

144

February 27, 2026 Letting

Notice to Bidders, Specifications and Proposal



**Illinois Department
of Transportation**

**Contract No. 85769
WINNEBAGO County
Section 21-00078-01-SW (Loves Park)
Route FAP 303 (II 251)
District 2 Construction Funds**

Prepared by

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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. February 27, 2026 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. 85769
WINNEBAGO County
Section 21-00078-01-SW (Loves Park)
Route FAP 303 (IL 251)
District 2 Construction Funds**

Construction of PCC sidewalk and PCC shared-use path along IL 125 from River Lane to E. River Boulevard in Loves Park. Work includes removal of HMA parking lanes, curb & gutter, ADA improvements, drainage improvements, lighting, traffic signals and other required work.

- 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

Gia Biagi,
Secretary

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2026

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 1-1-26)

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LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

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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	58	<input checked="" 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		<input type="checkbox"/>	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
* 80475		<input type="checkbox"/>	Bridge Deck Concrete Overlays	Jan. 1, 2026	
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
* 80460	60	<input checked="" type="checkbox"/>	Cement, Finely Divided Minerals, Admixtures, Concrete, and Mortar	Jan. 1, 2025	Jan. 1, 2026
80384	77	<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	
80461		<input type="checkbox"/>	Concrete Barrier	Jan. 1, 2025	
80453	81	<input checked="" type="checkbox"/>	Concrete Sealer	Nov. 1, 2023	
80261		<input type="checkbox"/>	Construction Air Quality – Diesel Retrofit	June 1, 2010	Jan. 1, 2025
* 80476		<input type="checkbox"/>	Deck Slab Repair	Jan. 1, 2026	
80029		<input type="checkbox"/>	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Jan. 2, 2025
80467	82	<input checked="" type="checkbox"/>	Erosion Control Blanket	Aug. 1, 2025	
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	
80433		<input type="checkbox"/>	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
80471		<input type="checkbox"/>	Guardrail	Nov. 1, 2025	
80472		<input type="checkbox"/>	High Friction Surface Treatment	Nov. 1, 2025	
* 80456	85	<input checked="" type="checkbox"/>	Hot-Mix Asphalt	Jan. 1, 2024	Jan. 1, 2026
80446		<input type="checkbox"/>	Hot-Mix Asphalt – Longitudinal Joint Sealant	Nov. 1, 2022	Aug. 1, 2023
80438	88	<input checked="" type="checkbox"/>	Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	April 2, 2024
* 80477		<input type="checkbox"/>	Longitudinal Tining	Jan. 1, 2026	
80450		<input type="checkbox"/>	Mechanically Stabilized Earth Retaining Walls	Aug. 1, 2023	Aug. 1, 2025
* 80478		<input type="checkbox"/>	Modified Longitudinal Construction Joint	Jan. 1, 2026	
80464	89	<input checked="" type="checkbox"/>	Pavement Marking	April 1, 2025	Nov. 1, 2025
80468		<input type="checkbox"/>	Pavement Patching	Aug. 1, 2025	
80441	90	<input checked="" type="checkbox"/>	Performance Graded Asphalt Binder	Jan 1, 2023	
80459		<input type="checkbox"/>	Preformed Plastic Pavement Marking	June 2, 2024	
34261		<input type="checkbox"/>	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
80473		<input type="checkbox"/>	Raised Reflective Pavement Markers	Nov. 1, 2025	
80455	95	<input checked="" type="checkbox"/>	Removal and Disposal of Regulated Substances	Jan. 1, 2024	April 1, 2024
80474		<input type="checkbox"/>	Residential Driveway Temporary Signal	Nov. 1, 2025	
80445	97	<input checked="" type="checkbox"/>	Seeding	Nov. 1, 2022	
80457		<input type="checkbox"/>	Short Term and Temporary Pavement Markings	April 1, 2024	April 2, 2024
* 80462	103	<input checked="" type="checkbox"/>	Sign Panels and Appurtenances	Jan. 1, 2025	Jan. 1, 2026
* 80479		<input type="checkbox"/>	Sinusoidal Rumble Strips	Jan. 1, 2026	
80469		<input type="checkbox"/>	Slope Wall	Aug. 1, 2025	
* 80448		<input type="checkbox"/>	Source of Supply and Quality Requirements	Jan. 2, 2023	Jan. 1, 2026
80340		<input type="checkbox"/>	Speed Display Trailer	April 2, 2014	Jan. 1, 2022
80127		<input type="checkbox"/>	Steel Cost Adjustment	April 2, 2004	Nov. 1, 2025
* 80480		<input type="checkbox"/>	Structural Repair of Concrete	Jan. 1, 2026	
80397	105	<input checked="" type="checkbox"/>	Subcontractor and DBE Payment Reporting	April 2, 2018	
80391	106	<input checked="" type="checkbox"/>	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
80463	107	<input checked="" type="checkbox"/>	Submission of Bidders List Information	Jan. 2, 2025	Mar. 2, 2025
80437	108	<input checked="" type="checkbox"/>	Submission of Payroll Records	April 1, 2021	Nov. 2, 2023

<u>File Name</u>	<u>Pg.</u>	<input type="checkbox"/>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80435		<input type="checkbox"/>	Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
80465	110	<input checked="" type="checkbox"/>	Surveying Services	April 1, 2025	
* 80481	111	<input checked="" type="checkbox"/>	Temporary Concrete Barrier	Jan. 1, 2026	
80466		<input type="checkbox"/>	Temporary Rumble Strips	April 1, 2025	
80470	112	<input checked="" type="checkbox"/>	Traffic Signal Backplate	Aug. 1, 2025	
20338	113	<input checked="" 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	116	<input checked="" type="checkbox"/>	Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
80458		<input type="checkbox"/>	Waterproofing Membrane System	Aug. 1, 2024	
80302		<input type="checkbox"/>	Weekly DBE Trucking Reports	June 2, 2012	Jan. 2, 2025
80454		<input type="checkbox"/>	Wood Sign Support	Nov. 1, 2023	
* 80427	117	<input checked="" type="checkbox"/>	Work Zone Traffic Control Devices	Mar. 2, 2020	Jan. 1, 2026
80071		<input type="checkbox"/>	Working Days	Jan. 1, 2002	

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", adopted January 1, 2022, all revisions and supplements thereto, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the "Supplemental Specifications and Recurring Special Provisions" indicated on the Check Sheet included herein, which apply to and govern the construction of IL Route 251 (N. 2nd Street) and applicable local roads as indicated in the "IL Route 251 Streetscape Improvements River Lane to E. Riverside Blvd." plan set. In the case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

This project is located on IL Route 251 (N. 2nd Street) between River Ln. and E. Riverside Blvd., within the City of Loves Park, Winnebago County, Illinois.

DESCRIPTION OF PROJECT

The City of Loves Park is narrowing the roadway to provide a consistent 66' width by eliminating the parallel parking and shoulder on each side of the roadway and widening the parkway to provide better vehicle and pedestrian separation. The added greenspace will incorporate stormwater raingardens and stormwater inlets and related piping will be upgraded or moved to help improve drainage. Sidewalks will be removed and replaced (east side) at a consistent width and ADA compliant. A shared-use path will be constructed on the west side. The cross/longitudinal slopes for the sidewalks and path will comply with ADA codes and offsets of the roadway. Pedestrian sidewalk transitions at intersections or side streets will be improved or created to comply with ADA codes. Driveway approaches and business entrances will be improved and slopes reduced to conform to current IDOT specifications. Lighting and traffic signals will be moved or improved for vehicle and pedestrian safety. The existing traffic pattern with two (2) 12' lanes in each direction, 7' (avg.) width median and 12' left-turn lanes will remain.

COMPLETION DATE (VIA CALENDAR DAYS)

The Contractor will be allowed to close local roads to vehicular traffic in stages as shown in the plans. The Contractor shall have all traffic lanes open prior to winter shutdown without the need of traffic control devices. Closures, lane reductions, or uneven lanes will not be allowed for winter shutdown periods. Access to all adjacent properties via sidewalks and driveways must be open and unrestricted over winter shutdown periods.

Final Completion Date: The Contractor shall schedule their operations so as to complete all work and open the entire length of roadway to traffic on or before November 20, 2026. The Contractor shall take note the completion date is based on an expedited work schedule. The Contractor will be allowed 10 working days, after the final completion date, to complete punchlist items.

Failure to Complete the Work on Time: Should the Contractor fail to complete the necessary work to comply with the overall completion date plus 10 working days, the Contractor shall be liable, not as a penalty, but as liquidated and ascertained damages, for each working day beyond the contract working days or extended time as may be allowed and subject to the conditions of Article 108.09 of the Standard Specifications and any special provisions included herein.

ENGINEERS FIELD OFFICE

A field office is not required for this project. Any necessary project meetings will be held at the City of Loves Park City Hall at 100 Heart Blvd, Loves Park, IL 61111 or other designated locations. The contractor and his subcontractors will be expected to attend regular construction meetings as required at no additional compensation.

RECYCLED AGGREGATE MATERIALS

The use of recycled HMA and concrete is approved as aggregate base course for this project as long as it meets the certification for IDOT CA-6 gradation.

TEMPORARY PAVEMENT (VARIABLE DEPTH)

The Contractor shall provide a temporary ramp when deemed necessary by the Resident Engineer. A.D.A. compliant access must be maintained to all business during business hours. The contractor shall coordinate sidewalk closures with impacted business owners. Temporary ramps may be required for the mainline roadway, side streets, driveways, etc.

Temporary asphalt pavement wedges may be needed to maintain access to local businesses. The City has final discretion to direct the contractor to install this type of temporary access when paving operations are suspended. Temporary access in pedestrian zones shall be ADA compliant. This work will be paid for at the contract price per TON for TEMPORARY PAVEMENT (VARIABLE DEPTH).

EARTH EXCAVATION

The Contractor is alerted that there is no pay item for earth excavation. This work is covered or incidental to other pay items on the project like pavement removal (special), driveway pavement removal (special), curb and gutter removal, sidewalk removal, and underground utility work. Contractor shall dispose of all excess earth materials offsite per applicable local, state and federal guidelines.

TRENCH BACKFILL

Trench backfill shall be considered incidental to associated storm sewer, storm sewer removal, storm structures, storm structure removal, water main installation, watermain removal, or other utility lines or structures that might require trench backfill. Contractor is alerted and advised to include this item in the unit cost for associated work.

PAVEMENT SAWCUT

Pavement sawcut shall be considered incidental to associated pavement removal and pavement installation. Contractor shall be responsible for providing a clean cut edge where existing and proposed pavement meet. Contractor is alerted and advised to include this item in the unit cost for associated work.

EROSION CONTROL MONITORING

The Engineer or the City shall perform routine weekly erosion control inspections for the

duration of the project and until the project limits are restored with at least 70% vegetative cover. Additional inspections will be required per the NPDES permit when an occurrence of 0.5" of rain or greater occurs. It is intended that the inspections will occur on a regular weekly basis that is within the normal work day of the contractor. The contractor shall designate an erosion control supervisor who shall accompany the inspections. This work shall be a requirement of the contract and shall be performed at no additional compensation. The contractor shall be expected to follow the requirements of Section 280 of the Standard Specifications and the Illinois NPDES General Permit.

CONCRETE TRUCK WASHOUT

This work shall conform to applicable portions of Section 280 of the Standard Specifications and the requirements of the Illinois EPA NPDES permit. Contractor shall employ the use of concrete washouts throughout the project and shall require his workers, subcontractors, and suppliers to utilize the designated washout areas for proper removal of concrete and cement materials. Contractor shall maintain washouts throughout the duration of construction so long as required. Failure to utilize concrete washout areas will result in violation of EPA requirements and Contractor could be subjected to fines and penalties through the Illinois Attorney General's office.

This work shall be paid for at the contract LUMP SUM price for CONCRETE TRUCK WASHOUT, which shall include routine maintenance of washout areas and proper disposal when full or no longer needed.

PAVEMENT REMOVAL, SPECIAL

This work shall be performed in accordance with Section 440 of the Standard Specifications. Pavement types are identified on the plans between the Typical Sections, Removal Plans and Layout Plan sheets. This item covers all full depth street pavement removals, along with the necessary amount of underlying stone or subgrade (earth) removal needed to construct the proposed line and grade of the new pavement. There will be no separate pay item for earth excavation.

This work will be paid for at the contract unit price per SQUARE YARD for PAVEMENT REMOVAL, SPECIAL.

CURB AND GUTTER TRANSITIONS

Due to the nature of the HMA installation, 1' stubs shall be discouraged where two different gutter widths are encountered. Contractor shall make a smooth transition between gutter widths within a minimum 10' distance.

Payment of transition zones shall be per FOOT of the COMBINATION CONCRETE CURB AND GUTTER, of the larger adjacent gutter width specified.

CURB & GUTTER, CONCRETE DRIVEWAYS AND SIDEWALKS

The contractor shall provide expansion joint and tie bars at all locations where new concrete curb & gutter, concrete driveway or sidewalks are to match into existing curb & gutter, concrete driveway or sidewalk. Curb and gutter tie bars shall be per the IDOT standard. Tie bars for

sidewalk shall be a minimum of (3) #4 bars, 12" long, drilled and grouted into existing sidewalk to prevent settlement.

This work shall be considered incidental to curb & gutter, concrete driveway or sidewalk installation.

SHREDDED BARK MULCH, 4"

Mulch shall be furnished in accordance with Section 1081.06(b) of the Standard Specifications. Within 30 days after planting, weed barrier fabric shall be placed around all plants and covered with mulch in the entire mulched bed or saucer area specified. Weed barrier will not be required where mulch is supplementing any existing mulch. In those applications, mulch placement is to be used to adjust grades and/or freshen up work zone areas that may have been impacted.. The fabric shall be cut as needed and fitted around the plant material. Wire staples, meeting the approval of the Engineer and driven at a 90 degree angle to the plane of the soil, shall be installed to hold the fabric in place. A minimum of one staple per square yard (square meter) is required. Strips of fabric shall overlap 6 in. (150 mm) at the seams. After placing the weed barrier fabric, the top surface of the fabric shall be clear of any topsoil, and mulch shall be placed in such a way as to completely cover the weed barrier to a depth of 4 in. (100 mm).

Mulch to be twice cut, colored hardwood mulch. Color to match existing conditions in the field. Known colors as of the bid date are dark brown.

Payment shall be per unit cost per SQUARE YARD for SHREDDED BARK MULCH, 4".

CONNECTION TO EXISTING SEWER

This work shall consist of connecting new storm sewers to existing storm sewers or culverts of varying material types by means of an acceptable connection. This may entail a perpendicular "tap" to an existing sewer line for a direct (blind) connection or may entail a pipe-to-pipe connection.

Direct (blind) connections shall be completed using a clean core drill of the existing storm sewer or box culvert. The core drills shall be completed so that the storm sewer can be installed at the location and invert elevation specified in the drawings. Once the RCP storm sewer is installed, any void between the existing and proposed storm sewer/box culvert shall be filled with masonry material. A concrete collar shall be constructed per the detail drawings shall be considered part of this item. In lieu of the concrete collar, the Contractor may utilize a manufactured connection product (Inserta Tee or similar). This work shall be completed per the recommendations of the manufacturer.

Pipe-to-pipe connections shall be made using a transition coupling fitting. The proposed storm sewer shall be installed to match the existing invert elevation at the connection point. The connection shall be made at a point where the existing pipe is structurally sound. This work shall include the removal and replacement of 12 feet (maximum) of existing pipe as needed to construct the proper storm sewer connection. If more than 12 feet of pipe needs to be removed and replaced in order to construct the connection, the additional length will be paid under the Contract Item for storm sewer.

If an acceptable bell or heel end of pipe exists for normal connection and extension of new

storm sewer, then this pay item will not be necessary and the connection shall be incidental to the new storm sewer.

This work shall be paid for at the contract unit price per EACH for the CONNECT TO EXISTING SEWER if noted. If not noted as a pay item, this work shall be considered incidental to the corresponding storm sewer work.

**SANITARY MANHOLES TO BE ADJUSTED,
SANITARY MANHOLES TO BE RECONSTRUCTED,
SANITARY MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME AND
GRATE, CLOSED LID**

This work shall conform to Four Rivers Sanitation Authority (FRSA) requirements, details, and provisions, and Section 602 of the IDOT Standard Specifications for Road and Bridge Construction, current edition. This work shall include all equipment, materials, labor, transportation, and workmanship to adjust sanitary manholes as shown on the plans.

This work shall be in accordance with the FRSA Standard Detail Sheet.

This work shall consist of removing existing manhole frames and lids, removing all brick/precast adjusting rings, and all other materials, furnishing and installing new adjusting rings as required, furnishing and installing exterior manhole adjustment seals, and installing new frames and lids.

New frames and lids will be provided by FRSA. If existing sanitary manholes to be adjusted do not have standard Neenah R-1670-0358 or East Jordan 00111732 lids, or if the frames or lids are in poor condition, the Four Rivers Sanitation Authority Collection Systems Department shall be contacted prior to adjustment for replacement frames and lids. The FRSA will furnish the new frames and lids. Contact Brian Markgraf at 815-543-3470 to coordinate the exchange of frames and lids. The Contractor is responsible for exchanging the old frames and lids and installing the new ones. Sanitary manholes shall be adjusted per Four Rivers Sanitation Authority Standards.

This work shall include adjusting manhole frames to finish grade. The frame and lid shall be set 1/4 inch min. to 3/8 inch max. below final grade in pavement and at final grade in turf areas. All proposed rim elevations shall be obtained from the roadway reconstruction plan and profile plan sheets.

This work shall include the removal of all existing adjustment (whether brick or concrete), and replacement with new adjusting rings. The combination of new adjusting rings shall be such that the minimum number of rings possible are used.

Allowable types of adjusting rings include precast concrete and expanded polypropylene (EPP). These can be used in conjunction with each other, except that a precast concrete ring shall not be placed over an EPP ring.

For precast concrete adjusting rings:

All adjusting ring joints, as well as the joint between the frame and adjustment ring, shall

be sealed watertight by means of an all-weather rubber butyl sealant designed for the purpose of sealing concrete structures water-tight. The adjusting ring surface shall be dry and free of foreign material. The surface shall be dried and heated with a weed burner when outside temperatures are less than optimum for adhesion of the sealant to the concrete.

Frames in the roadway shall be pitched to match the slope of pavement. When using precast concrete adjusting rings, plastic shims must be equally spaced with no more than one inch (1") of total adjustment. In this case, no butyl material seal will be used under the frame, and the void area between the frame and the first adjustment ring shall be filled with a non-shrink grout. No trench compaction shall take place until the grout has cured and hardened.

For expanded polypropylene (EPP) adjusting rings:

The use of EPP adjustment rings shall be according to Sections 602 and 1043 of the IDOT Standard Specifications, and Supplemental Specifications & Recurring Special Provisions, most recent edition. The EPP adjustment rings shall be installed according to the manufacturer's instructions. If the top surface of the manhole is not level, even, or is irregular, a non-shrink grout shall be placed to create a level surface and the first EPP ring shall be bedded and leveled in the non-shrink grout. The joints between the manhole, all adjustment rings, and the frame shall be sealed with the manufacturer's recommended/specified adhesive. The top ring shall be a 'finish ring' when pitching the frame is not necessary.

Frames in the roadway shall be pitched to match the slope of pavement. The top ring shall be a tapered 'adjustment' ring when pitching the frame is required. Shimming is not an acceptable method of pitching when using EPP rings. The upper most ring shall have grooves on the lower surface and a flat upper surface.

External adjustment seals are required, regardless of the type of adjustment rings used. Heat shrinkable adjustment seals shall not be used with EPP rings.

The maximum height of adjustment shall be 12 inches. The distance between the top of the frame to the first manhole step shall be no more than 30 inches. A maximum of one (1) 2 inch adjusting ring will be allowed.

The Contractor shall install an FRSA approved exterior adjustment seal on all manholes as shown on the FRSA Standard Detail sheet.

Materials:

1. Adjusting rings:
 - a. Precast concrete adjusting rings shall be standard reinforced concrete pipe pattern and shall conform to ASTM C478 and ASTM C139. There shall be no

- spalled edges or cracks. Precast concrete adjusting rings shall be size 4 inch height or greater.
- b. Expanded polypropylene (EPP) rings shall be in accordance with Section 1043 of the IDOT Standard Specifications.
2. Adjusting ring sealant:
 - a. Precast concrete adjusting ring sealant shall be a flexible rubber butyl pre-formed sealant designed for the purpose of making concrete structure joints water-tight. Material shall conform to ASTM C990.
 - b. EPP ring sealant used for watertight installation of the EPP rings shall meet ASTM C 920, Type S, Grade NS, Class 25, Uses NT, T, M, G, A, and O.
 3. Manhole exterior adjustment seals shall be of a rubber compound in accordance with ASTM C-923 and shall have two stainless steel compression bands also in accordance with ASTM C-923.
 4. Manhole frames & lids: To be furnished by FRSA and installed by the contractor.

Required Submittals:

1. Manhole adjustment ring material specifications.
2. Manhole adjustment ring sealant material specifications.
3. Manhole exterior adjustment seal material specifications.

Adjustment versus Reconstruction:

In accordance with Standard Specifications Article 602.03, the following descriptions shall govern pay items on this project:

Classification as to adjustment or reconstruction shall be on the following basis.

- (a) Adjustment. This classification shall include all those existing catch basins, manholes, inlets and valve vaults which are to be adjusted to grade where 2 ft (600 mm) or less of masonry will be either added, removed or rebuilt to bring the specified casting to the finished grade of the proposed improvement.
- (b) Reconstruction. This classification shall include all those existing catch basins, manholes, inlets and valve vaults which must be reconstructed, or which are to be adjusted to grade where more than 2 ft (600 mm) of masonry will be either added, removed, or rebuilt to bring the specified casting to the finished grade of the proposed improvement.

Note: All work performed on FRSA manholes shall be done so in the presence of an FRSA inspector. It is the Contractor's responsibility to contact the FRSA a minimum of 24 hours prior to the work being performed to request that an inspector be present. Any work that is performed without the supervision of an FRSA inspector shall be redone at the Contractor's expense in the presence of an FRSA inspector. In circumstance where the work cannot be redone, the Contractor will not be paid for the work completed.

This work shall be paid for at the contract unit price per EACH for SANITARY MANHOLES TO

BE ADJUSTED or SANITARY MANHOLES TO BE RECONSTRUCTED or SANITARY MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID.

REMOVE AND REINSTALL SIGN PANEL

This work shall conform with Article 107.25 of the Standard Specifications. This work shall consist of the removal and relocation of signs and posts as indicated on the plans. Signs shall be salvaged and stored by the contractor until such time as the signs can be relocated and reinstalled. Existing posts may be salvaged and reused provided they are plumb and their condition satisfies the requirements of new posts as indicated in the IDOT Standards. If posts are in disrepair and/or damaged during removal, the contractor shall supply a new post of similar type during reinstallation.

This work shall be paid for at the contract EACH price for REMOVE AND REINSTALL SIGN PANEL, which shall include salvaging and storing signs and posts until reinstallation can occur, and new posts as needed.

MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1, CLOSED LID

This work shall conform to Section 602 of the Standard Specifications as well as the plan drawings and project details. The storm sewer structure shall be installed over the existing 30" diameter storm sewer as shown on the drawings. After installation is complete, the existing 30" storm sewer pipe shall be approximately flush with the inside face of the storm manhole. The existing storm sewer pipe shall be removed as necessary with a clean saw cut. Final installation shall include a proper connection between the manhole and the proposed and existing storm sewer pipes. In addition to the precast concrete structures, frames, lids, etc. in Section 602, this item shall also include the proper removal and disposal of the existing storm sewer.

All work and materials required to complete the work listed above shall be included in the contract unit cost per EACH for MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID.

TRAFFIC CONTROL PLAN

STANDARDS:

701101	701106	701206	701602	701606	701701
701801	701901	704001	728001	729001	

DETAILS:

BLR-21

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.

