



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

October 28, 2013

SUBJECT: FAP Route 303 (IL 173)
Project NHPP-0303(056)
Section 129R
Winnebago County
Contract No. 64988
Item No. 73, November 8, 2013 Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS:

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

1. Replaced the Schedule of Prices.
2. Revised page v of the Table of Contents to the Special Provisions.
3. Revised pages 2-14 of the Special Provisions.
4. Added pages 314 & 315 to the Special Provisions.
5. Revised sheets 2, 5, 7, 9, 20, 30, 108, 116, 118A, 135, 155, 156, 177, 189, 370, 371, 392, 402, 417, 482, 485, 486, 496, 497, & 706 of the Plans.

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

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

Very truly yours,

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

A handwritten signature in black ink, appearing to read 'Ted B. Walschleger' with a small 'P.E.' to the right.

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

cc: Paul Loete, Region 2, District 2; Tim Kell; Estimates

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

64988

State Job # - C-92-157-10

County Name - WINNEBAGO -
 Code - 201 - -
 District - 2 - -
 Section Number - 129R

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
A2C023G3	T-CARYA OVATA CG 3G	EACH	121.000				
A2C026G3	T-CELTIS OCCID CG 3G	EACH	120.000				
A2C035G3	T-JUGLANS NIGRA CG 3G	EACH	120.000				
A2C040G3	T-PLAT OCCID CG 3G	EACH	120.000				
A2C050G3	T-QUERC BICOL CG 3G	EACH	121.000				
A2C056G3	T-QUERC MACR CG 3G	EACH	121.000				
A2C060G3	T-QUERC PALUS CG 3G	EACH	121.000				
A2000114	T-ACERX FREM AB 1-3/4	EACH	100.000				
A2002914	T-CELTIS OCCID 1-3/4	EACH	100.000				
A2004714	T-GLED TRI-I SM 1-3/4	EACH	18.000				
A2006514	T-QUERCUS BICOL 1-3/4	EACH	100.000				
A2006714	T-QUERCUS MACR 1-3/4	EACH	100.000				
A2007114	T-QUERCUS RUBRA 1-3/4	EACH	100.000				
A2007814	T-TILIA AMER 1-3/4	EACH	100.000				
B2001614	T-CRAT CRU-I TF 1-3/4	EACH	100.000				

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B2004114	T-MALUS PF TF 1-3/4	EACH	248.000				
B2005014	T-MALUS SND TF 1-3/4	EACH	133.000				
C2C09636	S-SAMBUCUS CANAD 3'C	EACH	120.000				
C2C11616	S-VIBURN ACERIFOL 2'C	EACH	120.000				
C2001480	S-CORNUS AMOMUM I 3	EACH	120.000				
XX008705	CONCRETE ISLAND (SP)	SQ FT	13,525.000				
X0322352	SEEDING MOBILIZATION	EACH	6.000				
X0322464	ABAN FILL EX SAN MAN	EACH	1.000				
X0322936	REMOV EX FLAR END SEC	EACH	3.000				
X0323660	DROP BOX NO.1	EACH	1.000				
X0323661	DROP BOX NO.2	EACH	1.000				
X0323662	DROP BOX NO.3	EACH	1.000				
X0323814	SAN SEW REMOV 18	FOOT	253.000				
X0324102	EM VEH SIGNL CONT SYS	EACH	6.000				
X0324636	WATER VALVE BOX ABAND	EACH	3.000				

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X0324970	SAN SEW PIPE PROTECT	EACH	1.000				
X0327366	TEMP AGGREGATE WEDGE	TON	770.000				
X0327420	SAN SEWER DI 8	FOOT	54.000				
X0327421	SAN SEWER DI 18	FOOT	547.000				
X0327422	SAN SEW PVC SDR 35 18	FOOT	1,393.000				
*ADD X0327679	STL CAS P AUG/JKD 30	FOOT	120.000				
X0350805	FOLD DOWN BOLLARDS	EACH	3.000				
X0540000	BRICK PAVERS	SQ FT	76,079.000				
X0840000	SAN SEW REMOV 8	FOOT	70.000				
X2080250	TRENCH BACKFILL SPL	CU YD	500.000				
X2501810	SEEDING CL 5 SPL	ACRE	5.000				
X4200500	HES PCC PVT 9 3/4 JT	SQ YD	8,494.000				
X4400110	TEMP PAVT REMOVAL	SQ YD	26,617.000				
X4402805	ISLAND REMOVAL	SQ FT	1,790.000				
X4421000	PARTIAL DEPTH PATCH	TON	1,034.000				

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X5091765	PIPE HANDRAIL SPL	FOOT	138.000				
X5420624	PIPE CULV CLEANED 24	FOOT	61.000				
X5610004	D I WTR MN FITTINGS	POUND	18,250.000				
X5610009	PIPE INSULATION SYST	FOOT	815.000				
X5610700	WATER MAIN REMOVAL	FOOT	2,365.000				
X5610756	WM LINE STOP 16	EACH	4.000				
X5630706	CONN TO EX W MAIN 6	EACH	3.000				
X5630712	CONN TO EX W MAIN 12	EACH	1.000				
X5630716	CONN TO EX W MAIN 16	EACH	4.000				
X6022810	MAN SAN 4 DIA T1F CL	EACH	4.000				
X6022820	MAN SAN 5 DIA T1F CL	EACH	3.000				
X6024240	INLETS SPL	EACH	5.000				
X6024246	INLETS SPL N3	EACH	6.000				
X6024248	INLETS SPL N4	EACH	3.000				
X6024250	INLETS SPL N5	EACH	139.000				

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X6024254	INLETS SPL N7	EACH	18.000				
X6024280	INLETS SPL N5 MOD	EACH	1.000				
X6026050	SANITARY MANHOLE ADJ	EACH	5.000				
X6026051	SAN MAN RECONST	EACH	16.000				
X6026054	SAN MAN REMOVED	EACH	4.000				
X6026622	VV REMOVED	EACH	2.000				
X6061100	CONC MED TSB SPL	SQ FT	48,414.000				
X6090505	CONC THRUST BLOCKS SP	EACH	2.000				
X7010218	TRAF CONT & PROT SPL	EACH	6.000				
X8250505	LIGHT CONTROLLER SPL	EACH	7.000				
X8410102	TEMP LIGHTING SYSTEM	L SUM	1.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0024476	FLEX DELINEATOR MAINT	EACH	65.000				
Z0026407	TEMP SHT PILING	SQ FT	1,697.000				
Z0028415	GEOTECHNICAL REINF	SQ YD	111,439.000				

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Z0033056	OPTIM TRAF SIGNAL SYS	EACH	9.000				
Z0033072	VIDEO VEH DET SYS	EACH	7.000				
Z0045000	PRESS CONNECT 12X6	EACH	1.000				
Z0045300	PRESS CONNECT 16X6	EACH	1.000				
Z0045400	PRESS CONNECT 16X16	EACH	2.000				
Z0054500	ROCK FILL	TON	901.000				
Z0056608	STORM SEW WM REQ 12	FOOT	286.000				
Z0056612	STORM SEW WM REQ 18	FOOT	150.000				
Z0056622	STORM SEW WM REQ 36	FOOT	270.000				
Z0062456	TEMP PAVEMENT	SQ YD	25,226.000				
Z0067900	STEEL CASINGS 24	FOOT	100.000				
Z0068200	STEEL CASINGS 30	FOOT	200.000				
Z0068300	STEEL CASINGS 36	FOOT	225.000				
Z0076600	TRAINEES	HOUR	2,000.000		0.800		1,600.000
Z0076604	TRAINEES TPG	HOUR	2,000.000		10.000		20,000.000

