

# 62

January 19, 2024 Letting

## Notice to Bidders, Specifications and Proposal



**Illinois Department  
of Transportation**

**Contract No. 85746  
ROCK ISLAND County  
Section 23-00393-00-RS  
Route FAS 206 (Ch 14)  
District 2 Construction Funds**

Plans Included  
Herein

Prepared by

S

Checked by

(Printed by authority of the State of Illinois)



## **NOTICE TO BIDDERS**

- 1. TIME AND PLACE OF OPENING BIDS.** Electronic bids are to be submitted to the electronic bidding system (iCX-Integrated Contractors Exchange). All bids must be submitted to the iCX system prior to 12:00 p.m. January 19, 2024 prevailing time at which time the bids will be publicly opened from the iCX SecureVault.
- 2. DESCRIPTION OF WORK.** The proposed improvement is identified and advertised for bids in the Invitation for Bids as:

**Contract No. 85746  
ROCK ISLAND County  
Section 23-00393-00-RS  
Route FAS 206 (Ch 14)  
District 2 Construction Funds**

**HMA resurfacing with aggregate and HMA shoulders on CH 14 from 99th Street to 190th Avenue.**

- 3. INSTRUCTIONS TO BIDDERS.** (a) This Notice, the invitation for bids, proposal and letter of award shall, together with all other documents in accordance with Article 101.09 of the Standard Specifications for Road and Bridge Construction, become part of the contract. Bidders are cautioned to read and examine carefully all documents, to make all required inspections, and to inquire or seek explanation of the same prior to submission of a bid.  
  
(b) State law, and, if the work is to be paid wholly or in part with Federal-aid funds, Federal law requires the bidder to make various certifications as a part of the proposal and contract. By execution and submission of the proposal, the bidder makes the certification contained therein. A false or fraudulent certification shall, in addition to all other remedies provided by law, be a breach of contract and may result in termination of the contract.
- 4. AWARD CRITERIA AND REJECTION OF BIDS.** This contract will be awarded to the lowest responsive and responsible bidder considering conformity with the terms and conditions established by the Department in the rules, Invitation for Bids and contract documents. The issuance of plans and proposal forms for bidding based upon a prequalification rating shall not be the sole determinant of responsibility. The Department reserves the right to determine responsibility at the time of award, to reject any or all proposals, to readvertise the proposed improvement, and to waive technicalities.

By Order of the  
Illinois Department of Transportation

Omer Osman,  
Secretary

INDEX  
FOR  
SUPPLEMENTAL SPECIFICATIONS  
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2024

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

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 1-1-22) (Revised 1-1-24)

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LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

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ROCK ISLAND COUNTY  
CONTRACT 85746  
SECTION 23-00393-00-RS  
C.H. 14  
PROJECT NO. EBIL (868)  
JOB NO. C-92-081-23

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## BDE SPECIAL PROVISIONS

The following special provisions indicated by an "X" are applicable to this contract. An \* indicates a new or revised special provision for the letting.

<u>File Name</u>	<u>Pg.</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80099		<input type="checkbox"/> Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
80274		<input type="checkbox"/> Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
80192		<input type="checkbox"/> Automated Flagger Assistance Device	Jan. 1, 2008	April 1, 2023
80173		<input type="checkbox"/> Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
80426	11	<input checked="" type="checkbox"/> Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
80241		<input type="checkbox"/> Bridge Demolition Debris	July 1, 2009	
50531		<input type="checkbox"/> Building Removal	Sept. 1, 1990	Aug. 1, 2022
50261		<input type="checkbox"/> Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
* 80449	13	<input checked="" type="checkbox"/> Cement, Type II	Aug. 1, 2023	
80384	14	<input checked="" type="checkbox"/> Compensable Delay Costs	June 2, 2017	April 1, 2019
80198		<input type="checkbox"/> Completion Date (via calendar days)	April 1, 2008	
80199		<input type="checkbox"/> Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80453		<input type="checkbox"/> Concrete Sealer	Nov. 1, 2023	
80261		<input type="checkbox"/> Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80434		<input type="checkbox"/> Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
80029	18	<input checked="" type="checkbox"/> Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Mar. 2, 2019
80229		<input type="checkbox"/> Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
80452		<input type="checkbox"/> Full Lane Sealant Waterproofing System	Nov. 1, 2023	
80447		<input type="checkbox"/> Grading and Shaping Ditches	Jan 1, 2023	
80433		<input type="checkbox"/> Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
80443		<input type="checkbox"/> High Tension Cable Median Barrier Removal	April 1, 2022	
* 80456	28	<input checked="" type="checkbox"/> Hot-Mix Asphalt	Jan. 1, 2024	
80446	29	<input checked="" type="checkbox"/> Hot-Mix Asphalt – Longitudinal Joint Sealant	Nov. 1, 2022	Aug. 1, 2023
80438	31	<input checked="" type="checkbox"/> Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	Sept. 2, 2021
80045		<input type="checkbox"/> Material Transfer Device	June 15, 1999	Jan. 1, 2022
80450		<input type="checkbox"/> Mechanically Stabilized Earth Retaining Walls	Aug. 1, 2023	
80441	32	<input checked="" type="checkbox"/> Performance Graded Asphalt Binder	Jan 1, 2023	
80451		<input type="checkbox"/> Portland Cement Concrete	Aug. 1, 2023	
34261		<input type="checkbox"/> Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
* 80455	37	<input checked="" type="checkbox"/> Removal and Disposal of Regulated Substances	Jan. 1, 2024	
80445		<input type="checkbox"/> Seeding	Nov. 1, 2022	
80448	39	<input checked="" type="checkbox"/> Source of Supply and Quality Requirements	Jan. 2, 2023	
80340		<input type="checkbox"/> Speed Display Trailer	April 2, 2014	Jan. 1, 2022
80127		<input type="checkbox"/> Steel Cost Adjustment	April 2, 2014	Jan. 1, 2022
80397	40	<input checked="" type="checkbox"/> Subcontractor and DBE Payment Reporting	April 2, 2018	
80391	41	<input checked="" type="checkbox"/> Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
* 80437	42	<input checked="" type="checkbox"/> Submission of Payroll Records	April 1, 2021	Nov. 2, 2023
80435		<input type="checkbox"/> Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
80410		<input type="checkbox"/> Traffic Spotters	Jan. 1, 2019	
20338		<input type="checkbox"/> Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
80429		<input type="checkbox"/> Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
80439	44	<input checked="" type="checkbox"/> Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
80302	45	<input checked="" type="checkbox"/> Weekly DBE Trucking Reports	June 2, 2012	Nov. 1, 2021
80454		<input type="checkbox"/> Wood Sign Support	Nov. 1, 2023	
80427	46	<input checked="" type="checkbox"/> Work Zone Traffic Control Devices	Mar. 2, 2020	
80071	48	<input checked="" type="checkbox"/> Working Days	Jan. 1, 2002	



Local Public Agency	County	Section Number
Rock Island County	Rock Island	23-00393-00-RS

The following Special Provision supplement the "Standard Specifications for Road and Bridge Construction", adopted January 1, 2022, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures of Materials" in effect on the date of invitation of bids, and the Supplemental Specification and Recurring Special Provisions indicated on the Check Sheet included here in which apply to and govern the construction of the above named section, and in case of conflict with any parts, or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

**DESCRIPTION OF WORK:**  
 The work of this section consists of HMA Surface Removal Special and placement of a Hot Mix Asphalt Binder & Surface Course, Incidental Hot Mix Asphalt Surfacing, Aggregate Shoulders, areas of HMA Shoulder and other collateral items, along C.H. 14 (190th Avenue) in Rock Island County.

**TRAFFIC CONTROL PLAN**

Standards:  
 701001 701006 701011 701201 701301 701306 701311 701326 701901  
 720001 720011 728001 729001 780001

General:

Where construction activities involve sidewalks on both sides of the street, the work shall be staged so that both sidewalks are not out of service at the same time.

Signs:  
 "BUMP" (W8-1(O)48) signs shall be installed as directed by the Engineer.  
 "UNEVEN LANES" (W8-11(O)48) signs shall be installed at 1 mile intervals or as directed by the Engineer.  
 "LOW SHOULDER" (W8-9(O)48) signs shall be installed at 1 mile intervals or as directed by the Engineer.  
 "NO PASSING ZONES NOT STRIPED NEXT \_\_ MILES" (G20-I 100(O)) signs shall be 60" X 36".  
 "ROUGH GROOVED SURFACE" (W8-I107) signs shall be placed at all intersections or as directed by the Engineer.  
 "SHOULDER DROP-OFF" (W21-I103) signs shall be placed at the beginning of a drop off area and at 2 mile intervals as directed by the Engineer.

All signs shall be in new or like-new condition and supplied with appropriate lighting when required. The cost of all construction signs shall be considered incidental to this contract.

When covering existing Department signs, no tape shall be used on the reflective portion of the sign. Contact the District sign shop for covering techniques.

Any plates or direct applied sheeting used to alter signs shall have the same sheeting as the base sign.

No more than one kind of alteration shall be used to alter a sign.

Any post stubs without a sign in place and visible shall have a reflector placed on each post.



**Devices:**

A minimum of 3 drums spaced at 4 feet shall be placed at each return when a sideroad is open.

**Flaggers:**

Flaggers shall comply with all requirements and signaling methods contained in the Department's "Traffic Control Field Manual" current at the time of letting. The flagger equipment listed for flaggers employed by the Illinois Department of Transportation shall apply to all flaggers.

In addition to flaggers shown on applicable standards, on major sideroads, flaggers shall be required on all legs of the intersection. Major sideroads for this project shall be 99th Street and 190th Avenue. During moving operations when one lane is closed to through traffic, an additional flagger will be stationed at every sideroad between the mainline flaggers until the moving operation has moved passed the side road and the mainline flagger has control of the traffic at the respective intersection.

In addition to the flaggers shown on applicable standards, a flagger shall be required on high volume commercial entrances listed below. High volume commercial entrances for this project shall be NONE.

When the mainline flagger is within 200 feet of an intersection, the sideroad flagger shall be required.

When the road is closed to through traffic and it is necessary to provide access for local traffic, all flaggers as shown on the applicable standards will be required. No reduction in the number of flaggers shall be allowed.

**Pavement Marking:**

All temporary pavement markings that will be operational during the winter months (December through Mark) shall be paint.

Short term pavement markings on a milled surface shall be paint.

The mainline shall be kept open to one-way traffic at all times during working hours and two-way traffic during non-working hours.

The Contractor shall notify the Rock Island County Highway Department, the corresponding Township Commissioner, city municipality, emergency response agencies (i.e. fire, ambulance, police), school bus companies and the Department of Transportation (Bureau of Project Implementation) regarding any changes in traffic control.

The Contractor shall notify the Rock Island County Highway Department, corresponding Township Commissioner, and/or city municipality for any sideroad closure or opening.

The Contractor shall submit a maintenance of local traffic plan to the Engineer at the preconstruction meeting telling how local access will be maintained at each access location. It will show which locations will be completely closed, and which locations will be constructed utilizing Traffic Control Standard 701206 and/or barricades. This traffic plan will need to be approved by the Engineer before the roadway is closed to traffic.

The Contractor shall have all lanes open from 5:00 PM on Friday until 7:00 AM on Monday, unless prior approval is obtained from the Resident Engineer.

Milled pavement shall be resurfaced within 5 calendar days.

#### LIMITATIONS OF CONSTRUCTION

The Contractor shall coordinate the items of work in a manner that keeps hazards and traffic inconveniences to a minimum as specified below.

1. The Contractor shall provide, erect and maintain all the necessary barricades, cones, drums, flags and lights for the warning and protection of traffic, as required by Section 107 and 701 through 703 of the Standard Specifications.
2. All advance warning signs shall be in new or like-new condition at the start of the project. All warning signs shall be 48 inches by 48 inches and have a black legend on a fluorescent orange reflectorized background.
3. All lanes shall be kept open to two-way traffic at all times, except when construction operations require, as directed by the Engineer, temporarily closing of one lane. All lanes will be required to be open to traffic overnight, on weekends and on holidays. The Engineer will be the sole judge as to the necessity of lane closures and the length and duration of same.
4. No lane closures will be allowed without flagger protection.
5. Access to all residences, commercial entrances and side roads shall be maintained during construction.
6. In addition to other required barricades, one barricade will be required at the ends of an incomplete panel of steel plate beam guardrail.

The above described work shall be paid for at the contract unit price per LUMP SUM for TRAFFIC CONTROL & PROTECTION SPECIAL.

#### PROTECTION AND RESTORATION OF PROPERTY

Special attention is called to Article 107.20, paragraphs three and four. In addition, no parking of vehicles and equipment on private property will be allowed without the consent of the property owner.

#### PAVING SEQUENCE

The Hot Mix Asphalt Binder and Surface Course shall be placed in a sequence that will minimize the time the centerline edge is exposed to traffic. When at the end of a day's operations the exposed centerline edge is greater than 1000 ft (300m), the contractor will be required to pave in the adjacent lane on the following work day.

#### MAXIMUM DROP-OFFS BETWEEN ADJACENT LANES & SHOULDERS

When the Contractor's operations cause a difference in elevation greater than 1.5 inches (38 mm) for a vertical milled face, or 2 inches for a lift of Bituminous Mixture Complete resurfacing between adjacent lanes or shoulder, the lane shall remain closed. The Contractor shall adjust his milling and paving operations so that all traffic lanes are open at the end of each work day.

**MAXIMUM DROP-OFFS BETWEEN ADJACENT LANES & SHOULDERS (CONT.)**

To meet the above requirement, the Contractor shall

- 1.) Place the binder lift immediately following the milling operation before opening the lane to traffic or
- 2.) Place a temporary wedge after the milling operations (minimum 1V:3H slope).
- 3.) Mill a sloped wedge between lanes (minimum 1V:3H slope).
- 4.) For vertical elevation differences greater than 3" between the edge of pavement or edge of shoulder within 3 ft of the edge of the pavement and the earth or aggregate shoulders, Type I or II barricades or vertical panels shall be placed at 100 ft centers on roadways where the posted speed limit is 45 MPH or greater and at 50 ft centers where the posted speed limit is less than 45 MPH.

When the difference in elevation between adjacent open traffic lanes is greater than 1 inch (25 mm) and less than or equal to 1.5 inches (38 mm) for a vertical milled face or 2 inches (50 mm) for a Bituminous Mixture Complete lift, "UNEVEN LANES" signs (W8-11(FO)) shall be erected at 1 mile intervals.

**HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL**

Add the following to Article 440.03:

Weather conditions. When milling work is performed, it must be such that short term or temporary pavement markings can be placed the day the surface is milled in accordance with Section 703 "Work Zone Pavement Markings".

The cutting teeth used in the milling operation shall be designed to produce the required surface texture. When the teeth become worn so that they do not produce a uniform surface texture, they shall all be changed at the same time (as a unit). Occasionally, individual teeth may be changed if they lock up or break, but this method shall not be used to avoid changing the set of teeth as a unit.

The moldboard is critical in obtaining the desired surface texture. It shall be straight, true, and free of excessive nicks or wear, and it shall be replaced as necessary to uniformly produce the required surface texture. Gouging of the pavement by more than 6 mm (1/4 inch) shall be sufficient cause to require replacement of all teeth, occasional gouges, due to deteriorated pavement condition, or separation of lifts will not be cause to replace all teeth. The Engineer will be the sole judge of the cause of pavement gouging and the corrective work required. Corrective work due to the negligence or poor workmanship will be at the Contractor's expense. The Contractor shall mill a minimum of 1-1/2 inches at the centerline, except when the milling at the outer edge of the lane would exceed 1-3/4 inches; then the Contractor shall reduce the cut at the centerline to provide the maximum cut of 1-3/4 inches at the edge of pavement. If deemed necessary, the Contractor may reduce the cross slope from normal 2.0% to 1.0%. An automatic grade control device shall be used when milling mainline pavement and shall be capable of controlling the elevation of the drum relative to either a preset grade control stringline or a grade reference device traveling on the adjacent pavement surface.

The automatic grade control device may be utilized on only one side of the machine with an automatic slope control device for controlling the opposite side. The traveling grade reference device shall not be less than 9 m (30 feet) in length for rural areas. For urban areas, a device not less than 6 m (20 feet) in length will be required. When milling cross roads, turn lanes, intersections, crossovers, or other miscellaneous areas, the Engineer may permit the use of a matching shoe. When milling mainline pavement, the Contractor shall utilize a milling machine capable of milling the entire lane width in one pass. When milling shoulder areas, the maximum size mill allowed shall be six (6) feet.

**HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL (CONT.)**

Surface tests will be performed according to Article 407.09(a) of the Standard Specifications. The profile will be taken 3 feet from and parallel to each edge of pavement and 3 feet from and parallel to the centerline on each side. If a shadow area is found at the 3 feet points, the pavement smoothness tester will be moved sufficient distance either side to measure the Contractor's milling efforts. If any (milled) surface variations found to be over 1/4" in 10 feet, then the roadway shall be reprofiled at no additional cost. In addition, the Contractor shall be responsible for refilling, with approved N50 Hot-Mix Asphalt mixture, any area that lowered the pavement profile as a result of his faulty milling operations if directed by the Engineer. The Contractor shall be responsible for providing the pavement smoothness tester described elsewhere to retest the pavement profile obtained.

If the milling depth is intended to expose the original concrete pavement, then additional hand or machine work may be necessary to remove any remaining veneer of bituminous pavement which may be left in place behind the milling machine. Such work will be at the direction of the Engineer and at no extra cost to the Contract.

The Contractor shall provide a 10 foot straightedge equipped with a carpenter's level or a 7 foot electronic straightedge to check the cross slope of the roadway at regular intervals as directed by the Engineer.

**Surface Texture:** Each tooth on the cutting drum shall produce a series of discontinuous longitudinal striations. There shall be 16 to 20 striations (tooth marks) for each tooth for each 6 feet in the longitudinal direction, and each striation shall be 1.7 inches +/- 0.2 inch in length after the area is planed by the moldboard. Thus, the planed length between each pair of striations shall be 2.3 inches +/- 0.2 inch. There shall be 80 to 96 rows of discontinuous longitudinal striations for each 5 feet in the transverse dimension. The areas between the striations in both the longitudinal and transverse directions shall be flat topped and co-planer. The moldboard shall be used to cut this plane; and any time the operation fails to produce this flat plane interspersed with a uniform pattern of discontinuous longitudinal striations, the operation shall be stopped and the cause determined and corrected before recommencing. Other similar patterns of uniform discontinuous longitudinal striations interspersed on a flat plane may be approved by the Engineer. The startup milling speed shall be limited to a maximum of 50 foot per minute. The Contractor shall limit his operations to this speed to demonstrate his ability to obtain the striations and rideability as described above. If the Contractor is able to demonstrate that he can consistently obtain the desired striations and rideability at a greater speed he will be permitted to run at the increased speed.

**Cleanup:** After cold milling a traffic lane and before opening the lane to traffic, the pavement shall be swept by a mechanical broom to prevent compaction of the cuttings onto the pavement. All loose material shall be removed from the roadway. This cleanup work shall be considered included in the contract unit price per square yard for HOT MIX ASPHALT SURFACE REMOVAL SPECIAL of the depth specified, and no additional compensation will be allowed. All millings will become the property of the Contractor and shall be disposed of off the job-site at a location of their choosing, in accordance with all applicable rules and regulations.

**Method of Measurement**

(a) **Contract Quantities.** The requirements for the use of Contract Quantities shall be Article 202.07(a) of the Standard Specifications.

(b) **Measured Quantities.** Cold milling and planing will be measured and the area computed in square yards of surface. Areas not milled (shadow areas) due to rutting in the existing pavement surface will be included in the area measured for payment.

Local Public Agency

County

Section Number

Rock Island County

Rock Island

23-00393-00-RS

**HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL (CONT.)**

**Basis of Payment:**

The cold milling and planing will be paid for at the contract unit price per SQUARE YARD for HOT MIX ASPHALT SURFACE REMOVAL, SPECIAL. Payment as specified will include variations in depth of cuts due to rutting, super-elevations, and pavement crown and no additional compensation will be allowed. Contract unit price shall also include all stockpiling and disposal operations and no additional compensation will be allowed.

**INCIDENTAL HMA SURFACING**

All private entrances and side roads shall have a Hot-Mix Asphalt surface to the thickness of the mat from the surface of the roadway to the Right-of-Way line or as directed by the Engineer.

This work shall be completed before the Contractor proceeds with any private work within the construction limits of this project. This item shall also include coring of entrances, mailbox turnouts, and side roads. All trenches cut for the replacement of pipe culverts at private entrances and side roads shall be cored to match existing remaining asphalt. Cored trench cuts shall be filled with a leveling lift prior to the placement of the entrance surface. Excess material shall be wasted by the Contractor off the jobsite or as directed by the Engineer.

This work shall be paid for at the contract unit price per TON for INCIDENTAL HMA SUFACING.

**SHORT TERM PAVEMENT MARKING**

This item shall conform to Section 703 of the Standard Specifications for Road and Bridge Construction adopted January 1, 2022. Removal of all short term pavement markings will not be paid for separately but will be considered as incidental to the pay item. This item will be paid for at the contract unit price bid per FOOT for SHORT TERM PAVEMENT MARKING.

