of Organic Compounds in Drinking Water", EPA, EMSL, EPA-600/4-88/039. For parameters where the specified cleanup objective is below the acceptable detection limit (ADL), the ADL shall serve as the cleanup objective. For other parameters the ADL shall be equal to or below the specified cleanup objective.”

Replace the first two paragraphs of Article 669.09 of the Standard Specifications with the following:

“669.09 Contaminated Soil and/or Groundwater Management and Disposal. The management and disposal of contaminated soil and/or groundwater shall be according to the following:

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- (a) Soil Analytical Results Exceed Most Stringent MAC. When the soil analytical results indicate that detected levels exceed the most stringent maximum allowable concentration (MAC) for chemical constituents in uncontaminated soil established pursuant to Subpart F of 35 Illinois Administrative Code 1100.605, the soil shall be managed as follows:
- (1) When analytical results indicate inorganic chemical constituents exceed the most stringent MAC but they are still considered within area background levels by the Engineer, the excavated soil can be utilized within the construction limits as fill, when suitable. Such soil excavated for storm sewers can be placed back into the excavated trench as backfill, when suitable, unless trench backfill is specified. If the soils cannot be utilized within the construction limits, they shall be managed and disposed of off-site as a non-special waste, special waste, or hazardous waste as applicable.
 - (2) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for a Metropolitan Statistical Area (MSA) County, the excavated soil can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an uncontaminated soil fill operation within an MSA County provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.
 - (3) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, or the MAC within the Chicago corporate limits, the excavated soil can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an uncontaminated soil fill operation within an MSA County excluding Chicago or within the Chicago corporate limits provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.
 - (4) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, the excavated soil can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an uncontaminated soil fill operation within an MSA County excluding Chicago provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.
 - (5) When the Engineer determines soil cannot be managed according to Articles 669.09(a)(1) through (a)(4) above, the soil shall be managed and disposed of off-site as a non-special waste, special waste, or hazardous waste as applicable.
- (b) Soil Analytical Results Do Not Exceed Most Stringent MAC. When the soil analytical results indicate that detected levels do not exceed the most stringent MAC but the pH of the soil is less than 6.25 or greater than 9.0, the excavated soil can be utilized within the construction limits or managed and disposed of off-site as "uncontaminated soil" according to Article 202.03. However the excavated soil cannot be taken to a CCDD facility or an uncontaminated soil fill operation.
- (c) Groundwater. When groundwater analytical results indicate the detected levels are above Appendix B, Table E of 35 Illinois Administrative Code 742, the most stringent Tier 1 Groundwater Remediation Objectives for Groundwater Component of the Groundwater Ingestion Route for Class 1 groundwater, the groundwater shall be managed off-site as a special waste.

All groundwater encountered within lateral trenches may be managed within the trench and allowed to infiltrate back into the ground. If the groundwater cannot be managed within the trench it must be removed as a special or hazardous waste. The Contractor is prohibited from managing groundwater within the trench by discharging it through any existing or new storm sewer. The Contractor shall install backfill plugs within the area of groundwater contamination.

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One backfill plug shall be placed down gradient to the area of groundwater contamination. Backfill plugs shall be installed at intervals not to exceed 50 ft (15 m). Backfill plugs are to be 4 ft (1.2 m) long, measured parallel to the trench, full trench width and depth. Backfill plugs shall not have any fine aggregate bedding or backfill, but shall be entirely cohesive soil or any class of concrete. The Contractor shall provide test data that the material has a permeability of less than 10^{-7} cm/sec according to ASTM D 5084, Method A or per another test method approved by the Engineer.”

Revise Article 669.14 of the Standard Specifications to read:

“669.14 Final Environmental Construction Report. At the end of the project, the Contractor will prepare and submit three copies of the Environmental Construction Report on the activities conducted during the life of the project, one copy shall be submitted to the Resident Engineer, one copy shall be submitted to the District’s Environmental Studies Unit, and one copy shall be submitted with an electronic copy in Adode.pdf format to the Geologic and Waste Assessment Unit, Bureau of Design and Environment, IDOT, 2300 South Dirksen Parkway, Springfield, Illinois 62764. The technical report shall include all pertinent information regarding the project including, but not limited to:

- (a) Measures taken to identify, monitor, handle, and dispose of soil or groundwater containing regulated substances, to prevent further migration of regulated substances, and to protect workers,
- (b) Cost of identifying, monitoring, handling, and disposing of soil or groundwater containing regulated substances, the cost of preventing further migration of regulated substances, and the cost for worker protection from the regulated substances. All cost should be in the format of the contract pay items listed in the contract plans (identified by the preliminary environmental site investigation (PESA) site number),
- (c) Plan sheets showing the areas containing the regulated substances,
- (d) Field sampling and testing results used to identify the nature and extent of the regulated substances,
- (e) Waste manifests (identified by the preliminary environmental site investigation (PESA) site number) for special or hazardous waste disposal, and
- (f) Landfill tickets (identified by the preliminary environmental site investigation (PESA) site number) for non-special waste disposal.”