The contractor shall include Traffic Control Surveillance for any open holes greater than 3" deep

and 4" wide per article 701.10 in the Standard Specifications.

SIGNS:

"BUMP" (W8-1(O)48) signs shall be installed 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.

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 the side road 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.

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

PAVEMENT MARKING:

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

All lane closures lasting more than 14 days will require temporary pavement marking tape, Type 4.

MAINTENANCE OF TRAFFIC:

IL 251 (N. 2nd Street) shall remain open to two-way traffic for the duration of the project. Access must be maintained to local businesses during operating business hours.

Closure of outside southbound (Stage 1) and northbound (Stage 2) lanes of IL-251 to perform removals and construct new pavement, curb and gutter, storm sewer, sidewalk, driveways and restoration will be permitted from 9AM Monday to 3PM Friday. Contractor shall provide a minimum of 2 – 12' thru lanes weekly from 3 PM Friday through 9 AM Monday (for weekend traffic). Single thru traffic with a 10' width restriction is allowed outside of these hours. Single northbound or southbound lane closures are permitted according to the Construction Staging Suggested Sequence of Operations in the Plans.

Local roads may be closed for limited duration upon approval by the City. This request shall be submitted to the City of Loves Park a minimum of three weeks (21 days) and no earlier than four

weeks (28 days) prior to the anticipated closure date to allow the State adequate time to set the detour route if required.

The Contractor shall notify the City of Loves Park, 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 City of Loves Park for any sideroad closure or opening.

The local road shall be closed during construction using Traffic Control and Protection Standard BLR-21.

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. Detour signing required to detour traffic to alternate routes shall be the responsibility of the Contractor. The day the detour signing begins, the detour will be in effect when the Contractor has notified the Resident Engineer or personnel on the project. No detour shall be erected on Friday, Saturday or Sunday. The road shall not be closed until the detour signing is completely installed, verified, and ready to accept traffic.

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

ROAD CLOSURE – CLOSURES WITHIN CLOSURES: The road closure shall be completed using Type III barricades in compliance with Standards 701901, and signing according to Traffic Control for Road Closure detail. Two flashers shall be installed above each Type III barricade. The "ROAD CLOSED" (R11-2) or "ROAD CLOSED TO THRU TRAFFIC" (R11-4) signs shall be placed as shown in Standard 701901. Flashers shall be installed above all warning signs involving a night time road closure. If a portion of the road is completely closed between a sideroad and any entrances, the roadway will be kept open to local access in the other direction between that closure and the next road.

SURVEILLANCE: When open holes, broken pavement, trenches over 3 in. (75 mm) deep and 4 in. (100 mm) wide, or other hazards are present within 8 ft (2.4 m) of the edge of an open lane, the Contractor shall furnish traffic control surveillance per Article 701.10.

The Contractor shall be required to notify the Bureau of Project Implementation and affected residents prior to a complete closure.

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 a monetary deduction 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 monetary deduction 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".

SIDEWALK CLOSURE AND RIVER LN. PEDESTRIAN DETOUR: All sidewalk closures shall require signage in accordance with standard 701801.

Additional pedestrian detour signage will be required when the southwest and/or southeast quadrants of the intersection at IL 251 and River Ln. are closed. See plans for locations.

River Ln. southwest quadrant north and south detour signs shall be placed at the northwest quadrant of Pearl Ave. at IL251, the northeast quadrant of Peal Ave. at Bennett St., the southeast quadrant of Bennett St. at River Ln, the southeast quadrant of River Ln. at Barbara Ave., the southeast quadrant of Barbara Ave. at Merrill Ave. and the southwest quadrant of Merrill Ave. at IL 251.

River Ln. southeast quadrant north and south detour signs shall be placed at the northeast quadrant of Lawn Dr. at IL 251, the northwest quadrant of Dale Ave. at Lawn Dr., the southwest quadrant of Merrill Ave. at Dale Dr. and the southeast quadrant of Merrill Ave. at IL 251.

Signage shall conform with the M4-9 (30"x24") MUTCD standard for pedestrian detours. Background color shall be reflective orange.

Signs shall be mounted on opposing sides of type II barricades so that the arrows correctly indicate direction of detour for pedestrian traffic from both the north and south directions.

MAINTENANCE: 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.

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 10'-0" shall be installed at the following locations and the distance from the

crossroads as noted:

1. Stage 1 affecting southbound (SBND IL 251) traffic
 - a. Southwest quadrant of the intersection at IL 251 and IL 173 (10'-0" max. width, 2.5 miles ahead of construction).
2. Stage 2 affecting northbound (NBND IL 251) traffic
 - a. Southeast quadrant of the intersection at IL 251 and Spring Creek Road (10'-0" max. width, 2.5 miles ahead of construction). Locate approximately 300' south of the IL 251 ramp to Spring Creek Road.

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.

The Contractor shall notify the Department via email at DOT.D2.TrafficNotice@illinois.gov. **This request shall be submitted a minimum of three weeks (21 days) and no earlier than four weeks (28 days) prior to the anticipated closure date to allow the State adequate time to set the detour route.**

The Contractor shall notify the Winnebago County Highway Department, the City of Loves Park, 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 Winnebago County Highway Department and the City of Loves Park for any sideroad closure or opening.

BASIS OF PAYMENT: This work will be paid for at the Contract Unit Price LUMP SUM for TRAFFIC CONTROL AND PROTECTION, SPECIAL.

CHANGEABLE MESSAGE SIGN

This work shall conform to applicable portions of Section 701 of the Standard Specifications and shall consist of the installation and maintenance of changeable message signs (CMS) to be used in advance of the project construction limits. The signs will be installed by the contractor at least one calendar week prior to the start of construction and shall remain in place for thirty (30) calendar days. Changeable message signs shall be placed as follows:

1. On Riverside Blvd. east of IL251 (N. 2nd St.). Coordinate with the engineer to determine the best location.
2. On Riverside Blvd. west of IL251 (N. 2nd St.). Coordinate with the engineer to determine the best location.
3. On IL251 (N. 2nd St.) at the north end of the project limits north of the East Riverside Blvd. intersection. Coordinate with the engineer to determine the best location.
4. On IL251 (N. 2nd St.) at the south end of the project limits south of the River Ln. intersection. Coordinate with the engineer to determine the best location.

Additional messages may be needed throughout the course of the project. For example, if there are certain days where the road is closed for a utility crossing, that will be displayed on the CMS in conjunction with public information release done by the County. Contractor MUST be capable of changing messages within 24 hours' notice or must use remote message boards that could be changed from a remote office location. The intent is that the CMS will provide better

real-time information needed for staging as needed.

This work will be paid for at the Contract Unit Price CALENDAR DAY for CHANGEABLE MESSAGE SIGN.

NIGHTTIME WORKZONE LIGHTING

This work shall conform to applicable portions of Section 702 of the Standard Specifications and shall consist of furnishing, installing, maintaining, moving, and removing lighting for nighttime work zones. Nighttime shall be defined as occurring shortly before sunset until after sunrise.

Basis of Payment: This work will not be paid for separately, but will be included in the cost of TRAFFIC CONTROL AND PROTECTION, SPECIAL

FIRE HYDRANTS TO BE RELOCATED

This work shall be in accordance with requirements and specifications of the City of Loves Park Water Department and shall include a relocation of an existing fire hydrant, approximately

sixteen lineal feet of six-inch diameter water main as a hydrant lead extension, and required trench backfill.

Water main work must be performed in the presence of a representative from the City of Loves Park Water Department. Contractor shall coordinate with City of Loves Park Water Superintendent, Craig McDonald directly to schedule inspections.

This work will be paid for at the Contract Unit Price EACH for FIRE HYDRANTS TO BE RELOCATED.

DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED

This work shall be in accordance with the requirements and specifications of the City of Loves Park Water Department. This work shall consist of rim elevation adjustment for water service valve boxes to be flush with the adjacent pavement elevation as shown on the plans.

This work will be paid for at the Contract Unit Price EACH for DOMESTIC WATER SERVICE TO BE ADJUSTED.

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

This work shall be performed in accordance with Section 895 of the Standard Specifications and pertains to the existing traffic signal equipment at each of two intersections: IL Rte 251 at River Lane and IL Rte 251 at Grand Avenue. Contractor shall remove existing mast poles and arms, guy wires, underground conduits, provide service disconnection and removal and shall dispose of all equipment offsite, including wires. Prior to disposal, Contractor shall coordinate with City to determine if the City desires any of the existing equipment. If yes, Contractor shall make arrangements to separate the desired equipment and deliver to the City yards. Handhole, controller, and foundation removal will be separate.

Basis of Payment. This work will be paid for at the contract unit price per EACH for REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

ROCK FILL

This work shall consist of placing Breaker-Run Crushed Stone at locations as directed by the engineer to replace void areas created by removal of unsuitable material. The Breaker-Run Rock layer shall be constructed of top size 6 inch, with 70% to 90% by weight, passing through the 4 inch sieve and 15% to 40% by weight, passing through the 2 inch sieve. The Breaker-Run Rock shall be reasonably uniformly graded from coarse to fine (commonly referred to as "dirty"), and shall be taken from a quarry ledge capable of producing Class "D" quality aggregate. The Breaker Run Crushed Stone shall be capped with 6 inch of CA 6 or CA 10. The 6 inch cap will be included and paid for at the contract unit price per CUBIC YARD for ROCK FILL. The removal of the unsuitable material will be paid for separately.

This work shall be paid for at the contract unit price per CUBIC YARD of ROCK FILL.

DETECTABLE WARNINGS

424.09 Detectable Warnings

Add the following subparagraph to this section:

Manufacturer shall be ADA Solutions per City of Loves Park Code of Ordinance Sec. 66-97 or approved by the City of Loves Park.

This work shall be performed in accordance with Section 424.09 of the Standard Specification.

This work shall be paid for at the contract unit price per SQUARE FOOT for DETECTABLE WARNINGS.

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)

This item shall be in accordance with Section 424 of the Standard Specifications and shall include the furnishing of labor, equipment and material required to construct new sidewalks as shown on the plans. Integrally colored concrete sidewalks shall be as follows:

1. The pattern shall be a BRICK pattern as used along the IL 251 (N. 2nd St.) median between Marie Ave. and Sycamore Ln. approximately one mile north of this project. Contractor shall provide sample representative section of walk. Sample panel minimum 3' x 3' using specified materials. Show color, texture, pattern, edging and joint treatment. Seal sample after manufacturer's recommended cure time. Correct and rebuild sample until approval by Owner's Representative that work is acceptable. Retain panel during construction as a standard for completed concrete paving work.
2. Follow manufacturer's specifications for integrally colored concrete including color pigments, Mixing, curing, comprehensive strength, additives, forming, finishing, and sealing.
3. Color to be approved by Owner's Representative prior to installation for colored concrete.
4. Colored concrete shall never be covered with plastic sheeting.
5. Joint sealer to match colored concrete where joints are adjacent to colored concrete.

Contractor shall provide color sample for approval by Owner's Representative prior to installation.

Any required excavation shall not be paid for separately but shall be included in this work.

This work will be measured and paid for at the contract unit price per SQUARE FOOT for PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL).

RETAINING WALL REMOVAL

This work includes the removal of concrete segmental retaining wall blocks that have been arranged as landscaping features. The wall will be a maximum of three rows high. The wall has been arranged to encircle landscaping beds. Removal shall include removal of landscaping bed associated with the retaining wall.

This work will be measured and paid for at the contract unit price per FOOT for RETAINING WALL REMOVAL.

FENCE REMOVAL

This work includes removal of metal fence panels, posts, and footings where indicated on the plans. Trench backfill shall be used to backfill footing voids. Trench backfill for fence removal is incidental to fence removal.

This work will be measured and paid for at the contract unit price per FOOT for FENCE REMOVAL.

GAS VALVE TO BE ADJUSTED

Gas valves shall be adjusted to proposed surface elevations at locations shown in the plans.

This work shall be paid for at the contract unit price per EACH for GAS VALVE TO BE ADJUSTED.

PEDESTRIAN RAILING, PIPE HANDRAIL

This work shall be completed in accordance with the applicable parts of Section 509 of the Standard Specifications, shall be A.D.A. compliant, and shall conform to the details in the plan set.

Handrail may be galvanized steel or aluminum. Shop drawing approval by the Engineer per Section 509.04 is required.

This work will be measured and paid for at the contract unit price per FOOT for PEDESTRIAN RAILING and PIPE HANDRAIL.

HANDHOLE TO BE ADJUSTED WITH NEW FRAME AND COVER

Handholes shall be adjusted to proposed surface elevations at locations shown in the plans.

Construction requirements shall conform with Section 814.03 of the Standard Specifications.

New frame and cover shall be installed per Article 1088.06.

This work shall be paid for at the contract unit price per EACH for HANDHOLE TO BE ADJUSTED WITH NEW FRAME AND COVER.

DRAINAGE STRUCTURES TO BE CLEANED (SPECIAL)

All accumulated foreign material shall be removed from the structure and connected pipe within 3 lf of the structure. Hydraulically powered equipment, high-velocity jet cleaners, mechanically powered equipment, or other suitable equipment and methods may be used. The Contractor shall take precautions in the use of cleaning equipment to prevent additional damage to the existing condition of the structure and connected pipes. Special care shall be taken at joints to prevent removal of the joint sealer. Foreign material removed from the structure shall be prevented from entering connected pipe and shall be disposed according to Article 202.03.

Contractor shall field verify connected pipe inverts exposed after cleaning and submit to the Engineer.

Existing pipes to be abandoned as indicated in the plans shall be plugged in accordance with Article 550.05.

This work shall be paid for at the contract unit price per EACH for DRAINAGE STRUCTURES TO BE CLEANED (SPECIAL).

TREE, SHRUB, PERENNIAL PLANTS

This work shall be completed in accordance with Sections 253 and 254 of the Standard Specifications.

Quantities of each planting have been included in the plans for each planter bed. Exact locations for each planting will be determined by the Engineer.

Planting bed preparation shall be completed in accordance with the applicable parts of Section 211 of the Standard Specifications. Planting soil shall be approved by the Engineer and consist of fertile, friable soil with 4% to 25% organic matter mixed with peat at a rate of five parts soil to one part peat. Excavation and disposal of native material shall be included in the cost of this item.

This work shall be paid for at the contract unit price per EACH for TREE and SHRUB, and per UNIT for PERRENIAL PLANTS pay items specified in the plans. No separate pay item is included for planting bed preparation.

EMERGENCY VEHICLE PRIORITY SYSTEM

This work shall be performed in accordance with the manufacturer's specifications and with Section 887 of the current "Standard Specifications for Road and Bridge Construction". Emergency Vehicle Signal Control System shall be the "Tomar Strobemcom II Optical Preemption System" to ensure compatibility with the existing local system. Once installed, the contractor shall contact the Loves Park Fire Department to verify that the system is operating properly with the equipment in place on their emergency vehicles.

EMERGENCY VEHICLE SIGNAL CONTROL SYSTEM cost shall include the following, as well as items described in Section 887.03, 1072, and 1076.01 of the "Standard Specifications for

Road and Bridge Construction";

SYSTEM DESCRIPTION

The system shall utilize infrared encoded optical communications technology to process valid optical signals emitted from authorized vehicles, and place calls to traffic controller preempt inputs to effect preemption ("green lights") of normal traffic control signals.

Components of the system shall consist of infrared optical emitters mounted on authorized vehicles, infrared receivers mounted in the intersections and interfaced to traffic controllers via an optical signal processor.

Optical emitters shall emit infrared optical signals on both the industry standard high-priority carrier frequency 14.035 Hz (Emergency band), or the industry standard low-priority carrier frequency 9.639Hz (Transit band) by user selection. Additionally, emitters shall be capable of activating at least one unique vehicle identification code to the optical signal processor by modulating the standard carrier frequencies.

Receivers shall consist of infrared optical detectors, mounted to view the approaches to intersections, an optical signal processor (OSP) installed in the traffic control cabinet and wired to the preempt call inputs of the traffic controller, and detector cable connecting the optical detectors to the OSP.

As emitter equipped vehicles approach receiver equipped intersections, the optical detectors shall convert the incoming optical signal into an electronic signal. The OSP shall decode the electronic signal, delivered by the detector cable, determine the priority of the vehicle, arbitrate priority between any simultaneously approaching vehicles, place appropriate calls to controller inputs, and log vehicle detection events.

The OSP shall be capable of categorizing vehicle codes in up to sixteen priority subgroups within each signal band. The OSP shall be capable of the following actions, configurable on a per-subgroup basis:

Local preempt – If enabled, the OSP shall place a call on the appropriate controller input in response to vehicle detection. (Default shall be enabled)

Logging – If enabled, the OSP shall be capable of writing a log record in non-volatile memory consisting of the following information: (Default shall be enabled)

- 1) Vehicle subgroup
- 2) Vehicle ID number
- 3) Signal band
- 4) Direction
- 5) Call duration
- 6) Final greens at end of call
- 7) Duration of final greens
- 8) Event start time and end time in real time
- 9) Main Processor and Code Table checksum diagnostic results
- 10) Event result codes, each log consisting of one of the following result codes:
- 11) Reasons for termination of a preempt event:
 - a) normal completion

- b) max preempt time
 - c) overridden
 - d) max emitter time
- 12) Reasons why an event did not cause a preempt:
- a) priority too low
 - b) invalid code
 - c) out of range
 - d) subgroup disabled

Real-time announcement of vehicle detection – If enabled, the OSP shall send a short message via, RS-232 port upon the start vehicle detection processing. The message shall consist of the following information: (Default shall be disabled)

- Vehicle subgroup
- Vehicle ID number
- Signal band
- Direction

End of event echo – If enabled, the OSP shall echo the complete log record for a vehicle detection event immediately after the end of the event. The information included shall be those items enumerated in above. (Default shall be disabled)

System receivers shall always give precedence to emergency band vehicles over transit band vehicles.

System receivers shall be capable of detecting emitter-equipped vehicles at a range of up to 2,500 feet (762 meters), under clear atmospheric conditions.

System receivers shall interface with all NEMA TS-1 and TS-2 and Type 170 & 2070 traffic controllers equipped with programmable preemption routines, with no compromise to normal traffic controller functions.

SYSTEM COMPONENTS

Optical Emitter (Approved Optical Emitters: Tomar Model (3065 or 3065-R)

Optical emitters shall generate the optical signal required to activate the receiver equipment in the intersection. The light pulses shall consist of either a fixed frequency base signal for standard preemption systems or a modulated frequency signal for fully coded systems, to transmit vehicle ID information. An emitter Model option shall be available which is capable of being programmed via software to generate up to 4 individual vehicle ID codes for emergency and or transit band from a single emitter, by the user. These ID codes shall be switch selectable by the vehicle operator or electronically activated while the vehicle is in service and operating (on the fly).

Optical emitter power supplies shall be powered by the vehicle's electrical system. The emitter power supply input voltage shall range from 10 to 30VDC.

Optical emitters shall perform three functions:

The first function shall be to transmit the industry standard carrier frequency for Emergency band signals, (14.035 +/- 0.003Hz) or for Transit Band signals (9.639 +/- 0.003 Hz), which

shall represent Code 0 to the optical signal processors.

The second function shall be to transmit a vehicle identification signal, added to the carrier frequency by modulation of the carrier frequency.

The third function shall be to effect range adjustment of the system using either coded or un-coded optical emitters positioned at the desired distance, while the optical signal processor range adjustment features are activated in the traffic cabinet. The range of each system intersection approach shall be adjustable between 200 feet (61m) and 2500 feet (762m).

Optical emitters shall conduct self-diagnostics and display emitter status via a single indicator light located on the control switch.

Optical emitters shall operate over a temperature range of -67 °F (-55 °C) to +165 °F (+74 °C). The optical emitter shall operate over a range of 5% to 95% relative humidity.

The optical emitter shall have a cutout option, which shall be wired to a user provided switch to disable the emitter automatically when the vehicle is in park, or neutral.

Optical Detector (Approved optical detectors: Tomar Model 2090/2091-SD(Standard detectors or 2090/2091-ST(self-test detectors)

Infrared optical detectors shall be manufactured from black glass-filled, UV stabilized polycarbonate suitable for all weather use. The detector electronics shall be potted and waterproof.

Infrared optical detectors shall sense and transform optical energy from optical emitters into electrical signals to be decoded by the optical signal processor.

Infrared optical detectors shall sense optical emitter signals over an adjustable range of 2500 feet (762m) in optimum atmospheric conditions.

Infrared optical detectors shall transmit electrical signals to the optical signal processor via up to 1000 feet of optical detector cable.

Infrared optical detectors shall have an internal terminal strip with wiring label for convenient positive connection to the detector cable.

Infrared optical detectors shall have a nominal conical 13-degree field of view centered about the view-port normal axis. The optical detector can be operated with a standard length or optional short scope when a greater than 13 degree field of view is desired.

Infrared optical detectors shall operate over a range of 12 to 30 VDC and current of up to 50ma maximum.

Infrared optical detectors shall be of single channel, single direction configuration only, with a ½ inch or ¾ inch FNPT mounting connection. Hardware shall be available from the manufacturer to allow mounting the optical detector to mast arm, span wire, and various other possible intersection mounting configurations.

Optical Detector Cable

- General - Three conductor shielded control cable, with foil shield overall and ground wire. Meets the requirements of IPCEA-S-61-402/NEMA WC5, Section 7.4, 600-Volt Control Cable, rated for 75 degrees Celsius, Type B, and the following:
- Conductors
 - Quantity – 3 or 4
 - Gauge - AWG #20 (7 x 28) stranding
 - Conductor Material - Individually tinned copper strands
 - Insulation - PVC, (80 C), (600V), (25mil) minimum average thickness
 - Color - 1 Blue, 1 Orange, and 1 Yellow and (four conductor) 1 yellow/black
 - Shield
 - Aluminized polyester film or approved equal, applied with a nominal 20% overlap to provide 100% shield coverage
- Drain Wire
 - Gauge - AWG #20 (7 x 28) stranding
 - Material - Individually tinned copper strands
 - Non-insulated and in contact with the shield conductive surface
 - Electrical Characteristics
 - Drain and conductor DC resistance shall not exceed 11.0 ohms per thousand feet
 - Capacitance from 1 conductor to the other 2 conductors and shield shall not exceed 48 pf/ft at 1000 Hz.
- Jacket
 - Minimum average wall thickness - .045"
 - Temperature rating - 80C
 - Voltage Rating - 600V
 - Material – black PVC
 - Nominal O.D. over jacket - .35" maximum

Optical detector cable shall be of durable construction to allow the following types of installation:

Direct-burial

Conduit and mast arm pull

Exposed (overhead, as with span wire.)

Optical Signal Processor (Approved manufacturers are: Tomar Model 2140-M4SPM)

Optical signal processors shall be installed in the traffic controller cabinet to decode the electrical signals from optical detectors. The optical signal processor shall interface directly with California/New York Type 170/179 and newer 2070 series controllers with compatible software, and NEMA TS-1 and TS-2 with suitable system interface equipment and software.

Optical signal processors shall be powered from 120 VAC (95VAC to 135VAC), 60Hz mains and have an on board, regulated power supply that supports up to 10 optical detectors.

Optical signal processors shall be modular, plug and play in construction and come standard with the following:

Up to four individual signal processor modules, each capable of receiving and decoding up

to 10 coded emergency or transit band signals simultaneously.

An AC line-locked real-time clock module, that provides a battery backed up on board source for time and date stamp information during event logging. The real-time clock shall be read and set via the RS-232 port. Battery backup shall be rechargeable and provide a 1-week backup life with system power off.

A communication module, which shall arbitrate priority between the signal processor modules, logs events, and provide RS-232 communication with the outside world for system configuration during installation, and real time communication with the traffic controller or central system during operation.

Non-volatile memory shall be available for storage of configuration parameters and event logs. Retention time for the non-volatile memory module shall be a minimum of 10 days with system power off.