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

SPECIAL PROVISION  
FOR  
INSURANCE

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

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

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

Rock Island County

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Mercer County

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

State of Illinois  
Department of Transportation  
Bureau of Local Roads and Streets  
SPECIAL PROVISION  
FOR  
CONSTRUCTION AND MAINTENANCE SIGNS

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

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

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

All warning signs shall have minimum dimensions of 1200 mm x 1200 mm (48" x 48") and have a black legend on a fluorescent orange reflectorized background, meeting, as a minimum, Type AP reflectivity requirements of Table 1091-2 in Article 1091.02.

State of Illinois  
 DEPARTMENT OF TRANSPORTATION  
 Bureau of Local Roads & Streets  
 SPECIAL PROVISION  
 FOR  
 LOCAL QUALITY ASSURANCE/ QUALITY MANAGEMENT QC/QA  
 Effective: January 1, 2022

Replace the first five paragraphs of Article 1030.06 of the Standard Specifications with the following:

**"1030.06 Quality Management Program.** The Quality Management Program (QMP) will be Quality Control / Quality Assurance (QC/QA) according to the following."

Delete Article 1030.06(d)(1) of the Standard Specifications.

Revise Article 1030.09(g)(3) of the Standard Specifications to read:

"(3) If core testing is the density verification method, the Contractor shall provide personnel and equipment to collect density verification cores for the Engineer. Core locations will be determined by the Engineer following the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations" at density verification intervals defined in Article 1030.09(b). After the Engineer identifies a density verification location and prior to opening to traffic, the Contractor shall cut a 4 in. (100 mm) diameter core. With the approval of the Engineer, the cores may be cut at a later time."

Revise Article 1030.09(h)(2) of the Standard Specifications to read:

"(2) After final rolling and prior to paving subsequent lifts, the Engineer will identify the random density verification test locations. Cores or nuclear density gauge testing will be used for density verification. The method used for density verification will be as selected below.

Density Verification Method	
<input checked="" type="checkbox"/>	Cores
<input type="checkbox"/>	Nuclear Density Gauge (Correlated when paving ≥ 3,000 tons per mixture)

Density verification test locations will be determined according to the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations". The density testing interval for paving wider than or equal to 3 ft (1 m) will be 0.5 miles (800 m) for lift thicknesses of 3 in. (75 mm) or less and 0.2 miles (320 m) for lift thicknesses greater than 3 in. (75 mm). The density testing interval for paving less than 3 ft (1 m) wide will be 1 mile (1,600 m). If a day's paving will be less than the prescribed density testing interval, the length of the day's paving will be the interval for that day. The density testing interval for mixtures used for patching will be 50 patches with a minimum of one test per mixture per project.

If core testing is the density verification method, the Engineer will witness the Contractor coring, and secure and take possession of all density samples at the



density verification locations. The Engineer will test the cores collected by the Contractor for density according to Illinois Modified AASHTO T 166 or AASHTO T 275.

If nuclear density gauge testing is the density verification method, the Engineer will conduct nuclear density gauge tests. The Engineer will follow the density testing procedure detailed in the document "Illinois Modified ASTM D 2950, Standard Test Method for Density of Bituminous Concrete In-Place by Nuclear Method".

A density verification test will be the result of a single core or the average of the nuclear density tests at one location. The results of each density test must be within acceptable limits. The Engineer will promptly notify the Contractor of observed deficiencies."

Revise the seventh paragraph and all subsequent paragraphs in Section D. of the document "Hot-Mix Asphalt QC/QA Initial Daily Plant and Random Samples" to read:

"Mixtures shall be sampled from the truck at the plant by the Contractor following the same procedure used to collect QC mixture samples (Section A). This process will be witnessed by the Engineer who will take custody of the verification sample. Each sample bag with a verification mixture sample will be secured by the Engineer using a locking ID tag. Sample boxes containing the verification mixture sample will be sealed/taped by the Engineer using a security ID label."

## BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE)

Effective: November 2, 2006

Revised: August 1, 2017

Description. Bituminous material cost adjustments will be made to provide additional compensation to the Contractor, or credit to the Department, for fluctuations in the cost of bituminous materials when optioned by the Contractor. The bidder shall indicate with their bid whether or not this special provision will be part of the contract.

The adjustments shall apply to permanent and temporary hot-mix asphalt (HMA) mixtures, bituminous surface treatments (cover and seal coats), and preventative maintenance type surface treatments that are part of the original proposed construction, or added as extra work and paid for by agreed unit prices. The adjustments shall not apply to bituminous prime coats, tack coats, crack filling/sealing, joint filling/sealing, or extra work paid for at a lump sum price or by force account.

Method of Adjustment. Bituminous materials cost adjustments will be computed as follows.

$$CA = (BPI_P - BPI_L) \times (\%AC_V / 100) \times Q$$

Where: CA = Cost Adjustment, \$.

BPI<sub>P</sub> = Bituminous Price Index, as published by the Department for the month the work is performed, \$/ton (\$/metric ton).

BPI<sub>L</sub> = Bituminous Price Index, as published by the Department for the month prior to the letting for work paid for at the contract price; or for the month the agreed unit price letter is submitted by the Contractor for extra work paid for by agreed unit price, \$/ton (\$/metric ton).

%AC<sub>V</sub> = Percent of virgin Asphalt Cement in the Quantity being adjusted. For HMA mixtures, the % AC<sub>V</sub> will be determined from the adjusted job mix formula. For bituminous materials applied, a performance graded or cutback asphalt will be considered to be 100% AC<sub>V</sub> and undiluted emulsified asphalt will be considered to be 65% AC<sub>V</sub>.

Q = Authorized construction Quantity, tons (metric tons) (see below).

For HMA mixtures measured in square yards:  $Q, \text{ tons} = A \times D \times (G_{mb} \times 46.8) / 2000$ . For HMA mixtures measured in square meters:  $Q, \text{ metric tons} = A \times D \times (G_{mb} \times 1) / 1000$ . When computing adjustments for full-depth HMA pavement, separate calculations will be made for the binder and surface courses to account for their different  $G_{mb}$  and % AC<sub>V</sub>.

For bituminous materials measured in gallons:  $Q, \text{ tons} = V \times 8.33 \text{ lb/gal} \times SG / 2000$

For bituminous materials measured in liters:  $Q, \text{ metric tons} = V \times 1.0 \text{ kg/L} \times SG / 1000$

Where: A = Area of the HMA mixture, sq yd (sq m).

D = Depth of the HMA mixture, in. (mm).

$G_{mb}$  = Average bulk specific gravity of the mixture, from the approved mix design.

V = Volume of the bituminous material, gal (L).  
SG = Specific Gravity of bituminous material as shown on the bill of lading.

Basis of Payment. Bituminous materials cost adjustments may be positive or negative but will only be made when there is a difference between the BPI<sub>L</sub> and BPI<sub>P</sub> in excess of five percent, as calculated by:

$$\text{Percent Difference} = \{(BPI_L - BPI_P) \div BPI_L\} \times 100$$

Bituminous materials cost adjustments will be calculated for each calendar month in which applicable bituminous material is placed; and will be paid or deducted when all other contract requirements for the work placed during the month are satisfied. The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

80173

**CEMENT, TYPE IL (BDE)**

Effective: August 1, 2023

Add the following to Article 302.02 of the Standard Specifications:

“(k) Type IL Portland-Limestone Cement .....1001”

Revise Note 2 of Article 352.02 of the Standard Specifications to read:

“Note 2. Either Type I or Type IA portland cement or Type IL portland-limestone cement shall be used.”

Revise Note 1 of Article 404.02 of the Standard Specifications to read:

“Note 1. The cement shall be Type I portland cement or Type IL portland-limestone cement.”

Revise Article 1019.02(a) of the Standard Specifications to read:

“(a) Cement, Type I or IL .....1001”

80449

## COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017

Revised: April 1, 2019

Revise Article 107.40(b) of the Standard Specifications to read:

“(b) Compensation. Compensation will not be allowed for delays, inconveniences, or damages sustained by the Contractor from conflicts with facilities not meeting the above definition; or if a conflict with a utility in an unanticipated location does not cause a shutdown of the work or a documentable reduction in the rate of progress exceeding the limits set herein. The provisions of Article 104.03 notwithstanding, compensation for delays caused by a utility in an unanticipated location will be paid according to the provisions of this Article governing minor and major delays or reduced rate of production which are defined as follows.

- (1) Minor Delay. A minor delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two hours, but not to exceed two weeks.
- (2) Major Delay. A major delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two weeks.
- (3) Reduced Rate of Production Delay. A reduced rate of production delay occurs when the rate of production on the work in conflict with the utility in an unanticipated location decreases by more than 25 percent and lasts longer than seven calendar days.”

Revise Article 107.40(c) of the Standard Specifications to read:

“(c) Payment. Payment for Minor, Major, and Reduced Rate of Production Delays will be made as follows.

- (1) Minor Delay. Labor idled which cannot be used on other work will be paid for according to Article 109.04(b)(1) and (2) for the time between start of the delay and the minimum remaining hours in the work shift required by the prevailing practice in the area.

Equipment idled which cannot be used on other work, and which is authorized to standby on the project site by the Engineer, will be paid for according to Article 109.04(b)(4).

- (2) Major Delay. Labor will be the same as for a minor delay.

Equipment will be the same as for a minor delay, except Contractor-owned equipment will be limited to two weeks plus the cost of move-out to either the

Contractor's yard or another job and the cost to re-mobilize, whichever is less. Rental equipment may be paid for longer than two weeks provided the Contractor presents adequate support to the Department (including lease agreement) to show retaining equipment on the job is the most economical course to follow and in the public interest.

- (3) Reduced Rate of Production Delay. The Contractor will be compensated for the reduced productivity for labor and equipment time in excess of the 25 percent threshold for that portion of the delay in excess of seven calendar days. Determination of compensation will be in accordance with Article 104.02, except labor and material additives will not be permitted.

Payment for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be determined according to Article 109.13.”

Revise Article 108.04(b) of the Standard Specifications to read:

“(b) No working day will be charged under the following conditions.

- (1) When adverse weather prevents work on the controlling item.
- (2) When job conditions due to recent weather prevent work on the controlling item.
- (3) When conduct or lack of conduct by the Department or its consultants, representatives, officers, agents, or employees; delay by the Department in making the site available; or delay in furnishing any items required to be furnished to the Contractor by the Department prevents work on the controlling item.
- (4) When delays caused by utility or railroad adjustments prevent work on the controlling item.
- (5) When strikes, lock-outs, extraordinary delays in transportation, or inability to procure critical materials prevent work on the controlling item, as long as these delays are not due to any fault of the Contractor.
- (6) When any condition over which the Contractor has no control prevents work on the controlling item.”

Revise Article 109.09(f) of the Standard Specifications to read:

“(f) Basis of Payment. After resolution of a claim in favor of the Contractor, any adjustment in time required for the work will be made according to Section 108. Any adjustment in the costs to be paid will be made for direct labor, direct materials, direct equipment, direct jobsite overhead, direct offsite overhead, and other direct costs allowed by the resolution. Adjustments in costs will not be made for interest charges, loss of anticipated profit, undocumented loss of efficiency, home office overhead and unabsorbed overhead

other than as allowed by Article 109.13, lost opportunity, preparation of claim expenses and other consequential indirect costs regardless of method of calculation.

The above Basis of Payment is an essential element of the contract and the claim cost recovery of the Contractor shall be so limited.”

Add the following to Section 109 of the Standard Specifications.

**“109.13 Payment for Contract Delay.** Compensation for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be allowed when such costs result from a delay meeting the criteria in the following table.

Contract Type	Cause of Delay	Length of Delay
Working Days	Article 108.04(b)(3) or Article 108.04(b)(4)	No working days have been charged for two consecutive weeks.
Completion Date	Article 108.08(b)(1) or Article 108.08(b)(7)	The Contractor has been granted a minimum two week extension of contract time, according to Article 108.08.

Payment for each of the various costs will be according to the following.

- (a) Escalated Material and/or Labor Costs. When the delay causes work, which would have otherwise been completed, to be done after material and/or labor costs have increased, such increases will be paid. Payment for escalated material costs will be limited to the increased costs substantiated by documentation furnished by the Contractor. Payment for escalated labor costs will be limited to those items in Article 109.04(b)(1) and (2), except the 35 percent and 10 percent additives will not be permitted.
- (b) Extended Project Overhead. For the duration of the delay, payment for extended project overhead will be paid as follows.
  - (1) Direct Jobsite and Offsite Overhead. Payment for documented direct jobsite overhead and documented direct offsite overhead, including onsite supervisory and administrative personnel, will be allowed according to the following table.

Original Contract Amount	Supervisory and Administrative Personnel
Up to \$5,000,000	One Project Superintendent
Over \$ 5,000,000 - up to \$25,000,000	One Project Manager, One Project Superintendent or Engineer, and One Clerk
Over \$25,000,000 - up to \$50,000,000	One Project Manager, One Project Superintendent, One Engineer, and

	One Clerk
Over \$50,000,000	One Project Manager, Two Project Superintendents, One Engineer, and One Clerk

(2) Home Office and Unabsorbed Overhead. Payment for home office and unabsorbed overhead will be calculated as 8 percent of the total delay cost.

(c) Extended Traffic Control. Traffic control required for an extended period of time due to the delay will be paid for according to Article 109.04.

When an extended traffic control adjustment is paid under this provision, an adjusted unit price as provided for in Article 701.20(a) for increase or decrease in the value of work by more than ten percent will not be paid.

Upon payment for a contract delay under this provision, the Contractor shall assign subrogation rights to the Department for the Department's efforts of recovery from any other party for monies paid by the Department as a result of any claim under this provision. The Contractor shall fully cooperate with the Department in its efforts to recover from another party any money paid to the Contractor for delay damages under this provision."

80384



## **DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (DBE)**

Effective: September 1, 2000

Revised: March 2, 2019

**FEDERAL OBLIGATION.** The Department of Transportation, as a recipient of federal financial assistance, is required to take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts. Consequently, the federal regulatory provisions of 49 CFR Part 26 apply to this contract concerning the utilization of disadvantaged business enterprises. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified by the Department in accordance with the requirements of 49 CFR Part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory.

**STATE OBLIGATION.** This Special Provision will also be used by the Department to satisfy the requirements of the Business Enterprise for Minorities, Females, and Persons with Disabilities Act, 30 ILCS 575. When this Special Provision is used to satisfy state law requirements on 100 percent state-funded contracts, the federal government has no involvement in such contracts (not a federal-aid contract) and no responsibility to oversee the implementation of this Special Provision by the Department on those contracts. DBE participation on 100 percent state-funded contracts will not be credited toward fulfilling the Department's annual overall DBE goal required by the US Department of Transportation to comply with the federal DBE program requirements.

**CONTRACTOR ASSURANCE.** The Contractor makes the following assurance and agrees to include the assurance in each subcontract the Contractor signs with a subcontractor.

The Contractor, subrecipient, or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of contracts funded in whole or in part with federal or state funds. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (a) Withholding progress payments;
- (b) Assessing sanctions;
- (c) Liquidated damages; and/or
- (d) Disqualifying the Contractor from future bidding as non-responsible.

**OVERALL GOAL SET FOR THE DEPARTMENT.** As a requirement of compliance with 49 CFR Part 26, the Department has set an overall goal for DBE participation in its federally assisted contracts. That goal applies to all federal-aid funds the Department will expend in its federally assisted contracts for the subject reporting fiscal year. The Department is required to make a

good faith effort to achieve the overall goal. The dollar amount paid to all approved DBE companies performing work called for in this contract is eligible to be credited toward fulfillment of the Department's overall goal.

**CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR.** This contract includes a specific DBE utilization goal established by the Department. The goal has been included because the Department has determined the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. The determination is based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates, in the absence of unlawful discrimination and in an arena of fair and open competition, DBE companies can be expected to perform  0 % of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will only award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set for in this Special Provision:

- (a) The bidder documents enough DBE participation has been obtained to meet the goal or,
- (b) The bidder documents a good faith effort has been made to meet the goal, even though the effort did not succeed in obtaining enough DBE participation to meet the goal.

**DBE LOCATOR REFERENCES.** Bidders shall consult the IL UCP DBE Directory as a reference source for DBE-certified companies. In addition, the Department maintains a letting and item specific DBE locator information system whereby DBE companies can register their interest in providing quotes on particular bid items advertised for letting. Information concerning DBE companies willing to quote work for particular contracts may be obtained by contacting the Department's Bureau of Small Business Enterprises at telephone number (217) 785-4611, or by visiting the Department's website at:

<http://www.idot.illinois.gov/doing-business/certifications/disadvantaged-business-enterprise-certification/il-ucp-directory/index>.

**BIDDING PROCEDURES.** Compliance with this Special Provision is a material bidding requirement and failure of the bidder to comply will render the bid not responsive.

The bidder shall submit a DBE Utilization Plan (form SBE 2026), and a DBE Participation Statement (form SBE 2025) for each DBE company proposed for the performance of work to achieve the contract goal, with the bid. If the Utilization Plan indicates the contract goal will not be met, documentation of good faith efforts shall also be submitted. The documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor is selected over a DBE for work on the contract. The required forms and documentation must be submitted as a single .pdf file using the "Integrated Contractor Exchange (iCX)" application within the Department's "EBids System".

The Department will not accept a Utilization Plan if it does not meet the bidding procedures set forth herein and the bid will be declared not responsive. In the event the bid is declared not responsive, the Department may elect to cause the forfeiture of the penal sum of the bidder's proposal guaranty and may deny authorization to bid the project if re-advertised for bids.

GOOD FAITH EFFORT PROCEDURES. The contract will not be awarded until the Utilization Plan is approved. All information submitted by the bidder must be complete, accurate and adequately document enough DBE participation has been obtained or document the good faith efforts of the bidder, in the event enough DBE participation has not been obtained, before the Department will commit to the performance of the contract by the bidder. The Utilization Plan will be approved by the Department if the Utilization Plan documents sufficient commercially useful DBE work to meet the contract goal or the bidder submits sufficient documentation of a good faith effort to meet the contract goal pursuant to 49 CFR Part 26, Appendix A. This means the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which, by their scope, intensity and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not successful. The Department will consider the quality, quantity, and intensity of the kinds of efforts the bidder has made. Mere *pro forma* efforts, in other words efforts done as a matter of form, are not good faith efforts; rather, the bidder is expected to have taken genuine efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

- (a) The following is a list of types of action that the Department will consider as part of the evaluation of the bidder's good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Department may be relevant in appropriate cases and will be considered by the Department.
  - (1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.
  - (2) Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the Contractor might otherwise prefer to perform these work items with its own forces.
  - (3) Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.

- (4) a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.
  - b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable. In accordance with the above Bidding Procedures, the documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.
- (5) Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.
  - (6) Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.
  - (7) Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.
  - (8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.
- (b) If the Department determines the bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided it is otherwise eligible for award. If the Department determines the

bidder has failed to meet the requirements of this Special Provision or that a good faith effort has not been made, the Department will notify the responsible company official designated in the Utilization Plan that the bid is not responsive. The notification will also include a statement of reasons for the adverse determination. If the Utilization Plan is not approved because it is deficient as a technical matter, unless waived by the Department, the bidder will be notified and will be allowed no more than a five calendar day period to cure the deficiency.

- (c) The bidder may request administrative reconsideration of an adverse determination by emailing the Department at "[DOT.DBE.UP@illinois.gov](mailto:DOT.DBE.UP@illinois.gov)" within the five calendar days after the receipt of the notification of the determination. The determination shall become final if a request is not made on or before the fifth calendar day. A request may provide additional written documentation or argument concerning the issues raised in the determination statement of reasons, provided the documentation and arguments address efforts made prior to submitting the bid. The request will be reviewed by the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person to consider all issues of documentation and whether the bidder made a good faith effort to meet the goal. After the review by the Reconsideration Officer, the bidder will be sent a written decision within ten working days after receipt of the request for reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

**CALCULATING DBE PARTICIPATION.** The Utilization Plan values represent work anticipated to be performed and paid for upon satisfactory completion. The Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE companies. In addition, a DBE must perform a commercially useful function on the contract to be counted. A commercially useful function is generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Department and Contractor are governed by the provisions of 49 CFR Part 26.55(c) on questions of commercially useful functions as it affects the work. Specific counting guidelines are provided in 49 CFR Part 26.55, the provisions of which govern over the summary contained herein.

- (a) DBE as the Contractor: 100 percent goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE does not count toward the DBE goals.
- (b) DBE as a joint venture Contractor: 100 percent goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.

- (c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE does not count toward the DBE goal.
- (d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contract. Credit will be given for the following:
  - (1) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.
  - (2) The DBE may also lease trucks from a non-DBE firm, including from an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission it receives as a result of the lease arrangement.
- (e) DBE as a material supplier:
  - (1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.
  - (2) 100 percent goal credit for the cost of materials or supplies obtained from a DBE manufacturer.
  - (3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a DBE regular dealer or DBE manufacturer.