Revise the second paragraph of Article 669.16 of the Standard Specifications to read:

“The transportation and disposal of soil and other materials from an excavation determined to be contaminated will be paid for at the contract unit price per cubic yard (cubic meter) for NON-SPECIAL WASTE DISPOSAL, SPECIAL WASTE DISPOSAL, or HAZARDOUS WASTE DISPOSAL.”

Qualifications. The term environmental firm shall mean an environmental firm with at least five (5) documented leaking underground storage tank (LUST) cleanups or that is pre-qualified in hazardous waste by the Department. Documentation includes but not limited to verifying remediation and special waste operations for sites contaminated with gasoline, diesel, or waste oil in accordance with all Federal, State, or local regulatory requirements and shall be provided to the Engineer for approval. The environmental firm selected shall not be a former or current consultant or have any ties with any of the properties contained within and/or adjacent to this construction project.

General. This Special Provision will likely require the Contractor to subcontract for the execution of certain activities.

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All contaminated materials shall be managed as either “uncontaminated soil” or non-special waste. This work shall include monitoring and potential sampling, analytical testing, and management of a material contaminated by regulated substances. The Environmental Firm shall continuously monitor all soil excavation for worker protection and soil contamination. **Phase I Preliminary Engineering information is available through the District’s Environmental Studies Unit.** Soil samples or analysis without the approval of the Engineer will be at no additional cost to the Department. The lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit whichever is less.

The Contractor shall manage any excavated soils and sediment within the following areas:

- Station 124+00 to Station 128+60 0 to 60 feet LT (State ROW, PESA Site 1102V2-64). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs.
- Station 126+60 to Station 128+20 0 to 60 feet RT (State ROW, PESA Site 1102V2-64). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs and Manganese.
- Station 174+40 to Station 176+20 0 to 80 feet LT (Enterprise Rent-A-Car, PESA Site 1102V2-81, building 810-O’Hare International Airport). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs and Arsenic.
- Station 179+00 to Station 184+00 0 to 80 feet LT (Enterprise Rent-A-Car, PESA Site 1102V2-81, building 810-O’Hare International Airport). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs and Arsenic.
- Station 496+30 to Station 199+20 (Higgins Road) 0 to 70 feet RT (Suburban Taxi Staging Lot and Vacant Lot, PESA Site 1102V2-80, 6540 North Mannheim Road). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs.
- Station 187+40 to Station 191+00 0 to 80 feet LT (Willow Creek, PESA Site 1102V2-15). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs.
- Station 174+40 to Station 178+40 0 to 80 feet RT (O’Hare International Center, PESA Site 1102V2-61, 10275 West Higgins Road). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs.
- Station 18+20 to Station 21+50 (Zemke Road) 0 to 50 feet LT (O’Hare International Center, PESA Site 1102V2-61, 10275 West Higgins Road). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs and Manganese.
- Station 180+40 to Station 186+40 0 to 80 feet RT (Sheraton Gateway Suites Chicago-O’Hare, PESA Site 1102V2-60, 6501 North Mannheim Road). This material meets the criteria of Article 669.09(g) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs, Lead, and Manganese.
- Station 502+00 to Station 504+70 (Higgins Road) 0 to 70 feet RT (Sheraton Gateway Suites Chicago-O’Hare, PESA Site 1102V2-60, 6501 North Mannheim Road). This material meets the criteria of Article 669.09(g) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs, Lead, and Manganese.
- Station 187+40 to Station 191+00 0 to 80 feet RT (Willow Creek, PESA Site 1102V2-15). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs.
- All soil excavation related to the work at the intersection of IL 72 (Higgins Road) and Patton Drive. This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: PNAs.
- Station 184+00 to Station 186+40 0 to 200 feet LT (Suburban Taxi Staging Lot and Vacant Lot, PESA Site 1102V2-80, 6540 North Mannheim Road). This material meets the criteria of Article 669.09(a)(3) and shall be managed in accordance to Article 669.09.
- Station 504+70 to Station 506+00 (Higgins Road) 0 to 70 feet RT (Sheraton Gateway Suites Chicago-O’Hare, PESA Site 1102V2-60, 6501 North Mannheim Road). This material meets the criteria of Article 669.09(a)(3) and shall be managed in accordance to Article 669.09.
- Station 131+00 to Station 133+00 0 to 60 feet LT (State ROW, PESA Site 1102V2-64). This material meets the criteria of Article 669.09(b) and shall be managed in accordance to Article 669.09.
- Station 128+20 to Station 133+00 0 to 60 feet RT (State ROW, PESA Site 1102V2-64). This material meets the criteria of Article 669.09(b) and shall be managed in accordance to Article 669.09.
- Station 176+20 to Station 179+00 0 to 80 feet LT (Enterprise Rent-A-Car, PESA Site 1102V2-81, building 810-O’Hare International Airport). This material meets the criteria of Article 669.09(b) and shall be managed in accordance to Article 669.09.
- Station 178+40 to Station 180+40 0 to 80 feet RT (O’Hare International Center, PESA Site 1102V2-61, 10275 West Higgins Road). This material meets the criteria of Article 669.09(b) and shall be managed in accordance to Article 669.09.