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Z0077700	WOOD FENCE REM & RE-E	FOOT	104.000				
20100110	TREE REMOV 6-15	UNIT	770.000				
20100210	TREE REMOV OVER 15	UNIT	1,812.000				
20100500	TREE REMOV ACRES	ACRE	21.000				
20101000	TEMPORARY FENCE	FOOT	4,850.000				
20101100	TREE TRUNK PROTECTION	EACH	18.000				
20200100	EARTH EXCAVATION	CU YD	73,032.000				
20200200	ROCK EXCAVATION	CU YD	750.000				
20300100	CHANNEL EXCAVATION	CU YD	41,847.000				
20300200	ROCK EXCAV CHANNEL	CU YD	11,214.000				
20400800	FURNISHED EXCAVATION	CU YD	82,904.000				
20700110	POROUS GRAN EMBANK	TON	3,544.000				
20800150	TRENCH BACKFILL	CU YD	5,834.000				
21001000	GEOTECH FAB F/GR STAB	SQ YD	62,446.000				
21101505	TOPSOIL EXC & PLAC	CU YD	19,647.000				

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21101615	TOPSOIL F & P 4	SQ YD	28,850.000				
25000100	SEEDING CL 1	ACRE	0.250				
25000210	SEEDING CL 2A	ACRE	18.750				
25000300	SEEDING CL 3	ACRE	5.500				
25000310	SEEDING CL 4	ACRE	5.000				
25000314	SEEDING CL 4B	ACRE	2.500				
25000324	SEEDING CL 5B	ACRE	2.500				
25000350	SEEDING CL 7	ACRE	11.250				
25000400	NITROGEN FERT NUTR	POUND	3,367.000				
25000500	PHOSPHORUS FERT NUTR	POUND	3,367.000				
25000600	POTASSIUM FERT NUTR	POUND	3,367.000				
25000750	MOWING	ACRE	18.750				
*REV 25100115	MULCH METHOD 2	ACRE	11.250				
*REV 25100125	MULCH METHOD 3	ACRE	26.250				
25100630	EROSION CONTR BLANKET	SQ YD	18,450.000				

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25100635	HD EROS CONTR BLANKET	SQ YD	1,895.000				
25100900	TURF REINF MAT	SQ YD	11,435.000				
25200110	SODDING SALT TOLERANT	SQ YD	45,284.000				
25200200	SUPPLE WATERING	UNIT	2,265.000				
28000250	TEMP EROS CONTR SEED	POUND	13,706.000				
28000305	TEMP DITCH CHECKS	FOOT	4,016.000				
28000400	PERIMETER EROS BAR	FOOT	30,095.000				
28000500	INLET & PIPE PROTECT	EACH	319.000				
28000510	INLET FILTERS	EACH	232.000				
28100107	STONE RIPRAP CL A4	SQ YD	1,674.000				
28200200	FILTER FABRIC	SQ YD	1,674.000				
28400100	GABIONS	CU YD	26.000				
30300112	AGG SUBGRADE IMPR 12	SQ YD	113,320.000				
30300121	AGG SUBGRADE IMPR 21	SQ YD	52,086.000				
30300124	AGG SUBGRADE IMPR 24	SQ YD	2,724.000				

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30300127	AGG SUBGRADE IMPR 27	SQ YD	4,750.000				
35100700	AGG BASE CSE A 8	SQ YD	5,622.000				
35101400	AGG BASE CSE B	TON	426.000				
35101800	AGG BASE CSE B 6	SQ YD	16,175.000				
35102000	AGG BASE CSE B 8	SQ YD	1,837.000				
40201000	AGGREGATE-TEMP ACCESS	TON	1,960.000				
40600200	BIT MATLS PR CT	TON	42.000				
40600990	TEMPORARY RAMP	SQ YD	2,473.000				
40603080	HMA BC IL-19.0 N50	TON	1,424.000				
40603310	HMA SC "C" N50	TON	950.000				
40603415	HMA SC IL-9.5FG N50	TON	2,264.000				
40800050	INCIDENTAL HMA SURF	TON	711.000				
42000301	PCC PVT 8 JOINTED	SQ YD	25,059.000				
42000416	PCC PVT 9 3/4 JOINTD	SQ YD	108,263.000				
42001300	PROTECTIVE COAT	SQ YD	7,000.000				

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42300300	PCC DRIVEWAY PAVT 7	SQ YD	386.000				
42400200	PC CONC SIDEWALK 5	SQ FT	742.000				
42400800	DETECTABLE WARNINGS	SQ FT	474.000				
44000100	PAVEMENT REM	SQ YD	60,556.000				
44000300	CURB REM	FOOT	12.000				
44000500	COMB CURB GUTTER REM	FOOT	8,509.000				
44000600	SIDEWALK REM	SQ FT	2,299.000				
44003100	MEDIAN REMOVAL	SQ FT	34,388.000				
44004000	PAVED DITCH REMOVAL	FOOT	20.000				
44004250	PAVED SHLD REMOVAL	SQ YD	9,996.000				
44201717	CL D PATCH T2 6	SQ YD	500.000				
44201723	CL D PATCH T4 6	SQ YD	200.000				
44213200	SAW CUTS	FOOT	12.000				
48100500	AGGREGATE SHLDS A 6	SQ YD	2,079.000				
48300415	PCC SHOULDERS 9 3/4	SQ YD	235.000				

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50100300	REM EXIST STRUCT N1	EACH	1.000				
50100400	REM EXIST STRUCT N2	EACH	1.000				
50100500	REM EXIST STRUCT N3	EACH	1.000				
50100600	REM EXIST STRUCT N4	EACH	1.000				
50100700	REM EXIST STRUCT N5	EACH	1.000				
50100800	REM EXIST STRUCT N6	EACH	1.000				
50100900	REM EXIST STRUCT N7	EACH	1.000				
50101000	REM EXIST STRUCT N8	EACH	1.000				
50101100	REM EXIST STRUCT N9	EACH	1.000				
50105220	PIPE CULVERT REMOV	FOOT	3,018.000				
50200100	STRUCTURE EXCAVATION	CU YD	3,836.000				
50200400	ROCK EXC STRUCT	CU YD	218.000				
50800105	REINFORCEMENT BARS	POUND	9,830.000				
50800205	REINF BARS, EPOXY CTD	POUND	720.000				
51500100	NAME PLATES	EACH	17.000				

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54001001	BOX CUL END SEC C1	EACH	6.000				
54001002	BOX CUL END SEC C2	EACH	2.000				
54001003	BOX CUL END SEC C3	EACH	4.000				
54001004	BOX CUL END SEC C4	EACH	4.000				
54001005	BOX CUL END SEC C5	EACH	4.000				
54002020	EXPAN BOLTS 3/4	EACH	64.000				
54003000	CONC BOX CUL	CU YD	97.300				
54010707	PCBC 7X7	FOOT	240.000				
54010806	PCBC 8X6	FOOT	86.000				
54010906	PCBC 9X6	FOOT	38.000				
54011005	PCBC 10X5	FOOT	467.000				
54011006	PCBC 10X6	FOOT	26.000				
54011008	PCBC 10X8	FOOT	32.000				
54011204	PCBC 12X4	FOOT	408.000				
542A0223	P CUL CL A 1 18	FOOT	95.000				