**CONTRACT COMPLIANCE.** Compliance with this Special Provision is an essential part of the contract. The Department is prohibited by federal regulations from crediting the participation of a DBE included in the Utilization Plan toward either the contract goal or the Department's overall goal until the amount to be applied toward the goals has been paid to the DBE. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan. After approval of the Utilization Plan and award of the contract, the Utilization Plan and individual DBE Participation Statements become part of the contract. If the Contractor did not succeed in obtaining enough DBE participation to achieve the advertised contract goal, and the Utilization Plan was approved and contract awarded based upon a determination of good faith, the total dollar value of DBE work calculated in the approved Utilization Plan as a percentage of the awarded contract value shall become the amended contract goal. All work indicated for performance by an approved DBE shall be performed, managed, and supervised by the DBE executing the DBE Participation Commitment Statement.

- (a) NO AMENDMENT. No amendment to the Utilization Plan may be made without prior written approval from the Department's Bureau of Small Business Enterprises. All requests for amendment to the Utilization Plan shall be emailed to the Department at [DOT.DBE.UP@illinois.gov](mailto:DOT.DBE.UP@illinois.gov).
- (b) CHANGES TO WORK. Any deviation from the DBE condition-of-award or contract plans, specifications, or special provisions must be approved, in writing, by the Department as provided elsewhere in the Contract. The Contractor shall notify affected DBEs in writing of any changes in the scope of work which result in a reduction in the dollar amount condition-of-award to the contract. Where the revision includes work committed to a new DBE subcontractor, not previously involved in the project, then a Request for Approval of Subcontractor, Department form BC 260A or AER 260A, must be signed and submitted. If the commitment of work is in the form of additional tasks assigned to an existing subcontract, a new Request for Approval of Subcontractor will not be required. However, the Contractor must document efforts to assure the existing DBE subcontractor is capable of performing the additional work and has agreed in writing to the change.
- (c) SUBCONTRACT. The Contractor must provide copies of DBE subcontracts to the Department upon request. Subcontractors shall ensure that all lower tier subcontracts or agreements with DBEs to supply labor or materials be performed in accordance with this Special Provision.
- (d) ALTERNATIVE WORK METHODS. In addition to the above requirements for reductions in the condition of award, additional requirements apply to the two cases of Contractor-initiated work substitution proposals. Where the contract allows alternate work methods which serve to delete or create underruns in condition of award DBE work, and the Contractor selects that alternate method or, where the Contractor proposes a substitute work method or material that serves to diminish or delete work committed to a DBE and replace it with other work, then the Contractor must demonstrate one of the following:
- (1) The replacement work will be performed by the same DBE (as long as the DBE is certified in the respective item of work) in a modification of the condition of award; or
  - (2) The DBE is aware its work will be deleted or will experience underruns and has agreed in writing to the change. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so; or
  - (3) The DBE is not capable of performing the replacement work or has declined to perform the work at a reasonable competitive price. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so.

- (e) TERMINATION AND REPLACEMENT PROCEDURES. The Contractor shall not terminate or replace a DBE listed on the approved Utilization Plan, or perform with other forces work designated for a listed DBE except as provided in this Special Provision. The Contractor shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the Contractor obtains the Department's written consent as provided in subsection (a) of this part. Unless Department consent is provided for termination of a DBE subcontractor, the Contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the DBE in the Utilization Plan.

As stated above, the Contractor shall not terminate or replace a DBE subcontractor listed in the approved Utilization Plan without prior written consent. This includes, but is not limited to, instances in which the Contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm. Written consent will be granted only if the Bureau of Small Business Enterprises agrees, for reasons stated in its concurrence document, that the Contractor has good cause to terminate or replace the DBE firm. Before transmitting to the Bureau of Small Business Enterprises any request to terminate and/or substitute a DBE subcontractor, the Contractor shall give notice in writing to the DBE subcontractor, with a copy to the Bureau, of its intent to request to terminate and/or substitute, and the reason for the request. The Contractor shall give the DBE five days to respond to the Contractor's notice. The DBE so notified shall advise the Bureau and the Contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why the Bureau should not approve the Contractor's action. If required in a particular case as a matter of public necessity, the Bureau may provide a response period shorter than five days.

For purposes of this paragraph, good cause includes the following circumstances:

- (1) The listed DBE subcontractor fails or refuses to execute a written contract;
- (2) The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the Contractor;
- (3) The listed DBE subcontractor fails or refuses to meet the Contractor's reasonable, nondiscriminatory bond requirements;
- (4) The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness;
- (5) The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215 and 1200 or applicable state law.



- (6) The Contractor has determined the listed DBE subcontractor is not a responsible contractor;
- (7) The listed DBE subcontractor voluntarily withdraws from the projects and provides written notice to the Contractor of its withdrawal;
- (8) The listed DBE is ineligible to receive DBE credit for the type of work required;
- (9) A DBE owner dies or becomes disabled with the result that the listed DBE subcontractor is unable to complete its work on the contract;
- (10) Other documented good cause that compels the termination of the DBE subcontractor. Provided, that good cause does not exist if the Contractor seeks to terminate a DBE it relied upon to obtain the contract so that the Contractor can self-perform the work for which the DBE contractor was engaged or so that the Contractor can substitute another DBE or non-DBE contractor after contract award.

When a DBE is terminated or fails to complete its work on the Contract for any reason, the Contractor shall make a good faith effort to find another DBE to substitute for the original DBE to perform at least the same amount of work under the contract as the terminated DBE to the extent needed to meet the established Contract goal. The good faith efforts shall be documented by the Contractor. If the Department requests documentation under this provision, the Contractor shall submit the documentation within seven days, which may be extended for an additional seven days if necessary at the request of the Contractor. The Department will provide a written determination to the Contractor stating whether or not good faith efforts have been demonstrated.

- (f) FINAL PAYMENT. After the performance of the final item of work or delivery of material by a DBE and final payment therefore to the DBE by the Contractor, but not later than 30 calendar days after payment has been made by the Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement on Department form SBE 2115 to the Resident Engineer. If full and final payment has not been made to the DBE, the DBE Payment Agreement shall indicate whether a disagreement as to the payment required exists between the Contractor and the DBE or if the Contractor believes the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Utilization Plan and after good faith efforts are reviewed, the Department may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages. The Contractor may request an administrative reconsideration of any amount deducted as damages pursuant to subsection (h) of this part.
- (g) ENFORCEMENT. The Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be

made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.

- (h) RECONSIDERATION. Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor may request administrative reconsideration of a decision to deduct the amount of the goal not achieved as liquidated damages. A request to reconsider shall be delivered to the Contract Compliance Section and shall be handled and considered in the same manner as set forth in paragraph (c) of “Good Faith Effort Procedures” of this Special Provision, except a final decision that a good faith effort was not made during contract performance to achieve the goal agreed to in the Utilization Plan shall be the final administrative decision of the Department. The result of the reconsideration process is not administratively appealable to the U.S. Department of Transportation.

80029

## **HOT-MIX ASPHALT (BDE)**

Effective: January 1, 2024

Revise the second paragraph of Articles 1030.07(a)(11) and 1030.08(a)(9) of the Standard Specifications to read:

“When establishing the target density, the HMA maximum theoretical specific gravity ( $G_{mm}$ ) will be based on the running average of four available Department test results for that project. If less than four  $G_{mm}$  test results are available, an average of all available Department test results for that project will be used. The initial  $G_{mm}$  will be the last available Department test result from a QMP project. If there is no available Department test result from a QMP project, the Department mix design verification test result will be used as the initial  $G_{mm}$ .”

In the Supplemental Specifications, replace the revision for the end of the third paragraph of Article 1030.09(h)(2) with the following:

“When establishing the target density, the HMA maximum theoretical specific gravity ( $G_{mm}$ ) will be the Department mix design verification test result.”

Revise the tenth paragraph of Article 1030.10 of the Standard Specifications to read:

“Production is not required to stop after a test strip has been constructed.”

80456

## HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE)

Effective: November 1, 2022

Revised: August 1, 2023

Add the following after the second sentence in the eighth paragraph of Article 406.06(h)(2) of the Standard Specifications:

“If rain is forecasted and traffic is to be on the LJS or if pickup/tracking of the LJS material is likely, the LJS shall be covered immediately following its application with FA 20 fine aggregate mechanically spread uniformly at a rate of  $1.5 \pm 0.5$  lb/sq yd ( $0.75 \pm 0.25$  kg/sq m). Fine aggregate landing outside of the LJS shall be removed prior to application of tack coat.”

Add the following after the first sentence in the ninth paragraph of Article 406.06(h)(2) of the Standard Specifications:

“LJS half-width shall be applied at a width of  $9 \pm 1$  in. ( $225 \pm 25$  mm) in the immediate lane to be placed with the outside edge flush with the joint of the next HMA lift. The vertical face of any longitudinal joint remaining in place shall also be coated.”

Add the following after the eleventh paragraph of Article 406.06(h)(2) of the Standard Specifications:

“LJS Half-Width Application Rate, lb/ft (kg/m) <sup>1/</sup>			
Lift Thickness, in. (mm)	Coarse Graded Mixture (IL-19.0, IL-19.0L, IL-9.5, IL-9.5L, IL-4.75)	Fine Graded Mixture (IL-9.5FG)	SMA Mixture (SMA-9.5, SMA-12.5)
$\frac{3}{4}$ (19)	0.44 (0.66)		
1 (25)	0.58 (0.86)		
1 $\frac{1}{4}$ (32)	0.66 (0.98)	0.44 (0.66)	
1 $\frac{1}{2}$ (38)	0.74 (1.10)	0.48 (0.71)	0.63 (0.94)
1 $\frac{3}{4}$ (44)	0.82 (1.22)	0.52 (0.77)	0.69 (1.03)
2 (50)	0.90 (1.34)	0.56 (0.83)	0.76 (1.13)
$\geq 2 \frac{1}{4}$ (60)	0.98 (1.46)		

1/ The application rate includes a surface demand for liquid. The thickness of the LJS may taper from the center of the application to a lesser thickness on the edge of the application, provided the correct width and application rate are maintained.”

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

“Aggregate for covering tack, LJS, or FLS will not be measured for payment.”

Add the following to the end of the second paragraph of Article 406.14 of the Standard Specifications:

“Longitudinal joint sealant (LJS) half-width will be paid for at the contract unit price per foot (meter) for LONGITUDINAL JOINT SEALANT, HALF-WIDTH.”

80446

**ILLINOIS WORKS APPRENTICESHIP INITIATIVE – STATE FUNDED CONTRACTS (BDE)**

Effective: June 2, 2021

Revised: September 2, 2021

Illinois Works Jobs Program Act (30 ILCS 559/20-1 et seq.). For contracts having an awarded contract value of \$500,000 or more, the Contractor shall comply with the Illinois Works Apprenticeship Initiative (30 ILCS 559/20-20 to 20-25) and all applicable administrative rules. The goal of the Illinois Apprenticeship Works Initiative is that apprentices will perform either 10% of the total labor hours actually worked in each prevailing wage classification or 10% of the estimated labor hours in each prevailing wage classification, whichever is less. The Contractor may seek from the Department of Commerce and Economic Opportunity (DCEO) a waiver or reduction of this goal in certain circumstances pursuant to 30 ILCS 559/20-20(b). The Contractor shall ensure compliance during the term of the contract and will be required to report on and certify its compliance. An apprentice use plan, apprentice hours, and a compliance certification shall be submitted to the Engineer on forms provided by the Department and/or DCEO.

80438

## PERFORMANCE GRADED ASPHALT BINDER (BDE)

Effective: January 1, 2023

Revise Article 1032.05 of the Standard Specifications to read:

**“1032.05 Performance Graded Asphalt Binder.** These materials will be accepted according to the Bureau of Materials Policy Memorandum, “Performance Graded Asphalt Binder Qualification Procedure.” The Department will maintain a qualified producer list. These materials shall be free from water and shall not foam when heated to any temperature below the actual flash point. Air blown asphalt, recycle engine oil bottoms (ReOB), and polyphosphoric acid (PPA) modification shall not be used.

When requested, producers shall provide the Engineer with viscosity/temperature relationships for the performance graded asphalt binders delivered and incorporated in the work.

- (a) Performance Graded (PG) Asphalt Binder. The asphalt binder shall meet the requirements of AASHTO M 320, Table 1 “Standard Specification for Performance Graded Asphalt Binder” for the grade shown on the plans and the following.

Test	Parameter
Small Strain Parameter (AASHTO PP 113) BBR, $\Delta T_c$ , 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	-5 °C min.

- (b) Modified Performance Graded (PG) Asphalt Binder. The asphalt binder shall meet the requirements of AASHTO M 320, Table 1 “Standard Specification for Performance Graded Asphalt Binder” for the grade shown on the plans.

Asphalt binder modification shall be performed at the source, as defined in the Bureau of Materials Policy Memorandum, “Performance Graded Asphalt Binder Qualification Procedure.”

Modified asphalt binder shall be safe to handle at asphalt binder production and storage temperatures or HMA construction temperatures. Safety Data Sheets (SDS) shall be provided for all asphalt modifiers.

- (1) Polymer Modification (SB/SBS or SBR). Elastomers shall be added to the base asphalt binder to achieve the specified performance grade and shall be either a styrene-butadiene diblock, triblock copolymer without oil extension, or a styrene-butadiene rubber. The polymer modified asphalt binder shall be smooth, homogeneous, and be according to the requirements shown in Table 1 or 2 for the grade shown on the plans.

Table 1 - Requirements for Styrene-Butadiene Copolymer (SB/SBS) Modified Asphalt Binders		
Test	Asphalt Grade SB/SBS PG 64-28 SB/SBS PG 70-22	Asphalt Grade SB/SBS PG 64-34 SB/SBS PG 70-28 SB/SBS PG 76-22 SB/SBS PG 76-28
Separation of Polymer ITP, "Separation of Polymer from Asphalt Binder" Difference in °F (°C) of the softening point between top and bottom portions	4 (2) max.	4 (2) max.
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 °F (25 °C), 100 mm elongation, %	60 min.	70 min.

Table 2 - Requirements for Styrene-Butadiene Rubber (SBR) Modified Asphalt Binders		
Test	Asphalt Grade SBR PG 64-28 SBR PG 70-22	Asphalt Grade SB/SBS PG 64-34 SB/SBS PG 70-28 SBR PG 76-22 SBR PG 76-28
Separation of Polymer ITP, "Separation of Polymer from Asphalt Binder" Difference in °F (°C) of the softening point between top and bottom portions	4 (2) max.	4 (2) max.
Toughness ASTM D 5801, 77 °F (25 °C), 20 in./min. (500 mm/min.), in.-lbs (N-m)	110 (12.5) min.	110 (12.5) min.
Tenacity ASTM D 5801, 77 °F (25 °C), 20 in./min. (500 mm/min.), in.-lbs (N-m)	75 (8.5) min.	75 (8.5) min.
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 °F (25 °C), 100 mm elongation, %	40 min.	50 min.

- (2) Ground Tire Rubber (GTR) Modification. GTR modification is the addition of recycled ground tire rubber to liquid asphalt binder to achieve the specified performance grade. GTR shall be produced from processing automobile and/or truck tires by the ambient



grinding method or micronizing through a cryogenic process. GTR shall not exceed 1/16 in. (2 mm) in any dimension and shall not contain free metal particles, moisture that would cause foaming of the asphalt, or other foreign materials. A mineral powder (such as talc) meeting the requirements of AASHTO M 17 may be added, up to a maximum of four percent by weight of GTR to reduce sticking and caking of the GTR particles. When tested in accordance with Illinois Modified AASHTO T 27 “Standard Method of Test for Sieve Analysis of Fine and Coarse Aggregates” or AASHTO PP 74 “Standard Practice for Determination of Size and Shape of Glass Beads Used in Traffic Markings by Means of Computerized Optical Method”, a 50 g sample of the GTR shall conform to the following gradation requirements.

Sieve Size	Percent Passing
No. 16 (1.18 mm)	100
No. 30 (600 µm)	95 ± 5
No. 50 (300 µm)	> 20

GTR modified asphalt binder shall be tested for rotational viscosity according to AASHTO T 316 using spindle S27. GTR modified asphalt binder shall be tested for original dynamic shear and RTFO dynamic shear according to AASHTO T 315 using a gap of 2 mm.

The GTR modified asphalt binder shall meet the requirements of Table 3.

Table 3 - Requirements for Ground Tire Rubber (GTR) Modified Asphalt Binders		
Test	Asphalt Grade GTR PG 64-28 GTR PG 70-22	Asphalt Grade GTR PG 76-22 GTR PG 76-28 GTR PG 70-28
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 °F (25 °C), 100 mm elongation, %	60 min.	70 min.

- (3) Softener Modification (SM). Softener modification is the addition of organic compounds, such as engineered flux, bio-oil blends, modified vegetable oils, glycol amines, and fatty acid derivatives, to the base asphalt binder to achieve the specified performance grade. Softeners shall be dissolved, dispersed, or reacted in the asphalt binder to enhance its performance and shall remain compatible with the asphalt binder with no separation. Softeners shall not be added to modified PG asphalt binder as defined in Articles 1032.05(b)(1) or 1032.05(b)(2).

An Attenuated Total Reflectance-Fourier Transform Infrared spectrum (ATR-FTIR) shall be collected for both the softening compound as well as the softener modified

asphalt binder at the dose intended for qualification. The ATR-FTIR spectra shall be collected on unaged softener modified binder, 20-hour Pressurized Aging Vessel (PAV) aged softener modified binder, and 40-hour PAV aged softener modified binder. The ATR-FTIR shall be collected in accordance with Illinois Test Procedure 601. The electronic files spectral files (in one of the following extensions or equivalent: \*.SPA, \*.SPG, \*.IRD, \*.IFG, \*.CSV, \*.SP, \*.IRS, \*.GAML, \*. [0-9], \*.IGM, \*.ABS, \*.DRT, \*.SBM, \*.RAS) shall be submitted to the Central Bureau of Materials.

Softener modified asphalt binders shall meet the requirements in Table 4.

Test	Asphalt Grade	
	SM PG 46-28	SM PG 46-34
	SM PG 52-28	SM PG 52-34
	SM PG 58-22	SM PG 58-28
	SM PG 64-22	
Small Strain Parameter (AASHTO PP 113) BBR, $\Delta T_c$ , 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	-5°C min.	
Large Strain Parameter (Illinois Modified AASHTO T 391) DSR/LAS Fatigue Property, $\Delta G^* _{peak}$ , 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	≥ 54 %	

The following grades may be specified as tack coats.

Asphalt Grade	Use
PG 58-22, PG 58-28, PG 64-22	Tack Coat

Revise Article 1031.06(c)(1) and 1031.06(c)(2) of the Standard Specifications to read:

“(1) RAP/RAS. When RAP is used alone or RAP is used in conjunction with RAS, the percentage of virgin ABR shall not exceed the amounts listed in the following table.

Ndesign	Binder	Surface	Polymer Modified Binder or Surface <sup>3/</sup>
30	30	30	10
50	25	15	10
70	15	10	10
90	10	10	10

1/ For Low ESAL HMA shoulder and stabilized subbase, the RAP/RAS ABR shall not exceed 50 percent of the mixture.

- 2/ When RAP/RAS ABR exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).
  - 3/ The maximum ABR percentages for ground tire rubber (GTR) modified mixes shall be equivalent to the percentages specified for SBS/SBR polymer modified mixes.
- (2) FRAP/RAS. When FRAP is used alone or FRAP is used in conjunction with RAS, the percentage of virgin asphalt binder replacement shall not exceed the amounts listed in the following table.

HMA Mixtures - FRAP/RAS Maximum ABR % <sup>1/2/</sup>			
Ndesign	Binder	Surface	Polymer Modified Binder or Surface <sup>3/</sup>
30	55	45	15
50	45	40	15
70	45	35	15
90	45	35	15
SMA	--	--	25
IL-4.75	--	--	35

- 1/ For Low ESAL HMA shoulder and stabilized subbase, the FRAP/RAS ABR shall not exceed 50 percent of the mixture.
- 2/ When FRAP/RAS ABR exceeds 20 percent for all mixes, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).
- 3/ The maximum ABR percentages for GTR modified mixes shall be equivalent to the percentages specified for SBS/SBR polymer modified mixes.”

Add the following to the end of Note 2 of Article 1030.03 of the Standard Specifications.

“A dedicated storage tank for the ground tire rubber (GTR) modified asphalt binder shall be provided. This tank shall be capable of providing continuous mechanical mixing throughout and/or recirculation of the asphalt binder to provide a uniform mixture. The tank shall be heated and capable of maintaining the temperature of the asphalt binder at 300 °F to 350 °F (149 °C to 177 °C). The asphalt binder metering systems of dryer drum plants shall be calibrated with the actual GTR modified asphalt binder material with an accuracy of ±0.40 percent.”

## REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2024

Revise the first paragraph of Article 669.04 of the Standard Specifications to read:

**“669.04 Regulated Substances Monitoring.** Regulated substances monitoring includes environmental observation and field screening during regulated substances management activities. The excavated soil and groundwater within the work areas shall be managed as either uncontaminated soil, hazardous waste, special waste, or non-special waste.

As part of the regulated substances monitoring, the monitoring personnel shall perform and document the applicable duties listed on form BDE 2732 “Regulated Substances Monitoring Daily Record (RSM DR)”.

Revise the first two sentences of the nineteenth paragraph of Article 669.05 of the Standard Specifications to read:

“The Contractor shall coordinate waste disposal approvals with the disposal facility and provide the specific analytical testing requirements of that facility. The Contractor shall make all arrangements for collection, transportation, and analysis of landfill acceptance testing.”