Optical signal processor front panel shall have the following features:

Power on/off switch with corresponding red LED indicator.

LED indicators for emergency and transit band reception status for each of four channels.

Test switches for activating internal diagnostics.

Optical signal processors shall have a range arm switch for enabling the setting of detection range without software interface with the RS-232 port. All available channels and bands shall be able to be armed simultaneously for range setting.

Optical signal processors shall have an inter-module bus expansion connector which shall allow connection of additional optical signal processor modules and add-on system accessories.

Optical signal processors shall have an RS-232 communications port.

Optical signal processors shall have a channel enable/disable switch with red status LED for each of 4 channels.

Programming the optical signal processor and retrieving data stored in it via the RS-232 port shall be accomplished using an IBM PC-compatible computer either locally or remotely via a modem.

The optical signal processor shall be capable of decoding 10,000 separate vehicle identification codes both in emergency and in transit band standard, expandable to 65,000 vehicle identification codes both in Emergency and in Transit bands, with maximum non-volatile memory installed.

Optical signal processors shall log and store in non-volatile memory, 1300 log events minimum, and be plug and play expandable to 15,000 event logs by adding an extended memory module. When the log is full, the oldest entry shall drop off to allow the newest entry to be logged.

Optical signal processors shall have a Max Call Timer, Call Extension Timer, and a Call

Delay Timer in the software program for both Emergency and Transit Band.

Transit band vehicles shall have a set of green timers available for uniquely handling transit vehicle signal phase timing.

CONFIRMATION BEACONS

This work shall be performed in accordance with the Manufacturer's specifications and with Section 1072 of the "Standard Specifications for Road and Bridge Construction".

ELECTRIC CABLE IN CONDUIT, SIGNAL, No. 14 2C

This item shall be to supply power to the required confirmation beacon.

System Software

OSP configuration software shall be provided on CD-ROM. It shall run on IBM compatible computers with Windows 95, 98 NT 4.0, and Windows 2000 software.

The software shall provide windows and menus for setting vehicle ID subgroups and codes, range settings for each individual emergency and transit vehicle subgroup, intersection and channel names, timing parameters, desired green signal indications during priority control operation, and for viewing and downloading logged information.

ENVIRONMENTAL

All equipment supplied as part of the optical preemption traffic control system intended for use in the controller cabinet shall meet the electrical and environmental specifications spelled out in the NEMA Standards Publications TS2-1992 Part 2 where applicable:

- Line voltage variations per NEMA TS2-2.1.2
- Primary power interruptions per NEMA TS2-2.1.04.A.1
- Power Source frequency per NEMA TS2-2.1.3
- Power source noise transients per NEMA TS2-2.16.1
- Power Source high-energy transients per NEMA TS2-2.1.6.2
- Non-destructive transient immunity per NEMA TS2-2.1.8
- Input-output noise immunity per NEMA TS2-2.1.7
- Temperature range per NEMA TS2-2.1.5.1
- Humidity per NEMA TS2-2.1.5.2
- Shock test per NEMA TS2-3.13.9
- Vibration per NEMA TS1-3.13.8

QUALIFICATIONS

The manufacturer or their qualified agents shall supply a list of at least five preemption system users having experience with the various types of preemption system components available from the manufacturer for a minimum of three years.

Manufacturers shall be able to demonstrate the ability to provide ongoing technical and product warranty support.

A tour of the manufacturer's production facilities shall be made available for a maximum of

two inspectors from the purchasing agency upon request. Travel and lodging costs for such an inspection shall be the purchasing agency's responsibility.

Manufacturers shall have an independent quality control department that has complete authority to monitor product integrity and is answerable only to a senior officer of the manufacturing organization.

RESPONSIBILITIES

Manufacturers or the manufacturer's representative shall provide responsive service before, during and after the installation of the priority control system. The manufacturer or the manufacturer's representatives shall provide training to the system installer and maintenance department of the purchasing agency. Training shall consist of proper installation and operating procedures for the system hardware and software.

The manufacturer or the manufacturer's representative shall, at the request of the purchasing agency, assist with field surveys of the traffic system intersections to insure that all traffic control system equipment shall interface with the manufacturer's preemption system components. The necessary number of preemption channels and the appropriate location of the optical detectors, for optimum system operation shall be determined at this inspection.

Manufacturers or the manufacturer's representative shall assist the installer or the purchasing agency's traffic department to insure that all traffic controllers are properly programmed for preemption system interface. Preemption system maintenance and operational manuals shall be provided to the purchasing agency and system installer.

The manufacturer or the manufacturer's representative shall provide an Emergency Vehicle Driver Training Course to all qualified personnel who will use the preemption system, at the request of the purchasing agency. At least one copy of the materials used for the Driver Training course shall be provided to the purchasing agency for future review.

The manufacturer shall warrant, provided the preemption system components have been properly installed, operated, and maintained, that matched system components that fail due to material flaws or workmanship shall be replaced or repaired under manufacturers published warranty provisions. The protection period against system component failure shall have a total duration of not less than 10 full years to be held by the City according to provisions set forth in the manufacturers published warranty.

The manufacturer shall provide, upon request, a certificate of product liability insurance for \$5,000,000.

The manufacturer of the preemption system shall certify on request from the purchasing agency that all components in their system are designed, manufactured, and tested as a system of matched components of the latest design features and model, and shall meet or exceed the requirements of the specification.

All emitters and optical signal processors must be field programmable by the user, using the manufacturer's system software via computer.

Pricing bid by vendors at time of bid opening must be good for a period of three (3) years.

Vendors may increase their sell price to the City by 5% for equipment purchased after 18 months from the bid date.

This work shall be paid for at the contract unit price EACH for EMERGENCY VEHICLE PRIORITY SYSTEM, which price shall be payment in full for furnishing and installing the beacons, detectors, brackets, and all cable equipment as described above. This item will be installed in both existing and new signal installations and any controller modifications or upgrades necessary to provide a fully functional system shall be included in this pay item.

STREET NAME SIGNS

This work shall consist of fabricating and installing mast arm mounted street name signs as shown on the plans and in accordance with Highway Standard 720016, style (D). Contractor shall present shop drawings of proposed signs to the engineer for approval prior to fabrication and installation. Nominal sign height shall be 18" with 8" letters. Length will vary based on street name. The following street names will require signage:

N 2ND STREET (4) 18" x 84"

GRAND AVE (2) 18" x 84"

RIVER LN (2) 18" x 60"

Basis of Payment. This work will be paid for at the contract unit price per SQUARE FOOT for STREET NAME SIGNS, of the spelling designated on the plans.

VIDEO VEHICLE DETECTION SYSTEM

The following video vehicle detection systems meet the specifications outlined in this section and are currently approved for use in District 2:

Iteris Vantage RZ4 (4 Camera System)

Autoscope Solo Pro (4 Camera System)

The quantity and type of cable that will be required to complete the installation will vary depending on the equipment manufacturer.

The Contractor shall be responsible for determining the cable type and quantities of cable required for the video detection installations. All cable used shall meet current Department specifications, manufacturer's recommendations, and shall be subject to approval by the Engineer.

The system to be installed shall be the latest model. It shall include four (4) cameras plus one (1) spare, per intersection, to be delivered to the City of Loves Park, the processor unit, connectors, software, and all cabling necessary back to the controller. All the equipment shall be compatible with the controller to be installed on this project. All equipment shall be installed according to manufacturer's recommendations. The video detection cameras shall be capable of being zoomed and focused from a connection in the controller cabinet.

The video vehicle detection system shall include all necessary cables, electrical junction boxes,

electrical and coaxial surge suppression, hardware, software, programming, and any camera brackets that are required for installation. These items should be taken into consideration and shall be included in the bid price 4 camera system and 1 spare camera for the VIDEO VEHICLE DETECTION SYSTEM, per intersection.

If the unit requires the use of a power strip, the power strip/surge suppressor shall conform to the following minimum specifications:

- Let Through Voltage: <85 Volts
- Operating Voltage: 120VAC, 50/60H
- UL Suppressed Voltage Rating: 330V
- Energy Rating: 320J
- Peak Current NM/CM: 13k Amps NM, 13k Amps CM
- EMI/RFI Noise Filtration: >25-60dB

A total of one 12" color video monitor and trackball shall be included in the installation, to allow for the setup and monitoring of the video detection system.

All vehicle video detection systems shall be equipped with the latest software or firmware revisions.

The video vehicle system shall be configured and installed to NEMA TS1 Standards.

The Contractor shall be responsible for furnishing and installing all necessary camera brackets that are required for the camera installation. The camera mounting brackets shall be of aluminum or steel construction with a natural or white powder coated finish. The installation shall include any solid-state extension pole mountings necessary to obtain the proper sight distance. All brackets shall be submitted to the Department for approval prior to installation.

The minimum requirements for a video vehicle detection system are listed below:

1.0 General

This Specification sets forth the minimum requirements for a system that monitors vehicles on a roadway via processing of video images and provides detector outputs to a traffic controller or similar device. All video detection systems must be approved by the Department. Currently, only Iteris RZ4, RZ4C, and Econolite Autoscope Solo Pro video detection systems are approved for use within District 2.

1.1 System Hardware

The system shall consist of four video cameras, one spare camera, and an automatic control unit (ACU), per intersection. The ACU shall process all detected calls and shall be equipped with the latest firmware revisions.

1.2 System Software

The system shall be able to detect either approaching or receding vehicles in multiple traffic

lanes. A minimum of 24 detection zones shall be user-definable per camera. The user shall be able to modify and delete previously defined detection zones. The software shall provide remote access operation and shall be the latest revision.

2.0 Functional Capabilities

2.1 Real-Time Detection

2.2 The ACU shall be capable of simultaneously processing information from up to four (4) video sources. The video shall be digitized and analyzed at a rate of 30 times per second.

2.3 The system shall be able to detect the presence of vehicles in a minimum of 96 detection zones within the combined field of view of the image sensors.

3.0 Vehicle Detection

3.1 Detection Zone Placement

The video detection system shall provide flexible detection zone placement anywhere and at any orientation within the combined field of view of the image sensors. In addition, detection zones shall be coordinated with the signal phases. Each detection zone shall provide a minimum of two kinds of detection (extend, delay, presence or counting) as each phase may require. The type of detection provided by the detection zone is to be determined by the active status of the zone's governing phase.

3.2 Optimal Detection

The video detection system shall reliably detect vehicle presence when the image sensor is mounted 25 feet or higher above the roadway, when the image sensor is adjacent to the desired coverage area, and when the length of the detection area or field of view (FOV) is not greater than ten (10) times the mounting height of the image sensor. The image sensor shall not be required to be mounted directly over the roadway. A single image sensor, placed at the proper mounting height with the proper lens, shall be able to monitor six (6) to eight (8) traffic lanes simultaneously.

3.3 Detection Performance

Overall performance of the video detection system shall be comparable to inductive loops. Using standard image sensor optics and in the absence of occlusion, the system shall be able to detect vehicle presence with 98% accuracy under normal conditions, (days & night) and 96% accuracy under adverse conditions (fog, rain, snow). The ACU shall output a constant call for each enabled detector output channel if a loss of video signal occurs in any camera. The ACU shall be capable of processing a minimum of twenty detector zones placed anywhere in the field of view of the camera.

4.0 ACU Hardware

4.1 ACU Mounting

The ACU shall be shelf or rack mountable. Nominal outside dimensions excluding connectors shall not exceed 7.25" x 19" x 10.5" (H x W x D).

4.2 ACU Environmental

The ACU shall be designed to operate reliably in the adverse environment found in the typical roadside traffic cabinet. It shall meet the environmental requirements set forth by the NEMA (National Electrical Manufacturers Association) TS1 and TS2 standards as well as the environmental requirements for Type 170 and Type 179 controllers. The minimum operating temperature range shall be from -35 to +74 degrees C at 0% to 95% relative humidity, non-condensing.

5.0 ACU Electrical

5.1 The ACU shall be modular in design and provide processing capability equivalent to the Intel Pentium microprocessor. The bus connections used to interconnect the modules of the ACU shall be gold-plated DIN connectors.

5.2 The ACU shall be powered by 89 - 135 VAC, 60 Hz, single phase, and draw 0.25 amps, or by 190 - 270 VAC, 50 Hz, single phase, and draw 0.12 amps. If a rack mountable ACU is supplied, it shall be capable of operating from 10 to 28 VDC. The power supply shall automatically adapt to the input power level. Surge ratings shall be as set forth in the NEMA TS1 and TS2 specifications.

5.3 Serial communications to a remote computer equipped with remote monitoring software shall be through an RS-232 serial port. A 9-pin "D" subminiature connector on the front of the ACU shall be used for serial communications.

5.4 The ACU shall be equipped with a NEMA TS2 RS-485 SDLC interface for communicating input and output information. Front panel LEDs shall provide status information when communications are open.

5.5 The ACU and/or camera hookup panel shall be equipped with four RS-170 (B&W)/NTSC (color) composite video inputs for coaxial camera connections so that signals from four image sensors can be processed in real-time.

5.6 The ACU shall be equipped with a port to provide communications to a computer running the remote access software.

5.7 The ACU and/or camera hookup panels used for a rack mountable ACU shall be equipped with a video output port.

5.8 The ACU shall be equipped with viewable front panel detection LED indications.

6.0 Camera

6.1 The video detection system shall use medium resolution, monochrome or color, image sensors as the video source for real-time vehicle detection. As a minimum, each image sensor shall provide the following capabilities:

a. Images shall be produced with a CCD sensing element with horizontal resolution of at least 500 lines and vertical resolution of at least 350 lines.

b. Useable video and resolvable features in the video image shall be produced when those features have luminance levels as low as 0.1 lux at night.

c. Useable video and resolvable features in the video image shall be produced when those features have luminance levels as high as 10,000 lux during the day.

d. Automatic gain, automatic iris, and absolute black reference controls shall be furnished.

e. An optical filter and appropriate electronic circuitry shall be included in the image sensor to suppress "blooming" effects at night.

6.2 The image sensor shall be equipped with an integrated zoom lens with zoom and focus capabilities that can be changed using either configuration computer software or handheld controller. The machine vision processor (MVP) may be enclosed within the camera.

6.3 The image sensor and lens assembly shall be housed in an environmental enclosure that provides the following capabilities:

a. The enclosure shall be waterproof and dust-tight to NEMA-4 specifications.

b. The enclosure shall allow the image sensor to operate satisfactorily over an ambient temperature range from -30F to +165F while exposed to precipitation as well as direct sunlight.

c. The enclosure shall allow the image sensor horizon to be rotated in the field during installation.

d. The enclosure shall include a provision at the rear of the enclosure for connection of power and video signal cables fabricated at the factory. Input power to the environmental enclosure shall be either 115 VAC 60 Hertz or 24 VAC/DC 60 Hertz.

e. A heater shall be at the front of the enclosure to prevent the formation of ice and condensation in cold weather, as well as to assure proper operation of the lens' iris mechanism. The heater shall not interfere with the operation of the image sensor electronics, and it shall not cause interference with the video signal.

f. The enclosure shall be light-colored and shall include a sun shield to minimize solar heating. The front edge of the sunshield shall protrude beyond the front edge of the environmental enclosure and shall include provision to divert water flow to the sides of the sunshield. The amount of overhang of the sun shield shall be adjustable to prevent direct sunlight from entering the lens or hitting the faceplate.

g. The total weight of the image sensor in the environmental enclosure with sunshield shall be less than 6 pounds.

h. When operating in the environmental enclosure with power and video signal cables connected, the image sensor shall meet FCC class B requirements for electromagnetic interference emissions.

6.4 The video output of the image sensor shall be isolated from earth ground. All video connections from the image sensor to the video interface panel shall also be isolated from earth ground.

6.5 The video output, communication, and power to the image sensor shall include transient protection to prevent damage to the sensor due to transient voltages occurring on the cable

leading from the image sensor to other field locations.

6.6 A stainless steel junction box shall be available as an option with each image sensor for installation on the structure used for image sensor mounting. The junction box shall contain a terminal block for terminating power to the image sensor and connection points for coaxial cables from the image sensor and from the ACU.

6.7 A video interface panel shall be included for installation inside of the traffic cabinet. The panel shall provide coaxial cable / twisted pair connection points and an Edco RMCXI-06 or approved equal transient suppressor for each image sensor. The shield side of the coaxial cable connection at the transient suppressor shall be connected to earth ground via the transient suppressor.

If the coaxial cable / twisted pair used to connect the video signal from the image sensor to the ACU are to be routed through a conduit containing unbundled AC power cables, a video isolation amplifier shall be installed in addition to the video interface panel if interference is present. There will be no additional compensation for providing the video isolation amplifier if necessitated by the presence of video interference. The isolation amplifier shall buffer the video signal and provide transient suppression. The isolation amplifier shall have a minimum common mode rejection ratio at 60 Hz of 100 dB.

6.8 The image sensor shall be connected to the ACU such that the video signal originating from the image sensor is not attenuated more than 3 dB when measured at the ACU. When the connection between the image sensor and the ACU is coaxial cable, the coaxial cable used shall be a low loss 75 ohm precision video cable suited for outdoor installation, such as Belden 8281, West Penn P806.

7.0 Software

7.1 The system shall include the remote access software that is used to setup and configure the video detection system. The software shall be of the latest revision.

7.2 All necessary cable, adapters, and other equipment shall be included with the system.

8.0 Installation and Training

8.1 The supplier of the video detection system shall supervise the installation and testing of the video and video vehicle detection equipment. A factory certified representative from the supplier shall be on-site during installation.

8.2 Training shall be available upon request.

9.0 Warranty, Maintenance, and Support

9.1 The video detection system shall be warranted by its supplier for a minimum of two (2) years from date of turn-on. This warranty shall cover all material defects and shall also provide all parts and labor as well as unlimited technical support.

9.2 Ongoing software support by the supplier shall include updates of the ACU and supervisor software. These updates shall be provided free of charge during the warranty period.

9.3 The supplier shall maintain a program for technical support and software updates

following expiration of the warranty period. This program shall be made available to the contracting agency in the form of a separate agreement for continuing support.

Basis of Payment: The above work will be paid for at the contract unit price EACH for VIDEO VEHICLE DETECTION SYSTEM which price will be payment in full for all labor, equipment, cables, and materials required to supply, install, configure, and test the video vehicle detection system described above, complete.

PEDESTRIAN PUSH-BUTTON POST

Description. This work shall consist of constructing a concrete foundation and furnishing and installing a pedestrian push-button post in accordance with section 876 of the current Standard specifications for Road and Bridge Construction and as described as follows. This work shall consist of constructing a concrete foundation: 12-inch foundation, 12-inch diameter, and 30-inch depth and furnishing and installing a pedestrian push-button post. The pedestrian push-button post shall comply with the current AASHTO breakaway support requirements. An acceptance letter will be required from the manufacturer. The push-button shall be located a maximum horizontal reach < 10" and button of height < 42"

Method of Measurement. This work will be measured per each.

Basis of Payment. This work will be paid for at the contract unit price per EACH for PESEDESTRIAN PUSH-BUTTON POST, and shall be payment in full for all labor, equipment, and materials required for installation.

FULL ACTUATED CONTROLLER AND TYPE IV CABINET

This item shall consist of furnishing, installing and placing into operation a multi-phase microprocessor based controller at the locations indicated on the plans, or as directed by the Engineer. The controller shall comply with the requirements of Section 857, 1073.01 and 1074.03 of the current "Standard Specifications for Road and Bridge Construction" and the following additions and exceptions.

The controller shall meet the requirements of the NEMA TS2 standards for a Type 2 controller. Data entry shall be by keyboard or personal computer.

The traffic signal cabinet shall have a NEMA TS-2 back panel. The cabinet shall include a malfunction management unit to allow enhanced fault monitoring capabilities.

The cabinet shall have an aluminum finish. If rivets are exposed on the outside of the cabinet, they shall be either stainless steel or aluminum to prevent oxidation.

The police door compartment shall contain a manual control cord which the signals may be operated manually. The inside door toggle switch shall be protected from accidental contact by vertical metal slats. The slats shall extend beyond the switches, in a manner similar to the terminals on the back panel. A plastic plans holder shall be installed on the cabinet door. The holder shall be at least 11 inches high by 17 inches wide, shall open from the side and shall not interfere with the filter. The holder shall have a means of closing the side opening to

prevent water from entering.

A Plexiglas cover, or other high strength nonconductive cover, shall be installed over, and completely cover, the power panel. The cover shall completely shield the service wires, and circuit breaker wires from accidental contact.

A Plexiglas cover, or other high strength nonconductive cover, shall be installed over and completely cover, the power terminals for the thermostatically controlled exhaust fan. The thermostat shall be of the knob type capable of adjustment by hand and without tools. The thermostat and terminals shall be mounted on the left or right side of the controller cabinet.

Cabinet Lighting:

The traffic signal cabinet shall be equipped with a cabinet-door-switchable LED service light fixture.

The traffic signal cabinet shall be equipped with a conventional light bulb socket receptacle on a manual on/off switch.

A separate 20-amp breaker shall be provided for a street light circuit.

Transfer Switch:

The traffic signal cabinet shall be equipped with a transfer switch on the outside of the cabinet, no less than 24" above ground level, for the use of an emergency generator to power the signals in case of a signal blackout. The transfer switch shall be in accordance with the 2002 National Electric Code Article 702.6 to prevent feeding back to the utility source.

The transfer switch shall be rated for 20 amps at 125 volt with a jumper cord for transitioned from the twist-lok plug in the transfer switch to the standard 120 volt plug for the generator.

A circuit breaker-based switch shall be required to have overload protection in accordance with the National Electric Code/NFPA70.

The housing shall be no less than a heavy duty 12 gauge rust and corrosion-resistant material.

The housing surface shall be smooth, free of marks and scratches and provide an unpainted aluminum finish.

The housing shall be rain tight with the outlet connect underneath the box to maintain the rain tight rating.

The Switch shall be equipped with a sliding interlock to prevent the generator and the utility from feeding at the same time,

The Switch shall be tamper resistant with a #2 key lock system. The Transfer Switch shall come with a 2 year warranty.

All materials parts and labor for the installation of the Transfer Switch shall be included in the cost of the Full Actuated Controller and Type IV Cabinet pay code at no additional cost.

Each Cabinet shall include a transfer switch which shall be include in the cost of the cabinet.

Fiber Optic Compatible:

Each Controller shall be Fiber Optic Compatible.

The contractor shall have a factory-trained technician from the manufacturer and/or supplier, with expertise in the controllers being installed, present during the controller installation. He will be expected to be able to program the controller timer, trouble-shoot and correct any problems with the equipment that arises and verify that the equipment is functioning according to the plans and specifications.

All main panel wiring shall conform to the following wire size and color:

Green load switch output	brown wire, 14 gauge
Yellow load switch output	yellow wire, 14 gauge
Red load switch output	red wire, 14 gauge
MMU (other than AC Power)	violet wire, 22 gauge
Controller 1/0	blue wire, 22 gauge
AC Line - power panel to main panel (1 for each 4 LS)	black wire, 10 gauge
AC Line - main panel	black wire, 14 gauge
AC Neutral - power panel to main panel	white wire, 10 gauge
Earth ground - power panel	green wire, 8 gauge
Flashing programming	
Flashing terminal	orange wire, 14 gauge
Red or yellow field terminal	black wire, 14 gauge

The traffic signal controller and cabinet assembly shall be fully tested by the equipment supplier. The supplier of the controller assembly shall provide a Certificate of Acceptance verifying that the conflict monitor has been tested, under load, for all possible combinations and functions properly.

FAN HEATERS WITH THERMOSTAT AND AUTO FAN CONTROL

This work shall consist of installing Fan Heater with Thermostat and Auto Fan control Switch on the inside of a traffic control cabinet to protect electronics for the effect of low temperatures such as corrosion, freezing or condensation, which can damage critical components within a control enclosure.