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542A0229	P CUL CL A 1 24	FOOT	412.000				
542A1069	P CUL CL A 2 24	FOOT	159.000				
542A1081	P CUL CL A 2 36	FOOT	24.000				
542A1093	P CUL CL A 2 48	FOOT	126.000				
542A1105	P CUL CL A 2 60	FOOT	141.000				
542A8221	P CUL CL A 2 EQRS 36	FOOT	333.000				
542A8233	P CUL CL A 2 EQRS 48	FOOT	723.000				
542A8245	P CUL CL A 2 EQRS 60	FOOT	144.000				
542C8221	P CUL CL C 2 EQRS 36	FOOT	4.000				
542DT036	P CUL CLD 1 EQRS 36T	FOOT	32.000				
542D0217	P CUL CL D 1 12	FOOT	47.000				
542D0220	P CUL CL D 1 15	FOOT	290.000				
542D0223	P CUL CL D 1 18	FOOT	129.000				
542D0226	P CUL CL D 1 21	FOOT	96.000				
542D0229	P CUL CL D 1 24	FOOT	30.000				

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54213447	END SECTIONS 12	EACH	4.000				
54213450	END SECTIONS 15	EACH	18.000				
54213453	END SECTIONS 18	EACH	6.000				
54213456	END SECTIONS 21	EACH	4.000				
54213459	END SECTIONS 24	EACH	2.000				
54213657	PRC FLAR END SEC 12	EACH	1.000				
54215781	MET END SEC EQV RS 36	EACH	1.000				
54248510	CONCRETE COLLAR	CU YD	3.400				
54260311	TRAVERS PIPE GRATE	FOOT	914.000				
54261236	CONC ES 542001 36 1:2	EACH	1.000				
54261415	CONC ES 542001 15 1:4	EACH	52.000				
54261418	CONC ES 542001 18 1:4	EACH	4.000				
54261424	CONC ES 542001 24 1:4	EACH	14.000				
54261430	CONC ES 542001 30 1:4	EACH	1.000				
54261436	CONC ES 542001 36 1:4	EACH	2.000				

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54261448	CONC ES 542001 48 1:4	EACH	1.000				
54261460	CONC ES 542001 60 1:4	EACH	1.000				
54263348	CONC ES 542011 48 1:3	EACH	2.000				
54263436	CONC ES 542011 36 1:4	EACH	5.000				
54263448	CONC ES 542011 48 1:4	EACH	8.000				
54263460	CONC ES 542011 60 1:4	EACH	2.000				
550A0070	STORM SEW CL A 1 15	FOOT	301.000				
550A0340	STORM SEW CL A 2 12	FOOT	1,326.000				
550A0360	STORM SEW CL A 2 15	FOOT	8,070.000				
550A0380	STORM SEW CL A 2 18	FOOT	369.000				
550A0410	STORM SEW CL A 2 24	FOOT	460.000				
550A0430	STORM SEW CL A 2 30	FOOT	701.000				
550A0450	STORM SEW CL A 2 36	FOOT	381.000				
550A0470	STORM SEW CL A 2 42	FOOT	1,054.000				
550A0480	STORM SEW CL A 2 48	FOOT	816.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
550A2320	SS RG CL A 1 12	FOOT	10.000				
550A2330	SS RG CL A 1 15	FOOT	7.000				
550A2520	SS RG CL A 2 12	FOOT	274.000				
550A2530	SS RG CL A 2 15	FOOT	802.000				
550A2540	SS RG CL A 2 18	FOOT	62.000				
550A2580	SS RG CL A 2 30	FOOT	51.000				
550A4900	SS CL A 2 EQRS 24	FOOT	268.000				
55100500	STORM SEWER REM 12	FOOT	200.000				
55100700	STORM SEWER REM 15	FOOT	304.000				
55100900	STORM SEWER REM 18	FOOT	125.000				
55101100	STORM SEWER REM 21	FOOT	57.000				
55101200	STORM SEWER REM 24	FOOT	221.000				
56103000	D I WATER MAIN 6	FOOT	106.000				
56103200	D I WATER MAIN 10	FOOT	7.000				
56103300	D I WATER MAIN 12	FOOT	115.000				

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56103400	D I WATER MAIN 16	FOOT	3,522.000				
56105100	WATER VALVES 10	EACH	1.000				
56105200	WATER VALVES 12	EACH	1.000				
56105760	BUTTERFLY VALVES 16	EACH	5.000				
56400400	FIRE HYDNNTS RELOCATED	EACH	2.000				
56400500	FIRE HYDNNTS TO BE REM	EACH	3.000				
56400600	FIRE HYDRANTS	EACH	3.000				
56400810	FIRE HYDRANT EXTEN	FOOT	3.000				
56400820	FIRE HYD W/AUX V & VB	EACH	5.000				
60100945	PIPE DRAINS 12	FOOT	155.000				
60107600	PIPE UNDERDRAINS 4	FOOT	31,208.000				
60218400	MAN TA 4 DIA T1F CL	EACH	4.000				
60219300	MAN TA 4 DIA T11F&G	EACH	8.000				
60222000	MAN TA 5 DIA T11F&G	EACH	3.000				
60223800	MAN TA 6 DIA T1F CL	EACH	4.000				

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60224443	MAN TA 7 DIA T11F&G	EACH	1.000				
60224459	MAN TA 8 DIA T1F CL	EACH	1.000				
60234200	INLETS TA T1F OL	EACH	3.000				
60240310	INLETS TB T11F&G	EACH	39.000				
60246805	MED INLET (604106)	EACH	44.000				
60248900	VV TA 5 DIA T1F CL	EACH	5.000				
60249010	VV TA 6 DIA T1F CL	EACH	2.000				
60255500	MAN ADJUST	EACH	5.000				
60260100	INLETS ADJUST	EACH	11.000				
60265900	VV ADJ NEW T1F CL	EACH	1.000				
60266300	VV RECONST NEW T1F CL	EACH	5.000				
60266600	VALVE BOX ADJ	EACH	18.000				
60403400	GRATES TA	EACH	4.000				
60500040	REMOV MANHOLES	EACH	11.000				
60500050	REMOV CATCH BAS	EACH	1.000				

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60500060	REMOV INLETS	EACH	8.000				
60500105	FILL MANHOLES	EACH	1.000				
60500405	FILL VALVE VLTS	EACH	2.000				
60600095	CLASS SI CONC OUTLET	CU YD	28.000				
60603800	COMB CC&G TB6.12	FOOT	2,428.000				
60604400	COMB CC&G TB6.18	FOOT	1,216.000				
60605000	COMB CC&G TB6.24	FOOT	43,029.000				
60618300	CONC MEDIAN SURF 4	SQ FT	7,201.000				
60618800	CONC MED TSB	SQ FT	15,258.000				
63200310	GUARDRAIL REMOV	FOOT	1,480.000				
66500105	WOV W FENCE 4	FOOT	6,777.000				
66600105	FUR ERECT ROW MARKERS	EACH	167.000				
66700305	PERM SURV MKRS T2	EACH	2.000				
66900200	NON SPL WASTE DISPOSL	CU YD	4,565.000				
66900450	SPL WASTE PLNS/REPORT	L SUM	1.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
66900530	SOIL DISPOSAL ANALY	EACH	5.000				
67000400	ENGR FIELD OFFICE A	CAL MO	36.000				
67100100	MOBILIZATION	L SUM	1.000				
70100200	TRAF CONT-PROT 701331	EACH	2.000				
70100310	TRAF CONT-PROT 701421	L SUM	1.000				
70100400	TRAF CONT-PROT 701431	EACH	2.000				
70100500	TRAF CONT-PROT 701326	L SUM	1.000				
70102620	TR CONT & PROT 701501	L SUM	1.000				
70102622	TR CONT & PROT 701502	L SUM	1.000				
70102630	TR CONT & PROT 701601	L SUM	1.000				
70102635	TR CONT & PROT 701701	L SUM	1.000				
70102640	TR CONT & PROT 701801	L SUM	1.000				
70103815	TR CONT SURVEILLANCE	CAL DA	135.000				
70106800	CHANGEABLE MESSAGE SN	CAL MO	21.000				
70300100	SHORT TERM PAVT MKING	FOOT	13,500.000				