Revise the last paragraph of Article 669.05 of the Standard Specifications to read:

“The Contractor shall select a permitted landfill facility or CCDD/USFO facility meeting the requirements of 35 Ill. Admin. Code Parts 810-814 or Part 1100, respectively. The Department will review and approve or reject the facility proposed by the Contractor based upon information provided in BDE 2730. The Contractor shall verify whether the selected facility is compliant with those applicable standards as mandated by their permit and whether the facility is presently, has previously been, or has never been, on the United States Environmental Protection Agency (U.S. EPA) National Priorities List or the Resource Conservation and Recovery Act (RCRA) List of Violating Facilities. The use of a Contractor selected facility shall in no manner delay the construction schedule or alter the Contractor's responsibilities as set forth.”

Revise the first paragraph of Article 669.07 of the Standard Specifications to read:

**“669.07 Temporary Staging.** Soil classified according to Articles 669.05(a)(2), (b)(1), or (c) may be temporarily staged at the Contractor's option.

Topsoil for re-use as final cover which has been field screened and found not to exhibit PID readings over daily background readings as documented on the BDE 2732, visual staining or odors, and is classified according to Articles 669.05(a)(2), (a)(3), (a)(4), (b)(1), or (c) may be temporarily staged at the Contractor's option.

All other soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) shall be managed and disposed of without temporary staging to the greatest extent practicable.

If circumstances beyond the Contractor's control require temporary staging of these latter materials, the Contractor shall request approval from the Engineer in writing."

Add the following paragraph after the sixth paragraph of Article 669.11 of the Standard Specifications.

"The sampling and testing of effluent water derived from dewatering discharges for priority pollutants volatile organic compounds (VOCs), priority pollutants semi-volatile organic compounds (SVOCs), or priority pollutants metals, will be paid for at the contract unit price per each for VOC GROUNDWATER ANALYSIS using EPA Method 8260B, SVOC GROUNDWATER ANALYSIS using EPA Method 8270C, or RCRA METALS GROUNDWATER ANALYSIS using EPA Methods 6010B and 7471A. This price shall include transporting the sample from the job site to the laboratory."

80455

## **SOURCE OF SUPPLY AND QUALITY REQUIREMENTS (BDE)**

Effective: January 2, 2023

Add the following to Article 106.01 of the Standard Specifications:

“The final manufacturing process for construction materials and the immediately preceding manufacturing stage for construction materials shall occur within the United States. Construction materials shall include an article, material, or supply that is or consists primarily of the following.

- (a) Non-ferrous metals;
- (b) Plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables);
- (c) Glass (including optic glass);
- (d) Lumber;
- (e) Drywall.

Items consisting of two or more of the listed construction materials that have been combined through a manufacturing process, and items including at least one of the listed materials combined with a material that is not listed through a manufacturing process shall be exempt.”

80448

## **SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)**

Effective: April 2, 2018

Add the following to Section 109 of the Standard Specifications.

**“109.14 Subcontractor and Disadvantaged Business Enterprise Payment Reporting.**  
The Contractor shall report all payments made to the following parties:

- (a) first tier subcontractors;
- (b) lower tier subcontractors affecting disadvantaged business enterprise (DBE) goal credit;
- (c) material suppliers or trucking firms that are part of the Contractor’s submitted DBE utilization plan.

The report shall be made through the Department’s on-line subcontractor payment reporting system within 21 days of making the payment.”

80397

## **SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)**

Effective: November 2, 2017

Revised: April 1, 2019

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

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

Value of Subcontract Reported on Form BC 260A	Mobilization Percentage
Less than \$10,000	25%
\$10,000 to less than \$20,000	20%
\$20,000 to less than \$40,000	18%
\$40,000 to less than \$60,000	16%
\$60,000 to less than \$80,000	14%
\$80,000 to less than \$100,000	12%
\$100,000 to less than \$250,000	10%
\$250,000 to less than \$500,000	9%
\$500,000 to \$750,000	8%
Over \$750,000	7%”

80391



## **SUBMISSION OF PAYROLL RECORDS (BDE)**

Effective: April 1, 2021

Revised: November 2, 2023

FEDERAL AID CONTRACTS. Revise the following section of Check Sheet #1 of the Recurring Special Provisions to read:

### **“STATEMENTS AND PAYROLLS**

The payroll records shall include the worker’s name, social security number, last known address, telephone number, email address, classification(s) of work actually performed, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof), daily and weekly number of hours actually worked in total, deductions made, and actual wages paid.

The Contractor and each subcontractor shall submit certified payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers, last known addresses, telephone numbers, and email addresses shall not be included on weekly submittals. Instead, the payrolls need only include an identification number for each employee (e.g., the last four digits of the employee’s social security number). The submittals shall be made using LCPTracker Pro software. The software is web-based and can be accessed at <https://lcptracker.com/>. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option (“No Work”, “Suspended”, or “Complete”) selected.”

STATE CONTRACTS. Revise Item 3 of Section IV of Check Sheet #5 of the Recurring Special Provisions to read:

- “3. Submission of Payroll Records. The Contractor and each subcontractor shall, no later than the 15<sup>th</sup> day of each calendar month, file a certified payroll for the immediately preceding month to the Illinois Department of Labor (IDOL) through the Illinois Prevailing Wage Portal in compliance with the State Prevailing Wage Act (820 ILCS 130). The portal can be found on the IDOL website at <https://www2.illinois.gov/idol/Laws-Rules/CONMED/Pages/Prevailing-Wage-Portal.aspx>. Payrolls shall be submitted in the format prescribed by the IDOL.

In addition to filing certified payroll(s) with the IDOL, the Contractor and each subcontractor shall certify and submit payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers shall not be included on weekly submittals. Instead, the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee’s social security number). In addition, starting and ending times of work each day may be omitted from the payroll records submitted. The submittals shall be made using LCPTracker Pro software. The software is web-based and can be accessed at <https://lcptracker.com/>.

When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option (“No Work”, “Suspended”, or “Complete”) selected.”

80437

## **VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)**

Effective: November 1, 2021

Revised: November 1, 2022

Add the following paragraph after the first paragraph of Article 701.08 of the Standard Specifications:

“The Contractor shall equip all vehicles and equipment with high-intensity oscillating, rotating, or flashing, amber or amber-and-white, warning lights which are visible from all directions. In accordance with 625 ILCS 5/12-215, the lights may only be in operation while the vehicle or equipment is engaged in construction operations.”

80439

## **WEEKLY DBE TRUCKING REPORTS (BDE)**

Effective: June 2, 2012

Revised: November 1, 2021

The Contractor shall submit a weekly report of Disadvantaged Business Enterprise (DBE) trucks hired by the Contractor or subcontractors (i.e. not owned by the Contractor or subcontractors) that are used for DBE goal credit.

The report shall be submitted to the Engineer on Department form "SBE 723" within ten business days following the reporting period. The reporting period shall be Sunday through Saturday for each week reportable trucking activities occur.

Any costs associated with providing weekly DBE trucking reports shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed.

80302

## WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Add the following to Article 701.03 of the Standard Specifications:

“(q) Temporary Sign Supports ..... 1106.02”

Revise the third paragraph of Article 701.14 of the Standard Specifications to read:

“For temporary sign supports, the Contractor shall provide a FHWA eligibility letter for each device used on the contract. The letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device. The signs shall be supported within 20 degrees of vertical. Weights used to stabilize signs shall be attached to the sign support per the manufacturer’s specifications.”

Revise the first paragraph of Article 701.15 of the Standard Specifications to read:

“**701.15 Traffic Control Devices.** For devices that must meet crashworthiness standards, the Contractor shall provide a manufacturer’s self-certification or a FHWA eligibility letter for each Category 1 device and a FHWA eligibility letter for each Category 2 and Category 3 device used on the contract. The self-certification or letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device.”

Revise the first six paragraphs of Article 1106.02 of the Standard Specifications to read:

“**1106.02 Devices.** Work zone traffic control devices and combinations of devices shall meet crashworthiness standards for their respective categories. The categories are as follows.

Category 1 includes small, lightweight, channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. These include cones, tubular markers, plastic drums, and delineators, with no attachments (e.g. lights). Category 1 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 1 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 2 includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. These include vertical panels with lights, barricades, temporary sign supports, and Category 1 devices with attachments (e.g. drums with lights). Category 2 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 2 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 3 includes devices that are expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. These include crash cushions (impact

attenuators), truck mounted attenuators, and other devices not meeting the definitions of Category 1 or 2. Category 3 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2029. Category 3 devices shall be crash tested for Test Level 3 or the test level specified.

Category 4 includes portable or trailer-mounted devices such as arrow boards, changeable message signs, temporary traffic signals, and area lighting supports. It is preferable for Category 4 devices manufactured after December 31, 2019 to be MASH-16 compliant; however, there are currently no crash tested devices in this category, so it remains exempt from the NCHRP 350 or MASH compliance requirement.

For each type of device, when no more than one MASH-16 compliant is available, an NCHRP 350 or MASH-2009 compliant device may be used, even if manufactured after December 31, 2019.”

Revise Articles 1106.02(g), 1106.02(k), and 1106.02(l) to read:

“(g) Truck Mounted/Trailer Mounted Attenuators. The attenuator shall be approved for use at Test Level 3. Test Level 2 may be used for normal posted speeds less than or equal to 45 mph.

(k) Temporary Water Filled Barrier. The water filled barrier shall be a lightweight plastic shell designed to accept water ballast and be on the Department’s qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings.

(l) Movable Traffic Barrier. The movable traffic barrier shall be on the Department’s qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings. The barrier shall be capable of being moved on and off the roadway on a daily basis.”

80427

**WORKING DAYS**

Effective: January 1, 2002

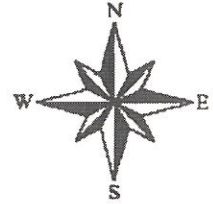
The Contractor shall complete the work within 15 working days.

80071

DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

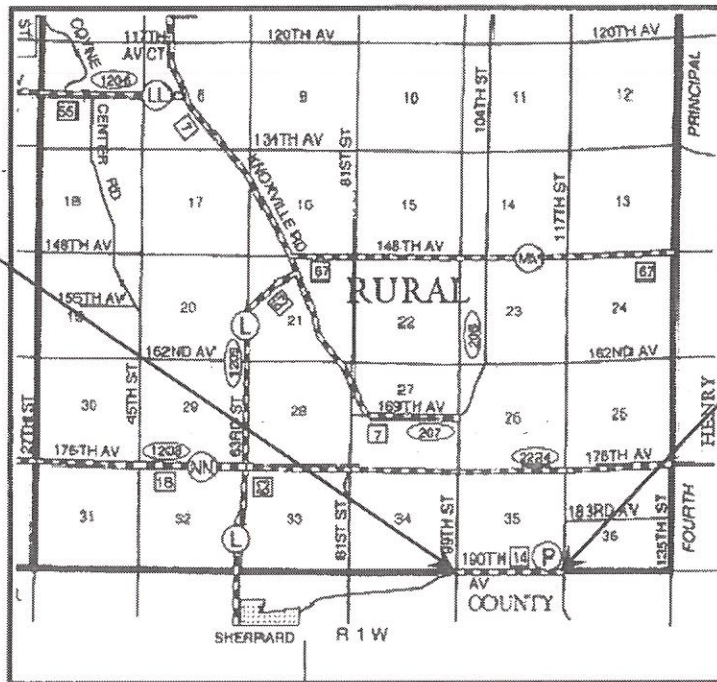


PLANS FOR PROPOSED  
FEDERAL AID HIGHWAY



ROCK ISLAND COUNTY  
FAS 206 (C.H. 14)  
SECTION 23-00393-00-RS  
PROJECT EBIL (868)  
JOB NUMBER C-92-081-23

C.H. 14 - BEGINS  
STA. 385+87



C.H. 14 - ENDS  
STA. 421+00

NET PROJECT LENGTH = 3,513 FEET (0.665 MILES)

CONTRACT NO. 85746

CALL J.U.L.I.E.  
BEFORE YOU DIG  
1-800-892-0123

LAPP POLICY  
ADT= 1200  
7.7% TRUCKS  
RURAL MAJOR COLLECTOR



LICENSE EXPIRES 11/30/2025

SEAL

APPROVED	<u>Nov 01</u>	20 <u>23</u>
	<i>John C. Massa</i> LOCAL AGENCY OFFICIAL	
PASSED	<u>11/12</u>	20 <u>23</u>
	<i>Shan Carter</i> DIST ENGINEER OF LOCAL ROADS & STREETS	
RELEASING FOR BID BASED ON LIMITED REVIEW	<u>11/12</u>	20 <u>23</u>
	<i>Michael Abmal</i> DEPUTY DIRECTOR OF HIGHWAYS REGION 2 ENG NEER	
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		



## INDEX OF SHEETS

1	TITLE SHEET
2	INDEX OF SHEETS
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4	SUMMARY OF QUANTITIES
5-6	SCHEDULE OF QUANTITIES
7	TYPICAL SECTION
8	INCIDENTAL HOT-MIX ASPHALT SURFACING

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10	701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
11	701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO PAVEMENT EDGE
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13	701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY
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21	720001-01	SIGN PANEL MOUNTING DETAILS
22	720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
23	728001-01	TELESCOPING STEEL SIGN SUPPORT
24	729001-01	APPLICATIONS OF TYPES A & B METAL POSTS
25-27	780001-05	TYPICAL PAVEMENT MARKINGS
28	BLR 24-2	MAILBOX TURNOUT FOR LOCAL ROADS

## GENERAL NOTES

- 1 The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.37 & 107.39 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The J.U.L.I.E. contact number is 800-892-0123.
- 2 The final top four inches of soil in any right-of-way disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.
- 3 It shall be the responsibility of the Contractor to comply with Rock Island County's Storm Water Ordinance requiring erosion and sediment control when disturbing 10,000+ square feet of land surface, or the addition of more than 1,000 square feet of impervious area, fill projects over 100 cubic yards or slopes greater than 7%. The cost of all permits and compliance shall be considered incidental to the cost of the contract and no additional monies shall be paid.
- 4 Where the proposed construction meets an existing bituminous or concrete surface, or where the Engineer determines that additional saw cuts are required for a clean, straight joint, the cost of sawing & removal shall be considered included in the cost of the associated item.
- 5 Existing mailboxes, street signs and traffic signs that are within the construction limits shall be removed and reset by the Contractor. The cost of removing and resetting shall be considered incidental to the individual pay items and no additional compensation will be allowed.
- 6 All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earth-moving activities, including temporary stockpiling outside the limits of construction.
- 7 Special care shall be taken by the Contractor to protect existing trees. No roots shall remain exposed for longer than 24 hours. All tree protection measures shall be in accordance with Article 201.05 of the Standard Specifications. This work will be included in the cost of the contract and no additional compensation will be allowed.
- 8 The drop off that occurs at entrance edges as a result of resurfacing of the the entrance shall be corrected using aggregate shoulder material. This work shall be paid for at the contract unit price for AGGREGATE SHOULDERS of the type specified in the plans.

STATE OF ILLINOIS  
SUMMARY OF QUANTITIES

CONSTRUCTION TYPE CODE: 0005

40600290	BITUMINOUS MATERIAL (TACK COAT)	8,041 POUND
40600370	LONGITUDINAL JOINT SEALANT	3,513 FOOT
40600400	MIXTURES FOR CRACKS, JOINTS & FLANGWAYS	14 TON
40600982	HOT-MIX ASPHALT SURFACE REMOVAL (BUTT JOINT)	475 SQ.YD.
40603080	HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50	1,089 TON
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX C, N50	726 TON
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	28 TON
48101200	AGGREGATE SHOULDERS, TYPE B	696 TON
48203100	HOT MIX ASPHALT SHOULDERS	92 TON
67100100	MOBILIZATION	1 LUMPSUM
70300100	SHORT TERM PAVEMENT MARKING	1,518 FOOT
* 78001110	PAINT PAVEMENT MARKING LINE, 4"	14,090 FOOT
X4400196	HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL	8,817 S.Y.
X7010216	TRAFFIC CONTROL & PROTECTION SPECIAL	1 LUMP SUM
20013798	CONSTRUCTION LAYOUT	1 LUMP SUM

\*SPECIALTY ITEMS

STATE OF ILLINOIS  
SCHEDULE OF QUANTITIES

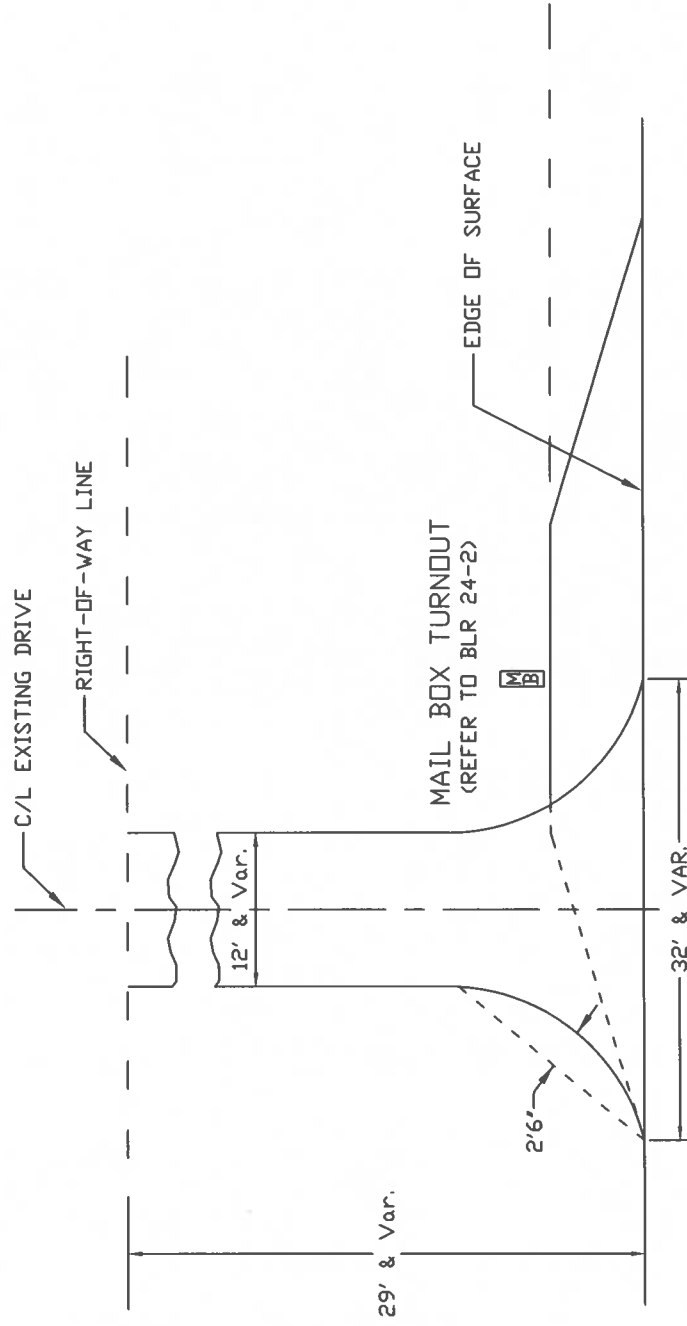
<b>40600290</b>	<b>BITUMINOUS MATERIAL (TACK COAT)</b>		
FAS 206	Sta. 385+87 - 421+00	7,730 Pounds	
	Shoulders	212 Pounds	
	PE, SR, MBT's	99 Pounds	
		<u>8,041 Pounds</u>	
<b>40600370</b>	<b>LONGITUDINAL JOINT SEALANT</b>		
FAS 206	Sta. 385+87 - 421+00	3,513 Feet	
		<u>3,513 Feet</u>	
<b>40600400</b>	<b>MIXTURES FOR CRACKS, JOINTS &amp; FLANGEWAYS</b>		
FAS 206	Sta. 385+87 - 421+00	14 Tons	
		<u>14 Tons</u>	
<b>40600982</b>	<b>HMA SURFACE REMOVAL, (BUTT JOINT)</b>		
FAS 206	Sta. 385+87 - 386+37	133.5 S.Y.	
	PER Sta. 387+41	57.5 S.Y.	
	PER Sta. 398+20	40.7 S.Y.	
	PER Sta. 399+54	39.6 S.Y.	
	PER Sta. 401+12	39.6 S.Y.	
	PER Sta. 408+87	41.8 S.Y.	
	Sta. 420+50 - 421+00	122.3 S.Y.	
		<u>475.0 S.Y.</u>	
<b>40603080</b>	<b>HMA BINDER COURSE, IL 19.0, N50</b>		
FAS 206	Sta. 385+87 - 421+00	1,089 Tons	
		<u>1,089 Tons</u>	
<b>40604050</b>	<b>HMA SURFACE COURSE, IL 9.5, MIX C, N50</b>		
FAS 206	Sta. 385+87 - 421+00	726 Tons	
		<u>726 Tons</u>	
<b>40800050</b>	<b>INCIDENTAL HOT-MIX ASPHALT SURFACING</b>		
FAS 206	PER Sta. 387+41	517 SF	8.0 Tons
	PER Sta. 398+20	366 SF	5.0 Tons
	PER Sta. 399+54	356 SF	5.0 Tons
	PER Sta. 401+12	356 SF	5.0 Tons
	PER Sta. 408+87	376 SF	5.0 Tons
		<u>28.0 Tons</u>	
<b>48101200</b>	<b>AGGREGATE SHOULDERS, TYPE B</b>		
FAS 206	LT Sta. 385+87 - 421+00	390 Tons	
	RT Sta. 387+87 - 397+08	102 Tons	
	RT Sta. 401+49 - 408+04	73 Tons	
	RT Sta. 409+22 - 421+00	131 Tons	
		<u>696 Tons</u>	