Type IV Cabinet

The fan heaters shall be rated for 200 watt, 115 VAC, and 10 AMP circuit breaker. The heating performance shall be 200 Watts with an airflow volume of 16 CFM. The heaters functional range shall be 103 - 127 VAC and an operating temperature range of -20 to +70 F,

with panel type mount.

This item shall not be paid for separately, but shall be included in the cost of the Full Actuated Controller of specified type.

Basis for Payment

This item shall be paid for at the contract unit price EACH for FULL ACTUATED CONTROLLER AND TYPE IV CABINET, which price shall be payment in full for furnishing the equipment described above and installing it in satisfactory operating condition.

COMBINATION LIGHTING CONTROLLER

Description: This work shall consist of furnishing and installing a photocell with integral surge arrester, 3-position selector switch (H-O-A), terminal/splice blocks, and 30 Amp lighting contactor (120V) in the traffic signal cabinet to control the operation of the combination lighting units.

A 120 Volt 20 Amp circuit breaker shall be installed inside the traffic signal controller connected to the load side of the main circuit breaker, to serve the roadway lighting, per section 1068.01(e)(3) of the Standard Specifications. The circuit breaker shall be clearly labeled for lighting according to Article 1068.01(f) of the Standard Specifications.

Install all lighting components as shown on plans, independent of the traffic signal components on one side of the cabinet and label as "LIGHTING". The under eave photocell shall be mounted on the traffic signal controller cabinet, per section 1068.01(e)(2) of the Standard Specifications. Furnish and install all wiring between components to make a fully functional lighting control system for the combination lights.

Basis of Payment: This work shall be paid for at the contract unit price per EACH for COMBINATION LIGHTING CONTROLLER, which shall be payment in full for all labor, materials, and equipment required to complete the installation.

PCC AUTOMATIC BATCHING EQUIPMENT

Portland cement concrete provided shall be produced from batch plants that conform to the requirements of Article 1103.03 (a) and (b) of the Standard Specifications for Road and Bridge Construction. Semi-automatic batching will not be allowed.

Plants shall have computerized batching interfaced with a printer. IDOT Producer Number, IDOT Design Number, Concrete Material Code, batch weights, aggregate mixtures, water added, amount of each admixture or additive, and percent variance from design shall be printed for each batch. Tickets shall state the actual water-cement ratio as batched, and the amount of water that can be added to the batch without exceeding the maximum water-cement ratio. Truck delivery tickets are still required as per Article 1020.11(a)(7) of the Standard Specifications.

PCC QC/QA ELECTRONIC REPORTS SUBMITTAL

The Contractor's QC personnel shall be responsible for electronically submitting the following reports to the Department: PRO and IND data for BMPR MI654 "Concrete Air, Slump, and Quantity,"; PRO data for BMPR MI655 "P.C. Concrete Strength," and PRO data for BMPR MI504 "Aggregate Gradation" reports to the Department. The format for the electronic submittals shall be the QMP package reporting program, which will be provided by the Department. Microsoft Excel 2007 or newer and Microsoft Outlook is required for this program which shall be provided by the Contractor.

ELECTRIC UTILITY SERVICE CONNECTION

This item shall consist of payment for work performed by ComEd in providing or modifying electric service as indicated. THIS MAY INVOLVE WORK AT MORE THAN ONE ELECTRIC SERVICE. For summary of the Electrical Service Drop Locations see the schedule contained elsewhere herein.

CONSTRUCTION REQUIREMENTS

General. It shall be the Contractor's responsibility to contact ComEd. The Contractor shall coordinate his work fully with the ComEd both as to the work required and the timing of the installation. No additional compensation will be granted under this or any other item for extra work caused by failure to meet this requirement. Please contact ComEd, New Business Center Call Center, at 866 NEW ELECTRIC (1-866-639-3532) to begin the service connection process. The Call Center Representatives will create a work order for the service connection. The representative will ask the requestor for information specific to the request. The representative will assign the request based upon the location of project.

The Contractor should make particular note of the need for the earliest attention to arrangements with ComEd for service. In the event of delay by ComEd, no extension of time will be considered applicable for the delay unless the Contractor can produce written evidence of a request for electric service within 30 days of execution.

Method Of Payment. The Contractor will be reimbursed to the exact amount of money as billed by ComEd for its services. Work provided by the Contractor for electric service will be paid separately as described under ELECTRIC SERVICE INSTALLATION. No extra compensation shall be paid to the Contractor for any incidental materials and labor required to fulfill the requirements as shown on the plans and specified herein.

For bidding purposes, this item shall be estimated as \$6,000.00

Basis Of Payment. This work will be paid for at the contract LUMP SUM price for ELECTRIC SERVICE UTILITY CONNECTION which shall be reimbursement in full for electric utility service charges.

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

Description. This work shall consist of the removal and disposal of regulated substances according to Section 669 of the Standard Specifications as revised below.

Contract Specific Work Areas. For stationing, the lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit, whichever is less.

The following contract specific work areas shall be monitored by the Environmental Firm for soil contamination and workers protection.

- **ISGS Site 3801A-1 - ROW, 5400-6600 blocks of N. 2nd Street, Loves Park, Winnebago County, Illinois**
- Station 999+00 to Station 1000+00, (IL 251), 0 to 49 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameters: benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene.
- Station 1000+00 to Station 1000+80, (IL 251), 0 to 49 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(1). COC sampling parameters: pH, benzo(a)pyrene.
- Station 1001+55 to Station 1002+00, (IL 251), 0 to 49 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(b)(1). COC sampling parameters: pH.
- Station 1002+00 to Station 1003+15, (IL 251), 0 to 49 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameter: benzo(a)pyrene.
- Station 1003+20 to Station 1004+15, (IL 251), 0 to 49 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameter: benzo(a)pyrene.
- Station 1004+15 to Station 1005+30, (IL 251), 0 to 49 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(b)(1). COC sampling parameters: pH.
- Station 1004+25 to Station 1005+35, (IL 251), 0 to 49 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameters: benzo(a)pyrene, dibenzo(a,h)anthracene, lead.
- Station 1005+30 to Station 1006+45, (IL 251), 0 to 49 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameters: benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, indeno(1,2,3-cd)pyrene.
- Station 1005+35 to Station 1006+45, (IL 251), 0 to 49 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(1). COC sampling parameters: pH, benzo(a)pyrene.
- Station 1006+45 to Station 1008+70, (IL 251), 0 to 49 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(5). COC sampling parameters: arsenic, lead, benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, indeno(1,2,3cd)pyrene.
- Station 1007+45 to Station 1008+40, (IL 251), 0 to 49 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(1). COC sampling parameters: pH, lead.
- Station 1008+40 to Station 1009+00, (IL 251), 0 to 49 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with

Article 669.05(a)(5). COC sampling parameters: benzo(b)fluoranthene, benzo(a)anthracene, benzo(a)pyrene, dibenzo(a,h)anthracene, indeno(1,2,3-cd)pyrene, lead.

- Station 1009+00 to Station 1010+00, (IL 251), 0 to 49 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameters: benzo(a)pyrene, dibenzo(a,h)anthracene, lead.
- Station 1009+80 to Station 1010+55, (IL 251), 0 to 99 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameters: benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, indeno(1,2,3-cd)pyrene, lead.
- Station 1010+00 to Station 1011+50, (IL 251), 0 to 49 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(b)(1). COC sampling parameters: pH.
- Station 1010+55 to Station 1011+50, (IL 251), 0 to 99 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(1). COC sampling parameters: lead, benzo(a)pyrene, dibenzo(a,h)anthracene.
- Station 1011+50 to Station 1012+90, (IL 251), 0 to 49 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameter: benzo(a)pyrene.
- Station 1012+90 to Station 1014+00, (IL 251), 0 to 49 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(5). COC sampling parameters: benzo(b)fluoranthene, indeno(1,2,3-cd)pyrene, benzo(a)anthracene, benzo(a)pyrene, dibenzo(a,h)anthracene, lead.
- Station 1013+75 to Station 1014+75, (IL 251), 0 to 99 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameter: benzo(a)pyrene.
- Station 1014+00 to Station 1016+30, (IL 251), 0 to 49 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(2). COC sampling parameter: lead.
- Station 1015+70 to Station 1017+55, (IL 251), 0 to 99 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameter: benzo(a)pyrene.
- Station 1016+30 to Station 1017+50, (IL 251), 0 to 49 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameters: benzo(a)pyrene, lead.
- Station 1017+50 to Station 1018+70, (IL 251), 0 to 49 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(2). COC sampling parameters: lead, vanadium.

ISGS Site 3801A-37 - Commercial Building, 5818 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1018+40 to Station 1018+70, (IL 251), 49 to 50 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(2). COC sampling parameters: lead, vanadium.

ISGS Site 3801A-39 - Nunzio's, 5800 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1016+30 to Station 1017+50, (IL 251), 49 to 65 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameters: benzo(a)pyrene, lead.
- Station 1017+50 to Station 1018+40, (IL 251), 49 to 50 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(2). COC sampling parameters: lead, vanadium.

ISGS Site 3801A-40 (Uniform Den East, 5803 N. 2nd Street, Loves Park, Winnebago County, Illinois)

- Station 1017+05 to Station 1017+55, (IL 251), 99 to 100 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameter: benzo(a)pyrene.

ISGS Site 3801A-41 - CD Source, 5704 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1012+90 to Station 1014+00, (IL 251), 49 to 60 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(5). COC sampling parameters: benzo(b)fluoranthene, indeno(1,2,3-cd)pyrene, benzo(a)anthracene, benzo(a)pyrene, dibenzo(a,h)anthracene, lead.

ISGS Site 3801A-42 - Aaron's, 5707 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1013+90 to Station 1014+75, (IL 251), 99 to 100 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameter: benzo(a)pyrene.

ISGS Site 3801A-43 - Town Hall Lounge, 5624 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1009+35 to Station 1010+10, (IL 251), 49 to 55 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameters: benzo(a)pyrene, dibenzo(a,h)anthracene, lead.

ISGS Site 3801A-44 - US Bank, 5629 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1009+80 to Station 1010+55, (IL 251), 99 to 100 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameters: benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, indeno(1,2,3-cd)pyrene, lead.

- Station 1010+55 to Station 1011+50, (IL 251), 99 to 100 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(1). COC sampling parameters: lead, benzo(a)pyrene, dibenzo(a,h)anthracene.

ISGS Site 3801A-45 - Miguel's Detailing, 5614 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1008+65 to Station 1009+35, (IL 251), 49 to 55 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(5). COC sampling parameters: benzo(b)fluoranthene, benzo(a)anthracene, benzo(a)pyrene, dibenzo(a,h)anthracene, indeno(1,2,3-cd)pyrene, lead.

ISGS Site 3801A-47 - Commercial building, 5600 - 5608 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1007+45 to Station 1008+40, (IL 251), 49 to 53 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(1). COC sampling parameters: pH, lead.

ISGS Site 3801A-48 - Cross Roads Service Center, 5601 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1006+45 to Station 1007+07, (IL 251), 49 to 63 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(5). COC sampling parameters: Arsenic, lead, benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, indeno(1,2,3cd)pyrene.

ISGS Site 3801A-49 - Butta Brothers Automotive Services, 5520 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1004+25 to Station 1004+80, (IL 251), 49 to 52 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameters: benzo(a)pyrene, dibenzo(a,h)anthracene, lead.

ISGS Site 3801A-50 - Potato Shak, 5529 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1003+20 to Station 1004+15, (IL 251), 49 to 60 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameter: benzo(a)pyrene.

ISGS Site 3801A-51 - Mi Cordito, 5518 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1002+00 to Station 1003+15, (IL 251), 49 to 60 feet LT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameter: benzo(a)pyrene.

ISGS Site 3801A-53 - Don's Appliance Service, 5517 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1002+10 to Station 1002+35, (IL 251), 49 to 60 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(b)(1). COC sampling parameters: pH.

ISGS Site 3801A-54 - George Sparkman Auto Repair, 5501 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 1000+00 to Station 1000+80, (IL 251), 49 to 125 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(1). COC sampling parameters: benzo(a)pyrene, pH.
- Station 1001+55 to Station 1002+10, (IL 251), 49 to 60 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(b)(1). COC sampling parameters: pH.

ISGS Site 3801A-59 - Vacant lot, 5400 N. 2nd Street, Loves Park, Winnebago County, Illinois

- Station 999+00 to Station 1000+00, (IL 251), 49 to 125 feet RT: The Engineer has determined this material meets the criteria of, and shall be managed in accordance with Article 669.05(a)(3). COC sampling parameters: benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene.

Work Zones

Three distinct OSHA HAZWOPER work zones (exclusion, decontamination, and support) shall apply to projects adjacent to or within sites with documented leaking underground storage tank (LUST) incidents, or sites under management in accordance with the requirements of the Site Remediation Program (SRP), Resource Conservation and Recovery Act (RCRA), or Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), or as deemed necessary. For this project, the work zones apply for the following ISGS PESA Sites:
None

Additional information on the contract specific work areas listed above collected during the regulated substances due-diligence process is available through the District's Environmental Studies Unit (DESU).



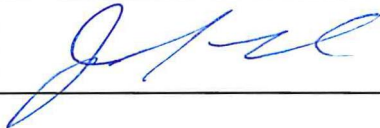
Storm Water Pollution Prevention Plan

Route I 251	Marked Route N. 2ND ST.	Section Number 21-00078-01-SW
Project Number	County Winnebago	Contract Number 85769

This plan has been prepared to comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit No. ILR10 (Permit ILR10), issued by the Illinois Environmental Protection Agency (IEPA) for storm water discharges from construction site activities.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Permittee Signature & Date

 12.22.2025

SWPPP Notes

Preparing BDE 2342 (Storm Water Pollution Prevent Plan)

Guidance on preparing each section of BDE 2342 (Storm Water Pollution Prevention Plan) is found in Chapter 41 of the IDOT Bureau of Design and Environment (BDE) Manual, please consult this chapter during SWPPP preparation. Please note that the Illinois Environmental Protection Agency (IEPA) has 30 days to review the Notice of Intent (NOI) prior to project approval and any deficiencies can result in construction delays.

The Notice of Intent contains the following documents:

- BDE 2342 (Storm Water Pollution Prevention Plan)
- BDE 2342 A (Contractor Certification Statement)
- Erosion and Sediment Control Plan (See Section 63-4.09 of the BDE Manual)

Non-applicable information

If any section of the SWPPP is not applicable put "N/A" in box rather than leaving blank.

National Pollutant Discharge Elimination System (NPDES) Compliance

Description of Work: This work shall consist of those efforts necessary for compliance with the requirements of the Clean Water Act, Section 402 (NPDES), and the Illinois Environment Protection Act. This provision also provides the background information needed to comply with ILR10 and ILR40 permits for this project.

NPDES COMPLIANCE REQUIREMENTS

Part I: Site Description

1. Describe the project location; include latitude and longitude, section, town, and range.

IL251 River Ln to Riverside Blvd (Loves Park), N42° 18' 36.955", E270° 56' 31.967", Sec. 1, T44N, R1E

2. Describe the nature of the construction activity or demolition work.

Pavement and curb/gutter removal/replacement, inlet relocation, traffic signals, street lighting, landscaping

3. Describe the intended sequence of major activities which disturb soils for major portions of the site (e.g. clearing, grubbing, excavation, grading, on-site or off-site stockpiling of soils, on-site or off-site storage of materials).

Establish BMP's, modify BMP's as site conditions warrant, site removals and excavation, site utilities, install aggregate and paved surfaces, achieve final stabilization, remove perimeter BMP's

4. The total area of the construction site is estimated to be 2.8 acres.

5. The total area of the site estimated to be disturbed by excavation, grading or other activities is 1.4 acres.

6. Determine an estimate of the runoff coefficient of the site after construction activities are completed.

Pre: 0.94, Post: 0.93

7. Provide the existing information describing the potential erosivity of the soil at discharge locations at the project site.

The existing site consists of paved roads and sidewalks. Though reconstruction may impact the aggregate base of the existing sidewalks, erosivity is low. BMP's to prevent sedimentation from exposed subgrade and landscaped areas will consist of downstream inlet protection during construction. The contractor shall adjust the location and type of BMP based on site conditions.

8. Erosion and Sediment Control Plan (Graphic Plan) is included in the contract. Yes No

9. List all soils found within project boundaries; include map until name, slope information, and erosivity.

Warsaw loam, 0-2 percent slopes (92%), Comfrey loam, 0-2 percent slopes, frequently flooded (8%)

10. List of all MS4 permittees in the area of this project

Loves Park

Note: For sites discharging to an MS4, a separate map identifying the location of the construction site and the location where the MS4 discharges to surface water must be included.

Part II: Waters of the US

1. List the nearest named receiving water(s) and ultimate receiving waters.

Rock River

2. Are wetlands present in the project area? Yes No

If yes, describe the areal extent of the wetland acreage at the site.

n/a

3. Natural buffers:

For any storm water discharges from construction activities within 50 feet of a Waters of the United States, except for activities for water-dependent structures authorized by a Section 404 permit, the following shall apply:

(i) A 50-foot undisturbed natural buffer between the construction activity and the Waters of the United States has been provided

Yes No; and/or

(ii) Additional erosion and sediment controls within that area has been provided

Yes No; and Describe: _____

Part III. Water Quality

1. Water Quality Standards

As determined by the Illinois Pollution Control Board, Illinois waters have defined numeric limits of pollutants under the umbrella term "Water Quality Standards." In the following table are commonly used chemicals/practices used on a construction site. These chemicals if spilled into a waterway, could potentially contribute to a violation of a Water Quality Standard. If other chemicals that could contribute a violation of a Water Quality Standard, add as needed.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Fertilizer (check as appropriate) | <input checked="" type="checkbox"/> Petroleum (gas, diesel, oil, kerosene, hydraulic oil / fluids) |
| <input checked="" type="checkbox"/> Nitrogen | <input checked="" type="checkbox"/> Waste water for concrete washout station |
| <input checked="" type="checkbox"/> Phosphorus, and/or | <input type="checkbox"/> Coal tar Pitch Emulsion |
| <input checked="" type="checkbox"/> Potassium | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Herbicide | <input type="checkbox"/> Other (Specify) _____ |

Table 1: Common chemicals/potential pollutants used during construction

If no boxes are checked in Table 1 above, check the following box:

- There are no chemicals on site that will exceed a Water Quality Standards if spilled.

If any boxes are checked in Table 1 above, check the following box:

There are chemicals on site that if spilled could potentially cause an exceedance of a Water Quality Standard. The Department shall implement Pollution Prevention/Good Housekeeping Practices as described in the Department's ILR40 Discharge for Small

- Municipal Separate Storm Sewer Systems (MS4) reiterated below and Part VIII. Unexpected Regulated Substances/Chemical Spill Procedures:

Pollution Prevention:

The Department will design, and the contractor shall, install, implement, and maintain effective pollution prevention measures to minimize the discharge of pollutants from construction activities. At a minimum, such measures must be designed, installed, implemented and maintained to:

- (a) Minimize the discharge of pollutants from equipment and vehicle washing, wheel wash water, and other wash waters. Wash waters must be treated in a sediment basin or alternative control that provides equivalent or better treatment prior to discharge.
- (b) Minimize the exposure of building materials, building products, construction wastes, trash, landscape materials, fertilizers, pesticides, herbicides, chemical storage tanks, deicing material storage facilities and temporary stockpiles, detergents, sanitary waste, and other materials present on the site exposed to precipitation and to storm water.
- (c) Minimize the discharge of pollutants from spills, leaks and vehicle and equipment maintenance and repair activities and implement chemical spill and leak prevention and response procedures;
- (d) Minimize the exposure of fuel, oil, hydraulic fluids, other petroleum products, and other chemicals by storing in covered areas or containment areas. Any chemical container with a storage of 55 gallons or more must be stored a minimum of 50 feet from receiving waters, constructed or natural site drainage features, and storm drain inlets. If infeasible due to site constraints, store containers as far away as the site permits and document in your SWPPP the specific reasons why the 50-foot setback is infeasible and how the containers will be stored.
- (e) The contractor is to provide regular inspection of their construction activities and Best Management Practices (BMPs). Based on inspection findings, the contractor shall determine if repair, replacement, or maintenance measures are necessary in order to ensure the structural integrity, proper function, and treatment effectiveness of structural storm water BMPs. Necessary maintenance shall be completed as soon as conditions allow to prevent or reduce the discharge of pollutants to storm water or as ordered by the Engineer. The Engineer shall conduct inspections required in Section XI Inspections, and report to the contractor deficiencies noted. These Department conducted inspections do not relieve the contractor from their responsibility to inspect their operations and perform timely maintenance; and
- (f) In addition, all IDOT projects are screened for Regulated Substances as described in Section 27-3 of the BDE Manual and implemented via Section 669: Removal and Disposal of Regulated substances in the Standard Specifications for Road and Bridge Construction.

Approved alterations to the Department's provided SWPPP, including those necessary to protect Contractor Borrow, Use and Waste areas, shall be designed, installed, implemented and maintained by the Contractor in accordance with IDOT Standard Specifications Section 280.

2. 303(d) Impaired Waterways

Does the project area have any 303(d) impaired waterways with the following impairments?

- suspended solids
- turbidity, and or
- siltation

Yes No

If yes, list the name(s) of the listed water body and the impairment(s)

303(d) waterbody	Impairments(s)
Rock River (IL_P-15)	Bacteria, Mercury, PCBs, Pesticides
n/a	
n/a	

In addition, It is paramount that the project does not increase the level of the impairment(s) described above. Discuss which BMPs will be implemented to reduce the risk of impairment increase

Temp. floating silt curtain during construction. Permanent structural

3. Total Maximum Daily Load (TMDL)

Does the project include any receiving waters with a TMDL for sediment, total suspended solids, turbidity or siltation? Yes No

If yes, List TMDL waterbodies below and describe associated TMDL

TMDL waterbody	TMDL

TMDL waterbody	TMDL
n/a	
n/a	
n/a	

Provide a description of the erosion and sediment control strategy that will be incorporated into the site design that is consistent with the assumptions and requirements of the TMDL

n/a

If a specific numeric waste load allocation has been established that would apply to the project's discharges, provide a description of the necessary steps to meet that allocation

n/a

Part IV. Temporary Erosion and Sediment Controls

Stabilization efforts must be initiated within 1 working day of cessation of construction activity and completed within 14 days. Areas must be stabilized if they will not be disturbed for at least 14 calendar days. Exceptions to this time frame include:

- (i) Where the initiation of stabilization measures is precluded by snow cover, stabilization measures must be initiated as soon as practicable,
- (ii) On areas where construction activities have temporarily ceased and will resume after 14 days, a temporary stabilization method can be used (temporary stabilization techniques must be described), and
- (iii) Stabilization is not required for exit points at linear utility construction site that are used only episodically and for very short durations over the life of the project, provided other exit point controls are implemented to minimize sediment track-out.

Additionally, a record must be kept with the SWPPP throughout construction of the dates when major grading activities occur, when construction activities temporarily or permanently cease on a portion of the site, and when stabilization measures are initiated.

At a minimum, controls must be coordinated, installed and maintained to:

1. Minimize the amount of soil exposed during construction activity.
2. Minimize the disturbance of steep slopes.
3. Maintain natural buffers around surface waters, direct storm water to vegetated areas to increase sediment removal and maximize storm water infiltration, unless infeasible.
4. Minimize soil compaction and, unless infeasible, preserve topsoil.

Note: For practices below, consult relevant design criteria in Chapter 41 of the BDE Manual and maintenance criteria in Erosion and Sediment Control Field Guide for Construction.