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70300210	TEMP PVT MK LTR & SYM	SQ FT	11,180.000				
70300220	TEMP PVT MK LINE 4	FOOT	319,048.000				
70300240	TEMP PVT MK LINE 6	FOOT	10,284.000				
70300250	TEMP PVT MK LINE 8	FOOT	65,693.000				
70300260	TEMP PVT MK LINE 12	FOOT	3,504.000				
70300280	TEMP PVT MK LINE 24	FOOT	4,071.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	101,150.000				
70400100	TEMP CONC BARRIER	FOOT	4,557.000				
70400200	REL TEMP CONC BARRIER	FOOT	9,993.000				
*REV 70600250	IMP ATTN TEMP NRD TL3	EACH	6.000				
*REV 70600251	IMP ATTN TEMP NRN TL3	EACH	6.000				
*REV 70600260	IMP ATTN TEMP FRN TL3	EACH	6.000				
*DEL 70600270	IMP ATTN TEMP FRW TL3	EACH	3.000				
*DEL 70600330	IMP ATTN REL FRD TL3	EACH	1.000				
*REV 70600332	IMP ATTN REL FRN TL3	EACH	9.000				

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*REV 70600350	IMP ATTN REL NRD TL3	EACH	3.000				
*REV 70600352	IMP ATTN REL NRN TL3	EACH	10.000				
72000100	SIGN PANEL T1	SQ FT	706.000				
72000200	SIGN PANEL T2	SQ FT	686.000				
72800100	TELES STL SIN SUPPORT	FOOT	488.000				
73000100	WOOD SIN SUPPORT	FOOT	1,200.000				
78001100	PT PVT MK LTRS & SYMB	SQ FT	81.000				
78001110	PAINT PVT MK LINE 4	FOOT	2,736.000				
78001130	PAINT PVT MK LINE 6	FOOT	52.000				
78001150	PAINT PVT MK LINE 12	FOOT	40.000				
78009000	MOD URETH PM LTR-SYM	SQ FT	4,613.000				
78009004	MOD URETH PM LINE 4	FOOT	50,011.000				
78009005	MOD URETH PM LINE 5	FOOT	6,312.000				
78009006	MOD URETH PM LINE 6	FOOT	9,629.000				
78009008	MOD URETH PM LINE 8	FOOT	29,537.000				

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78009012	MOD URETH PM LINE 12	FOOT	5,857.000				
78009024	MOD URETH PM LINE 24	FOOT	1,696.000				
78100100	RAISED REFL PAVT MKR	EACH	1,832.000				
78100200	TEMP RAIS REF PVT MKR	EACH	483.000				
78300100	PAVT MARKING REMOVAL	SQ FT	24,300.000				
80500100	SERV INSTALL TY A	EACH	7.000				
81028390	UNDRGRD C PVC 4	FOOT	530.000				
81028740	UNDRGRD C CNC 1 1/2	FOOT	130.000				
81028760	UNDRGRD C CNC 2 1/2	FOOT	12,120.000				
81028790	UNDRGRD C CNC 4	FOOT	3,367.000				
81400100	HANDHOLE	EACH	57.000				
81400300	DBL HANDHOLE	EACH	7.000				
81702110	EC C XLP USE 1C 10	FOOT	6,497.000				
82102250	LUM SV HOR MT 250W	EACH	27.000				
85000400	MAIN TEMP TR SIG INST	EACH	1.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
85700300	FAC T5 CAB	EACH	7.000				
86200200	UNINTER POWER SUP STD	EACH	8.000				
87100110	FO CAB C 62.5/125 6F	FOOT	10,672.000				
87301215	ELCBL C SIGNAL 14 2C	FOOT	1,588.000				
87301225	ELCBL C SIGNAL 14 3C	FOOT	1,637.000				
87301245	ELCBL C SIGNAL 14 5C	FOOT	22,718.000				
87301255	ELCBL C SIGNAL 14 7C	FOOT	12,316.000				
87301295	ELCBL C SIGNAL 20 3C	FOOT	6,490.000				
87301815	ELCBL C SERV 6 3C	FOOT	218.000				
87301900	ELCBL C EGRDC 6 1C	FOOT	5,325.000				
87501000	TS POST 14	EACH	16.000				
87501200	TS POST 16	EACH	9.000				
87702860	STL COMB MAA&P 26	EACH	1.000				
87702870	STL COMB MAA&P 28	EACH	1.000				
87702910	STL COMB MAA&P 36	EACH	1.000				

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87702920	STL COMB MAA&P 38	EACH	3.000				
87702930	STL COMB MAA&P 40	EACH	2.000				
87702950	STL COMB MAA&P 44	EACH	2.000				
87702960	STL COMB MAA&P 46	EACH	5.000				
87702985	STL COMB MAA&P 52	EACH	2.000				
87703000	STL COMB MAA&P 55	EACH	1.000				
87703010	STL COMB MAA&P 56	EACH	2.000				
87703020	STL COMB MAA&P 58	EACH	2.000				
87703030	STL COMB MAA&P 60	EACH	3.000				
87703050	STL COMB MAA&P 64	EACH	1.000				
87703070	STL COMB MAA&P 66	EACH	1.000				
87800100	CONC FDN TY A	FOOT	66.000				
87800200	CONC FDN TY D	FOOT	21.000				
87800400	CONC FDN TY E 30D	FOOT	27.000				
87800415	CONC FDN TY E 36D	FOOT	229.000				

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87800420	CONC FDN TY E 42D	FOOT	209.000				
88040070	SH P LED 1F 3S BM	EACH	13.000				
88040090	SH P LED 1F 3S MAM	EACH	70.000				
88040150	SH P LED 1F 5S BM	EACH	17.000				
88040160	SH P LED 1F 5S MAM	EACH	13.000				
88040260	SH P LED 2F 1-3 1-5BM	EACH	16.000				
88102825	PED SH P LED 1F BM CT	EACH	6.000				
88102845	PED SH P LED 2F BM CT	EACH	1.000				
88200100	TS BACKPLATE	EACH	85.000				
88800100	PED PUSH-BUTTON	EACH	8.000				
89000100	TEMP TR SIG INSTALL	EACH	7.000				
89502200	MOD EX CONTR	EACH	1.000				
89502375	REMOV EX TS EQUIP	EACH	5.000				
89502380	REMOV EX HANDHOLE	EACH	24.000				
89502385	REMOV EX CONC FDN	EACH	32.000				

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89502500	REM TEMP TR SIG INST	EACH	1.000				

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TRAFFIC CONTROL PLAN

Effective January 14, 1999

Traffic Control shall be according to the applicable sections of the Standard Specifications for Road and Bridge Construction, the applicable guidelines contained in the National Manual on Uniform Traffic Control Devices for Streets and Highways, Illinois Supplement to the National Manual on Uniform Traffic Control Devices, these special provisions, and any special details and Highway Standards contained herein and in the plans.