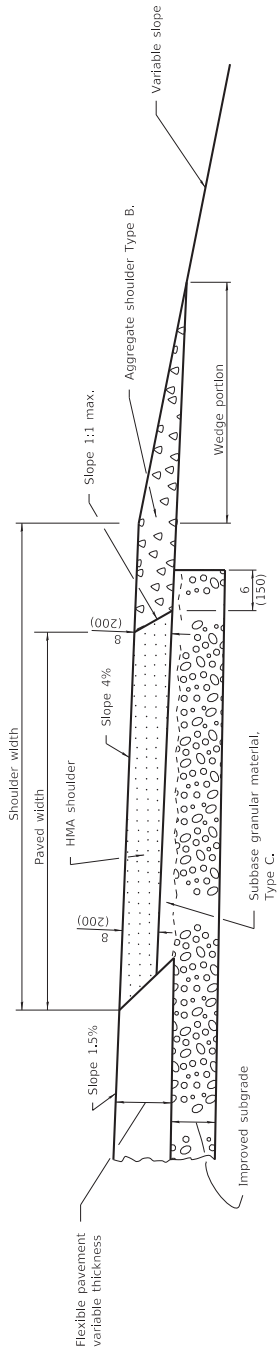
STATE OF ILLINOIS  
SCHEDULE OF QUANTITIES

<b>48203100</b>	<b>HOT-MIX ASPHALT SHOULDERS</b>		
FAS 206	RT Sta. 385+87 - 387+87	24.0	Tons
	RT Sta. 397+08 - 401+49	53.0	Tons
	RT Sta. 408+04 - 409+22	15.0	Tons
		<u>92</u>	<u>Tons</u>
<b>67100100</b>	<b>MOBILIZATION</b>		
FAS 206	Sta. 385+87 - 421+00	1	Lump Sum
<b>70300100</b>	<b>SHORT TERM PAVEMENT MARKING</b>		
FAS 206	Sta. 385+87 - 421+00	1,406	Feet (Yellow)
	Shoulders	112	Feet (White)
		<u>1,518</u>	<u>Feet</u>
<b>78001110</b>	<b>PAINT PAVEMENT MARKING LINE, 4"</b>		
FAS 206	Sta. 385+87 - 421+00	5,590	Feet (Yellow)
	Sta. 385+87 - 421+00	8,500	Feet (White)
		<u>14,090</u>	<u>Feet</u>
<b>X4400196</b>	<b>HMA SURFACE REMOVAL (SPECIAL)</b>		
FAS 206	Sta. 386+37 - 420+50	8,342	S.Y.
	RT Sta. 385+87 - 387+87	112.0	S.Y.
	RT Sta. 397+08 - 401+49	245.0	S.Y.
	RT Sta. 408+04 - 409+22	118.0	S.Y.
		<u>8,817.0</u>	<u>S.Y.</u>
<b>X7010216</b>	<b>TRAFFIC CONTROL &amp; PROTECTION SPECIAL</b>		
FAS 206	Sta. 385+87 - 421+00	1	Lump Sum
<b>Z0013798</b>	<b>CONSTRUCTION LAYOUT</b>		
FAS 206	Sta. 385+87 - 421+00	1	Lump Sum



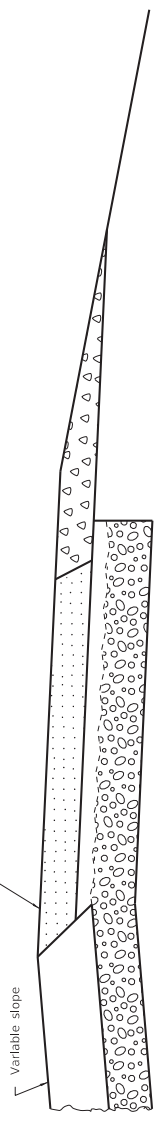
# INCIDENTAL HOT-MIX ASPHALT SURFACING





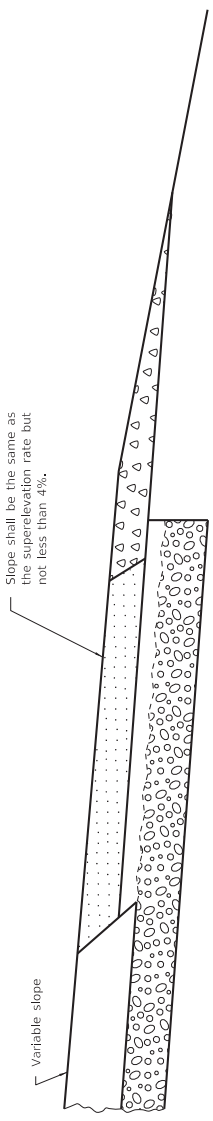
**SHOULDER FOR TANGENT PAVEMENT**

When the super-elevation rate of the pavement is between 0% and 4%, the shoulder shall be sloped at 4%.  
 When the super-elevation rate of the pavement exceeds 4%, the shoulder shall be sloped so that the algebraic difference between pavement and shoulder will not be greater than 8%.



**SHOULDER FOR SUPERELEVATED PAVEMENT  
(OUTSIDE OF CURVE)**

Slope shall be the same as the super-elevation rate but not less than 4%.



**SHOULDER FOR SUPERELEVATED PAVEMENT  
(INSIDE OF CURVE)**

**GENERAL NOTES**

Except as noted or shown the dimensions and notes specified for the shoulder of tangent pavement are typical for the shoulders of super-elevated pavement.

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

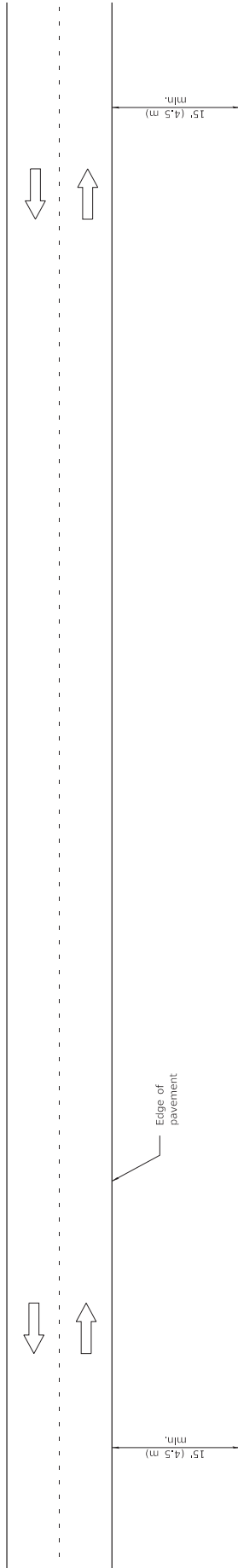
DATE	REVISIONS
1-1-08	Switched units to English (metric).
1-1-07	Switched to Hot-Mix Asphalt (HMA) terminology.

Illinois Department of Transportation PASSED January 1, 2008 <i>Scott B. ...</i> ENGINEER OF POLICY AND PROCEDURES APPROVED January 1, 2008 <i>Lee S. ...</i> ENGINEER OF DESIGN AND ENVIRONMENT	ISSUED 1-1-07
--	---------------

**HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT**

**STANDARD 482001-02**





**TYPICAL APPLICATIONS**

- Landscaping work
- Utility work
- Fencing contracts and maintenance
- Cleaning culverts

**GENERAL NOTES**

This Standard is used where at all times all vehicles, equipment, workers or their activities are more than 15' (4.5 m) from the edge of pavement.

When the work operation requires that two or more work vehicles cross the 15' (4.5 m) clear zone in any one hour, traffic control shall be according to Standard 701006.

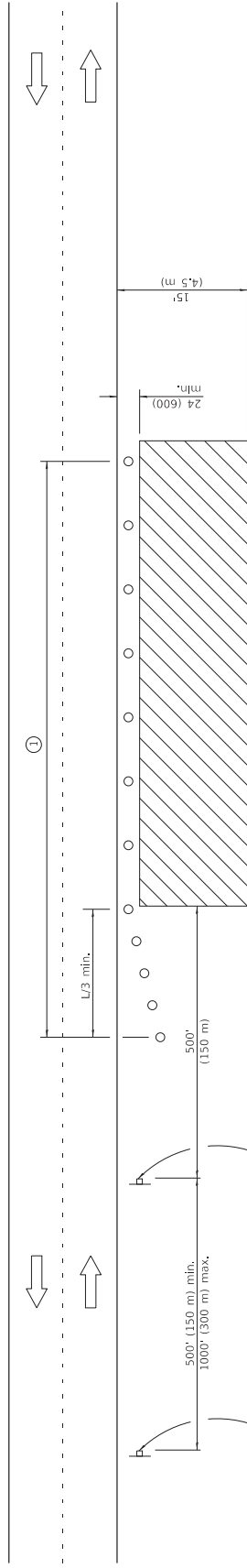
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation		ISSUED 1-1-07
PASSED	January 1, 2009	
ENGINEER OF OPERATIONS	<i>[Signature]</i>	
APPROVED	January 1, 2009	
	<i>[Signature]</i>	
ENGINEER OF DESIGN AND ENVIRONMENT		

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-05	Revised title and notes.

**OFF-RD OPERATIONS,  
2L, 2W, MORE THAN  
15' (4.5 m) AWAY**

**STANDARD 701001-02**



For contract construction projects  
W20-1103(0)-48

For maintenance and utility projects  
W20-1101-48

W21-1101-48

**TYPICAL APPLICATIONS**

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

**SYMBOLS**

- Work area
- Sign
- Cone, drum or barricade

**GENERAL NOTES**

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

Calculate L as follows:

**SPEED LIMIT**

English (Metric)

40 mph (70 km/h)  $L = \frac{WS^2}{60}$

45 mph (80 km/h)  $L = \frac{WS^2}{60}$

or greater:  $L = 0.65(W)(S)$

W = Width of offset in feet (meters).

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

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

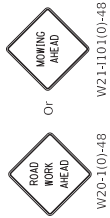
All dimensions are in inches (millimeters) unless otherwise shown.

**OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE**

STANDARD 701006-05

DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Omitted text 'WORKERS' sign.

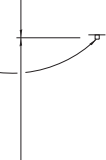
Illinois Department of Transportation  
 PASSED January 2014  
 APPROVED January 2014  
 ENGINEER OF SAFETY ENGINEERING  
 ENGINEER OF DESIGN AND ENVIRONMENT



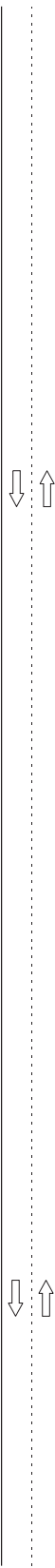
Or



W21-1101(0)-48



Varies ①



4.5 m

Varies ①

500' (150 m) min.  
1000' (300 m) max.

For contract construction projects



W20-1(0)-48

For maintenance and utility projects



W21-1(0)-48

Or



W21-1(0)-48

**TYPICAL APPLICATIONS**

Shoulder work  
Utility operations

**GENERAL NOTES**

This Standard is used where at any time, any vehicle, equipment, workers or their activities require an intermittent or continuous moving operation on the shoulder, where the average speed is 1 mph (2 km/h) or less.

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

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

① Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but should not exceed 1/2 the length required for one normal working day's operation, or 4 miles (6.4 km) whichever is less.

**SYMBOLS**



Work area



Sign

- Flagger with traffic control sign when required

DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Omitted text 'WORKERS' sign.

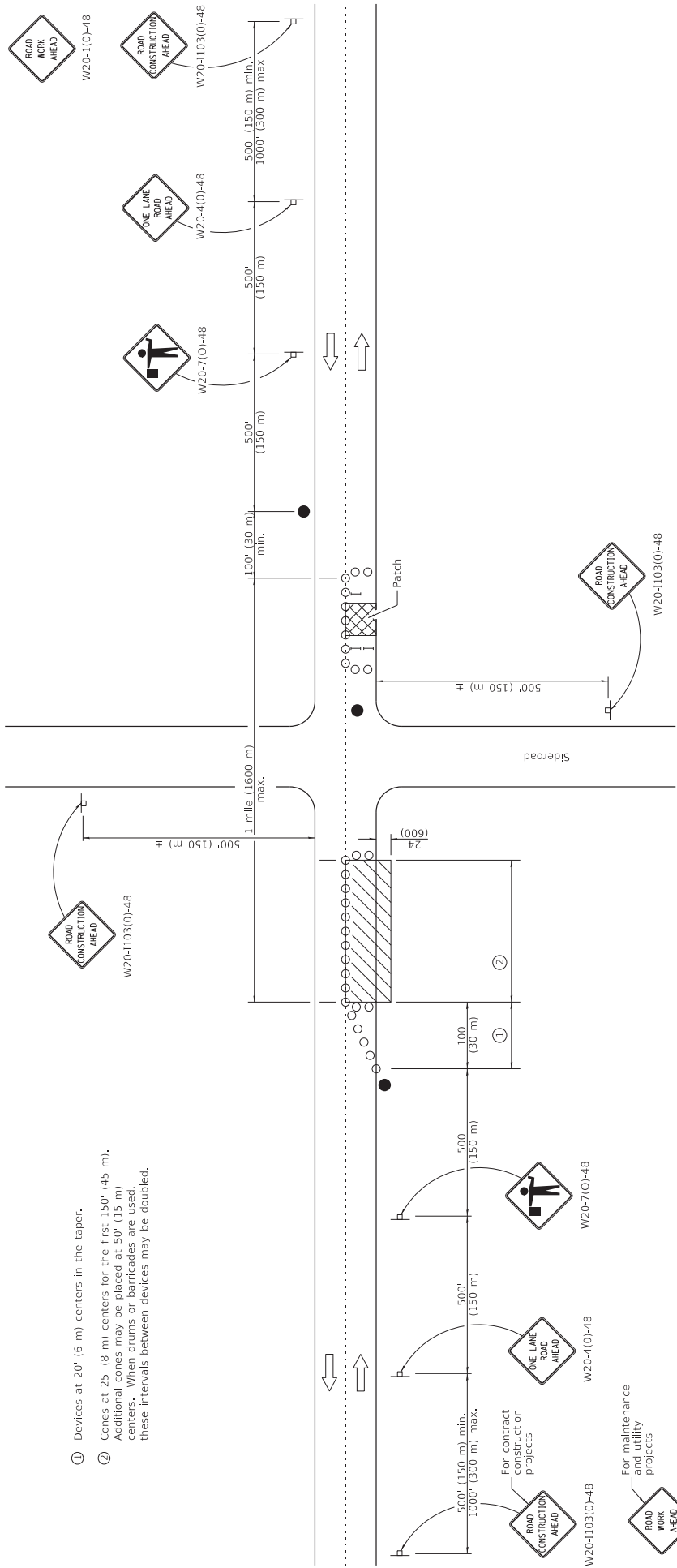
**OFF-RD MOVING OPERATIONS,  
2L, 2W, DAY ONLY**

**STANDARD 701011-04**

Illinois Department of Transportation

PASSED January 2014  
 APPROVED January 1, 2014  
 ENGINEER OF SAFETY ENGINEERING  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07



- ① Devices at 20' (6 m) centers in the taper.
- ② Cones at 25' (8 m) centers for the first 150' (45 m). Additional cones may be placed at 50' (15 m) centers. When drums or barricades are used, these intervals between devices may be doubled.

**GENERAL NOTES**

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

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

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

**SYMBOLS**

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

**TYPICAL APPLICATIONS**

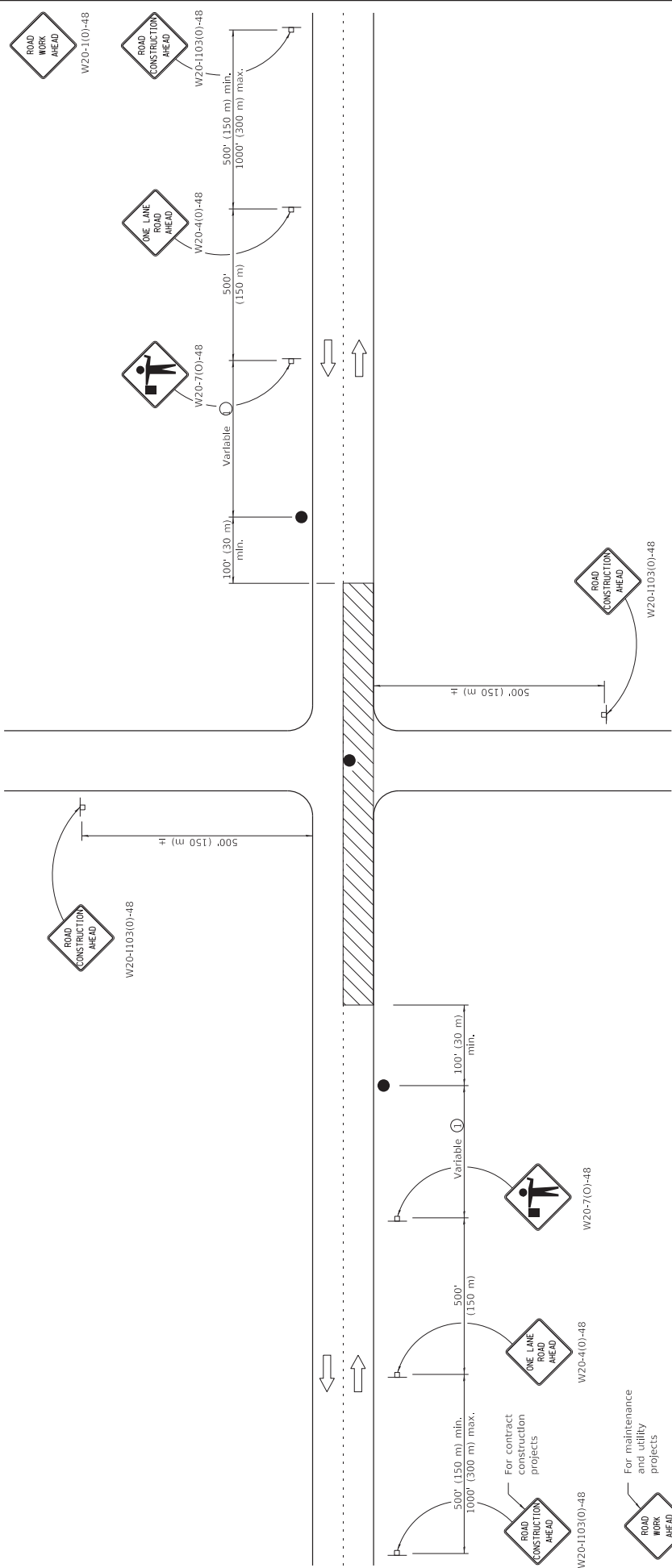
- Isolated patching
- Utility operations
- Storm sewer
- Culverts
- Cable placement

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

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

Illinois Department of Transportation  
 APPROVED January 1, 2019  
 ENGINEER OF SAFETY PROC. AND ENGINEERING  
 APPROVED January 1, 2019  
 ENGINEER OF DESIGN AND ENVIRONMENT





**GENERAL NOTES**

This Standard is used where at any time, any vehicle, equipment, workers or their activities require an intermittent or continuous moving operation on the pavement where the average speed of movement is greater than 1/2 mph (1 km/h) and less than 4 mph (6 km/h).

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

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

① Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but should not exceed 1/2 the length required for one normal working days' operation or 2 miles (3200 m), whichever is less.