1. Erosion Control:

The following are erosion control practices which may be used on a project (place a check by each practice that will be utilized on the project, add additional practices as needed):

- | | |
|--|--|
| <input checked="" type="checkbox"/> Mulch | <input type="checkbox"/> Preservation of existing vegetation |
| <input type="checkbox"/> Erosion Control Blanket | <input checked="" type="checkbox"/> Temporary Turf Cover Mixture (Class 7) |
| <input type="checkbox"/> Turf Reinforcement Mat | <input checked="" type="checkbox"/> Permanent seeding (Class 1-6) |
| <input type="checkbox"/> Sodding | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Geotextile fabric | <input type="checkbox"/> Other (Specify) _____ |
| | <input type="checkbox"/> Other (Specify) _____ |

2. Sediment Control:

The following sediment control devices will be implemented on this project:

- | | |
|---|--|
| <input type="checkbox"/> Ditch Checks | <input type="checkbox"/> Perimeter Erosion Barrier |
| <input checked="" type="checkbox"/> Inlet and Pipe protection | <input type="checkbox"/> Rolled Excelsior |
| <input type="checkbox"/> Hay or Straw bales | <input type="checkbox"/> Silt Filter Fence |

- Above grade inlet filters (fitted)
- Above grade inlet filters (non-fitted)
- Inlet filters

- Urethane foam/geotextiles
- Other (Specify) _____
- Other (Specify) _____
- Other (Specify) _____

3. Structural Practices:

Provide below is a description of structural practices that will be implemented:

- | | |
|--|--|
| <input type="checkbox"/> Aggregate Ditch | <input type="checkbox"/> Stabilized Construction Exits |
| <input type="checkbox"/> Articulated Block Revetment Mat | <input type="checkbox"/> Stabilized Trench Flow |
| <input type="checkbox"/> Barrier (Permanent) | <input type="checkbox"/> Sediment Basin |
| <input type="checkbox"/> Concrete Revetment Mats | <input type="checkbox"/> Retaining Walls |
| <input type="checkbox"/> Dewatering Filtering | <input type="checkbox"/> Riprap |
| <input type="checkbox"/> Gabions | <input type="checkbox"/> Storm Drain Inlet Protection |
| <input type="checkbox"/> In-Stream or Wetland Work | <input type="checkbox"/> Slope Walls |
| <input type="checkbox"/> Level Spreaders | <input type="checkbox"/> Sediment Trap |
| <input type="checkbox"/> Paved Ditch | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Permanent Check Dams | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Precast Block Revetment Mat | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Rock Outlet Protection | <input type="checkbox"/> Other (Specify) _____ |

4. Polymer Flocculants

Design guidance for polymer flocculants is available in Chapter 41 of the BDE Manual. In addition, Polymer Flocculants may only be used by district Special Provision.

If polymer flocculants are used for this project, the following must be adhered to and described below:

- Identify the use of all polymer flocculants at the site.
- Dosage of treatment chemicals shall be identified along with any information from any Material Safety Data Sheet.
- Describe the location of all storage areas for chemicals.
- Include any information from the manufacturer's specifications.
- Treatment chemicals must be stored in areas where they will not be exposed to precipitation.
- The SWPPP must describe procedures for use of treatment chemicals and staff responsible for use/application of treatment chemicals must be trained on the established procedures.

n/a

Part V. Other Conditions

1. Dewatering

Will dewatering be required for this project? Yes No

If yes, the following applies:

- Dewatering discharges shall be routed through a sediment control (e.g., sediment trap or basin, pumped water filter bag) designed to minimize discharges with visual turbidity;
- The discharge shall not include visible floating solids or foam;
- The discharge must not cause the formation of a visible sheen on the water surface, or visible oily deposits on the bottom or shoreline of the receiving water. An oil-water separator or suitable filtration device shall be used to treat oil, grease, or other similar products if dewatering water is found to or expected to contain these materials;
- To the extent feasible, use well-vegetated (e.g., grassy or wooded), upland areas of the site to infiltrate dewatering water before discharge;
- You are prohibited from using receiving waters as part of the treatment area;
- To minimize dewatering-related erosion and related sediment discharges, use stable, erosion-resistant surfaces (e.g., well-vegetated grassy areas, clean filler stone, geotextile underlayment) to discharge from dewatering controls. Do not place dewatering controls, such as pumped water filter bags, on steep slopes (15% or greater in grade);
- Backwash water (water used to backwash/clean any filters used as part of storm water treatment) must be properly treated or hauled off-site for disposal;
- Dewatering treatment devices shall be properly maintained; and
- See Part XI (Inspections) for inspection requirement.

Part VI. Permanent (i.e., Post-Construction) Storm Water Management Controls

Provided below is a description of measures that may be installed during the construction process to control volume and therefore the amount pollutants in storm water runoff that can occur after construction operations have been completed.

Practices may include but are not limited to the following:

- Aggregate ditch checks;
- bioswales,
- detention pond(s),
- infiltration trench;
- retention pond(s),
- open vegetated swales and natural depressions,
- treatment train (sequential system which combine several practices).
- Velocity dissipation devices (See Structural Practices above)

Describe these practices below

Site will be primarily paved post construction with a runoff coefficient of 0.93. Landscaped islands will be mulched or seeded.

Part VII. Additional Practices Incorporated From Local Ordinance(s)

In some instances, an additional practice from a local ordinance may be included in the project. If so, describe below (Note: the Department is not subject to local ordinances)

The State of Illinois, the City of Loves Park and the Winnebago Soil and Water Conservation District have authority to request modification to BMP's based on site conditions.

Part VIII. Unexpected Regulated Substances/Chemical Spill Procedures

When Unexpected Regulated Substances or chemical spills occur, Article 107.19 of the Standard Specifications for Road and Bridge Construction shall apply. In addition, it is the contractor's responsibility to notify the Engineer in the event of a chemical spill into a ditch or waterway, the Engineer will then notify appropriate IEPA and IEMA personnel for the appropriate cleanup procedures.

Part IX. Contractor Required Submittals

Prior to conducting any professional services at the site covered by this plan, the Contractor and each subcontractor responsible for compliance with the permit shall submit to the Resident Engineer a Contractor Certification Statement, BDE 2342A.

1. The Contractor shall provide a construction schedule containing an adequate level of detail to show major activities with implementation of pollution prevention BMPs, including the following items:

- Approximate duration of the project, including each stage of the project
- Rainy season, dry season, and winter shutdown dates
- Temporary stabilization measures to be employed by contract phases
- Mobilization time-frame
- Mass clearing and grubbing/roadside clearing dates
- Deployment of Erosion Control Practices
- Deployment of Sediment Control Practices (including stabilized construction entrances and exits to be used and how they will be maintained)
- Deployment of Construction Site Management Practices (including concrete washout facilities, chemical storage, refueling locations, etc.)
- Paving, saw-cutting, and any other pavement related operations
- Major planned stockpiling operation
- Time frame for other significant long-term operations or activities that may plan non-storm water discharges as dewatering, grinding, etc.
- Permanent stabilization activities for each area of the project

2. During the pre-construction meeting, the Contractor and each subcontractor shall provide, as an attachment to their signed Contractor Certification Statement, a discussion of how they will comply with the requirements of the permit in regard to the following items and provide a graphical representation showing location and type of BMPs to be used when applicable:

- Temporary Ditch Checks - Identify what type and the source of Temporary Ditch Checks that will be installed as part of the project. The installation details will then be included with the SWPPP.
- Vehicle Entrances and Exits - Identify type and location of stabilized construction entrances and exits to be used and how they will be maintained.
- Material Delivery, Storage and Use- Discuss where and how materials including chemicals, concrete curing compounds, petroleum products, etc. will be stored for this project. Specifically, any chemical stored in a 55 gallon drum provided by the contractor.
- Stockpile Management - Identify the location of both on-site and off-site stockpiles. Discuss what BMPs will be used to prevent pollution of storm water from stockpiles.
- Waste Disposal - Discuss methods of waste disposal that will be used for this project.
- Spill Prevention and Control - Discuss steps that will be taken in the event of a material spill.
- Concrete Residuals and Washout Wastes - Discuss the location and type of concrete washout facilities to be used on this project and how they will be signed and maintained.
- Litter Management - Discuss how litter will be maintained for this project (education of employees, number of dumpsters, frequency of dumpster pick-up, etc.).
- Vehicle and Equipment Fueling - Identify equipment fueling locations for this project and what BMPs will be used to ensure

containment and spill prevention.

- Vehicle and Equipment Cleaning and Maintenance - Identify where equipment cleaning and maintenance locations for this project and what BMPs will be used to ensure containment and spill prevention.
- Dewatering Activities - Identify the controls which will be used during dewatering operations to ensure sediments will not leave the construction site.

Additional measures indicated in the plan

n/a

Part X. Maintenance

It will be the Contractor's responsibility to attain maintenance guidelines for any manufactured BMPs which are to be installed and maintained per manufacture's specifications. However, when requested by the Contractor, the Resident Engineer will provide general maintenance guides (e.g., IDOT Erosion and Sediment Control Field Guide) to the Contractor for the practices associated with this project. Any damage or undermining shall be repaired immediately.

For Inlet Protection: Where there is evidence of sediment accumulation adjacent to the inlet protection measure, the deposited sediment must be removed by the following business day.

Below, describe procedures to maintain in good and effective operating conditions

Maintenance shall conform to the Illinois Urban Manual for Inlet Protection (Codes 860, 861 and 862).

Part XI. Inspections

Qualified personnel shall inspect disturbed areas of the construction site that have not been finally stabilized, structural control measures, and locations where vehicles enter or exit the site at least once every seven calendar days and within 24 hours of the end of a storm or by the end of the following business or workday that is 0.50 inches or greater or equivalent snowmelt (except as allowed for Frozen Conditions).

In addition, all areas where storm water typically flows within the site should be inspected periodically to check for evidence of pollutants entering the drainage system, as well as all locations where stabilization measures have been implemented to ensure they are operating correctly.

Inspections shall be documented on the form BC 2259 (Storm Water Pollution Prevention Plan Erosion Control Inspection Report).

The Erosion and Sediment Control Field Guide for Construction Inspection shall be consulted as needed.

Dewatering

For site(s) discharging dewatering water, an inspection during the discharge shall be done once per day on which the discharge occurs and record the following in a report within 24 hours of completing the Inspection:

- The inspection date;
- Names and titles of personnel performing the inspection;
- Approximate times that the dewatering discharge began and ended on the day of inspection;
- Estimates of the rate (in gallons per day) of discharge on the day of inspection;
- Whether or not any of the following indications of pollutant discharge were observed at the point of discharge: a sediment plume, suspended solids, unusual color, presence of odor, decreased clarity, or presence of foam; and/or a visible sheen on the water surface or visible oily deposits on the bottom or shoreline of the receiving water.

Frozen Conditions

Inspections may be reduced to once per month when all construction activities have ceased due to frozen conditions. Weekly inspections will recommence when construction activities resume, either temporarily or continuously, or if there is 0.5" or greater rain event, or a discharge due to snowmelt occurs.

Flooding or unsafe conditions

Areas that are inaccessible during required inspections due to flooding or other unsafe conditions must be inspected within 72 hours of

becoming accessible.

Part XII. Incidence of Noncompliance (ION)

The Department shall notify the appropriate Agency Field Operations Section office by email as described on the IEPA ION form, within 24 hours of any incidence of noncompliance for any violation of the storm water pollution prevention plan observed during any inspection conducted, or for violations of any condition of this permit.

The Department shall complete and submit within 5 days an "Incidence of Noncompliance" (ION) report for any violation of the storm water pollution prevention plan observed during any Inspection conducted, or for violations of any condition of this permit. Submission shall be on forms provided by the IEPA and include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. Corrective actions must be undertaken immediately to address the identified non-compliance issue(s).

Illinois EPA
2520 W. Iles Ave./P.O. Box 19276
Springfield, IL 62794-9276

Please note that if these are delivered via FedEx or UPS, these carriers cannot deliver to our P.O. Box and this number must be excluded from the mailing address.

Part XIII. Corrective Actions

Corrective actions must be taken when:

- A storm water control needs repair or replacement;
- A storm water control necessary to comply with the requirements of this permit was never installed, or was installed incorrectly;
- Discharges are causing an exceedance of applicable water quality standards; or
- A prohibited discharge has occurred.

Corrective Actions must be completed as soon as possible and documented within 7 days in an Inspection Report or report of noncompliance. If it is infeasible to complete the installation or repair within 7 calendar days, it must be documented in the records why it is infeasible to complete the installation or repair within the 7 day time-frame and document the schedule for installing the storm water control(s) and making it operational as soon as feasible after the 7-day time-frame.. In the event that maintenance is required for the same storm water control at the same location three or more times, the control must be repaired in a manner that prevents continued failure to the extent feasible, and it must be documented the condition and how it was repaired in the records. Alternatively, it must be documented why the specific re-occurrence of this same issue must continue to be addressed as a routine maintenance fix.

Part XIV. Retention of Records

The Department must retain copies of the SWPPP and all reports and notices required by this permit, records of all data used to complete the NOI to be covered by this permit, and the Agency Notice of Permit Coverage letter for at least three years from the date that the permit coverage expires or is terminated. the permittee must retain a copy of the SWPPP and any revisions to the SWPPP required by this permit at the construction site from the date of project initiation to the date of final stabilization. Any manuals or other documents referenced in the SWPPP must also be retained at the construction site.

Part XV. Failure to Comply

Failure to comply with any provisions of this Storm Water Pollution Prevention Plan will result in the implementation of a National Pollutant Discharge Elimination System/Erosion and Sediment Control Deficiency Deduction against the Contractor and/or penalties under the Permit ILR10 which could be passed on to the contractor (See Article 105.03 Conformity with Contract)

Part XVI. Keeping the SWPPP ("plan") Current

IDOT shall amend the plan whenever there is a change in design, construction, operation, or maintenance, which has a significant effect on the potential for the discharge of pollutants to Waters of the United States and which has not otherwise been addressed in the

plan or if the plan proves to be ineffective in eliminating or significantly minimizing sediment and/or pollutants identified under paragraph Part II. Water Quality or in otherwise achieving the general objectives of controlling pollutants in storm water discharges associated with construction site activity.

In addition, the plan shall be amended to identify any new contractor and/or subcontractor that will implement a measure of the plan. Amendments to the plan may be reviewed by the IEPA the same manner as the SWPPP and Erosion and Sediment Control Plan (ESCP) submitted as part of the Notice of Intent (NOI). The SWPPP and site map must be modified within 7 days for any changes to construction plans, storm water controls or other activities at the site that are no longer accurately reflected in the SWPPP.

In addition, the NOI shall be modified using the CDX system for any substantial modifications to the project such as:

- address changes
- new contractors
- area coverage
- additional discharges to Waters of the United States, or
- other substantial modifications (e.g. addition of dewatering activities).

The notice of intent shall be modified within 30 days of the modification to the project.

Part XVII: Notifications

In addition to the NOI submitted to IEPA, all MS4 permittees identified in Part I. Site Description shall receive a copy of the NOI.

Part XVIII. Notice of Termination

Where a site has completed final stabilization and all storm water discharges from construction activities that are authorized by this permit are eliminated, the permittee must submit a completed Notice of Termination (NOT) that is signed in accordance with ILR10 permit.

Method of Measurement: NPDES Compliance shall not be measured for payment separately. Measurement for payment for Temporary Erosion and Sediment Control shall be in accordance with Section 280 or as otherwise provided in the contract. Permanent BMPs necessary to comply with this provision shall be measured for payment in accordance with their respective provisions in the contract.

Basis of Payment: NPDES Compliance shall not be paid for separately. Payment for Temporary Erosion and Sediment Control shall be in accordance with Section 280 or as otherwise provided in the contract. Permanent BMPs necessary to comply with this provision shall be paid for in accordance with their respective payment provisions in the contract.



Contractor Certification Statement

Prior to conducting any professional services at the site covered by this contract, the Contractor and every subcontractor must complete and return to the Resident Engineer the following certification. A separate certification must be submitted by each firm. Attach to this certification all items required by Part IX. Contractor Required Submittals of the Storm Water Pollution Prevention Plan (SWPPP) which will be handled by the Contractor/subcontractor completing this form.

Route IL 251	Marked Route N. 2ND ST.	Section Number 21-00078-01-SW
Project Number	County Winnebago	Contract Number 85628

This certification statement is a part of SWPPP for the project described above, in accordance with the General NPDES Permit No. ILR10 issued by the Illinois Environmental Protection Agency.

I certify under penalty of law that I understand the terms of the Permit No. ILR 10 that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

Additionally, I have read and understand all of the information and requirements stated in SWPPP for the above mentioned project; I have received copies of all appropriate maintenance procedures; and, I have provided all documentation required to be in compliance with the Permit ILR10 and SWPPP and will provide timely updates to these documents as necessary.

- Contractor
- Sub-Contractor

Signature	Date		
Print Name	Title		
Name of Firm	Phone		
Street Address	City	State	Zip Code

Items which this Contractor/subcontractor will be responsible for as required in Section II.G. of SWPPP

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:

City of Loves Park

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 type="checkbox"/>	Cores
<input checked="" type="checkbox"/>	Nuclear Density Gauge (Correlated when paving \geq 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."

IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION

Effective: August 1, 2012 Revised: February 2, 2017

In addition to the Contractor's equal employment opportunity (EEO) affirmative action efforts undertaken as required by this Contract, the Contractor is encouraged to participate in the incentive program described below to provide additional on-the-job training to certified graduates of the IDOT pre-apprenticeship training program, as outlined in this Special Provision.

IDOT funds, and various Illinois community colleges operate, pre-apprenticeship training programs throughout the State to provide training and skill-improvement opportunities to promote the increased employment of minority groups, disadvantaged persons and women in all aspects of the highway construction industry. The intent of this IDOT Pre-Apprenticeship Training Program Graduate (TPG) special provision (Special Provision) is to place these certified program graduates on the project site for this Contract in order to provide the graduates with meaningful on-the-job training. Pursuant to this Special Provision, the Contractor must make every reasonable effort to recruit and employ certified TPG trainees to the extent such individuals are available within a practicable distance of the project site.

Specifically, participation of the Contractor or its subcontractor in the Program entitles the participant to reimbursement for graduates' hourly wages at \$15.00 per hour per utilized TPG trainee, subject to the terms of this Special Provision. Reimbursement payment will be made even though the Contractor or subcontractor may also receive additional training program funds from other non-IDOT sources for other non-TPG trainees on the Contract, provided such other source does not specifically prohibit the Contractor or subcontractor from receiving reimbursement from another entity through another program, such as IDOT through the TPG program. With regard to any IDOT funded construction training program other than TPG, however, additional reimbursement for other IDOT programs will not be made beyond the TPG Program described in this Special Provision when the TPG Program is utilized.

No payment will be made to the Contractor if the Contractor or subcontractor fails to provide the required on-site training to TPG trainees, as solely determined by IDOT. A TPG trainee must begin training on the project as soon as the start of work that utilizes the relevant trade skill and the TPG trainee must remain on the project site through completion of the Contract, so long as training opportunities continue to exist in the relevant work classification. Should a TPG trainee's employment end in advance of the completion of the Contract, the Contractor must promptly notify the IDOT District EEO Officer for the Contract that the TPG's involvement in the Contract has ended. The Contractor must supply a written report for the reason the TPG trainee involvement terminated, the hours completed by the TPG trainee on the Contract, and the number of hours for which the incentive payment provided under this Special Provision will be, or has been claimed for the separated TPG trainee.

Finally, the Contractor must maintain all records it creates as a result of participation in the Program on the Contract, and furnish periodic written reports to the IDOT District EEO Officer that document its contractual performance under and compliance with this Special Provision. Finally, through participation in the Program and reimbursement of wages, the Contractor is not relieved of, and IDOT has not waived, the requirements of any federal or state labor or employment law applicable to TPG workers, including compliance with the Illinois Prevailing Wage Act.

METHOD OF MEASUREMENT: The unit of measurement is in hours.

BASIS OF PAYMENT: This work will be paid for at the contract unit price of \$15.00 per hour for each utilized certified TPG Program trainee (TRAINEES TRAINING PROGRAM GRADUATE). The estimated total number of hours, unit price, and total price must be included in the schedule of prices for the Contract submitted by Contractor prior to beginning work. The initial number of TPG trainees for which the incentive is available for this contract is 1.

The Department has contracted with several educational institutions to provide screening, tutoring and pre-training to individuals interested in working as a TPG trainee in various areas of common construction trade work. Only individuals who have successfully completed a Pre-Apprenticeship Training Program at these IDOT approved institutions are eligible to be TPG trainees. To obtain a list of institutions that can connect the Contractor with eligible TPG trainees, the Contractor may contact: HCCTP TPG Program Coordinator, Office of Business and Workforce Diversity (IDOT OBWD), Room 319, Illinois Department of Transportation, 2300 S. Dirksen Parkway, Springfield, Illinois 62764. Prior to commencing construction with the utilization of a TPG trainee, the Contractor must submit documentation to the IDOT District EEO Officer for the Contract that provides the names and contact information of the TPG trainee(s) to be trained in each selected work classification, proof that that the TPG trainee(s) has successfully completed a Pre-Apprenticeship Training Program, proof that the TPG is in an Apprenticeship Training Program approved by the U.S. Department of Labor Bureau of Apprenticeship Training, and the start date for training in each of the applicable work classifications.

To receive payment, the Contractor must provide training opportunities aimed at developing a full journeyworker in the type of trade or job classification involved. During the course of performance of the Contract, the Contractor may seek approval from the IDOT District EEO Officer to employ additional eligible TPG trainees. In the event the Contractor subcontracts a portion of the contracted work, it must determine how many, if any, of the TPGs will be trained by the subcontractor. Though a subcontractor may conduct training, the Contractor retains the responsibility for meeting all requirements imposed by this Special Provision. The Contractor must also include this Special Provision in any subcontract where payment for contracted work performed by a TPG trainee will be passed on to a subcontractor.

Training through the Program is intended to move TPGs toward journeyman status, which is the primary objective of this Special Provision. Accordingly, the Contractor must make every effort to enroll TPG trainees by recruitment through the Program participant educational institutions to the extent eligible TPGs are available within a reasonable geographic area of the project. The Contractor is responsible for demonstrating, through documentation, the recruitment efforts it has undertaken prior to the determination by IDOT whether the Contractor is in compliance with this Special Provision, and therefore, entitled to the Training Program Graduate reimbursement of \$15.00 per hour.

Notwithstanding the on-the-job training requirement of this TPG Special Provision, some minimal off-site training is permissible as long as the offsite training is an integral part of the work of the contract, and does not compromise or conflict with the required on-site training that is central to the purpose of the Program. No individual may be employed as a TPG trainee in any work classification in which he/she has previously successfully completed a training program leading to journeyman status in any trade, or in which he/she has worked at a journeyman level or higher.

ACCESSIBLE PEDESTRIAN SIGNALS (APS) (BDE)

Effective: April 1, 2003

Revised: January 1, 2022

Description. This work shall consist of furnishing and installing accessible pedestrian signals (APS). Each APS shall consist of an interactive vibrotactile pedestrian pushbutton with speaker, an informational sign, a light emitting diode (LED) indicator light, a solid-state electronic control board, a power supply, wiring, and mounting hardware. The APS shall meet the requirements of the MUTCD and Sections 801 and 888 of the Standard Specifications, except as modified herein.

Electrical Requirements. The APS shall operate with systems providing 95 to 130 VAC, 60 Hz and throughout an ambient air temperature range of -29 to +160 °F (-34 to +70 °C).

The APS shall contain a power protection circuit consisting of both fuse and transient protection.

Audible Indications. A pushbutton locator tone shall sound at each pushbutton and shall be deactivated during the associated walk indication and when associated traffic signals are in flashing mode. Pushbutton locator tones shall have a duration of 0.15 seconds or less and shall repeat at 1-second intervals. Each actuation of the pushbutton shall be accompanied by the speech message "Wait".