Special attention is called to Articles 107.09 and 107.14 of the Standard Specifications for Road and Bridge Construction and the following Highway Standards relating to traffic control.

Standards:

701001	701006	701011	701101	701106	701326
701331	701421	701431	701501	701502	701601
701602	701701	701801	701901	704001	

Details:

DS 38.1	Traffic Control for Transition Areas
DS 39.2	Informational Warning Sign (For Narrow Travel Lanes)
DS 40.1	Traffic Control for Road Closure
DS 94.2	Traffic Control & Protection at Turn Bays

See contract "Staging Plans" for maintenance of traffic details.

Signs:

No bracing shall be allowed on post-mounted signs.

Post-mounted signs shall be installed using standard 720011, 728001, 729001, on 4"x4" wood posts, or on any other "break away" connection if accepted by the FHWA and corresponding letter is provided to the resident.

All signs are required on both sides of the road when the median is greater than 10 feet and on one way roadways.

The "WORKERS" (W21-1a(O)-48) signs shall be replaced with symbol "Right or Left Lane Closed Ahead" (W4-2R or L(O)-48) signs on multilane roadways.

"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.

Revised 10-28-2013

“LOW SHOULDER” W8-9(O)48 signs shall be installed at 1 mile intervals or as directed by the Engineer.

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.

All regulatory signs shall be maintained at a 5 foot minimum bottom (rural), 7 foot minimum (urban).

Plate altering signs shall have the same sheeting as the base sign.

No more than one (1) plate 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:

Cones or reflectorized cones shall not be used during hours of darkness.

A minimum of 3 drums spaced at 4 feet shall be placed at each return when the side road is open.

On all standards, and the devices listed in Section 701.07 of the Standard Specifications, the device spacing shall be revised to the following dimensions:

Where the spacing shown on the standard is 25 feet, the devices shall be placed at 20 feet.

Where the spacing shown on the standard is 50 feet, the devices shall be placed at 40 feet.

Where the spacing shown on the standard is 100 feet, the devices shall be placed at 80 feet.

Direction Indicator Barricades shall exclusively be used in lane closure tapers. They shall be used only when traffic is being merged with an adjacent through lane or shifted onto a median crossover.

When within 12' of opposing traffic, the back of the directional indicator barricades shall not be seen if it is an arrow.

Vertical barricades shall not be used as a device where the existing speed limit is 65 mph.

Lights:

Steady burn mono-directional lights are required on devices delineating a widening trench.

Flaggers:

Flagger at Side roads and Commercial Entrances:

Flaggers shall comply with all requirements contained in the Department's "Flagger Handbook" dated September 2011. The flagger equipment listed for flaggers employed by the Illinois Department of Transportation shall apply to all flaggers.

Revised 10-28-13

All workers and flaggers shall wear ANSI Class E pants and an ANSI Class 2 vest that in combination meet the requirements of ANSI/ISEA 107 2004 for Conspicuity Class 3 garments during hours of darkness.

In addition to the flaggers shown on applicable standards, on major side roads flaggers shall be required on all legs of the intersection. Major side roads for this project shall be Forest Hills Road, Perryville Road, and Mitchell Road.

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 Continental Drive, Kimber Drive, Speedway Entrance (north), Menards Entrance (south), OSF Entrance (Hospital Entrance), Crass Road (Hospital Entrance), Speedway Entrance (east), and Menards Entrance (east).

When the mainline flagger is within 200 feet of an intersection, the side road 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.

Revise the first and second paragraph of Article 701.20(i) of the Standard Specifications to read:

“Signs, barricades, or other traffic control devices required by the Engineer, over and above those shown on the standard or detailed in the plans and provisions, will be paid for according to Article 109.04. All flaggers required at side roads and commercial entrances remaining open to traffic not shown on the Highway Standards, required by article 701.13(a) or listed above, shall be paid for according to Article 109.04.”

Pavement Marking:

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

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

Highway Standards Application:

Traffic Control and Protection, Standard 701326: This work shall be done according to Section 701 of the Standard Specifications and the Typical Applications of Traffic Control Devices for Highway Construction, Standard 701326, and as specified herein.

Additional barricades, flagger signs, Yield or Stop signs and flaggers shall be required at the intersections. Barricade spacing shall be at 15 foot centers within these intersections and Yield or Stop signs shall be used to control traffic.

When work is within 200 feet of an intersection, flagger signs and flaggers shall be required on the side road at the discretion of the Engineer.

Revised 10-28-13

These additional devices shall be paid for as part of Traffic Control and Protection 701326 and not as an addition to the contract.

Traffic Control and Protection Standard 701701: This work shall be done according to Section 701 of the Standard Specifications and the Typical Application of Traffic Control Devices for Highway Construction, Standard 701701, and as specified herein.

The “left” leg of the intersection shown on this standard also applies when the right turn lane is closed. When the right turn lane is closed, “RIGHT TURN LANE CLOSED AHEAD” shall be substituted for the LEFT TURN LANE CLOSED AHEAD” and the set up would be a mirror image to what is shown.

This work shall be included in the contract unit price per Lump Sum for TRAFFIC CONTROL AND PROTECTION, STANDARD 701701.

District Standards Application:

Traffic Control for Road Closure: This work shall be done according to the Road Closure Standard and Section 701 of the Standard Specifications.

“ROAD CLOSED AHEAD” (W20-3(O)-48) signs and supplemental plates shall be erected as detailed in the Staging Plans for the road closures identified herein.

“ROAD CLOSED AHEAD” (W20-3(O)-48) with flasher and the appropriate arrow plate (W1-6(O)-36x18 or W1-7(O)-36x18) shall be required on all side roads within the limits of the mainline “ROAD CLOSED AHEAD” signs.

Forest Hills Road and Continental Drive shall be considered Condition I Major side road closures for signing as shown on the District Standard Traffic Control for Road Closure Detail.

Signing and devices required to close the road, according to the Traffic Control for Road Closure detail and contained herein, shall be the responsibility of the Contractor.

The “ROAD CLOSED” sign on the Type III barricades shall be unobstructed and visible to traffic at all times. No equipment, debris, or other materials shall be stored within 20 feet of the first set of Type III barricades, unless approved by the Engineer.

The Contractor shall not drive around the outside of the Type III barricades, but shall relocate the barricades temporarily for access. When it is necessary for the barricades to be moved for access, the Contractor shall move the devices into the left lane and/or left shoulder area behind barricades that are to remain in place. At no time shall the barricades be turned parallel to traffic flow for access purposes.

If a path becomes evident around the outside of the barricades, the Contractor shall be required to place additional Type III barricades to prevent driving around the existing barricades. Additional barricades shall be included in the cost of applicable Traffic Control Standards. Any damage caused by vehicles driving around the outside of barricades shall be repaired by the Contractor to the satisfaction of the Engineer at no additional expense to the Department.

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This work shall be paid for at the contract unit price per each for TRAFFIC CONTROL AND PROTECTION, (SPECIAL), for each of the closure locations specified below:

- 1) Mitchell Road – Pre-stage 1, mass grading operations.
- 2) Forest Hills Road (north) – Stage 1C, high-early strength portion of PCC pavement making up the north center of the intersection.
- 3) Continental Drive (north) – Stage 1C, all of PCC pavement making up the north leg of the intersection.
- 4) Forest Hills Road (south) – Pre-stage 2, high-early strength portion of PCC pavement making up the south center of the intersection.
- 5) Continental Drive (south) – Pre-stage 2, all of PCC pavement making up the south leg of the intersection.
- 6) Mitchell Road – Stage 4, double box culvert and roadway construction.