Revised 1/8/13

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Added 1/8/13

AGGREGATE SUBGRADE IMPROVEMENT (D-1)

Effective: February 22, 2012

Revised: January 1, 2013

Add the following Section to the Standard Specifications:

“SECTION 303. AGGREGATE SUBGRADE IMPROVEMENT

303.01 Description. This work shall consist of constructing an aggregate subgrade improvement.

303.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.06
(b) Reclaimed Asphalt Pavement (RAP) (Notes 1, 2)	1031

Note 1. Crushed RAP, from either full depth or single lift removal, may be mechanically blended with aggregate gradations CS 01 or CS 02 but shall not exceed 40 percent of the total product. The top size of the Coarse RAP shall be less than 4 in. (100 mm) and well graded.

Note 2. RAP having 100 percent passing the 1 1/2 in. (37.5 mm) sieve and being well graded, may be used as capping aggregate in the top 3 in. (75 mm) when aggregate gradations CS 01 or CS 02 are used in lower lifts. When RAP is blended with any of the coarse aggregates, the blending shall be done with mechanically calibrated feeders.

303.03 Equipment. The vibratory machine shall be according to Article 1101.01, or as approved by the Engineer.

303.04 Soil Preparation. The stability of the soil shall be according to the Department's Subgrade Stability Manual for the aggregate thickness specified.

303.05 Placing Aggregate. The maximum nominal lift thickness of aggregate gradations CS 01 or CS 02 shall be 24 in. (600 mm).

303.06 Capping Aggregate. The top surface of the aggregate subgrade shall consist of a minimum 3 in. (75 mm) of aggregate gradations CA 06 or CA 10. When Reclaimed Asphalt Pavement (RAP) is used, it shall be crushed and screened where 100 percent is passing the 1 1/2 in. (37.5 mm) sieve and being well graded. RAP that has been fractionated to size will not be permitted for use in capping. Capping aggregate will not be required when the aggregate subgrade improvement is used as a cubic yard pay item for undercut applications. When RAP is blended with any of the coarse aggregates, the blending shall be done with mechanically calibrated feeders.

Added 1/8/13

303.07 Compaction. All aggregate lifts shall be compacted to the satisfaction of the Engineer. If the moisture content of the material is such that compaction cannot be obtained, sufficient water shall be added so that satisfactory compaction can be obtained.

303.08 Finishing and Maintenance of Aggregate Subgrade Improvement. The aggregate subgrade improvement shall be finished to the lines, grades, and cross sections shown on the plans, or as directed by the Engineer. The aggregate subgrade improvement shall be maintained in a smooth and compacted condition.

303.09 Method of Measurement. This work will be measured for payment according to Article 311.08.

303.10 Basis of Payment. This work will be paid for at the contract unit price per cubic yard (cubic meter) for AGGREGATE SUBGRADE IMPROVEMENT or at the contract unit price per square yard (square meter) for AGGREGATE SUBGRADE IMPROVEMENT, of the thickness specified.

Add the following to Section 1004 of the Standard Specifications:

“1004.06 Coarse Aggregate for Aggregate Subgrade Improvement. The aggregate shall be according to Article 1004.01 and the following.

- (a) Description. The coarse aggregate shall be crushed gravel, crushed stone, or crushed concrete.
- (b) Quality. The coarse aggregate shall consist of sound durable particles reasonably free of deleterious materials.
- (c) Gradation.
 - (1) The coarse aggregate gradation for total subgrade thickness less than or equal to 12 in. (300 mm) shall be CS 01.

The coarse aggregate gradation for total subgrade thickness more than 12 in. (300 mm) shall be CS 01 or CS 02.