If two accessible pedestrian pushbuttons are placed less than 10 ft (3 m) apart or placed on the same pole, the audible walk indication shall be a speech walk message. This message shall sound throughout the WALK interval only. The verbal message shall be modeled after: "Street Name.' Walk Sign is on to cross "Street Name." For signalized intersections utilizing exclusive pedestrian phasing, the verbal message shall be "Walk sign is on for all crossings". In addition, a speech pushbutton information message shall be provided by actuating the APS pushbutton when the WALK interval is not timing. This verbal message shall be modeled after: "Wait. Wait to cross 'Street Name.' at 'Street Name.'".

Where two accessible pedestrian pushbuttons are separated by at least 10 ft (3 m), the walk indication shall be an audible percussive tone. It shall repeat at 8 to 10 ticks per second with a dominant frequency of 880 Hz.

Automatic volume adjustments in response to ambient traffic sound level shall be provided up to a maximum volume of 100 dBA. Locator tone and verbal messages shall be no more than 5 dB louder than ambient sound.

At locations with railroad interconnection, an additional speech message stating "Walk time shortened when train approaches" shall be used after the speech walk message. At locations with emergency vehicle preemption, an additional speech message "Walk time shortened when emergency vehicle approaches" shall be used after the speech walk message.

Pedestrian Pushbutton. Pedestrian pushbuttons shall be at least 2 in. (50 mm) in diameter or width. The force required to activate the pushbutton shall be no greater than 3.5 lb (15.5 N).

A red LED shall be located on or near the pushbutton which, when activated, acknowledges the pedestrians request to cross the street.

Signage. A sign shall be located immediately above the pedestrian pushbutton and parallel to the crosswalk controlled by the pushbutton. The sign shall conform to one of the following standard MUTCD designs: R10-3, R10-3a, R10-3e, R10-3i, R10-4, and R10-4a.

Tactile Arrow. A tactile arrow, pointing in the direction of travel controlled by a pushbutton, shall be provided on the pushbutton.

Vibrotactile Feature. The pushbutton shall pulse when depressed and shall vibrate continuously throughout the WALK interval.

Method of Measurement. This work will be measured for payment as each, per pushbutton.

Basis of Payment. This work will be paid for at the contract unit price per each for ACCESSIBLE PEDESTRIAN SIGNALS.

80099

CEMENT, FINELY DIVIDED MINERALS, ADMIXTURES, CONCRETE, AND MORTAR (BDE)

Effective: January 1, 2025

Revised: January 1, 2026

Revise the first paragraph of Article 285.05 of the Standard Specifications to read:

“285.05 Fabric Formed Concrete Revetment Mat. The grout shall consist of a mixture of cement, fine aggregate, and water so proportioned and mixed as to provide a pumpable slurry. Fly ash or ground granulated blast furnace (GGBF) slag, and concrete admixtures may be used at the option of the Contractor. The grout shall have an air content of not less than 6.0 percent nor more than 9.0 percent of the volume of the grout. The mix shall obtain a compressive strength of 2500 psi (17,000 kPa) at 28 days according to Article 1020.09.”

Revise Article 302.02 of the Standard Specifications to read:

“302.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Hydrated Lime	1012.01
(d) By-Product, Hydrated Lime	1012.02
(e) By-Product, Non-Hydrated Lime	1012.03
(f) Lime Slurry	1012.04
(g) Fly Ash	1010
(h) Soil for Soil Modification (Note 1)	1009.01
(i) Bituminous Materials (Note 2)	1032

Note 1. This soil requirement only applies when modifying with lime (slurry or dry).

Note 2. The bituminous materials used for curing shall be emulsified asphalt RS-2, CRS-2, HFE 90, or HFE 150; rapid curing liquid asphalt RC-70; or medium curing liquid asphalt MC-70 or MC-250.”

Revise Article 312.07(c) of the Standard Specifications to read:

“(c) Cement 1001”

Add Article 312.07(i) of the Standard Specifications to read:

“(i) Ground Granulated Blast Furnace (GGBF) Slag 1010”

Revise the first paragraph of Article 312.09 of the Standard Specifications to read:

“312.09 Proportioning and Mix Design. At least 60 days prior to start of placing CAM II, the Contractor shall submit samples of materials to be used in the work for proportioning and testing. The mixture shall contain a minimum of 200 lb (120 kg) of cement per cubic yard (cubic meter). Cement may be replaced with fly ash or ground granulated blast furnace (GGBF) slag according to Article 1020.05(c)(1) or 1020.05(c)(2), respectively, however the minimum cement content in the mixture shall be 170 lbs/cu yd (101 kg/cu m). Blends of coarse and fine aggregates will be permitted, provided the volume of fine aggregate does not exceed the volume of coarse aggregate. The Engineer will determine the proportions of materials for the mixture according to the “Portland Cement Concrete Level III Technician Course” manual. However, the Contractor may substitute their own mix design. Article 1020.05(a) shall apply, and a Level III PCC Technician shall develop the mix design.”

Revise Article 352.02 of the Standard Specifications to read:

“352.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Cement (Note 1)	1001
(b) Soil for Soil-Cement Base Course	1009.03
(c) Water	1002
(d) Bituminous Materials (Note 2)	1032

Note 1. Bulk cement may be used for the traveling mixing plant method if the equipment for handling, weighing, and spreading the cement is approved by the Engineer.

Note 2. The bituminous materials used for curing shall be emulsified asphalt RS-2, CRS-2, HFE 90, or HFE 150; rapid curing liquid asphalt RC-70; or medium curing liquid asphalt MC-70 or MC-250.”

Revise Article 404.02 of the Standard Specifications to read:

“404.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fine Aggregate	1003.08
(d) Bituminous Material (Tack Coat)	1032.06
(e) Emulsified Asphalts (Note 1) (Note 2)	1032.06
(f) Fiber Modified Joint Sealer	1050.05
(g) Additives (Note 3)	

Note 1. When used for slurry seal, the emulsified asphalt shall be CQS-1h according to Article 1032.06(b).

Note 2. When used for micro-surfacing, the emulsified asphalt shall be CQS-1hP according to Article 1032.06(e).

Note 3. Additives may be added to the emulsion mix or any of the component materials to provide the control of the quick-traffic properties. They shall be included as part of the mix design and be compatible with the other components of the mix.

Revise the last sentence of the fourth paragraph of Article 404.08 of the Standard Specifications to read:

“When approved by the Engineer, the sealant may be dusted with fine sand, cement, or mineral filler to prevent tracking.”

Revise Note 2 of Article 516.02 of the Standard Specifications to read:

“Note 2. The sand-cement grout mix shall be according to Section 1020 and shall be a 1:1 blend of sand and cement comprised of a Type I, IL, or II cement at 185 lb/cu yd (110 kg/cu m). The maximum water cement ratio shall be sufficient to provide a flowable mixture with a typical slump of 10 in. (250 mm).”

Revise Note 2 of Article 543.02 of the Standard Specifications to read:

“Note 2. The grout mixture shall be 6.50 hundredweight/cu yd (385 kg/cu m) of cement plus fine aggregate and water. Fly ash or ground granulated blast furnace (GGBF) slag may replace a maximum of 5.25 hundredweight/cu yd (310 kg/cu m) of the cement. The water/cement ratio, according to Article 1020.06, shall not exceed 0.60. An air-entraining admixture shall be used to produce an air content, according to Article 1020.08, of not less than 6.0 percent nor more than 9.0 percent of the volume of the grout. The Contractor shall have the option to use a water-reducing or high range water-reducing admixture.”

Revise Article 583.01 of the Standard Specifications to read:

“**583.01 Description.** This work shall consist of placing cement mortar along precast, prestressed concrete bridge deck beams as required for fairing out any unevenness between adjacent deck beams prior to placing of waterproofing membrane and surfacing.”

Revise Article 583.02(a) of the Standard Specifications to read:

“(a) Cement 1001”

Revise the first paragraph of Article 583.03 of the Standard Specifications to read:

“**583.03 General.** This work shall only be performed when the air temperature is 45 °F (7 °C) and rising. The mixture for cement mortar shall consist of three parts sand to one part cement by volume. The amount of water shall be no more than that necessary to produce a workable, plastic mortar.”

Revise Article 606.02(h) of the Standard Specifications to read:

“(h) Fibers (Note 1)1014”

Revise Note 1 in Article 606.02(h) of the Standard Specifications to read:

“Note 1. Fibers, when required, shall only be used in the concrete mixture for slipform applications.”

Revise the third paragraph in Article 606.10 of the Standard Specifications to read:

“Welded wire fabric shall be 6 x 6 in. (150 x 150 mm) mesh, #4 gauge (5.74 mm), 58 lb (26 kg) per 100 sq ft (9 sq m).”

Revise Article 1001.01(d) of the Standard Specifications to read:

“(d) Rapid Hardening Cement. Rapid hardening cement shall be according to the Bureau of Materials Policy Memorandum “Portland or Blended Cement Acceptance Procedure for Qualified and Non-Qualified Plants”, and ASTM C 1600, Type URH, Type VRH, or Type RH-CAC. It shall be used according to Article 1020.04 or when approved by the Engineer. The Contractor shall submit a report from the manufacturer or an independent lab that contains results for testing according to ASTM C 1600 which shows the cement meets the requirements of either Type URH, Type VRH, or Type RH-CAC. Test data shall be less than 1 year old from the date of submittal.

Revise Article 1001.01(e) of the Standard Specifications to read:

“(e) Other Cements. Other cements shall be according to the Bureau of Materials Policy Memorandum “Portland or Blended Cement Acceptance Procedure for Qualified and Non-Qualified Plants”, and ASTM C 1157 or ASTM C 1600, as applicable. Other cements shall be used according to Article 1020.04 or when approved by the Engineer. For cements according to ASTM C 1157, the Contractor shall submit a report from the manufacturer or an independent lab that contains results of tests which shows the cement meets the requirements Type GU, HE, MS, MH, or LH. For cements according to ASTM C 1600, the Contractor shall submit a report from the manufacturer or an independent lab that contains results of tests which shows the cement meets the requirements Type MRH or GRH. Test data shall be less than 1 year old from the date of submittal.”

Revise Article 1002.02 of the Standard Specifications to read:

“**1002.02 Quality.** Water used with cement in concrete or mortar and water used for curing concrete shall be clean, clear, and free from sugar. In addition, water shall be tested and evaluated for acceptance according to one of the following options.

OPTION 1.

(a) Acceptable limits for acidity and alkalinity when tested according to ITP T 26.

- (1) Acidity -- 0.1 Normal NaOH 2 ml max.*
 - (2) Alkalinity -- 0.1 Normal HCl..... 10 ml max.*
- *To neutralize 200 ml sample.

(b) Acceptable limits for solids when tested according to the following.

- (1) Organic (ITP T 26)..... 0.02% max.
- (2) Inorganic (ITP T 26)..... 0.30% max.
- (3) Sulfate (SO₄) (ASTM D 516-82) 0.05% max.
- (4) Chloride (ASTM D 512) 0.06% max.

(c) The following tests shall be performed on the water sample and on deionized water. The same cement and sand shall be used for both tests.

- (1) Unsoundness (ASTM C 151).
- (2) Initial and Final Set Time (ASTM C 266).
- (3) Strength (ASTM C 109).

The test results for the water sample shall not deviate from the test results for the deionized water, except as allowed by the precision in the test method.

OPTION 2. Water shall meet the requirements ASTM C 1602 Tables 1 and 2 as outlined in Sections 5.1, 5.2, and 5.4.”

Revise Note 2/ in Article 1003.01(b) of the Standard Specifications to read:

“2/ Applies only to sand. Sand exceeding the colorimetric test standard of 11 (Illinois Modified AASHTO T 21) will be checked for mortar making properties according to Illinois Modified ASTM C 87 and shall develop a compressive strength at the age of 14 days when using Type I, IL, or II cement of not less than 95 percent of the comparable standard.

Revise the second sentence of Article 1003.02(e)(1) of the Standard Specifications to read:

“The test will be performed with Type I, IL, or II portland cement having a total equivalent alkali content (Na₂O + 0.658K₂O) of 0.90 percent or greater.”

Revise the first sentence of the second paragraph of Article 1003.02(e)(3) of the Standard Specifications to read:

“The ASTM C 1293 test shall be performed with Type I, IL, or II portland cement having a total equivalent alkali content (Na₂O + 0.658K₂O) of 0.80 percent or greater.”

Revise the second sentence of Article 1004.02(g)(1) of the Standard Specifications to read:

“The test will be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($\text{Na}_2\text{O} + 0.658\text{K}_2\text{O}$) of 0.90 percent or greater.”

Add the following Section to the Standard Specifications.

“SECTION 1014. FIBERS FOR CONCRETE

1014.01 General. Fibers used in concrete shall be Type II or Type III (polyolefin or carbon) according to ASTM C 1116. The testing required for Type II fibers or Type III polyolefin fibers shall be performed by an independent lab a minimum of once every five years, and the test results provided to the Department. Manufacturers of Type III carbon fibers shall provide materials certification documentation not more than 6 years old a minimum of once every 5 years to the Department. The Department will maintain a qualified product list. The method of inclusion of fibers into concrete mixtures shall be according to the manufacturer’s specifications.

At the discretion of the Engineer, the concrete mixture shall be evaluated in a field demonstration for fiber clumping, ease of placement, and ease of finishing. The field demonstration shall consist of a minimum 2 cu yd (1.5 cu m) trial batch placed in a 12 ft x 12 ft (3.6 m x 3.6 m) slab.

1014.02 Concrete Gutter, Curb, Median and Paved Ditch. Fibers shall be Type III. Fibers shall have a minimum length of 1/2 in. (13 mm) and a maximum length of 0.75 in. (19 mm). The maximum dosage rate in the concrete mixture shall not exceed 1.5 lb/cu yd (0.9 kg/cu m). The minimum dosage rate shall be per the manufacturer’s recommendation.

1014.03 Concrete Inlay or Overlay. Fibers shall be Type III. Fibers shall have a minimum length of 1.0 in. (25 mm), a maximum length of 2 1/2 in. (63 mm), and a maximum aspect ratio (length divided by the equivalent diameter of the fiber) of 150. The maximum dosage rate shall not exceed 5.0 lb/cu yd (3.0 kg/cu m). The minimum dosage rate shall be per the manufacturer’s recommendation.

1014.04 Bridge Deck Fly Ash, Ground Granulated Blast Furnace (GGBF) Slag, High Reactivity Metakaolin, or Microsilica (Silica Fume) Concrete Overlay. Fibers shall be Type III. The dosage rate shall be a minimum of 3.0 lb/cu yd (1.8 kg/cu m), unless a field demonstration according to Article 1014.01 indicates that a lower dosage rate is necessary. Based on the results of the field demonstration, the Department has the option to reduce the dosage rate of fibers, but the dosage will not be reduced to less than 2.0 lb / cu yd (1.2 kg/cu m).

1014.05 Bridge Deck Latex Concrete Overlay. Fibers shall be Type II or III. Fibers shall have a minimum length of 0.75 in. (19 mm), a maximum length of 1.75 in. (45 mm), and an aspect ratio (length divided by the equivalent diameter of the fiber) of between 70 and 100. The dosage rate shall be a minimum of 3.0 lb/cu yd (1.8 kg/cu m), unless a field demonstration according to Article 1014.01 indicates that a lower dosage rate is necessary. Based on the results of the field

demonstration, the Department has the option to reduce the dosage rate of fibers, but the dosage will not be reduced to less than 2.0 lb/cu yd (1.2 kg/cu m).”

Add the following Section to the Standard Specifications:

“SECTION 1015. HIGH PERFORMANCE SHOTCRETE

1015.01 Packaged Shotcrete With Aggregate. The packaged shotcrete with aggregate shall be a pre-blended dry combination of materials for the wet-mix shotcrete method according to ASTM C 1480, Type FA or CA, Grade FR, Class I. The fibers shall be Type III according to Article 1014.01. The cement and finely divided minerals in the mixture shall be a minimum 6.65 cwt/cu yd (395 kg/cu m), and the portland cement shall not be below 4.70 cwt/cu yd (279 kg/cu m). Microsilica is required in the mixture and shall be a minimum of 5 percent by weight (mass) of cementitious material, and a maximum of 10 percent. Strength requirements shall be according to ASTM C 1480 except that the strength at 28 days shall be at least 4000 psi (27,500 kPa). Strength testing shall be according to ASTM C 1140. The air content as shot shall be 4.0 – 8.0 percent when tested according to AASHTO T 152, and the coarse aggregate shall be a maximum size of 1/2 in. (12.5 mm).

The packaged shotcrete shall have a water soluble chloride ion content of less than 0.15% by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260.

The testing according to ASTM C 1480, ASTM C 1140, AASHTO 152, and ASTM C 1218 or AASHTO T 260 shall be performed by an independent lab a minimum of once every 5 years, and the test results shall be provided to the Department. The Department will maintain a qualified product list. Batching and mixing shall be per the manufacturer’s recommendations.

1015.02 Packaged Shotcrete Without Aggregate. The packaged shotcrete that does not include pre-blended aggregate shall be according to Article 1015.01, except the added aggregate shall be according to Articles 1003.02 and 1004.02. The aggregate gradation shall be according to the manufacturer. The Department will maintain a qualified product list. Batching and mixing shall be per the manufacturer’s recommendations.”

Revise Section 1017 of the Standard Specifications to read:

“SECTION 1017. PACKAGED, DRY, COMBINED MATERIALS FOR MORTAR AND CONCRETE

1017.01 Mortar. The mortar shall be high-strength according to ASTM C 387 and shall have a minimum 80.0 percent relative dynamic modulus of elasticity when tested according to AASHTO T 161. For prestressed concrete applications, the mortar shall have a water-soluble chloride ion content of less than 0.06 percent by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260; and for non-prestressed concrete applications, the water soluble chloride content shall be less than 0.15 percent by weight of cementitious material. The testing according to ASTM C 387, AASHTO T 161, and either ASTM C 1218 or AASHTO T 260 shall be performed by an independent lab a minimum of once every five years, and the test results

shall be provided to the Department. The Department will maintain a qualified product list. Mixing of the high-strength mortar shall be according to the manufacturer's specifications.

1017.02 Concrete. The materials, testing, and preparation of aggregate for the "high slump" packaged concrete mixture shall be according to ASTM C 387. The mixture shall be air entrained, the slump shall be 5-10 in. (125-250 mm), and the coarse aggregate shall be a maximum size of 1/2 in. (12.5 mm). Strength requirements shall be according to ASTM C 387 except that the strength at 28 days shall be at least 4000 psi (27,500 kPa). The "high slump" packaged concrete mixture shall have a water soluble chloride ion content of less than 0.15% by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260. The testing according to ASTM C 387, and either ASTM C 1218 or AASHTO T 260 shall be performed by an independent lab a minimum of once every 5 years, and the test results shall be provided to the Department. The Department will maintain a qualified product list. Mixing shall be per the manufacturer's recommendations.

1017.02 Self-Consolidating Concrete. The materials, testing, and preparation of aggregate for the "self-consolidating concrete" packaged concrete mixture shall be according to ASTM C 387. The mixture shall be air entrained, it should be uniformly graded, and the coarse aggregate shall be a maximum size of 1/2 in. (12.5 mm). Strength requirements shall be according to ASTM C 387 except that the strength at 28 days shall be at least 4000 psi (27,500 Pa). Slump flow range shall be 22 in. (550 mm) minimum to 28 in. (700 mm) maximum when tested according to AASHTO T 347. The visual stability index shall be a maximum of 1 when tested according to AASHTO T 351. At the option of the manufacturer, either the J-Ring value shall be a maximum of 2 in. (50 mm) when tested according to AASHTO T 347 or the L-Box blocking ratio shall be a minimum of 80 percent when tested according AASHTO T 419. The hardened visual stability index shall be a maximum of 1 when tested according to AASHTO R 81.

The "self -consolidating concrete" packaged concrete mixture shall have a water soluble chloride ion content of less than 0.15 percent by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260.

The testing according to ASTM C 387, AASHTO T 347, AASHTO T 351, AASHTO T 419, AASHTO R 81, ASTM C 1218 and AASHTO T 260 shall be performed by an independent lab a minimum of once every 5 years, and the test results shall be provided to the Department. The Department will maintain a qualified product list. Mixing shall be per the manufacturer's recommendations."

Revise Article 1018.01 of the Standard Specifications to read:

"1018.01 Requirements. The rapid hardening mortar or concrete shall be according to ASTM C 928 and shall have successfully completed and remain current with the AASHTO Product Eval and Audit Rapid Hardening Concrete Patching Materials (RHCP) testing program. R1, R2, or R3 concrete shall be air entrained, the slump shall be 5-10 in. (125-250 mm), and the coarse aggregate shall be a maximum size of 1/2 in. (12.5 mm). For prestressed concrete applications, the mortar or concrete shall have a water-soluble chloride ion content of less than 0.06 percent by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260;

and for non-prestressed concrete applications, the water soluble chloride content shall be less than 0.15 percent by weight of cementitious material. The Department will maintain a qualified product list. Mixing of the mortar or concrete shall be according to the manufacturer's specifications..”

Revise Article 1019.02 of the Standard Specifications to read:

“**1019.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fine Aggregate for Controlled Low-Strength Material (CLSM)	1003.06
(d) Fly Ash	1010
(e) Ground Granulated Blast Furnace (GGBF) Slag.....	1010
(f) Admixtures (Note 1)	

Note 1. The air-entraining admixture may be in powder or liquid form. The air content produced by the admixture shall be 15-25 percent when incorporated into Mix 2 or an equivalent mixture as determined by the Department and tested according to AASHTO T 121 or AASHTO T 152. The testing according to AASHTO T 121 or AASHTO T 152 shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. The Department will maintain a qualified product list.”

Revise the third paragraph of Article 1019.04 of the Standard Specifications to read:

“The Engineer will instruct the Contractor to adjust the proportions of the mix design in the field as needed to meet the design criteria, provide adequate flowability, maintain proper solid suspension, or other criteria established by the Engineer.”

Revise Article 1019.05 of the Standard Specifications to read:

“**1019.05 Department Mix Design.** The Department mix design shall be Mix 1, 2, or 3 and shall be proportioned to yield approximately one cubic yard (cubic meter).

Mix 1	
Cement	50 lb (30 kg)
Fly Ash – Class C or F, and/or GGBF Slag	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2900 lb (1720 kg)
Water	50-65 gal (248-322 L)
Air Content	No air is entrained

Mix 2	
Cement	125 lb (74 kg)

Fine Aggregate – Saturated Surface Dry	2500 lb (1483 kg)
Water	35-50 gal (173-248 L)
Air Content	15-25 %

Mix 3	
Cement	40 lb (24 kg)
Fly Ash – Class C or F, and/or GGBF Slag	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2500 lb (1483 kg)
Water	35-50 gal (179-248 L)
Air Content	15-25 %

Revise Article 1020.04, Table 1, Note (8) of the Standard Specifications to read:

“(8) In addition to the Type III portland cement, 100 lb/cu yd of ground granulated blast-furnace slag and 50 lb/cu yd of microsilica (silica fume) shall be used. For an air temperature greater than 85 °F, the Type III portland cement may be replaced with Type I, IL, or II portland cement.”

Revise Article 1020.04, Table 1 (Metric), Note (8) of the Standard Specifications to read:

“(8) In addition to the Type III portland cement, 60 kg/cu m of ground granulated blast-furnace slag and 30 kg/cu m of microsilica (silica fume) shall be used. For an air temperature greater than 30 °C, the Type III portland cement may be replaced with Type I, IL, or II portland cement.”

Revise Note 9 of Table 1 of Article 1020.04 of the Standard Specifications to read:

“(9) The cement shall be a rapid hardening according to Article 1001.01(d). Minimum or maximum cement factor may be adjusted when approved by the Engineer.”

Revise the second paragraph of Article 1020.05(a) of the Standard Specifications to read:

“For a mix design using a portland-pozzolan cement, portland blast-furnace slag cement, portland-limestone cement, or replacing portland cement with finely divided minerals per Articles 1020.05(c) and 1020.05(d), the Contractor may submit a mix design with a minimum portland cement content less than 400 lbs/cu yd (237 kg/cu m), but not less than 375 lbs/cu yd (222 kg/cu m), if the mix design is shown to have a minimum relative dynamic modulus of elasticity of 80 percent determined according to AASHTO T 161. Testing shall be performed by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete.”