Traffic Control for Narrow Travel Lanes: The Contractor shall provide informational warning signs regarding narrow travel lanes in construction areas. MAX WIDTH XX'-XX" X MILES AHEAD (W12-I103-48) signs with a width restriction of 9'- 6" shall be installed at the following locations and the distance from the crossroads as noted; at IL 251 & IL 173 (1/2 MILE AHEAD) and at IL 173 & IL 76 (10 MILES AHEAD).

The material of these signs shall be 0.125 inch thick aluminum, Type AP White and fluorescent orange reflective sheeting, and 6 inch D Series font Black vinyl lettering meeting the requirements of Sections 1090 and 1091 of the Standard Specifications for Road and Bridge Construction.

Additional Narrow Width (W12-I102(O)-48) signs with a width restriction of 9'-6" and a "___ MILES" (W16-3A(O)-3612) plate mounted below the signs shall be installed near the intersections of I-90 & IL 173 (2 MILES), Belvidere Road & IL 173 (3 MILES), and Caledonia Road & IL 173 (6 MILES) and after the ROAD CONSTRUCTION AHEAD sign in the sign series.

The material of these signs shall be 0.125 inch thick aluminum, Type AA Fluorescent orange reflective sheeting, and 12 inch D Series font black vinyl lettering meeting the requirements of Sections 1090 and 1091 of the Standard Specifications for Road and Bridge Construction.

Two signs at each location shall be required where the median is greater than 10 feet.

The Contractor shall notify the Traffic Operations Section of the Bureau of Operations by fax (815/284-5489) and the Bureau of Project Implementation (815/284-5348) in writing by means of fax (to the numbers provided) and also by letter to the District Office. **This request shall be submitted between three and four weeks (21 to 28 days) prior to the anticipated lane restriction to allow the State adequate time to permit wide loads.**

The contractor shall be responsible for providing, erecting, maintaining, and removing these signs. All cost involved in conforming with this provision shall be considered a part of TRAFFIC CONTROL AND PROTECTION, STANDARD 701331.

Other Devices:

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TEMPORARY SIGNALS: The Contractor will be required to have someone available at all times to receive phone calls during non-work hours and who is able to reach the job site within one hour of being called. This person will be able to repair the temporary signals or will be able to have flaggers on site within another hour to flag traffic until the signals are again in operation. Failure to have a person on site within an hour after the initial call out will result in the Contractor being charged liquidated damages by the Department of One Thousand Dollars (\$1,000). Failure to have traffic restored either with repaired signals or with flaggers within two hours after the initial call out will result in the Contractor being charged liquidated damages by the Department of One Thousand Dollars (\$1,000) per hour until traffic is restored. The Contractor may use a traffic control subcontractor for the first call, however this does not relieve the prime Contractor from having a person on call.

Traffic Signal Work: No traffic signal work shall begin until all of the traffic signal hardware is on the job site. The existing traffic signal system shall remain in operation during the modernization work. The work shall be scheduled so that a minimum of two signal indications for each phase remains in operation. No signal indication shall be absent for more than seven calendar days.

The Contractor will be allowed to shut down the existing signal system not to exceed 8 hours to replace the existing controller and cabinet. During this shutdown, the intersection will operate as a 4-way "Stop".

Flexible Delineator Maintenance: This item shall consist of all materials and labor necessary to maintain the flexible delineator required as part of Traffic Control and Protection.

The re-attachment of the flexible delineator to the base shall be considered incidental to the Traffic Control and Protection used.

Any unit which needs repair because the attachment of the base to the pavement fails at any time after installation shall be re-attached by the Contractor at his/her expense. Any flexible delineator which needs to be replaced within seven (7) calendar days after installation shall be replaced by the Contractor at his/her expense.

The quantity listed in the contract is only an estimate of the anticipated number of units requiring repair.

Any flexible delineator which needs to be replaced after seven (7) calendar days shall be paid for at the contract unit price per each for FLEXIBLE DELINEATOR MAINTENANCE to maintain the flexible delineator required on Perryville Road in Stage 1 and Stage 2. See typical sections and schedule for locations.

Traffic Control for the Various Stages of Construction:

Construction will be completed in (7) seven major stages of work over (2) two or (3) three consecutive construction seasons. Detailed staging plans are included in the contract plans with the intent to provide the least inconvenience to the motoring public. The Contractor shall maintain traffic throughout the various stages of construction as detailed in the staging plans, as specified herein, and as directed by the Engineer. The Contractor can recommend and implement a safer and/or more efficient way to stage construct any segment of this project with written permission from the Engineer.

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Work Hour Restrictions: Reducing traffic to one lane only with flaggers will be restricted. The Contractor shall maintain one lane of traffic in each direction from 6:00 a.m. to 10:00 p.m. everyday of the week for the entirety of this contract on all roads.

The following page provides a table identifying where in the various stages of work that construction activities impact critical access locations throughout the project. The Contractor shall pay special attention to the special provisions regarding start date and completion date restrictions for all stages of work and access locations.

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TIMING OF CONSTRUCTION ACTIVITIES THAT IMPACT CRITICAL ACCESS LOCATIONS - see Staging Plans for detail at locations marked w/ an "X"

CONSTR SEASON	STAGE	Continental (IL 173)	Kimber (IL 173)	Burden (IL 173)	Speedway (173)	Speedway (*) (Forest Hills)	Menards (IL 173)	Menards (Forest Hills)	Forest Hills	Hospital (IL 173)	Hospital (Forest Hills)	Perryville (IL 173)	Mitchell (IL 173)
2013	Pre 1												
	Pre1A	X											
2014	1			X					X		X	X	
	1A						X				X	X	
	1B		X									X	
	1C	X							X			X	
	Pre 2	X							X				
	Pre 2A		X										
	2				X	X		X	X	X		X	
	2A				X					X		X	
	2B											X	
	2C											X	
	3	X	X	X					X			X	
3A	X	X	X			X	X	X	X				
2015	4												X
	5												
	6											X	
	6A											X	

(*) This is a new entrance location. The existing entrance on Forest Hills will remain open during work on the IL 173 entrance.

The following summarizes maintenance of traffic required to stage construct the completion of work over three consecutive construction seasons. Detailed "Scope of Work and Maintenance of Traffic" notes are provided in the Staging Plans. Work throughout these stages of construction shall be completed and traffic maintained as detailed in the contract staging plans, as specified herein, and as directed by the Engineer.

Optional 2013 Construction Season:

PRESTAGE 1 and 1A – These stages of work will encompass the entire first season of construction. In general, storm sewer trunk lines, storm sewer laterals, storm structures, and pipe culverts needed to convey storm water in future stages will be installed along IL 173 and Forest Hills Road; temporary traffic signals will be installed at various locations; and temporary pavement will be constructed to accommodate future staged traffic along IL 173 and Forest Hills Road. The Contractor shall pay special attention to the special provision "Pre-stage Drainage" when completing storm drainage work.

Patching of the existing pavement during staging operation will be needed at various locations identified in the schedules "Pre-stage Drainage – Partial Depth Patching" and "Temporary Access to Side Roads and Entrances".

Work in this stage will also include bulk grading operations on the north side of IL 173 from Perryville Road to I-90, including permanent erosion control measures. Pre-stage bulk excavation north of IL 173 consists of excavation for the new stream channel east of Mitchell Road and placing this material directly as fill between Perryville Road and Mitchell Road. Refer to the special provision STREAM CHANNEL WORK RESTRICTION for work restrictions in the stream channel. Drainage shall be maintained by first digging the new channel and then diverting the flow from the old channel to the new channel. Mitchell Road will be closed to complete this work and traffic maintained per the "Mitchell Road Closure, Pre-stage 1" plan provided in the contract.