**TYPICAL APPLICATIONS**

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

For maintenance and utility projects

**SYMBOLS**

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

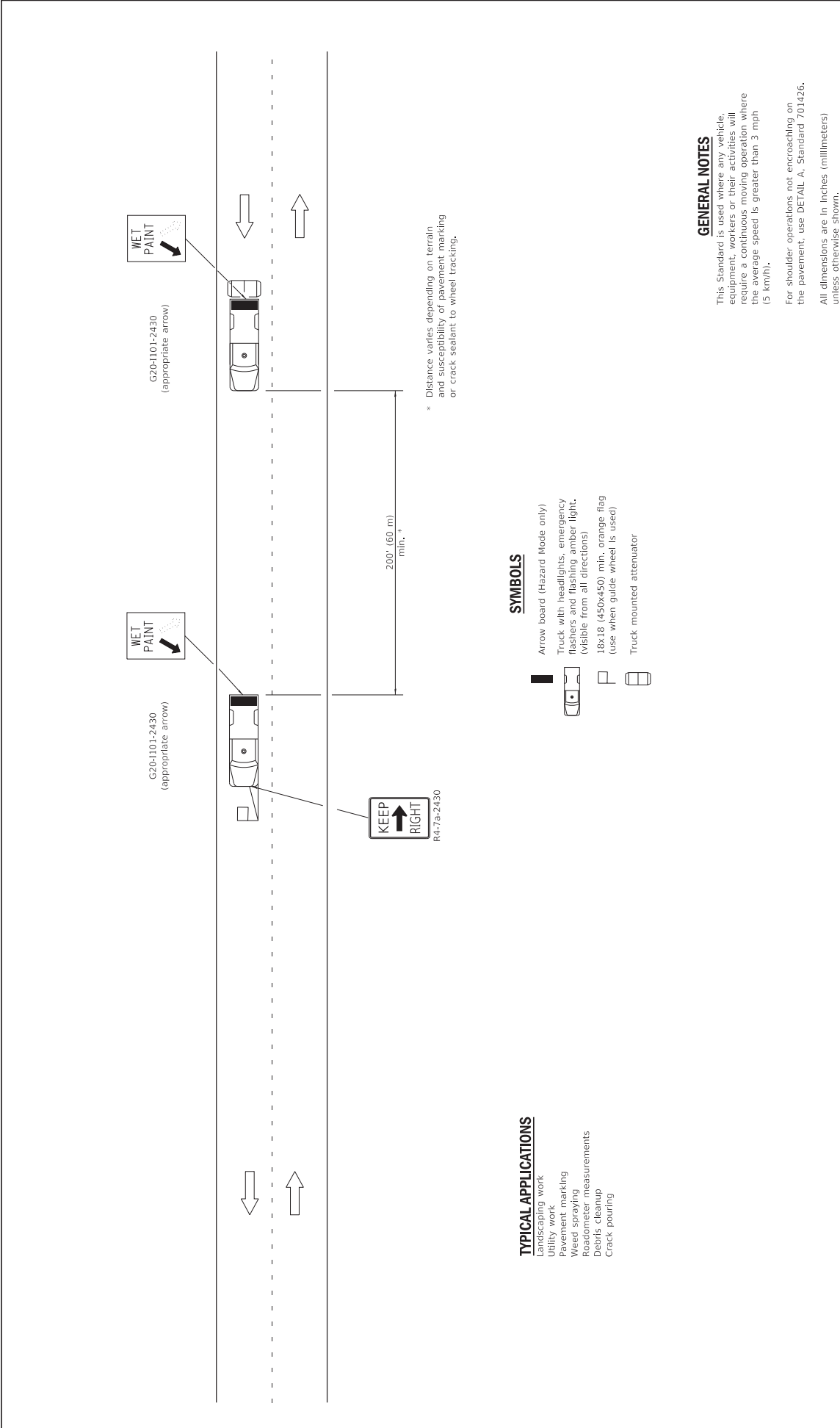
DATE	REVISIONS
1-1-18	Revised lower speed limit for operation to 1/2 mph.
1-1-11	Revised flagger sign.

Illinois Department of Transportation  
 PASSED January 1, 2018  
 ENGINEER OF SAFETY PROJECTS AND ENGINEERING  
 APPROVED January 1, 2018  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-18

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

STANDARD 701306-04



G20-1101-2430  
(appropriate arrow)

G20-1101-2430  
(appropriate arrow)

KEEP RIGHT  
R4-7a-2430

200' (60 m)  
min. \*

\* Distance varies depending on terrain and susceptibility of pavement marking or crack sealant to wheel tracking.

**TYPICAL APPLICATIONS**

- Landscape work
- Utility work
- Pavement marking
- Weed spraying
- Roadmeter measurements
- Debris cleanup
- Crack pouring

**SYMBOLS**

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

**GENERAL NOTES**

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

For shoulder operations not encroaching on the pavement, use DETAIL A, Standard 701426. All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-09	Switched units to English (metric). Omitted Pass With Care sign.
1-1-00	Elim. speed restrictions in Standard title.

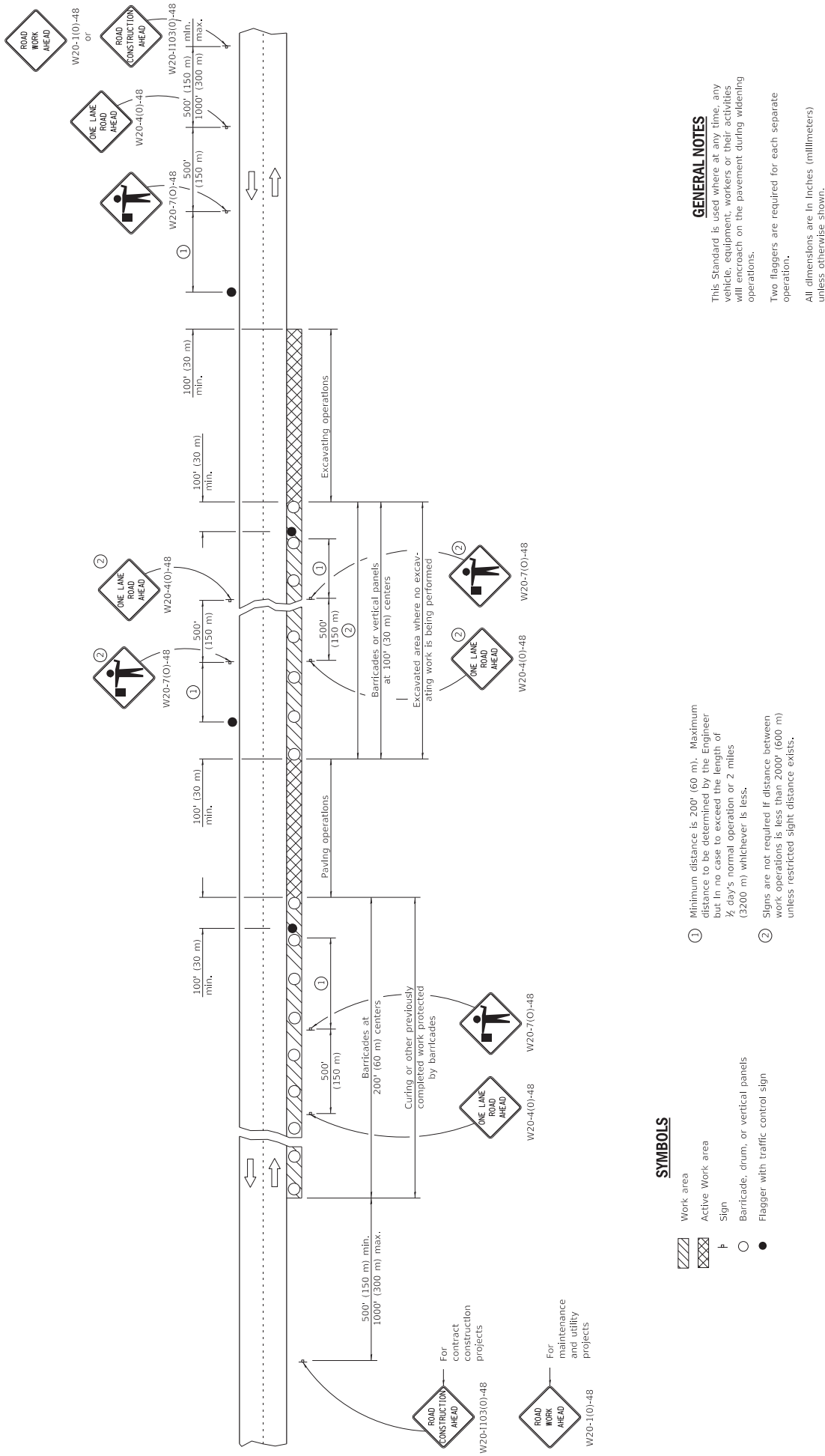
**LANE CLOSURE 2L, 2W  
MOVING OPERATIONS-  
DAY ONLY**

STANDARD 701311-03

Illinois Department of Transportation  
ISSUED 1-1-07

PASSED January 1, 2009  
*[Signature]*  
ENGINEER OF OPERATIONS

APPROVED January 1, 2009  
*[Signature]*  
ENGINEER OF DESIGN AND ENVIRONMENT



**GENERAL NOTES**

This Standard is used where at any time, any vehicle, equipment, workers or their activities will encroach on the pavement during widening operations.

Two flaggers are required for each separate operation.

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

**SYMBOLS**

- Work area
- Active Work area
- Sign
- Barricade, drum, or vertical panels
- Flagger with traffic control sign

- ① Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but in no case to exceed the length of 1/2 day's normal operation or 2 miles (3200 m) whichever is less.
- ② Signs are not required if distance between work operations is less than 2000' (600 m) unless restricted sight distance exists.

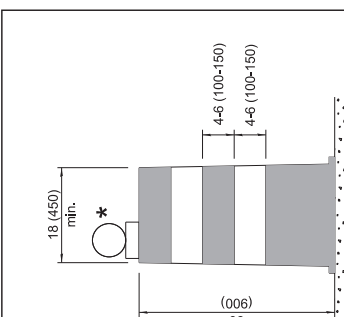
DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).
	Corrected sign No. 5.

**LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH**

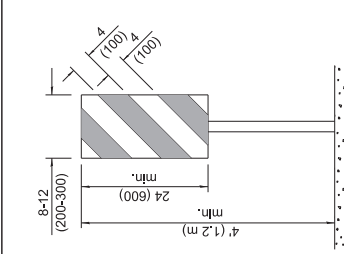
**STANDARD 701326-04**

Illinois Department of Transportation  
 PASSED January 1, 2011  
 ENGINEER OF SAFETY ENGINEERING  
 APPROVED January 1, 2011  
 ENGINEER OF DESIGN AND ENVIRONMENT

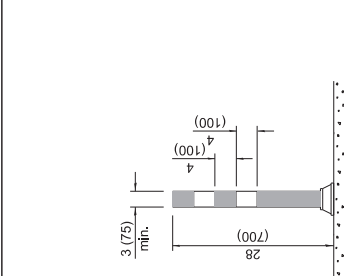




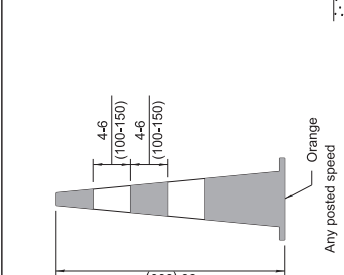
**DRUM**



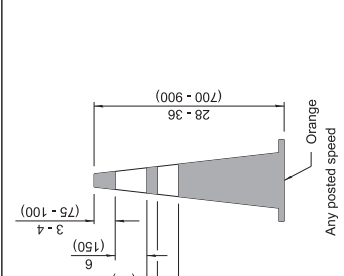
**TUBULAR MARKER**



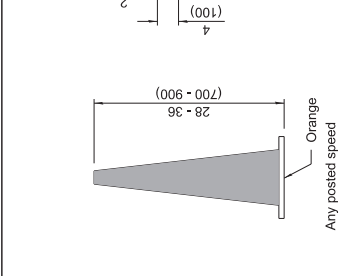
**VERTICAL PANEL  
POST MOUNTED**



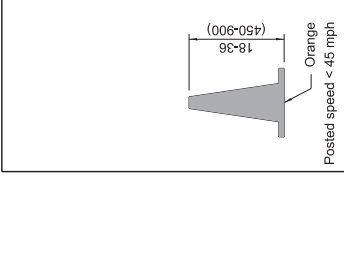
**DRUM**



**TYPE I BARRICADE**



**TYPE II BARRICADE**

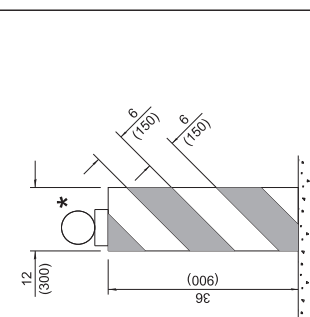


**TYPE III BARRICADE**

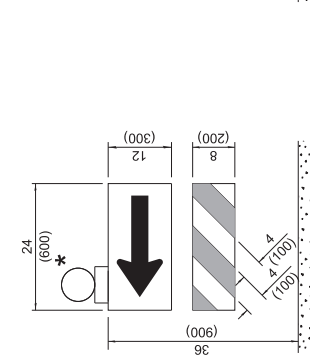
**DAY OR NIGHTTIME USE**

**CONES**

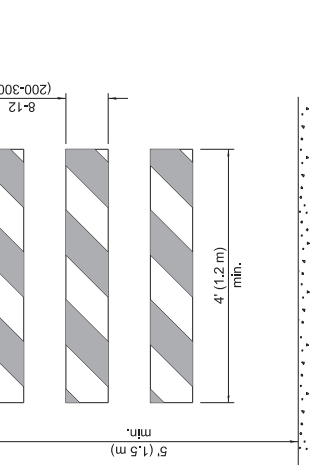
**DAYTIME USE**



**VERTICAL BARRICADE**



**DIRECTION INDICATOR  
BARRICADE**



**DETECTABLE PEDESTRIAN  
CHANNELIZING BARRICADE**

**GENERAL NOTES**

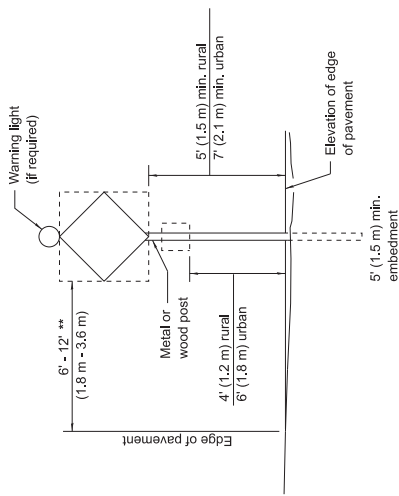
All heights shown shall be measured above the pavement surface.  
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-24	Revised Type III Barricade notes (Sht. 3) & moved warning light on post mounted signs to top center.
1-1-19	Revised cones usage and added cones > 36" (900mm) height.

**TRAFFIC CONTROL  
DEVICES**  
STANDARD 701901-09  
(Sheet 1 of 3)

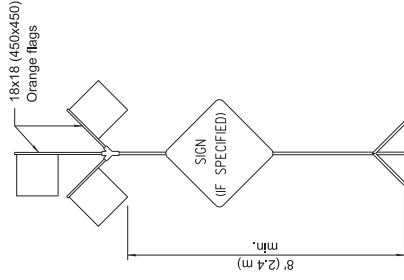
ILLINOIS Department of Transportation  
 PASSED: JEROME L. JEROME L. 2024  
 ENGINEER OF SAFETY PROGRAMS AND ENGINEERING  
 APPROVED: JEROME L. JEROME L. 2024  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13



**POST MOUNTED SIGNS**

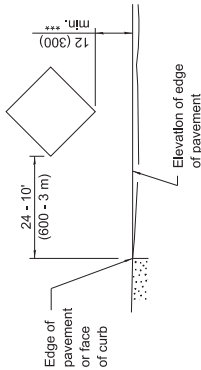
\*\* When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



**HIGH LEVEL WARNING DEVICE**

**SIGNS ON TEMPORARY SUPPORTS**

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



ROAD CONSTRUCTION NEXT X MILES  
G20-1104(0)-6036

END CONSTRUCTION  
G20-1105(0)-6024

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

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

**WORK LIMIT SIGNING**

W21-1115(0)-3618

R2-1-3648

R10-1108p-3618 \*\*\*\*

R2-1106p-3618



Sign assembly as shown on Standards or as allowed by District Operations.

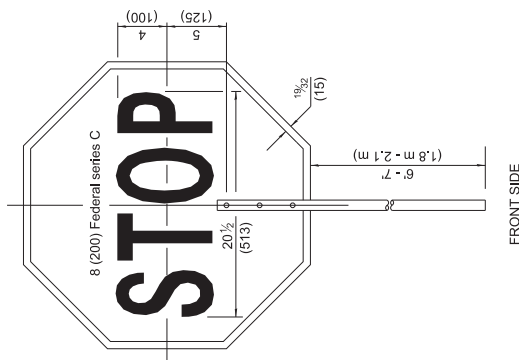


G20-1103-6036

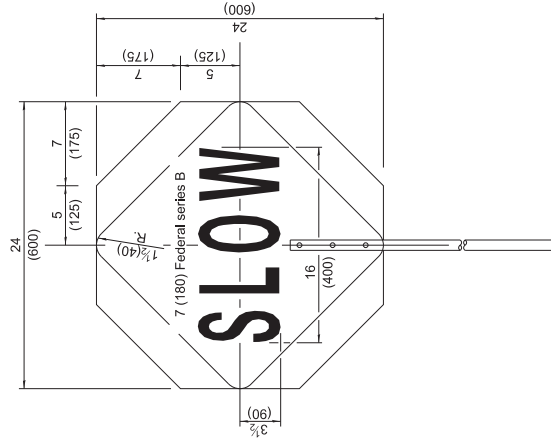
This sign shall be used when the above sign assembly is used.

**HIGHWAY CONSTRUCTION SPEED ZONE SIGNS**

\*\*\*\* R10-1108p shall only be used along roadways under the jurisdiction of the State.



FRONT SIDE



REVERSE SIDE



W12-1103-4646

**WIDTH RESTRICTION SIGN**

XX-XX\* width and X miles are variable.

Illinois Department of Transportation

PASSED APPROVED 1-1-13

2024

ENGINEER OF SAFETY PROGRAMS AND ENGINEERING

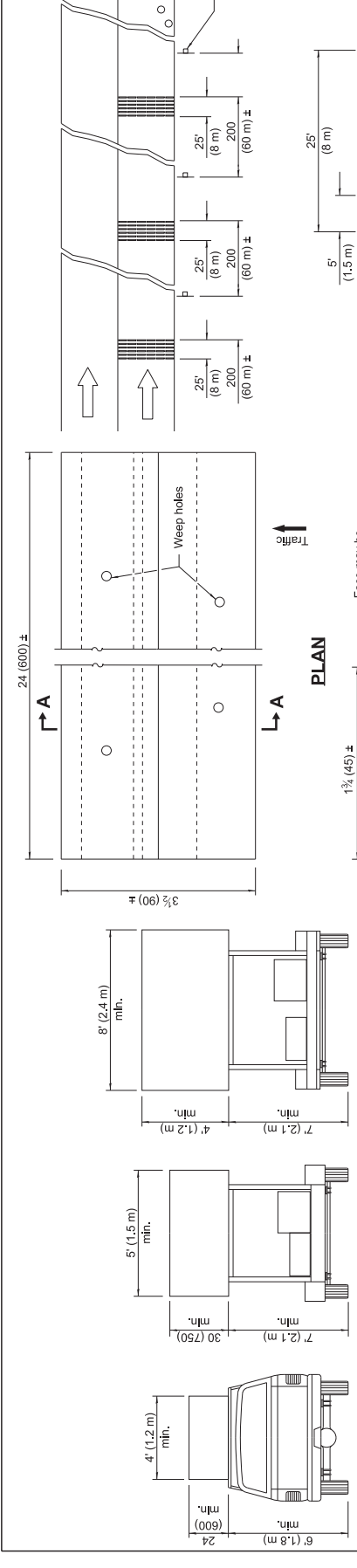
APPROVED 2024

ENGINEER OF DESIGN AND ENVIRONMENT

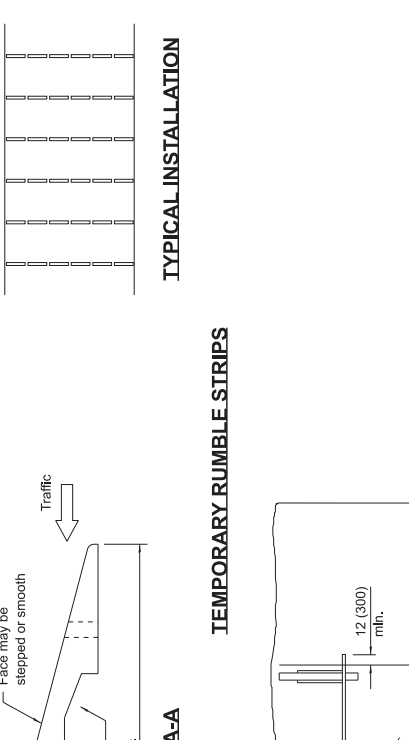
**FLAGGER TRAFFIC CONTROL SIGN**

**TRAFFIC CONTROL DEVICES**  
(Sheet 2 of 3)

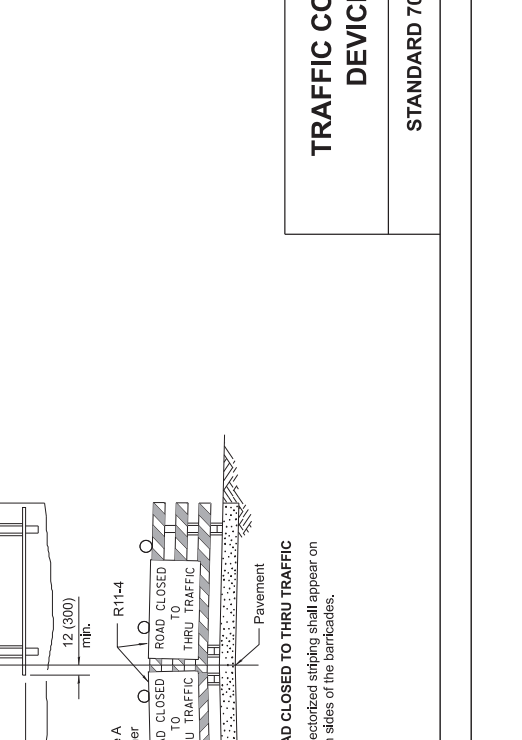
STANDARD 701901-09



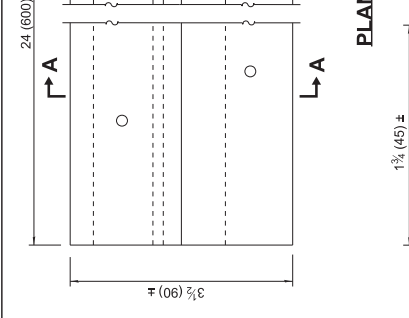
**TYPICAL INSTALLATION**



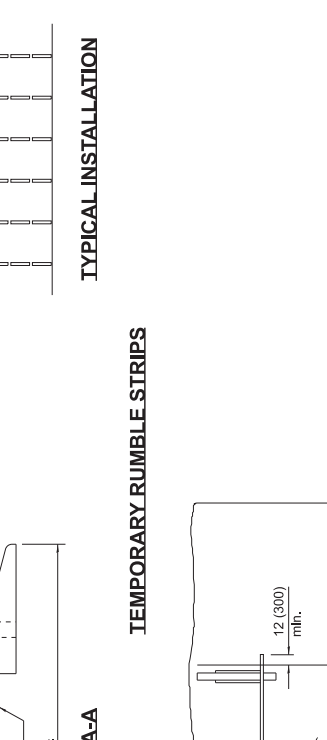
**TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD**