Revise the first sentence of the first paragraph of Article 1020.05(b) of the Standard Specifications to read:

“Corrosion inhibitors and concrete admixtures shall be according to the qualified product lists.”

Delete the fourth and fifth sentences of the second paragraph of Article 1020.05(b) of the Standard Specifications.

Revise Article 1020.05(b)(5) of the Standard Specifications to read:

“(5) For Class PP-4 concrete, a high range water-reducing admixture, retarder, and/or hydration stabilizer may be used in addition to the air-entraining admixture. The Contractor also has the option to use a water-reducing admixture with the high range water-reducing admixture. An accelerator shall not be used. A mobile portland cement concrete plant shall be used to produce the patching mixture.

For PP-5 concrete, a non-chloride accelerator, high range water-reducing admixture, retarder, hydration stabilizer, and/or air-entraining admixture may be used. The accelerator, high range water-reducing admixture, retarder, hydration stabilizer, and/or air-entraining admixture shall be per the Contractor’s recommendation and dosage. The qualified product list of concrete admixtures shall not apply. A mobile portland cement concrete plant shall be used to produce the patching mixture.”

Revise second paragraph of Article 1020.05(b)(10) of the Standard Specifications to read:

“When calcium nitrite is used, it shall be added at the rate of 4 gal/cu yd (20 L/cu m) and shall be added to the mix immediately after all compatible admixtures have been introduced to the batch. Other corrosion inhibitors shall be added per the manufacturer’s specifications.”

Delete the third paragraph of Article 1020.05(b)(10) of the Standard Specifications.

Revise Article 1020.15(b)(1)c. of the Standard Specifications to read:

“c. The minimum portland cement content in the mixture shall be 375 lbs/cu yd (222 kg/cu m). When the total of organic processing additions, inorganic processing additions, and limestone addition exceed 5.0 percent in the cement, the minimum portland cement content in the mixture shall be 400 lbs/cu yd (237 kg/cu m). For a drilled shaft, foundation, footing, or substructure, the minimum portland cement may be reduced to as low as 330 lbs/cu yd (196 kg/cu m) if the concrete has adequate freeze/thaw durability. The Contractor shall provide freeze/thaw test results according to AASHTO T 161, and the relative dynamic modulus of elasticity of the mix design shall be a minimum of 80 percent. Testing shall be performed by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete. Freeze/thaw testing will not be required for concrete that will not be exposed to freezing and thawing conditions as determined by the Engineer.”

Revise Article 1021.01 of the Standard Specifications to read:

“1021.01 General. Admixtures shall be furnished in liquid or powder form ready for use. The admixtures shall be delivered in the manufacturer's original containers, bulk tank trucks or such containers or tanks as are acceptable to the Engineer. Delivery shall be accompanied by a ticket which clearly identifies the manufacturer, the date of manufacture, and trade name of the material. Containers shall be readily identifiable as to manufacturer, the date of manufacture, and trade name of the material they contain.

Concrete admixtures shall be on one of the Department's qualified product lists. Unless otherwise noted, admixtures shall have successfully completed and remain current with the AASHTO Product Eval and Audit Concrete Admixture (CADD) testing program. For admixture submittals to the Department; the product brand name, manufacturer name, admixture type or types, an electronic link to the product's technical data sheet, and the NTPEP testing number which contains an electronic link to all test data shall be provided. In addition, a letter shall be submitted certifying that no changes have been made in the formulation of the material since the most current round of tests conducted by AASHTO Product Eval and Audit. After 28 days of testing by AASHTO Product Eval and Audit, air-entraining admixtures may be provisionally approved and used on Departmental projects. For all other admixtures, unless otherwise noted, the time period after which provisionally approved status may be earned is 6 months.

The manufacturer shall include the following in the submittal to the AASHTO Product Eval and Audit CADD testing program: the manufacturing range for specific gravity, the midpoint and manufacturing range for residue by oven drying, and manufacturing range of pH. The submittal shall also include an infrared spectrophotometer trace no more than five years old.

For air-entraining admixtures according to Article 1021.02, the specific gravity allowable manufacturing range established by the manufacturer shall be according to AASHTO M 194. For residue by oven drying and pH, the allowable manufacturing range and test methods shall be according to AASHTO M 194.

For admixtures according to Articles 1021.03, 1021.04, 1021.05, 1021.06, 1021.07, and 1021.08, the pH allowable manufacturing range established by the manufacturer shall be according to ASTM E 70. For specific gravity and residue by oven drying, the allowable manufacturing range and test methods shall be according to AASHTO M 194.

All admixtures, except chloride-based accelerators, shall contain a maximum of 0.3 percent chloride by weight (mass) as determined by an appropriate test method. To verify the test result, the Department will use Illinois Modified AASHTO T 260, Procedure A, Method 1.

Prior to final approval of an admixture, the Engineer reserves the right to request a sample for testing. The test and reference concrete mixtures tested by the Engineer will contain a cement content of 5.65 cwt/cu yd (335 kg/cu m). For freeze-thaw testing, the Department will perform the test according to Illinois Modified AASHTO T 161. The flexural strength test will be performed according to AASHTO T 177. If the Engineer decides to test the admixture, the manufacturer shall submit AASHTO T 197 water content and set time test results on the standard cement used by the Department. The manufacturer may select their lab or an independent lab to perform this testing. The laboratory is not required to be accredited by AASHTO.

Random field samples may be taken by the Department to verify an admixture meets specification. A split sample will be provided to the manufacturer if requested. Admixtures that do not meet specification requirements or an allowable manufacturing range established by the manufacturer shall be replaced with new material.”

Revise Article 1021.03 of the Standard Specifications to read:

“**1021.03 Retarding and Water-Reducing Admixtures.** The admixture shall be according to the following.

- (a) Retarding admixtures shall be according to AASHTO M 194, Type B (retarding) or Type D (water-reducing and retarding).
- (b) Water-reducing admixtures shall be according to AASHTO M 194, Type A.
- (c) High range water-reducing admixtures shall be according to AASHTO M 194, Type F (high range water-reducing) or Type G (high range water-reducing and retarding).”

Revise Article 1021.05 of the Standard Specifications to read:

“**1021.05 Self-Consolidating Admixtures.** Self-consolidating admixture systems shall consist of either a high range water-reducing admixture only or a high range water-reducing admixture combined with a separate viscosity modifying admixture. The one or two component admixture system shall be capable of producing a concrete that can flow around reinforcement and consolidate under its own weight without additional effort and without segregation.

High range water-reducing admixtures shall be according to AASHTO M 194, Type F.

Viscosity modifying admixtures shall be according to AASHTO M 194, Type S (specific performance).”

Revise Article 1021.06 of the Standard Specifications to read:

“**1021.06 Rheology-Controlling Admixture.** Rheology-controlling admixtures shall be capable of producing a concrete mixture with a lower yield stress that will consolidate easier for slipform applications used by the Contractor. Rheology-controlling admixtures shall be according to AASHTO M 194, Type S (specific performance).”

Revise Article 1021.07 of the Standard Specifications to read:

“**1021.07 Corrosion Inhibitor.** The corrosion inhibitor shall be according to one of the following.

- (a) Calcium Nitrite. Corrosion inhibitors shall contain a minimum 30 percent calcium nitrite by weight (mass) of solution and shall comply with either the requirements of AASHTO

M 194, Type C (accelerating) or the requirements of ASTM C 1582. The corrosion inhibiting performance requirements of ASTM C 1582 shall not apply.

(b) Other Materials. The corrosion inhibitor shall be according to ASTM C 1582.

For submittals requiring testing according to ASTM M 194, Type C (accelerating), the admixture shall meet the requirements of the AASHTO Product Eval and Audit CADD testing program according to Article 1021.01.

For submittals requiring testing according to ASTM C 1582, a report prepared by an independent laboratory accredited by AASHTO re:source for portland cement concrete shall be provided. The report shall show the results of physical tests conducted no more than five years prior to the time of submittal, according to applicable specifications. However, ASTM G 109 test information specified in ASTM C 1582 is not required to be from an independent accredited lab. All other information in ASTM C 1582 shall be from an independent accredited lab. Test data and other information required to be submitted to AASHTO Product Eval and Audit according to Article 1021.01, shall instead be submitted directly to the Department.”

Add Article 1021.08 of the Standard Specifications as follows:

“**1021.08 Other Specific Performance Admixtures.** Other specific performance admixtures shall, at a minimum, be according to AASHTO M 194, Type S (specific performance). The Department also reserves the right to require other testing, as determined by the Engineer, to show evidence of specific performance characteristics.

Initial testing according to AASHTO M 194 may be conducted under the AASHTO Product Eval and Audit CADD testing program according to Article 1021.01, or by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete. In either case, test data and other information required to be submitted to AASHTO Product Eval and Audit according to Article 1021.01, shall also be submitted directly to the Department. The independent accredited lab report shall show the results of physical tests conducted no more than five years prior to the time of submittal, according to applicable specifications.”

Add Article 1021.09 of the Standard Specifications as follows:

“**1021.09 Latex Admixtures.** The latex admixture shall be a uniform, homogeneous, non-toxic, film-forming, polymeric emulsion in water to which all stabilizers have been added at the point of manufacture. The latex admixture shall not contain any chlorides and shall contain 46-49 percent solids.

In lieu of meeting the requirements of Article 1021.01, the Contractor shall submit a manufacturer's certification that the latex emulsion meets the requirements of FHWA Research Report RD-78-35, Chapter VI. The certificate shall include the date of manufacture of the latex admixture, batch or lot number, quantity represented, manufacturer's name, and the location of the manufacturing plant. The latex emulsion shall be sampled and tested in accordance with RD-78-35, Chapter VII, Certification Program.

The latex admixture shall be packaged and stored in containers and storage facilities which will protect the material from freezing and from temperatures above 85°F (30°C). Additionally, the material shall not be stored in direct sunlight and shall be shaded when stored outside of buildings during moderate temperatures.”

Revise Article 1024.01 of the Standard Specifications to read:

“1024.01 Requirements for Grout. The grout shall be proportioned by dry volume, thoroughly mixed, and shall have a minimum temperature of 50 °F (10 °C). Water shall not exceed the minimum needed for placement and finishing.

Materials for the grout shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fine Aggregate	1003.02
(d) Fly Ash	1010
(e) Ground Granulated Blast Furnace (GGBF) Slag.....	1010
(f) Concrete Admixtures	1021”

Revise Note 1 of Article 1024.02 of the Standard Specifications to read:

“Note 1. Nonshrink grout shall be according to ASTM C 1107.

For prestressed concrete applications, the nonshrink grout shall have a water soluble chloride ion content of less than 0.06 percent by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260; and for non-prestressed concrete applications, the water soluble chloride ion content shall be less than 0.15 percent by weight of cementitious material. The testing according to ASTM 1107, and either ASTM C 1218 or AASHTO T 260 shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. The Department will maintain a qualified product list. Mixing of the nonshrink grout shall be according to the manufacturer’s specifications.”

Revise Article 1029.02 of the Standard Specifications to read:

“1029.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Cement.....	1001
(b) Fly Ash	1010
(c) Ground Granulated Blast Furnace (GGBF) Slag	1010
(d) Water.....	1002
(e) Fine Aggregate.....	1003
(f) Concrete Admixtures	1021

(g) Foaming Agent (Note 1)

Note 1. The manufacturer shall submit infrared spectrophotometer trace and test results indicating the foaming agent meets the requirements of ASTM C 869 in order to be on the Department's qualified product list. Submitted data/results shall not be more than five years old."

Revise the second paragraph of Article 1103.03(a)(4) the Standard Specifications to read:

"The dispenser system shall provide a visual indication that the liquid admixture is actually entering the batch, such as via a transparent or translucent section of tubing or by independent check with an integrated secondary metering device. If approved by the Engineer, an alternate indicator may be used for admixtures dosed at rates of 25 oz/cwt (1630 mL/100 kg) or greater, such as accelerating admixtures, corrosion inhibitors, and viscosity modifying admixtures."

Revise Article 1103.04 of the Standard Specifications to read:

"1103.04 Mobile Portland Cement Concrete Plants. The mobile concrete plant shall be according to AASHTO M 241 and the Bureau of Materials Policy Memorandum "Approval of Volumetric Mobile Mixers for Concrete". The mixer shall be capable of carrying sufficient unmixed materials to produce not less than 6 cu yd (4.6 cu m) of concrete."

Revise the first two sections of Check Sheet #11 "Subsealing of Concrete Pavements" of the Recurring Special Provisions to read:

"Description. This work shall consist of filling voids beneath rigid and composite pavements with cement grout.

Materials. Materials shall be according to the following Articles/Sections of the Standard Specifications:

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fly Ash	1010
(d) Ground Granulated Blast Furnace (GGBF) Slag.....	1010
(e) Admixtures	1021
(f) Packaged Rapid Hardening Mortar or Concrete	1018"

Revise the Materials section of Check Sheet #28 "Portland Cement Concrete Inlay or Overlay" of the Recurring Special Provisions to read:

"Materials. Materials shall be according to the following Articles/Sections of the Standard Specifications.

Item	Article/Section
(a) Portland Cement Concrete (Note 1)	1020
(b) Fibers for Concrete.....	1014
(c) Protective Coat.....	1023.01

Note 1. Class PV concrete shall be used, except the cement factor for central mixed concrete shall be 6.05 cwt/cu yd (360 kg/cu m). A cement factor reduction according to Article 1020.05(b)(8) of the Standard Specifications will be permitted. CA 5 shall not be used and CA 7 may only be used for overlays that are a minimum of 4.5 in. (113 mm) thick. The Class PV concrete shall have a minimum flexural strength of 550 psi (3800 kPa) or a minimum compressive strength of 3000 psi (20,700 kPa) at 14 days.”

80460

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

CONCRETE SEALER (BDE)

Effective: November 1, 2023

Replace Section 1026 of the Standard Specifications with the following:

“SECTION 1026. CONCRETE SEALER

1026.01 General. Sealer types shall be according to the listing in AASHTO M 224. All concrete sealer types shall meet the sealer requirements of AASHTO M 224 when tested in accordance with AASHTO T 384. The sealer shall be listed on the Department’s qualified product list.

The sealer shall have a clear or amber color when dry.

The Department will perform the sealer characterization properties of ATR-FTIR spectra, total solids, and specific gravity in accordance with AASHTO M 224.”

80453

EROSION CONTROL BLANKET (BDE)

Effective: August 1, 2025

Revise Article 251.02 of the Standard Specifications to read:

“251.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Compost	1081.05(b)
(b) Mulch	1081.06(a)
(c) Chemical Mulch Binder	1081.06(a)(3)
(d) Chemical Compost Binder	1081.06(a)(4)
(e) Erosion Control Blanket	1081.10(a)
(f) Wildlife Friendly Erosion Control Blanket	1081.10(b)
(g) Wire Staples.....	1081.10(c)
(h) Wood Stakes	1081.10(d)
(i) Turf Reinforcement Mat	1081.10(e)”

Revise the first and second sentences of Article 251.04 of the Standard Specifications to read:

“251.04 Erosion Control Blanket. All erosion control blanket materials shall be placed on the areas specified within 24 hours of seed placement.”

Revise the second paragraph of Article 251.04 of the Standard Specifications to read:

“After the area has been properly shaped, fertilized (when applicable), and seeded, the blanket shall be laid out flat, evenly, and smoothly, without stretching the material. The erosion control blanket shall be placed according to the manufacture’s recommendations.”

Revise the second sentence of Article 251.06(b) of the Standard Specifications to read:

“Erosion control blanket, wildlife friendly erosion control blanket, and turf reinforcement mat will be measured for payment in square yards (square meters).”

Revise Article 251.07 of the Standard Specifications to read:

“251.07 Basis of Payment. This work will be paid for at the contract unit price per acre (hectare) for MULCH, of the method specified; and at the contract unit price per square yard (square meter) for EROSION CONTROL BLANKET, WILDLIFE FRIENDLY EROSION CONTROL BLANKET, or TURF REINFORCEMENT MAT.”

Revise first sentence of Article 280.04(h) of the Standard Specifications to read:

“This system consists of temporarily installing erosion control blanket or wildlife friendly erosion control blanket over areas that are to be reworked during a later construction phase.”

Revise Article 280.08(g) of the Standard Specifications to read:

“(g) Temporary Erosion Control Blanket. Temporary erosion control blanket will be paid for at the contract unit price per square yard (square meter) for TEMPORARY EROSION CONTROL BLANKET or TEMPORARY WILDLIFE FRIENDLY EROSION CONTROL BLANKET.

The work of removing, storing, and reinstalling the blanket over areas to be reworked more than once will not be paid for separately but shall be included in the cost of the temporary erosion control blanket or temporary wildlife friendly erosion control blanket.”

Revise Article 1081.10 of the Standard Specifications to read:

“**1081.10 Erosion Control Blankets.** The manufacturer shall furnish a certificate with each shipment stating the amount of product furnished and that the material complies with these requirements.

(a) Erosion Control Blanket. Erosion control blanket shall be covered on top and bottom, also known as double net, with a 100 percent biodegradable woven, natural fiber or jute net meeting the following.

Material	Minimum Value
Excelsior	80%
Straw	100%
Coconut or Coir	100% Coconut or Coir
Straw/Coconut or Coir	70% Straw / 30% Coconut or Coir

(b) Wildlife Friendly Erosion Control Blanket. Wildlife friendly erosion control blanket shall be according to Article 1081.10(a) except the netting shall be loose weave, also known as leno weave or gauze weave, with a moveable joint.

(c) Wire Staples. Staples shall be made from No. 11 gauge or heavier uncoated black carbon steel wire, a minimum of 1 in. (25 mm) wide at the top and a minimum overall length of 8 in. (200 mm).

(d) Wood Stakes. Hardwood blanket anchors shall be nominally 7 in. (180 mm) long from neck of hook to tip of anchor. The anchor shall have a minimum 1/2 in. (13 mm) curving hook to hold the blanket in place.

(e) Turf Reinforcement Mat (TRM). The TRM shall be comprised of non-degradable, ultraviolet stabilized synthetic fibers, filaments, netting, and/or wire mesh processed into

a three-dimensional reinforced mat. The mats may include degradable material to assist with vegetation establishment. Soil filled mats will not be allowed.

The TRM shall meet the following physical and performance properties:

Property	Value	Test Method
Tensile Strength, lb/ft (kN/m)	150 (2.19) min.	ASTM D 6818
UV Stability, (% Tensile Retained)	80 min.	ASTM D 4355 (1000 Hour Exposure)
Resiliency, (% Thickness Retained)	80 min.	ASTM D 6524
Allowable Shear Stress, lb/sq ft (Pa) ^{1/}	8 (384)	ECTC approved test method and independent laboratory

1/ Minimum shear stress the TRM (fully vegetated) can sustain without physical damage or excess erosion (> 1/2 in. (13 mm) soil loss) during a 30 minute flow event in large scale testing.

For TRMs containing degradable components, all property values shall be obtained on the non-degradable portion of the matting alone.”

80467

HOT-MIX ASPHALT (BDE)

Effective: January 1, 2024

Revised: January 1, 2026

Add the following to the end of Article 406.06(c) of the Standard Specifications:

“The amount of HMA binder course placed shall be limited to that which can be surfaced during the same construction season.”

Revise the fifteenth through eighteenth paragraphs of Article 406.14 of the Standard Specifications to read:

“The mixture used in constructing acceptable HMA test strips will be paid for at the contract unit price. Unacceptable HMA test strips shall be removed and replaced at no additional cost to the Department.”

Revise the first and second paragraphs of Articles 1030.06(c)(2) of the Standard Specifications to read:

“(2) Personnel. The Contractor shall provide a QC Manager who shall have overall responsibility and authority for quality control. This individual shall maintain active certification as a Hot-Mix Asphalt Level II technician.

In addition to the QC Manager, the Contractor shall provide sufficient personnel to perform the required visual inspections, sampling, testing, and documentation in a timely manner. Mix designs shall be developed by personnel with an active certification as a Hot-Mix Asphalt Level III technician. Technicians performing mix design testing and plant sampling/testing shall maintain active certification as a Hot-Mix Asphalt Level I technician. The Contractor may provide a technician trainee who has successfully completed the Department’s “Hot-Mix Asphalt Trainee Course” to assist in the activities completed by a Hot-Mix Asphalt Level I technician for a period of one year after the course completion date. The Contractor may also provide a Gradation Technician who has successfully completed the Department’s “Gradation Technician Course” to run gradation tests only under the supervision of a Hot-Mix Asphalt Level II Technician. The Contractor shall provide a Hot-Mix Asphalt Density Tester who has successfully completed the Department’s “Nuclear Density Testing” course to run all nuclear density tests on the job site.”

Add Article 1030.06(d)(3) to the Standard Specifications as follows:

“(3) The Contractor shall take possession of any Department HMA mixture samples or density specimens upon notification by the Engineer. The Contractor shall collect the HMA mixture samples or density specimens from the location designated by the Engineer and may add these materials to RAP stockpiles according to Section 1031.”

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} .”

Revise the Quality Control Limits table in Article 1030.09(c) to read:

“CONTROL LIMITS						
Parameter	IL-19.0, IL-9.5, IL-9.5FG, IL-19.0L, IL-9.5L		SMA-12.5, SMA-9.5		IL-4.75	
	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4
% Passing: ^{1/}						
1/2 in. (12.5 mm)	± 6 %	± 4 %	± 6 %	± 4 %		
3/8 in. (9.5mm)			± 4 %	± 3 %		
# 4 (4.75 mm)	± 5 %	± 4 %	± 5 %	± 4 %		
# 8 (2.36 mm)	± 5 %	± 3 %	± 4 %	± 2 %		
# 16 (1.18 mm)			± 4 %	± 2 %	± 4 %	± 3 %
# 30 (600 µm)	± 4 %	± 2.5 %	± 4 %	± 2.5 %		
Total Dust Content # 200 (75 µm)	± 1.5 %	± 1.0 %			± 1.5 %	± 1.0 %
Asphalt Binder Content	± 0.3 %	± 0.2 %	± 0.2 %	± 0.1 %	± 0.3 %	± 0.2 %
Air Voids ^{2/}	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %
Field VMA ^{3/}	-0.7 %	-0.5 %	-0.7 %	-0.5 %	-0.7 %	-0.5 %

1/ Based on washed ignition oven or solvent extraction gradation.

2/ The air voids target value shall be 3.2 to 4.8 percent.

3/ Allowable limit below minimum design VMA requirement.”

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

“(2) The Contractor shall complete split verification sample tests listed in the Limits of Precision table in Article 1030.09(h)(1).”

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.”

Replace the last sentence of the fourth paragraph of Article 1030.10 of the Standard Specifications with the following:

“The mixture test results shall meet the requirements of Article 1030.05(d), except tensile strength and TSR testing will only be conducted on the first use of a mix design for the year and Hamburg wheel tests will only be conducted on High ESAL mixtures. To be considered acceptable to remain in place, the Department’s mixture test results shall meet the acceptable limits stated in Article 1030.09(i)(1). In addition, no visible pavement distress such as, but not limited to, segregation, excessive coarse aggregate fracturing outside of growth curves, excessive dust balls, or flushing shall be present as determined by the Engineer.”

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.”

Replace the eleventh paragraph of Article 1030.10 of the Standard Specifications with the following:

“If an initial Hamburg wheel or I-FIT test fails to meet the requirements of Article 1030.05(d), the Department will verify the results by testing the retained gyratory cylinders. Upon notification by the Engineer of a Hamburg wheel or I-FIT test failure on the retained gyratory cylinders, the Contractor shall substitute an approved mix design, submit a new mix design for mix verification testing according to Article 1030.05(d), or pave 250 tons with or without an adjustment and resample for Department Hamburg wheel and I-FIT testing as directed by the Engineer. Paving may continue as long as all other mixture criteria is being met. If Hamburg wheel or I-FIT tests on the resampled HMA fail, production of the affected mixture shall cease and the Contractor shall substitute an approved mix design or submit a new mix design for mix verification testing according to Article 1030.05(d).”