Utility relocations for the entire limits of the project will take place throughout Pre-stage 1 activities. It is the Contractor's responsibility to coordinate his/her activities with the various utilities and the Engineer in order to follow this traffic control plan and minimize inconveniences for the traveling public. The Contractor shall refer to other related contract special provisions for critical detailed information regarding specific utility relocations and the timing of such.

If the contract is not executed in time for the Contractor to do work in year 2013, all work listed in PRESTAGE 1 and 1A shall be completed in year 2014. The Contractor shall not do any work in the roadway after November 27, 2013 without approval from the Resident Engineer.

WINTER SHUT-DOWN 2013 – Winter shut-down applies to the period between completion of Pre-stage 1 work and beginning of Stage 1 work the following construction season. In general, the Contractor will be responsible for maintaining traffic between construction seasons as detailed in the staging typical sections and Winter Shut-down 2013 notes provided in the contract plans. If the Contractor does not complete any roadway work in year 2013, the WINTER SHUT-DOWN 2013 may not apply.

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2014 Construction Season:

STAGE 1 thru 1C – In general, the Contractor will remove existing raised medians and raised islands that conflict with staged traffic; remove existing pavement and construct new PCC pavement on the north side of IL 173 from the beginning of the project through Perryville Road, the east side of Forest Hills Road, and all of Perryville Road as detailed in the staging plans. Additional storm sewer and pipe culvert work will be completed as well as the east half of the proposed triple reinforced concrete box culvert on Forest Hills Road in Stage 1, and the west and east extensions of the proposed double reinforced concrete box culvert on Perryville Road in Stage 1 and 1B, respectively. When completing drainage work to future median areas the Contractor shall refer back to the special provision “Pre-stage Drainage” for temporary treatments.

Stage 1 thru 1C work also includes construction of all entrances and minor side roads existing on the same side as the mainline construction. Many of these locations are stage constructed and require temporary access treatment. The entrance and minor side road work shall be completed as detailed in the contract staging plans and as specified herein. The Contractor shall meet the requirements of the special provision “Temporary Access to Side Roads and Entrances”. Duration of work at many locations also must meet completion date restrictions in the contract special provisions.

Forest Hills Road: Stage 1 work will complete a large portion of the PCC pavement for the northbound lanes; Stage 1C work will complete the gap on the north side of IL 173 through the intersection with high-early strength PCC pavement. Stage 1C work at the intersection will be completed with Forest Hills Road to the north closed. Duration of work at this location shall meet the requirements of completion date restrictions in the contract special provisions. The north leg of Forest Hills Road will be re-opened once traffic is shifted into the Stage 2 configuration on the north side of IL 173, at which time the south leg of Forest Hills Road will be closed to complete Pre-stage 2 PCC pavement work on the south side of the intersection (see Pre-stage 2 staging plan).

Perryville Road: Stage 1 through Stage 1C work will complete the PCC pavement on the north leg of the intersection. High-early strength PCC pavement will be required to complete those areas identified in Stage 1A and Stage 1C. The timing of this work in Stage 1 shall be coordinated with other work and be performed such that traffic can be shifted into Stage 2 configuration as soon as possible after the high-early strength concrete is adequately cured.

PRE-STAGE 2 thru STAGE 2C – In general, the Contractor will remove existing pavement and construct new PCC pavement on the south side of IL 173 from the beginning of the project through Perryville Road and the west side of Forest Hills Road as detailed in the staging plans. Additional storm sewer and pipe culvert work will be completed as well as the west half of the proposed triple reinforced concrete box culvert on Forest Hills Road. When completing drainage work to future median areas the Contractor shall refer back to the special provision “Pre-stage Drainage” for temporary treatments.

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Pre-stage 2 thru Stage 2C work also include construction of all entrances and minor side roads existing on the same side as the mainline construction. Many of these locations are stage constructed and require temporary access treatment. The entrance and minor side road work shall be completed as detailed in the contract staging plans and as specified herein. The Contractor shall meet the requirements of the special provision "Temporary Access to Side Roads and Entrances". Duration of work at many locations also must meet completion date restrictions in the contract special provisions.

Forest Hills: Pre-stage 2 work will complete the gap on the south side of IL 173 through the intersection with high-early strength PCC pavement; Stage 2 work will complete the balance of PCC pavement for the southbound lanes. Pre-stage 2 work at the intersection will be completed with Forest Hills Road to the south closed. Duration of work at this location shall meet the requirements of completion date restrictions in the contract special provisions. Access via the speedway entrance off of Forest Hills Road shall be maintained as detailed in the staging plans for Pre-stage 2 at that location until Forest Hills Road to the south is re-opened.

Perryville Road: Stage 2 through Stage 2C work will complete the PCC pavement on the south leg of the intersection. High-early strength PCC pavement will be required to complete those areas identified in Stage 2A and Stage 2C.

STAGE 3 and 3A – In general, the Contractor will complete raised median and raised island work (remove temporary pavement as needed and construct new median and islands) at locations detailed in the staging plans from the beginning of the project to west of Perryville Road and on Forest Hills Road. This work will require completion of the median storm drainage items as well. All temporary drainage treatments detailed in the special provision "Pre-stage Drainage" will be removed and permanent drainage items completed at locations where the raised median is being constructed.

Traffic control for median work shall be completed as detailed in the staging plans for Stage 3. Traffic control for island work shall be completed as detailed in the staging plans for Stage 3A.

All lanes shall be open in Stage 3A when workers are not present.

Stage 3 will also include installation of permanent traffic signals at all locations except Perryville Road (to be completed in Stage 6) and proposed work outside the pavement areas such as sidewalk, multi-use path, riprap, and fine grading.

WINTER SHUT-DOWN 2014 – Winter shut-down applies to the period between completion of Stage 3 work and beginning of Stage 4 work the following construction season. In general, the Contractor will be responsible for maintaining traffic between construction seasons as detailed in the staging plans and Winter Shut-down 2014 notes provided in the contract plans.

2015 Construction Season:

STAGE 4 – In general, the Contractor will install most median drainage structures, complete pipe culvert work, and construct new PCC pavement on the north side of IL 173 from just east of Perryville Road to the end of the project. Bulk grading operations on the north side of IL 173 from Perryville Road to I-90 should have been substantially completed in Pre-stage 1 work.

Stage 4 will also include reconstruction of Mitchell Road, which includes a new double reinforced concrete box culvert. Mitchell Road will be closed to complete this work and traffic maintained per the "Mitchell Road Closure, Stage 4" plan provided in the contract.

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STAGE 5 – In general, the Contractor will remove existing pavement, install remaining median drainage structures, complete pipe culvert work, and construct new PCC pavement on the south side of IL 173 from just east of Perryville Road to the end of the project.

STAGE 6 and 6A – In general, the Contractor will complete raised median and raised island work (remove temporary pavement as needed and construct new median and islands) at locations detailed in the staging plans from west of Perryville Road to the end of the project.

Traffic control for median work shall be completed as detailed in the staging plans for Stage 6. Traffic control for island work shall be completed as detailed in the staging plans for stage 6A.

Stage 6 will also include installation of permanent traffic signals at Perryville Road and proposed work outside the pavement areas such as sidewalk, multi-use path, riprap, fine grading, permanent landscaping, and final striping.