Grad No.	COARSE AGGREGATE SUBGRADE GRADATIONS				
	Sieve Size and Percent Passing				
	8"	6"	4"	2"	#4
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 02		100	80 ± 10	25 ± 15	

Added 1/8/13

COARSE AGGREGATE SUBGRADE GRADATIONS (Metric)					
Grad No.	Sieve Size and Percent Passing				
	200 mm	150 mm	100 mm	50 mm	4.75 mm
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 02		100	80 ± 10	25 ± 15	

(2) The 3 in. (75 mm) capping aggregate shall be gradation CA 6 or CA 10.”

KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC

The Contractor shall provide the necessary traffic control devices to warn the public and to delineate the work zone as required in these Special Provisions, the Standard Specifications, the State Standards and Maintenance of Traffic plans

The Contractor shall maintain two through lanes with a minimum width of 11 feet per lane in each direction of the Mannheim Road at all times. Daily arterial lane closures shall be in accordance with the Standard Specifications, Highway Standards and the direction of the Engineer. The Contractor shall request and gain approval from the Illinois Department of Transportation’s Arterial Traffic Control Supervisor at (847-705-4470) seventy-two (72) hours in advance of all long term (24 hrs. or longer) lane closures.

Arterial lane closures will only be permitted during the **off-peak** traffic volume hours. **Peak traffic volume hours are defined as weekdays (Monday through Friday) from 6:00 AM to 8:00 AM and 4:00 PM to 6:00 PM.**

In addition to other restrictions on lane closures and shoulder closures found in the contract these additional restrictions apply: during the following holiday periods no lane closures or shoulder closures will be allowed on I-190 or the ramps to and from I-190 and Mannheim Road. Also no work will be allowed that interferes with height restrictions near or around the airport.

- 3:00 p.m. Friday, November 22, 2013 to 9:00 a.m. Monday, December 2, 2013
- 3:00 p.m. Friday, December 20, 2013 to 11:59 p.m. Sunday, January 5, 2014

All daily lane closures shall be removed during adverse weather conditions such as rain, snow, and/or fog and as determined by the Engineer.

Additional lane closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major sporting events and/or other events at All State Arena and The Dome at the Ball Park, or any other major events as identified by Resident Engineer.

All lane closure signs shall not be erected any earlier than one-half (1/2) hour before the starting hours listed above. Also, these signs should be taken down within one-half (1/2) hour after the closure is removed.

Added 1/8/13

Full closure of arterial lanes will only be permitted for a maximum period of 15 minutes during the **off-peak** traffic volume hours. During full roadway closures, the Contractor will be required to reduce the roadway to only one open traffic lane in the affected direction of travel using the appropriate State Standard. Police forces shall be notified and requested to close the remaining lane to facilitate the necessary work activities. The Contractor shall notify the District One Arterial Traffic Control Supervisor at (847) 705-4470 seventy-two (72) hours in advance of the proposed road closure.

Private vehicles shall not be parked in the work zone. Contractor's equipment and/or vehicles shall not be parked on the shoulders or in the median during non-working hours. The parking of equipment and/or vehicles on State right-of-way will only be permitted at locations approved by the Engineer.

REMOVE AND RE-ERECT EXISTING LIGHTING UNIT

Description. This work shall consist of removing and re-erecting existing lighting units at the locations specified in the plans. Existing lighting units will be re-erected on new metal helix foundations.

Materials. Lighting units to be removed and re-erected are existing Village of Rosemont light poles with davit arms, luminaires and transformer bases at the locations identified on the plans. Contractor shall identify and tag pole and then coordinate with the Engineer at least two weeks prior to removing the pole. Ancillary materials shall be according to Article 1069 of Standard Specifications for Road and Bridge Construction, adopted January 1, 2012.

Installation. Installation shall be according to Article 830.03 of Standard Specifications for Road and Bridge construction, adopted January 1, 2012 and in accordance to IDOT standard detail 836001-01.

Basis of Payment. This work will be paid for at the contract unit price each for REMOVE AND RE-ERECT EXISTING LIGHTING UNIT, which price shall be payment in full for removing lighting unit, storing lighting unit, re-erecting lighting unit and making all electrical connections necessary for proper operations.

Removal of the existing foundation will be paid for at the contract unit price each for REMOVAL OF POLE FOUNDATION. Existing lighting units will be re-erected on new metal helix foundations which will be paid for at the contract unit price each for LIGHT POLE FOUNDATION, METAL, 11 1/2" BOLT CIRCLE, 8 5/8" X 6'.

Added 1/8/13