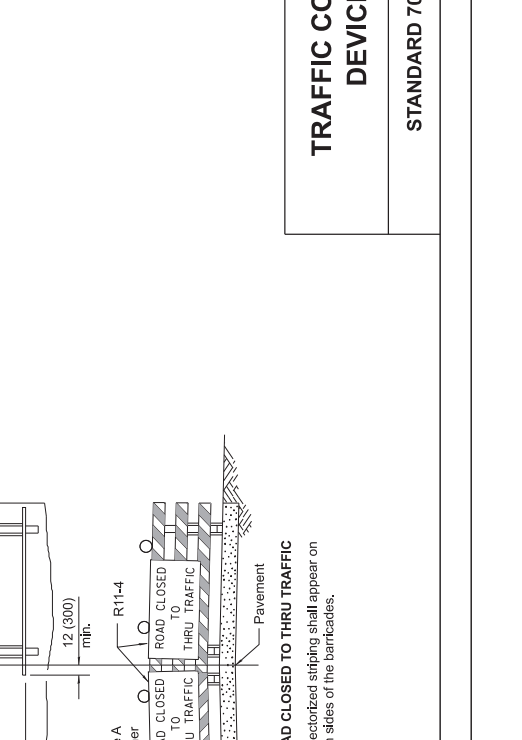
**TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD**



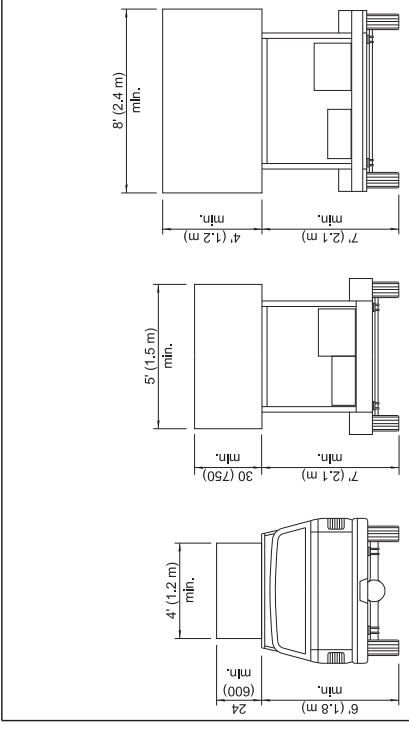
**ARROW BOARDS**



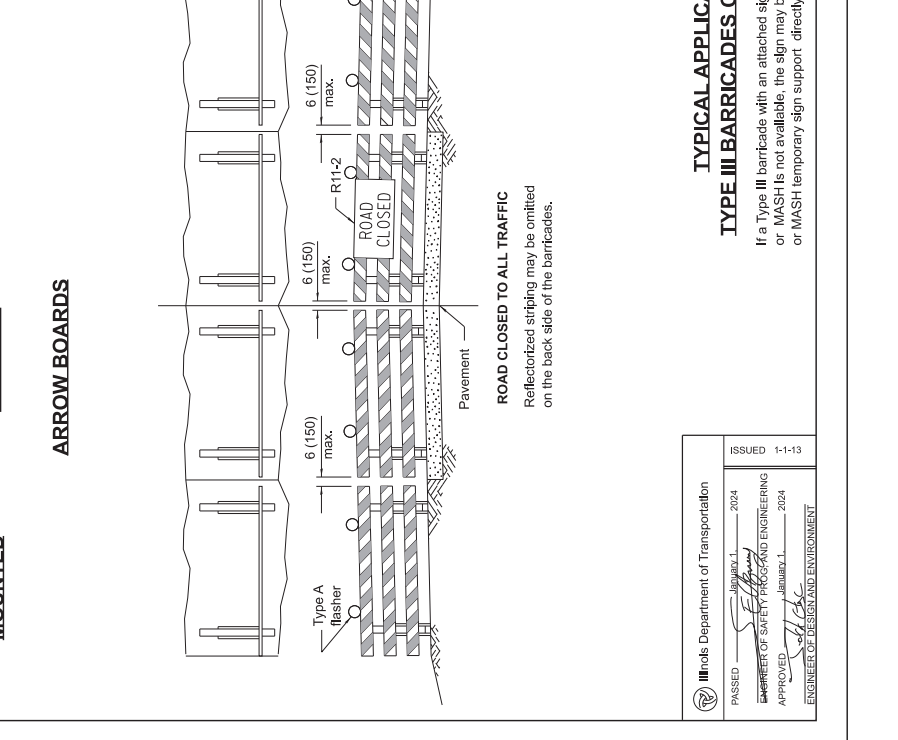
**TEMPORARY RUMBLE STRIPS**



**ROAD CLOSED TO ALL TRAFFIC**



**ROAD CLOSED TO THRU TRAFFIC**



**ROAD CLOSED TO THRU TRAFFIC**

**TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD**  
 If a Type III barricade with an attached sign panel which meets NCHRP 350 or MASH is not available, the sign may be mounted on an NCHRP 350 or MASH temporary sign support directly in front of the barricade.

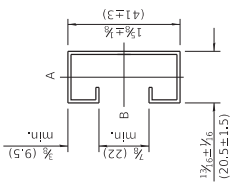
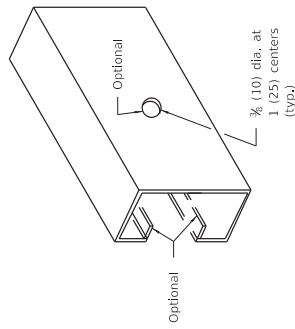
**ROAD CLOSED TO ALL TRAFFIC**  
 ReflectORIZED striping may be omitted on the back side of the barricades.

**ROAD CLOSED TO THRU TRAFFIC**  
 ReflectORIZED striping shall appear on both sides of the barricades.

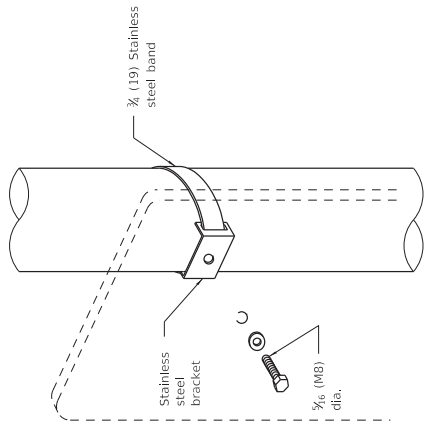
Illinois Department of Transportation  
 PASSED JUNE 11, 2024  
 ENGINEER OF SAFETY PROGRAMS AND ENGINEERING  
 APPROVED JUNE 11, 2024  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

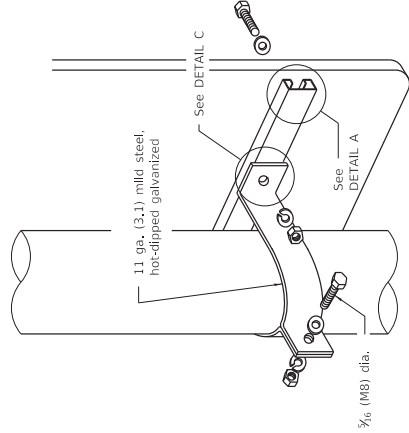
Section modulus (minimum)	Axis A	Axis B
Steel	0.050 in. <sup>3</sup> (819 mm <sup>3</sup> )	0.105 in. <sup>3</sup> (1720 mm <sup>3</sup> )
Aluminum	0.150 in. <sup>3</sup> (2458 mm <sup>3</sup> )	0.315 in. <sup>3</sup> (5162 mm <sup>3</sup> )



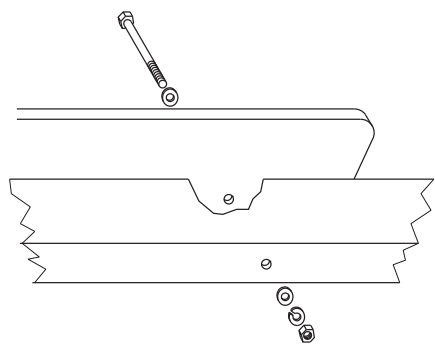
**SUPPORTING CHANNEL DETAILS**



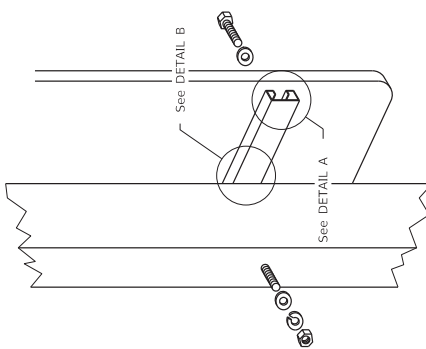
Sign panel 36 (900) wide or less



Sign panel over 36 (900) wide

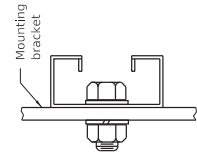


Sign panel 36 (900) wide or less

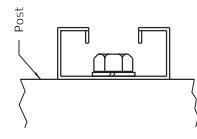


Sign panel over 36 (900) wide

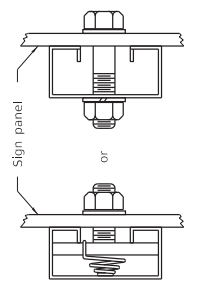
**LIGHT OR SIGNAL STANDARDS**



**DETAIL C**

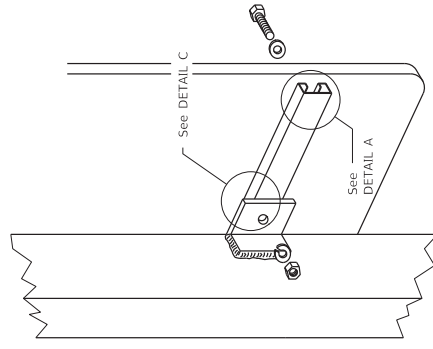


**DETAIL B**



**DETAIL A**

**WOOD OR TELESCOPING STEEL POSTS**



**ROUTE MARKER ASSEMBLY**

**BREAKAWAY STEEL TUBING POSTS**

(All sign panel sizes)

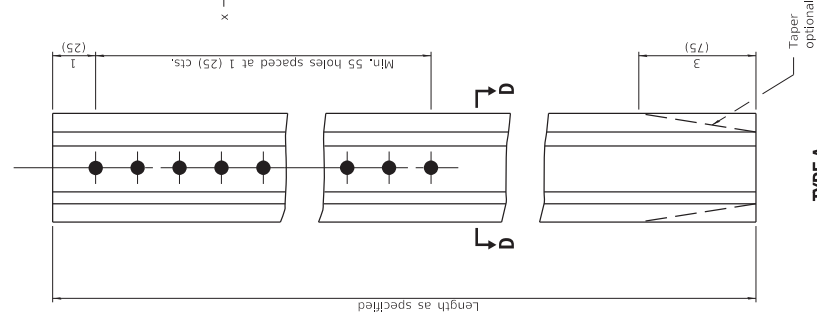
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-97	Renum. Standard 2319-6.

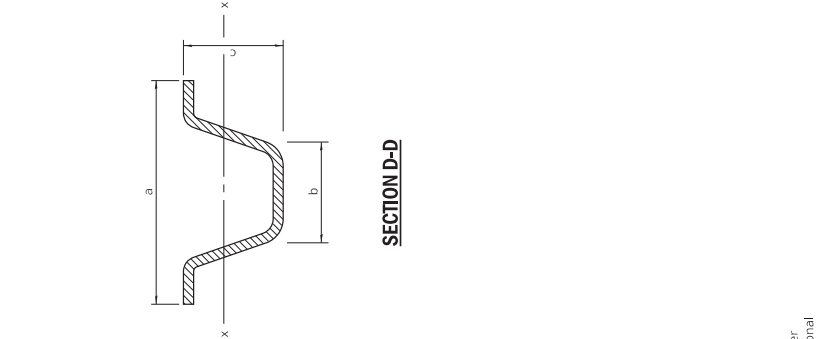
**SIGN PANEL MOUNTING DETAILS**

STANDARD 720001-01

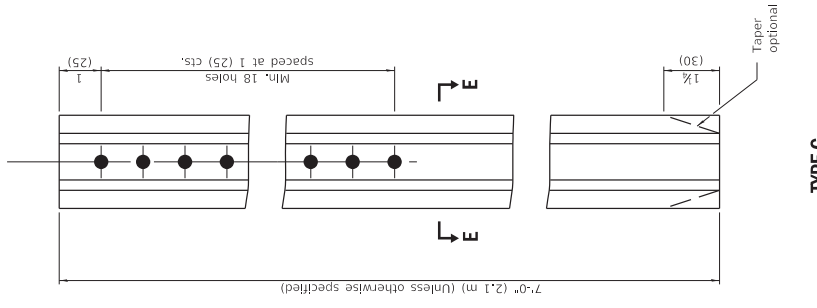
PASSED January 1, 2009 ENGINEER OF OPERATIONS APPROVED January 1, 2009 ENGINEER OF DESIGN AND ENVIRONMENT	ISSUED 1-1-97
	January 1, 2009 January 1, 2009



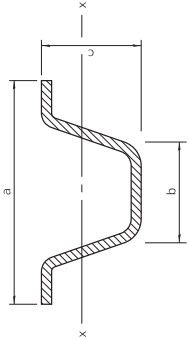
**TYPE A**



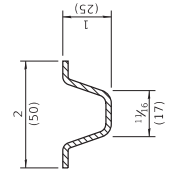
**TYPE B**



**TYPE C**



**SECTION D-D**



**SECTION E-E**

Steel - 1.12 lbs./ft. (1.67 kg/m)

**GENERAL NOTES**

Dimensions shown for cross sections are minimum.  
All holes are  $\frac{1}{16}$  (1.0).

Sx-x is the minimum section modulus about the x-x axis of the post as shown. For posts in which holes are punched or drilled for more than half their length, Sx-x shall be computed for the net section.

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

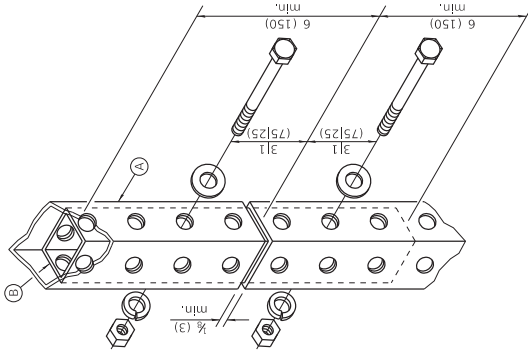
	a	b	c	S <sub>x-x</sub> in. <sup>3</sup> (mm <sup>3</sup> )	lbs./ft. (kg/m)
TYPE A	Steel	3/4 (78)	1 1/4 (32)	0.223 (37)	2.00 (2.68)
	Aluminum	3/4 (89)	1 1/4 (41)	0.435 (7.128)	0.90 (1.24)
TYPE B	Steel	3/4 (81)	1 1/4 (32)	0.341 (38)	3.00 (4.46)
	Aluminum	4/4 (118)	3/4 (57)	0.808 (60)	1.30 (1.93)

Illinois Department of Transportation  
 PASSED January 1, 2009  
 ENGINEER OF POLICY AND PROCEDURES  
 APPROVED *Lee C. Ho* January 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

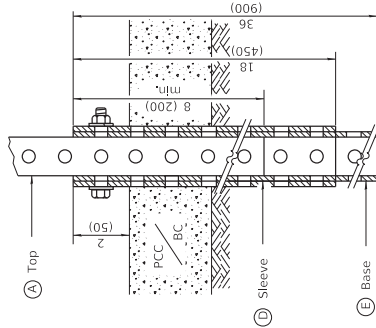
DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-97	Renum. Standard 2350-4.

**METAL POSTS FOR SIGNS, MARKERS & DELINEATORS**

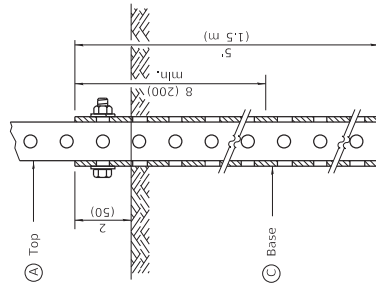
STANDARD 720011-01



**SPLICE DETAIL**



**PAVEMENT MOUNT DETAIL**



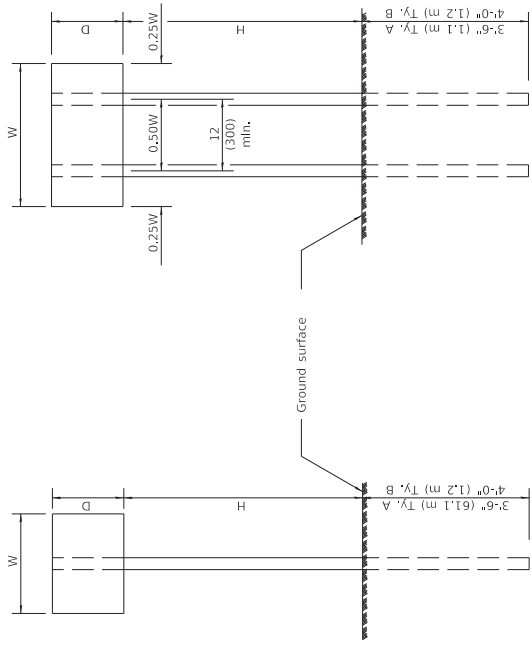
**GROUND MOUNT DETAIL**

(A)	2 x 2 x var. (51 x 51 var.)
(B)	1 1/2 x 1 1/2 x 12 (44 x 44 x 300)
(C)	2 1/2 x 2 1/2 x 60 (57 x 57 x 1500)
(D)	2 1/2 x 2 1/2 x 18 (64 x 64 x 450)
(E)	2 1/2 x 2 1/2 x 36 (57 x 57 x 900)

**GENERAL NOTES**  
 All bolts 3/8 (M10) hex head zinc or cadmium plated.  
 All dimensions are in inches (millimeters) unless otherwise shown.

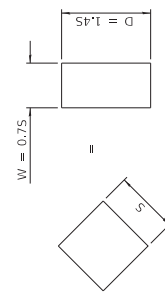
<b>TELESCOPING STEEL SIGN SUPPORT</b>	
DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	New Standard. Used to be part of Standard 720006.
	STANDARD 728001-01

Illinois Department of Transportation PASSED ENGINEER OF OPERATIONS APPROVED ENGINEER OF DESIGN AND ENVIRONMENT	January 1, 2009 <i>[Signature]</i>	ISSUED 1-1-07
	January 1, 2009 <i>[Signature]</i>	



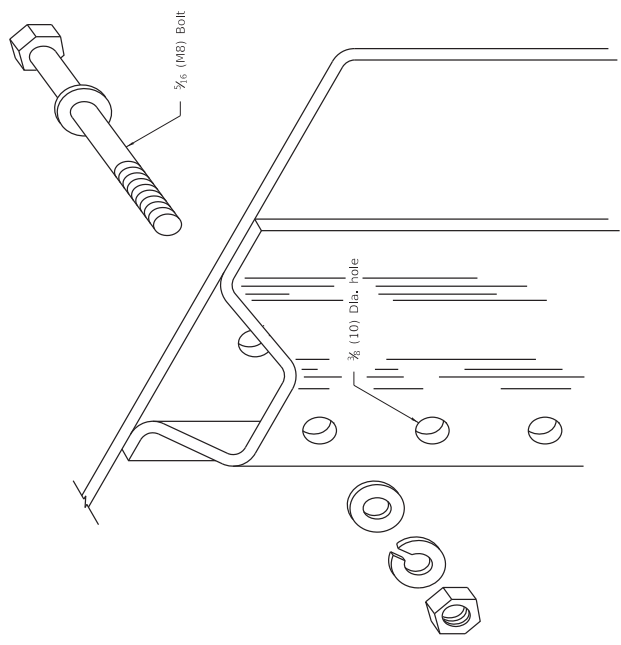
**ONE POST INSTALLATION**

**TWO POST INSTALLATION**



For diamond shaped sign with side S as shown, use required post size for a sign with W = 0.75 and D = 1.45.