Traffic control and protection for the purpose of completing the various stages of construction as described herein and as detailed in the contract plans will be paid for at the contract unit price for TRAFFIC CONTROL AND PROTECTION, for the various standards included in the contract. These items will be used to pay for all traffic control during all stages of construction detailed in the contract plans and specified herein, except for those items that are paid for separately. This item also includes traffic control for work including but not limited to miscellaneous side road work, miscellaneous entrance work, sidewalk work, multi-use path work, striping, traffic signal installation, lighting installation, sod, seeding, etc.

Road closures are paid for separately as specified below under “District Standards Application”.

Temporary pavement, temporary ramps, temporary concrete barrier, and temporary impact attenuators will be paid for separately.

Furnishing and placing all short-term, temporary, and permanent pavement markings as well as necessary removal of short-term, temporary, and permanent markings will be paid for separately.

Temporary raised reflective pavement marker placement and removal will be paid for separately.

Access to side roads and entrances are paid for according to pay items identified in the schedule “Temporary Access to Side Roads and Entrances”.

Temporary traffic signal installations will be paid for separately. Adjustments to temporary traffic signal head locations and temporary traffic signal timing throughout the various stages of construction shall not be paid for separately but included in the cost for the various traffic control and protection pay items in the contract.

Permanent seeding, mulching, and temporary erosion control measures throughout the various stages of construction shall be incorporated as the various work items are completed in accordance with Article 280.03. Permanent seeding, mulching, and temporary erosion control measures are paid for separately.

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Limitations of Construction: The Contractor shall coordinate the items of work in order to keep hazards and traffic inconveniences to a minimum, as specified below.

- 1) Reducing to one lane of traffic with flaggers shall not be allowed between the hours of 6:00 a.m. and 10:00 p.m. Monday through Sunday.
- 2) Night time work will be allowed on this project only if previously approved by the Engineer in writing. Night time work will be allowed for the temporary closure of one lane at a time during staged construction. Temporary lane closures will only be allowed between the hours of 10:00 p.m. and 6:00 a.m. Night time work will require the use of nighttime work zone lighting. Nighttime work zone lighting will be paid for at the contract lump sum price for NIGHTTIME WORK ZONE LIGHTING in accordance with Section 702 of the Standard Specifications.
- 3) The Contractor will be responsible for the traffic control devices at all times during construction activities, which also included winter shutdown periods.
- 4) All debris shall be removed from the pavement and shoulder prior to any shift in staging operations or removal of traffic control.
- 5) The Contractor shall complete rough grading prior to any staging change.

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STEEL CASING PIPE, AUGERED AND JACKED

The steel casing pipe is intended to be installed by boring and jacking to accommodate an eighteen inch (18") diameter, centered PVC ASTM D 3034 (F 679) SDR 35 carrier pipe. The work includes mobilization, site preparation, trench excavation, push and receiving pit excavation and setup, pipe bedding, installing new steel casing pipe, testing, backfilling, carrier pipe support spacers, casing end sealing, and backfilling on grade and in line according to the plans and specifications, including the Rock River Water Reclamation District (RRWRD) standards and requirements and the Standard Specifications for Water and Sewer Construction in Illinois, Section 23-3. The work also includes trench dewatering, power tamping, select trench backfill, and all other materials, labor, supervision, transportation, services, and all else that is necessary for the completion of the work and not included elsewhere.

Steel casing pipe construction that varies +0.05 feet from the proposed grade and/or +0.15 feet from the proposed line will not be accepted. The Contractor is solely responsible for maintaining proper lines and grades for the work. The Contractor shall provide at least one laser device for setting lines and grades for subgrade and pipe invert on all parts of the work. The device(s) shall be of acceptable design and maintained in good working condition throughout the length of the project. The Contractor shall employ workmen with the expertise to operate the device(s). The laser device(s) shall be considered as a convenience to the Contractor and will be operated at no extra cost.

Boring and Jacking Setup

"Boring and Jacking Setup" shall refer to all necessary labor, equipment and materials preparatory to the boring and jacking operation, including, but not limited to, excavation of push and receiving pits, dewatering, shoring, sheeting, setting of rails on line to grade, thrust blocking and backfilling of push and receiving pits.

The Contractor shall:

1. Open a suitable jacking pit adjacent to the area into which the steel casing will be jacked in place as shown on the plans. The pit shall be long and wide enough to provide proper working space.
2. Set and maintain guide timbers or rails accurately in the bottom of the jacking pit in order to keep the steel casing on correct line and grade.
3. Furnish and install heavy backstop supports at rear of jacking pit, sufficient to absorb shock of jacking operation without distortion. Any sheeting or shoring needed to provide a safe working area or to comply with permit requirements shall be considered incidental to the cost of this item.
4. Identify, locate and relocate, as necessary, all existing utilities that could be damaged by setup, boring and jacking or other construction activities. Any damage done to utilities due to construction shall be repaired or replaced by the Contractor, at his own expense, to the satisfaction of the affected utility.

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Boring and Jacking

"Boring and Jacking" shall refer to a construction procedure in which a steel casing is jacked through the ground while an auger removes the soil from the face. Boring and jacking shall include the material cost of the pipe, as well as all labor, equipment and materials associated with the actual boring and jacking process.

Methods

The Contractor shall jack the steel casing into the earth simultaneously with the boring auger as it drills the earth. Drilling the hole all the way through the earth and pushing the steel sleeve into the hole after the auger has been removed shall not be allowed.

The operation will be advanced by the use of an earth auger where possible, but if conditions are encountered where the auger will not remove hard material or stay on line and grade, the operation will be advanced by auguring/mining.

During the auguring/mining operations, the material in front of the pipe shall not be removed for more than eighteen inches (18") beyond the pipe heading before the casing pipe is pushed forward.

If, for any reason, the excavation should extend beyond the outside diameter of the casing pipe, leaving voids outside the casing pipe, holes shall be drilled in the casing pipe and such voids completely filled by pressure grouting with cement grout.

Materials

The casing pipe shall be thirty inch (30") diameter, Grade B structural steel with a minimum yield strength of 35,000 psi per ASTM A 139, and a minimum wall thicknesses of 0.406". The steel pipes shall be provided in lengths no less than ten feet (10') in even ten foot (10') increments.

Steel casing joints shall be made by continuous weld completely around the perimeter of the pipe, shall be watertight, and shall provide a strength through the joint equal to that of the pipe shell. Pipe shall have beveled edges for welding and shall be new, straight pipe.

Any changes in the casing pipe alignment must receive prior approval from the Rock River Water Reclamation District and the IDOT.

Casing spacers with HDPE runners (Waterworks Mfg. Cascade CCS, GPT Ranger II, RACI or RRWRD approved equivalent) shall be installed on the 18" diameter ASTM D 3034 (F 679) SDR 35 PVC carrier pipe at intervals recommended by the manufacturer. A minimum of two (2) spacers shall be provided per carrier pipe section. A spacer shall be provided within two (2) feet of each end of a carrier pipe section. The spacers shall have a maximum interval of ten (10) feet per carrier pipe section. The ends of the casing shall be sealed with flexible rubber end seal (Waterworks Mfg. Cascade CCES, PSI or RRWRD approved equivalent).

Payment

Payment for the steel casing pipe and associated work, shall be made on the basis of the unit price bid per lineal foot of the STEEL CASING PIPE, AUGERED AND JACKED 30" installed.

Payment for the carrier pipe shall be on the basis of the unit price bid per Lineal Foot of SANITARY SEWER, PVC (D 3034) SDR 35, 18" installed.