SIGN DEPTH (D)	H	NO. AND TYPE OF POST FOR SIGN WIDTH (W)					
		12 (300)	24 (450)	30 (600)	36 (750)	42 (900)	48 (1200)
18 (450)	5'-0" (1.5 m)	A	A	A	A	A	
	5'-6" (1.7 m)	A	A	A	A	A	
	6'-0" (1.8 m)	A	A	A	A	A	
	6'-6" (2.0 m)	A	A	A	A	A	
	7'-0" (2.1 m)	A	A	A	A	A	
	7'-6" (2.3 m)	A	A	A	A	A	
24 (600)	8'-0" (2.4 m)	A	A	A	A	A	
	8'-6" (2.6 m)	A	A	A	A	A	
	9'-0" (2.7 m)	A	A	A	A	A	
	5'-0" (1.5 m)	A	A	A	A	A	
	5'-6" (1.7 m)	A	A	A	A	A	
	6'-0" (1.8 m)	A	A	A	A	A	
30 (750)	6'-6" (2.0 m)	A	A	A	A	A	
	7'-0" (2.1 m)	A	A	A	A	A	
	7'-6" (2.3 m)	A	A	A	A	A	
	8'-0" (2.4 m)	A	A	A	A	A	
	8'-6" (2.6 m)	A	A	A	A	A	
	9'-0" (2.7 m)	A	A	A	A	A	
36 (900)	5'-0" (1.5 m)	A	A	A	A	A	
	5'-6" (1.7 m)	A	A	A	A	A	
	6'-0" (1.8 m)	A	A	A	A	A	
	6'-6" (2.0 m)	A	A	A	A	A	
	7'-0" (2.1 m)	A	A	A	A	A	
	7'-6" (2.3 m)	A	A	A	A	A	
4'-0" (1.2 m)	8'-0" (2.4 m)	A	A	A	A	A	
	8'-6" (2.6 m)	A	A	A	A	A	
	9'-0" (2.7 m)	A	A	A	A	A	
	5'-0" (1.5 m)	A	A	A	A	A	
	5'-6" (1.7 m)	A	A	A	A	A	
	6'-0" (1.8 m)	A	A	A	A	A	



**DETAIL OF MOUNTING SIGN TO POST**

NOTE: Minimum of 2 bolts per post required.

**GENERAL NOTES**

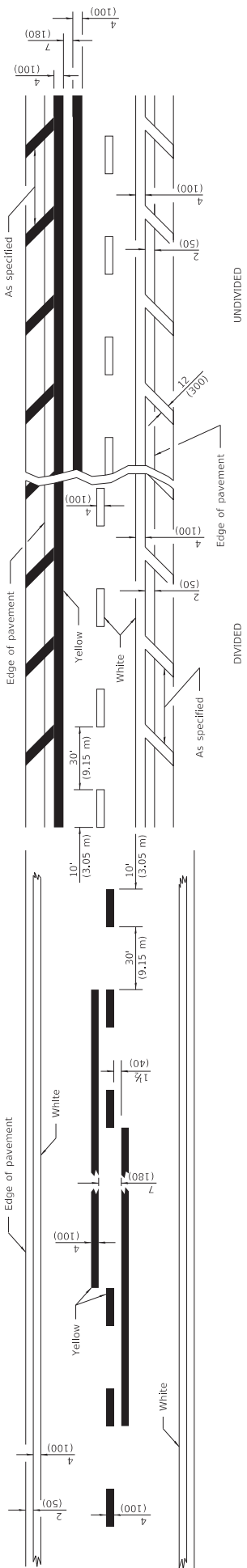
DESIGN: Current AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals.  
 LOADING: for 60 mph (95 km/h) wind velocity with 30% gust factor, normal to sign.  
 SOIL PRESSURE: Minimum allowable soil pressure 1.25 tsf (120 kPa).  
 See Standard 72001.1 for details of Types A and B posts.  
 All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-97	Renum. Standard 2363-2.

**APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)**

STANDARD 729001-01

Illinois Department of Transportation  
 PASSED January 1, 2009  
 ENGINEER OF POLICY AND PROCEDURES  
 APPROVED January 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT



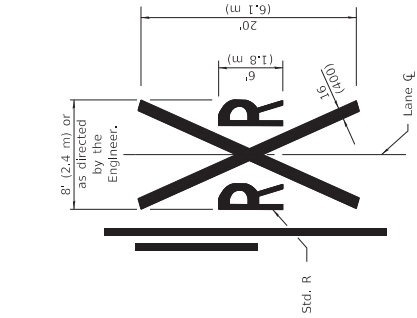
**2 LANE**

**DIVIDED**

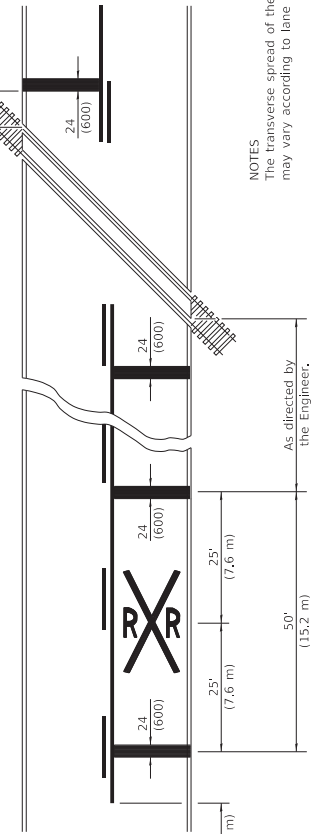
**UNDIVIDED**

**MULTI LANE**

**LANE AND EDGE LINES**



Approximately 15' (4.5 m) from nearest rail or 8' (2.4 m) back from gate, if present. Stop line placed perpendicular to center line.



**NOTES**

- The transverse spread of the "x" may vary according to lane width.
- On multi-lane roads, the stop lines shall extend across all approach lanes and separate RRR symbols shall be placed adjacent to each other in each lane.
- When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table 2C-4, Condition B or the MUTCD.

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

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

DATE	REVISIONS
1-1-15	Added symbols. Revised bike symbol. Revised note for stop line at RR crossing.
1-1-14	Added bike symbol. Renamed 'LANE DROP ARROW' detail to 'LANE-REDUCTION ARROW'.

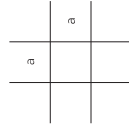
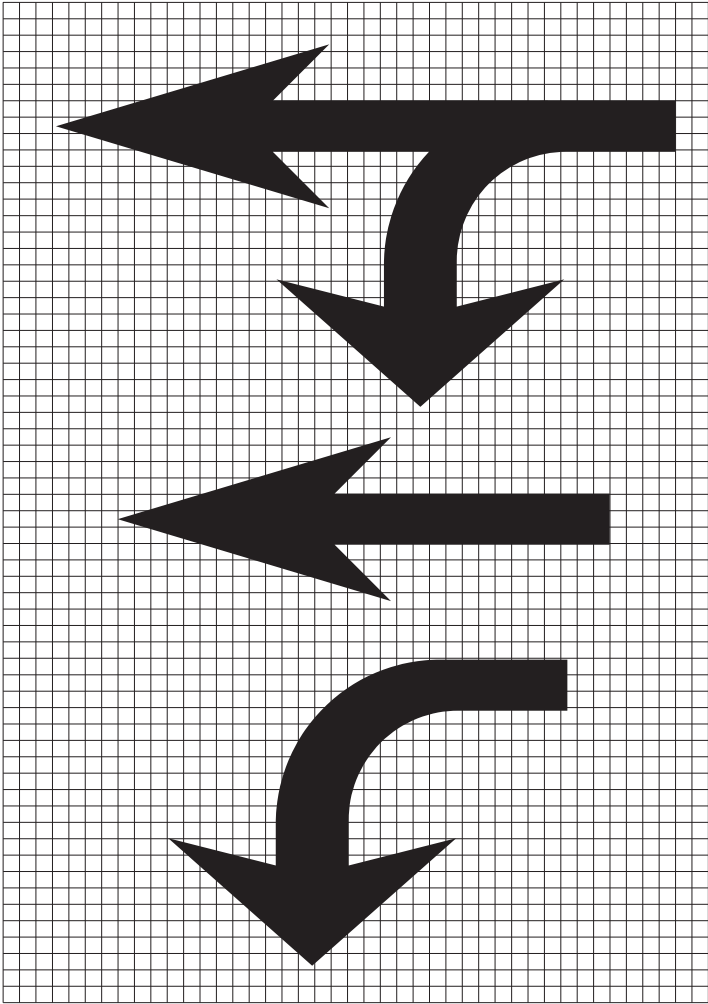
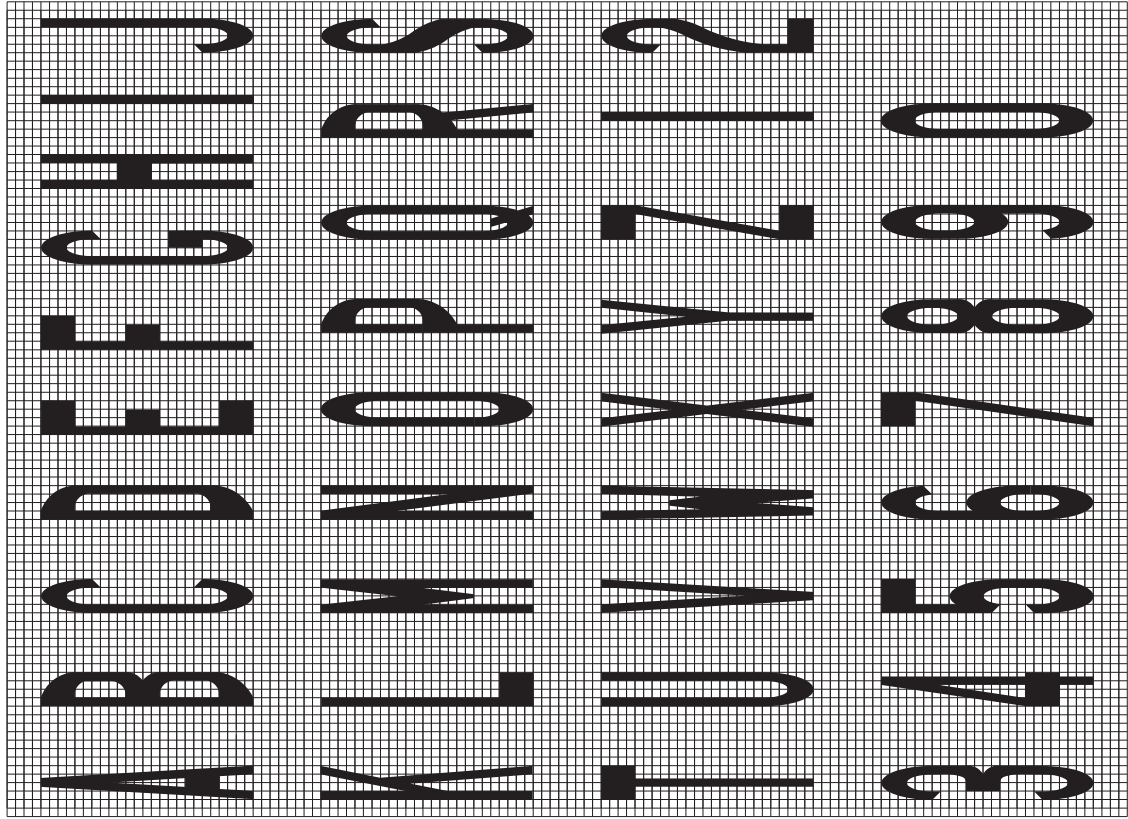
**TYPICAL PAVEMENT MARKINGS**

(Sheet 1 of 3)

**STANDARD 780001-05**

Illinois Department of Transportation  
 PASSED January 1, 2015  
 ENGINEER OF OPERATIONS  
 APPROVED January 1, 2015  
 ENGINEER OF DESIGN AND ENVIRONMENT





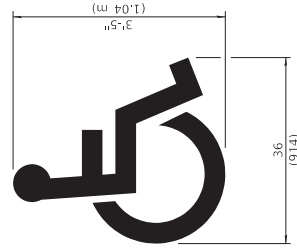
Legend Height	Arrow Size	a
6' (1.8 m)	Small	2.9 (74)
8' (2.4 m)	Large	3.8 (96)

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

**LETTER AND ARROW GRID SCALE**

Illinois Department of Transportation  
 PASSED January 1, 2015  
 ENGINEER OF OPERATIONS  
 APPROVED January 1, 2015  
 ENGINEER OF DESIGN AND ENVIRONMENT

**TYPICAL PAVEMENT MARKINGS**  
 (Sheet 2 of 3)  
**STANDARD 780001-05**



**INTERNATIONAL SYMBOL OF ACCESSIBILITY**

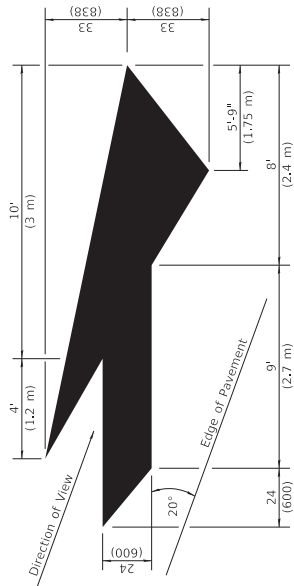


20" (508 mm): urban  
50" (1270 mm): rural  
(Between arrow and word or between words)



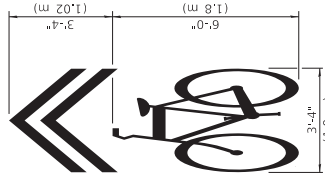
6' (1.8 m): urban  
8' (2.4 m): rural

**WORD AND ARROW LAYOUT**

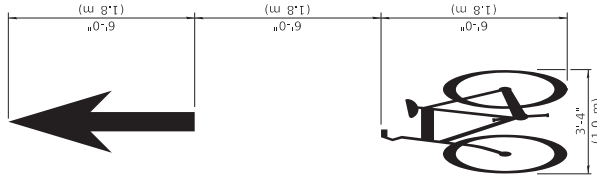


**LANE-REDUCTION ARROW**

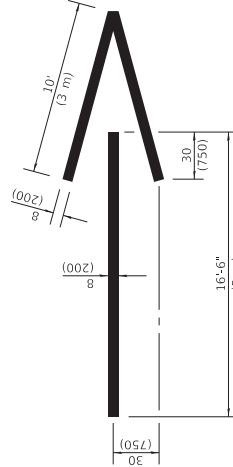
Right lane-reduction arrow shown.  
Use mirror image for left lane.



**SHARED LANE SYMBOL**



**BIKE SYMBOL**  
(Arrow is optional)



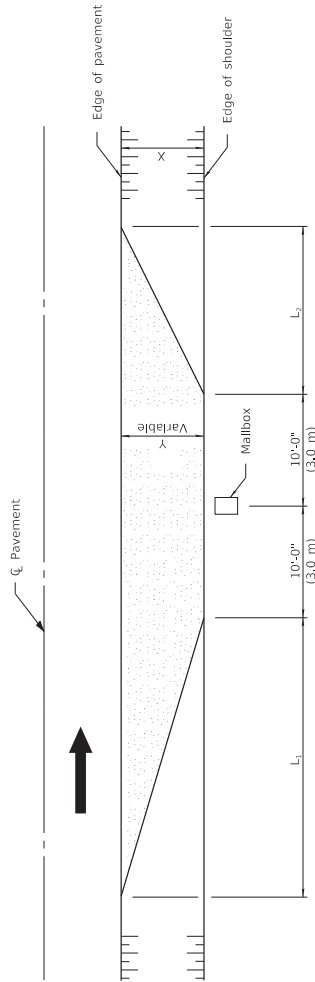
**WRONG WAY ARROW**

**TYPICAL PAVEMENT MARKINGS**

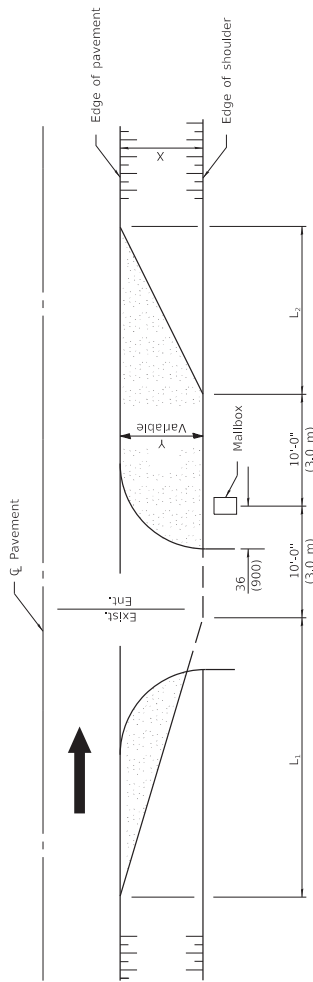
(Sheet 3 of 3)

**STANDARD 780001-05**

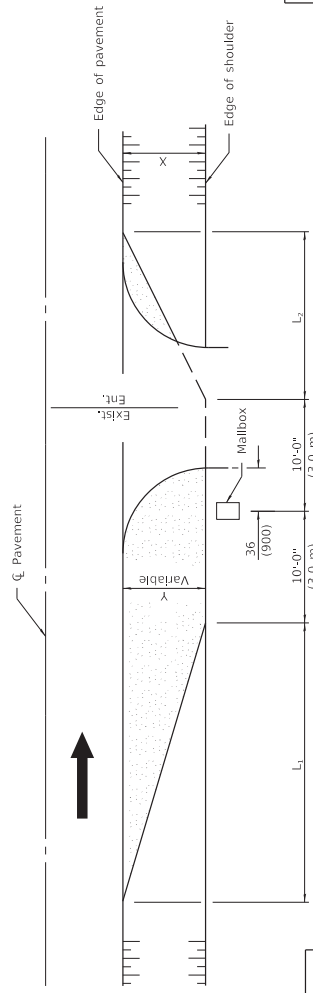
	PASSED ENGINEER OF OPERATIONS APPROVED ENGINEER OF DESIGN AND ENVIRONMENT	January 1, 2015 January 1, 2015	ISSUED 1-1-07
	January 1, 2015 January 1, 2015	January 1, 2015 January 1, 2015	January 1, 2015 January 1, 2015



**TYPICAL APPLICATION**



**MAILBOX ON FAR SIDE OF ENTRANCE**



**MAILBOX ON NEAR SIDE OF ENTRANCE**

DIMENSIONS - ft. (m)									
Width of Shoulder (X)	12 (3.6)	10 (3.0)	8 (2.4)	6 (1.8)	5 (1.5)	4 (1.2)			
Width of Turnout (Y)	8 (2.4)	8 (2.4)	6 (1.8)	4 (1.2)	4 (1.2)	4 (1.2)			
L <sub>1</sub>	30 (9.0)	30 (9.0)	23 (6.9)	15 (4.5)	15 (4.5)	15 (4.5)			
L <sub>2</sub>	20 (6.0)	20 (6.0)	15 (4.5)	10 (3.0)	10 (3.0)	10 (3.0)			

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

**GENERAL NOTES**

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

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

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-99	Acid width of shoulder X.

**MAILBOX TURNOUT FOR LOCAL ROADS**

**STANDARD B.L.R. 24-2**

Illinois Department of Transportation  
 PASSED January 1, 2009  
*Charles J. Pappalardo*  
 ENGINEER OF LOCAL ROADS AND STREETS  
 APPROVED January 1, 2009  
*Lee E. Ho*  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

## **REVISIONS TO THE ILLINOIS PREVAILING WAGE RATES**

The Prevailing rates of wages are included in the Contract proposals which are subject to Check Sheet #5 of the Supplemental Specifications and Recurring Special Provisions. The rates have been ascertained and certified by the Illinois Department of Labor for the locality in which the work is to be performed and for each craft or type of work or mechanic needed to execute the work of the Contract. As required by Prevailing Wage Act (820 ILCS 130/0.01, et seq.) and Check Sheet #5 of the Contract, not less than the rates of wages ascertained by the Illinois Department of Labor and as revised during the performance of a Contract shall be paid to all laborers, workers and mechanics performing work under the Contract. Post the scale of wages in a prominent and easily accessible place at the site of work.

If the Illinois Department of Labor revises the prevailing rates of wages to be paid as listed in the specification of rates, the contractor shall post the revised rates of wages and shall pay not less than the revised rates of wages. Current wage rate information shall be obtained by visiting the Illinois Department of Labor web site at <http://www.state.il.us/agency/idol/> or by calling 312-793-2814. It is the responsibility of the contractor to review the rates applicable to the work of the contract at regular intervals in order to insure the timely payment of current rates. Provision of this information to the contractor by means of the Illinois Department of Labor web site satisfies the notification of revisions by the Department to the contractor pursuant to the Act, and the contractor agrees that no additional notice is required. The contractor shall notify each of its subcontractors of the revised rates of wages.