80456

ILLINOIS WORKS APPRENTICESHIP INITIATIVE – STATE FUNDED CONTRACTS (BDE)

Effective: June 2, 2021

Revised: April 2, 2024

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. Of this goal, at least 50% of the labor hours of each prevailing wage classification performed by apprentices shall be performed by graduates of the Illinois Works Pre-Apprenticeship Program, the Illinois Climate Works Pre-Apprenticeship Program, or the Highway Construction Careers Training Program.

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

PAVEMENT MARKING (BDE)

Effective: April 1, 2025

Revised: November 1, 2025

Revise the fourth sentence of the fourth paragraph of Article 780.05 of the Standard Specifications to read:

“Grooves for letters and symbols shall be cut in a rectangular shape or in the shape of the proposed marking so the entire marking will fit within the limits of the grooved area.”

Revise the last sentence of the third paragraph of Article 780.08 of the Standard Specifications to read:

“The Contractor shall install the preformed plastic pavement markings according to the manufacturer’s recommendations.”

Revise the second sentence of the first paragraph of Article 780.13 of the Standard Specifications to read:

“In addition, thermoplastic, preformed plastic, epoxy, preformed thermoplastic, polyurea, and modified urethane pavement markings will be inspected following a winter performance period that extends from November 15 to April 1 of the next year.”

80464

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, ΔT_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, ΔT_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 ^{3/}
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 % ^{1/2/}			
Ndesign	Binder	Surface	Polymer Modified Binder or Surface ^{3/}
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

Revised: April 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 (RSMDR).”

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. 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.

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."

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 VOCS GROUNDWATER ANALYSIS using EPA Method 8260B, SVOCs 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."

Revise the first sentence of the eight paragraph of Article 669.11 of the Standard Specifications to read:

"Payment for temporary staging of soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) to be managed and disposed of, if required and approved by the Engineer, will be paid according to Article 109.04."

80455

SEEDING (BDE)

Effective: November 1, 2022

Revise Article 250.07 of the Standard Specifications to read:

“250.07 Seeding Mixtures. The classes of seeding mixtures and combinations of mixtures will be designated in the plans.

When an area is to be seeded with two or more seeding classes, those mixtures shall be applied separately on the designated area within a seven day period. Seeding shall occur prior to placement of mulch cover. A Class 7 mixture can be applied at any time prior to applying any seeding class or added to them and applied at the same time.

TABLE 1 - SEEDING MIXTURES		
Class - Type	Seeds	lb/acre (kg/hectare)
1 Lawn Mixture 1/	Kentucky Bluegrass	100 (110)
	Perennial Ryegrass	60 (70)
	<i>Festuca rubra</i> ssp. <i>rubra</i> (Creeping Red Fescue)	40 (50)
1A Salt Tolerant Lawn Mixture 1/	Kentucky Bluegrass	60 (70)
	Perennial Ryegrass	20 (20)
	<i>Festuca rubra</i> ssp. <i>rubra</i> (Creeping Red Fescue)	20 (20)
	<i>Festuca brevipilla</i> (Hard Fescue)	20 (20)
	<i>Puccinellia distans</i> (Fults Saltgrass or Salty Alkaligrass)	60 (70)
1B Low Maintenance Lawn Mixture 1/	Turf-Type Fine Fescue 3/	150 (170)
	Perennial Ryegrass	20 (20)
	Red Top	10 (10)
	<i>Festuca rubra</i> ssp. <i>rubra</i> (Creeping Red Fescue)	20 (20)
2 Roadside Mixture 1/	<i>Lolium arundinaceum</i> (Tall Fescue)	100 (110)
	Perennial Ryegrass	50 (55)
	<i>Festuca rubra</i> ssp. <i>rubra</i> (Creeping Red Fescue)	40 (50)
	Red Top	10 (10)
2A Salt Tolerant Roadside Mixture 1/	<i>Lolium arundinaceum</i> (Tall Fescue)	60 (70)
	Perennial Ryegrass	20 (20)
	<i>Festuca rubra</i> ssp. <i>rubra</i> (Creeping Red Fescue)	30 (20)
	<i>Festuca brevipila</i> (Hard Fescue)	30 (20)
	<i>Puccinellia distans</i> (Fults Saltgrass or Salty Alkaligrass)	60 (70)
3 Northern Illinois Slope Mixture 1/	<i>Elymus canadensis</i> (Canada Wild Rye) 5/	5 (5)
	Perennial Ryegrass	20 (20)
	Alsike Clover 4/	5 (5)
	<i>Desmanthus illinoensis</i> (Illinois Bundleflower) 4/ 5/	2 (2)
	<i>Schizachyrium scoparium</i> (Little Bluestem) 5/	12 (12)
	<i>Bouteloua curtipendula</i> (Side-Oats Grama) 5/	10 (10)
	<i>Puccinellia distans</i> (Fults Saltgrass or Salty Alkaligrass)	30 (35)
	Oats, Spring	50 (55)
	Slender Wheat Grass 5/	15 (15)
	Buffalo Grass 5/ 7/	5 (5)
	3A Southern Illinois Slope Mixture 1/	Perennial Ryegrass
<i>Elymus canadensis</i> (Canada Wild Rye) 5/		20 (20)
<i>Panicum virgatum</i> (Switchgrass) 5/		10 (10)
<i>Schizachyrium scoparium</i> (Little Blue Stem) 5/		12 (12)
<i>Bouteloua curtipendula</i> (Side-Oats Grama) 5/		10 (10)
<i>Dalea candida</i> (White Prairie Clover) 4/ 5/		5 (5)
<i>Rudbeckia hirta</i> (Black-Eyed Susan) 5/		5 (5)
Oats, Spring		50 (55)

Class – Type	Seeds	lb/acre (kg/hectare)
4 Native Grass 2/ 6/	<i>Andropogon gerardi</i> (Big Blue Stem) 5/	4 (4)
	<i>Schizachyrium scoparium</i> (Little Blue Stem) 5/	5 (5)
	<i>Bouteloua curtipendula</i> (Side-Oats Grama) 5/	5 (5)
	<i>Elymus canadensis</i> (Canada Wild Rye) 5/	1 (1)
	<i>Panicum virgatum</i> (Switch Grass) 5/	1 (1)
	<i>Sorghastrum nutans</i> (Indian Grass) 5/	2 (2)
	Annual Ryegrass	25 (25)
	Oats, Spring	25 (25)
	Perennial Ryegrass	15 (15)
	4A Low Profile Native Grass 2/ 6/	<i>Schizachyrium scoparium</i> (Little Blue Stem) 5/
<i>Bouteloua curtipendula</i> (Side-Oats Grama) 5/		5 (5)
<i>Elymus canadensis</i> (Canada Wild Rye) 5/		1 (1)
<i>Sporobolus heterolepis</i> (Prairie Dropseed) 5/		0.5 (0.5)
Annual Ryegrass		25 (25)
Oats, Spring		25 (25)
Perennial Ryegrass		15 (15)
4B Wetland Grass and Sedge Mixture 2/ 6/	Annual Ryegrass	25 (25)
	Oats, Spring	25 (25)
	Wetland Grasses (species below) 5/	6 (6)
<u>Species:</u>		<u>% By Weight</u>
<i>Calamagrostis canadensis</i> (Blue Joint Grass)		12
<i>Carex lacustris</i> (Lake-Bank Sedge)		6
<i>Carex slipata</i> (Awl-Fruited Sedge)		6
<i>Carex stricta</i> (Tussock Sedge)		6
<i>Carex vulpinoidea</i> (Fox Sedge)		6
<i>Eleocharis acicularis</i> (Needle Spike Rush)		3
<i>Eleocharis obtusa</i> (Blunt Spike Rush)		3
<i>Glyceria striata</i> (Fowl Manna Grass)		14
<i>Juncus effusus</i> (Common Rush)		6
<i>Juncus tenuis</i> (Slender Rush)		6
<i>Juncus torreyi</i> (Torrey's Rush)		6
<i>Leersia oryzoides</i> (Rice Cut Grass)		10
<i>Scirpus acutus</i> (Hard-Stemmed Bulrush)		3
<i>Scirpus atrovirens</i> (Dark Green Rush)		3
<i>Bolboschoenus fluviatilis</i> (River Bulrush)		3
<i>Schoenoplectus tabernaemontani</i> (Softstem Bulrush)		3
<i>Spartina pectinata</i> (Cord Grass)		4

Class – Type	Seeds	lb/acre (kg/hectare)
5	Forb with Annuals Mixture 2/ 5/ 6/	Annuals Mixture (Below) Forb Mixture (Below)
		1 (1) 10 (10)
	Annuals Mixture - Mixture not exceeding 25 % by weight of any one species, of the following:	
	<i>Coreopsis lanceolata</i> (Sand Coreopsis) <i>Leucanthemum maximum</i> (Shasta Daisy) <i>Gaillardia pulchella</i> (Blanket Flower) <i>Ratibida columnifera</i> (Prairie Coneflower) <i>Rudbeckia hirta</i> (Black-Eyed Susan)	
	Forb Mixture - Mixture not exceeding 5 % by weight PLS of any one species, of the following:	
	<i>Amorpha canescens</i> (Lead Plant) 4/ <i>Anemone cylindrica</i> (Thimble Weed) <i>Asclepias tuberosa</i> (Butterfly Weed) <i>Aster azureus</i> (Sky Blue Aster) <i>Symphotrichum leave</i> (Smooth Aster) <i>Aster novae-angliae</i> (New England Aster) <i>Baptisia leucantha</i> (White Wild Indigo) 4/ <i>Coreopsis palmata</i> (Prairie Coreopsis) <i>Echinacea pallida</i> (Pale Purple Coneflower) <i>Eryngium yuccifolium</i> (Rattlesnake Master) <i>Helianthus mollis</i> (Downy Sunflower) <i>Heliopsis helianthoides</i> (Ox-Eye) <i>Liatris aspera</i> (Rough Blazing Star) <i>Liatris pycnostachya</i> (Prairie Blazing Star) <i>Monarda fistulosa</i> (Prairie Bergamot) <i>Parthenium integrifolium</i> (Wild Quinine) <i>Dalea candida</i> (White Prairie Clover) 4/ <i>Dalea purpurea</i> (Purple Prairie Clover) 4/ <i>Physostegia virginiana</i> (False Dragonhead) <i>Potentilla arguta</i> (Prairie Cinquefoil) <i>Ratibida pinnata</i> (Yellow Coneflower) <i>Rudbeckia subtomentosa</i> (Fragrant Coneflower) <i>Silphium laciniatum</i> (Compass Plant) <i>Silphium terebinthinaceum</i> (Prairie Dock) <i>Oligoneuron rigidum</i> (Rigid Goldenrod) <i>Tradescantia ohiensis</i> (Spiderwort) <i>Veronicastrum virginicum</i> (Culver's Root)	

Class – Type	Seeds	lb/acre (kg/hectare)
5A Large Flower Native Forb Mixture 2/ 5/ 6/	Forb Mixture (see below)	5 (5)
	<u>Species:</u>	<u>% By Weight</u>
	<i>Aster novae-angliae</i> (New England Aster)	5
	<i>Echinacea pallida</i> (Pale Purple Coneflower)	10
	<i>Helianthus mollis</i> (Downy Sunflower)	10
	<i>Heliopsis helianthoides</i> (Ox-Eye)	10
	<i>Liatris pycnostachya</i> (Prairie Blazing Star)	10
	<i>Ratibida pinnata</i> (Yellow Coneflower)	5
	<i>Rudbeckia hirta</i> (Black-Eyed Susan)	10
	<i>Silphium laciniatum</i> (Compass Plant)	10
	<i>Silphium terebinthinaceum</i> (Prairie Dock)	20
	<i>Oligoneuron rigidum</i> (Rigid Goldenrod)	10
5B Wetland Forb 2/ 5/ 6/	Forb Mixture (see below)	2 (2)
	<u>Species:</u>	<u>% By Weight</u>
	<i>Acorus calamus</i> (Sweet Flag)	3
	<i>Angelica atropurpurea</i> (Angelica)	6
	<i>Asclepias incarnata</i> (Swamp Milkweed)	2
	<i>Aster puniceus</i> (Purple Stemmed Aster)	10
	<i>Bidens cernua</i> (Beggarticks)	7
	<i>Eutrochium maculatum</i> (Spotted Joe Pye Weed)	7
	<i>Eupatorium perfoliatum</i> (Boneset)	7
	<i>Helenium autumnale</i> (Autumn Sneezeweed)	2
	<i>Iris virginica shrevei</i> (Blue Flag Iris)	2
	<i>Lobelia cardinalis</i> (Cardinal Flower)	5
	<i>Lobelia siphilitica</i> (Great Blue Lobelia)	5
	<i>Lythrum alatum</i> (Winged Loosestrife)	2
	<i>Physostegia virginiana</i> (False Dragonhead)	5
	<i>Persicaria pensylvanica</i> (Pennsylvania Smartweed)	10
	<i>Persicaria lapathifolia</i> (Curlytop Knotweed)	10
	<i>Pycnanthemum virginianum</i> (Mountain Mint)	5
	<i>Rudbeckia laciniata</i> (Cut-leaf Coneflower)	5
	<i>Oligoneuron riddellii</i> (Riddell Goldenrod)	2
	<i>Sparganium eurycarpum</i> (Giant Burreed)	5
6 Conservation Mixture 2/ 6/	<i>Schizachyrium scoparium</i> (Little Blue Stem) 5/ <i>Elymus canadensis</i> (Canada Wild Rye) 5/ Buffalo Grass 5/ 7/ Vernal Alfalfa 4/ Oats, Spring	5 (5) 2 (2) 5 (5) 15 (15) 48 (55)
6A Salt Tolerant Conservation Mixture 2/ 6/	<i>Schizachyrium scoparium</i> (Little Blue Stem) 5/ <i>Elymus canadensis</i> (Canada Wild Rye) 5/ Buffalo Grass 5/ 7/ Vernal Alfalfa 4/ Oats, Spring <i>Puccinellia distans</i> (Fulfs Saltgrass or Salty Alkaligrass)	5 (5) 2 (2) 5 (5) 15 (15) 48 (55) 20 (20)
7 Temporary Turf Cover Mixture	Perennial Ryegrass Oats, Spring	50 (55) 64 (70)

Notes:

- 1/ Seeding shall be performed when the ambient temperature has been between 45 °F (7 °C) and 80 °F (27 °C) for a minimum of seven (7) consecutive days and is forecasted to be the same for the next five (5) days according to the National Weather Service.
- 2/ Seeding shall be performed in late fall through spring beginning when the ambient temperature has been below 45 °F (7 °C) for a minimum of seven (7) consecutive days and ending when the ambient temperature exceeds 80 °F (27 °C) according to the National Weather Service.
- 3/ Specific variety as shown in the plans or approved by the Engineer.
- 4/ Inoculation required.
- 5/ Pure Live Seed (PLS) shall be used.
- 6/ Fertilizer shall not be used.
- 7/ Seed shall be primed with KNO_3 to break dormancy and dyed to indicate such.

Seeding will be inspected after a period of establishment. The period of establishment shall be six (6) months minimum, but not to exceed nine (9) months. After the period of establishment, areas not exhibiting 75 percent uniform growth shall be interseeded or reseeded, as determined by the Engineer, at no additional cost to the Department.”

80445

SIGN PANELS AND APPURTENANCES (BDE)

Effective: January 1, 2025

Revised: January 1, 2026

Add Article 720.02(c) of the Standard Specifications to read:

“(c) Aluminum Epoxy Mastic1008.03”

Revise the second and third paragraphs of Article 720.02 of the Standard Specifications to read:

“The sign mounting support channel shall be manufactured from steel or aluminum and shall be according to Standard 720001.

Steel support channels shall be according to ASTM A 1011 (A 1011M), ASTM A 635 (A 635M), ASTM A 568 (A 568M), or ASTM A 684 (A 684M), and shall be galvanized. Galvanizing shall be according to ASTM A 653 (A 653M) when galvanized before fabrication, and AASHTO M 111 (M 111M) when galvanized after fabrication. Field or post fabricated drilled holes shall be spot painted with one coat of aluminum epoxy mastic paint prior to installation.”

Revise the fifth paragraph of Article 720.02 of the Standard Specifications to read:

“The stainless steel banding for mounting signs or sign support channels to light or signal standards shall be according to ASTM A 240 (A 240M) Type 302 stainless steel.”

Revise the first sentence of the tenth paragraph of Article 720.03 of the Standard Specifications to read:

“The backs of all sign panels shall be marked in a manner designed to last as long as the sign face material, in letters and numerals at least 3/8 in. (9.5 mm) but no more than 3/4 in. (19 mm) in height with the month and year of manufacture, the name of the sign manufacturer, the name of the sign sheeting manufacturer, the method of manufacture (“screened”, “EC film”, “direct applied”, or “digital print”), and the initials IDOT.”

Revise the first sentence of the fourth paragraph of Article 1091.03(a)(10) of the Standard Specifications to read:

“Transparent colors screened, or transparent acrylic electronic cutting films, or digital printing on white sheeting, shall meet the minimum initial coefficient of retroreflection values of the 0.2 degree observation angle, -4.0 degree entrance angle values as listed in the previous tables for the color being applied.”

Add the following after the fourth paragraph of Article 1091.03(a)(10) of the Standard Specifications:

“Digitally printed signs shall be produced using digital print technologies and ink systems, products and processes that comply with the sheeting manufacturer’s recommendation. The digitally printed signs shall be fabricated with a full sign protective overlay film designed to provide a smooth surface needed for retroreflectivity, and to protect the sign from fading and UV degradation. The overlamine shall comply with the sheeting manufacturer’s recommendations to ensure proper adhesion and transparency.”

Add the following after the third paragraph of Article 1106.01 of the Standard Specifications:

“Digitally printed signs may omit protective overlay film.”

80462

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 BIDDERS LIST INFORMATION (BDE)

Effective: January 2, 2025

Revised: March 2, 2025

In accordance with 49 CFR 26.11(c) all DBE and non-DBEs who bid as prime contractors and subcontractors shall provide bidders list information, including all DBE and non-DBE firms from whom the bidder has received a quote or bid to work as a subcontractor, whether or not the bidder has relied upon that bid in placing its bid as the prime contractor.

The bidders list information shall be submitted with the bid using the link provided within the “Integrated Contractor Exchange (iCX)” application of the Department’s “EBids System”.

80463

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 15th 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

SURVEYING SERVICES (BDE)

Effective: April 1, 2025

Delete the fourth paragraph of Article 667.04 of the Standard Specifications.

Delete Section 668 of the Standard Specifications.

80465

TEMPORARY CONCRETE BARRIER (BDE)

Effective: January 1, 2026

Add the following to Article 704.02 of the Standard Specifications:

“(f) Type C Reflector1097.02(c)”

80481

TRAFFIC SIGNAL BACKPLATE (BDE)

Effective: August 1, 2025

Revise the second sentence of the third paragraph of Article 1078.03 of the Standard Specifications to read:

“Retroreflective sheeting shall be Type AZ or Type ZZ according to Article 1091.03 and applied in the preferred orientation for the maximum angularity according to the manufacturer’s recommendations.”

80470

TRAINING SPECIAL PROVISIONS (BDE)

Effective: October 15, 1975
Revised: September 2, 2021

This Training Special Provision supersedes Section 7b of the Special Provision entitled "Specific Equal Employment Opportunity Responsibilities," and is in implementation of 23 U.S.C. 140(a).

As part of the Contractor's equal employment opportunity affirmative action program, training shall be provided as follows:

The Contractor shall provide on-the-job training aimed at developing full journeyman in the type of trade or job classification involved. The number of trainees to be trained under this contract will be 1. In the event the Contractor subcontracts a portion of the contract work, it shall determine how many, if any, of the trainees are to be trained by the subcontractor, provided however, that the Contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The Contractor shall also ensure that this Training Special Provision is made applicable to such subcontract. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

The number of trainees shall be distributed among the work classifications on the basis of the Contractor's needs and the availability of journeymen in the various classifications within the reasonable area of recruitment. Prior to commencing construction, the Contractor shall submit to the Illinois Department of Transportation for approval the number of trainees to be trained in each selected classification and training program to be used. Furthermore, the Contractor shall specify the starting time for training in each of the classifications. The Contractor will be credited for each trainee it employs on the contract work who is currently enrolled or becomes enrolled in an approved program and will be reimbursed for such trainees as provided hereinafter.

Training and upgrading of minorities and women toward journeyman status is a primary objective of this Training Special Provision. Accordingly, the Contractor shall make every effort to enroll minority trainees and women (e.g. by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent such persons are available within a reasonable area of recruitment. The Contractor will be responsible for demonstrating the steps it has taken in pursuance thereof, prior to a determination as to whether the Contractor is in compliance with this Training Special Provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No employee shall be employed as a trainee in any classification in which he or she has successfully completed a training course leading to journeyman status or in which he or she has been employed as a journeyman. The Contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used, the Contractor's records should document the findings in each case.

The minimum length and type of training for each classification will be as established in the training program selected by the Contractor and approved by the Illinois Department of Transportation and the Federal Highway Administration. The Illinois Department of Transportation and the Federal Highway Administration shall approve a program, if it is reasonably calculated to meet the equal employment opportunity obligations of the Contractor and to qualify the average trainee for journeyman status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau and training programs approved by not necessarily sponsored by the U.S. Department of Labor Employment Training Administration shall also be considered acceptable provided it is being administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts. Approval or acceptance of a training program shall be obtained from the State prior to commencing work on the classification covered by the program. It is the intention of these provisions that training is to be provided in the construction crafts rather than clerk-typists or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc., where the training is oriented toward construction applications. Training in the laborer classification may be permitted provided that significant and meaningful training is provided and approved by the Illinois Department of Transportation and the Federal Highway Administration. Some offsite training is permissible as long as the training is an integral part of an approved training program and does not comprise a significant part of the overall training.

Except as otherwise noted below, the Contractor will be reimbursed 80 cents per hour of training given an employee on this contract in accordance with an approved training program. As approved by the Engineer, reimbursement will be made for training of persons in excess of the number specified herein. This reimbursement will be made even though the Contractor receives additional training program funds from other sources, provided such other source does not specifically prohibit the Contractor from receiving other reimbursement. Reimbursement for offsite training indicated above may only be made to the Contractor where he does one or more of the following and the trainees are concurrently employed on a Federal-aid project; contributes to the cost of the training, provides the instruction to the trainee or pays the trainee's wages during the offsite training period.

No payment shall be made to the Contractor if either the failure to provide the required training, or the failure to hire the trainee as a journeyman, is caused by the Contractor and evidences a lack of good faith on the part of the Contractor in meeting the requirement of this Training Special Provision. It is normally expected that a trainee will begin his training on the project as soon as feasible after start of work utilizing the skill involved and remain on the project as long as training opportunities exist in his work classification or until he has completed his training program.

It is not required that all trainees be on board for the entire length of the contract. A Contractor will have fulfilled his responsibilities under this Training Special Provision if he has provided acceptable training to the number of trainees specified. The number trained shall be determined on the basis of the total number enrolled on the contract for a significant period.

Trainees will be paid at least 60 percent of the appropriate minimum journeyman's rate specified in the contract for the first half of the training period, 75 percent for the third quarter of the training period, and 90 percent for the last quarter of the training period, unless apprentices or trainees in an approved existing program are enrolled as trainees on this project. In that case, the appropriate rates approved by the Departments of Labor or Transportation in connection with the existing program shall apply to all trainees being trained for the same classification who are covered by this Training Special Provision.

The Contractor shall furnish the trainee a copy of the program he will follow in providing the training. The Contractor shall provide each trainee with a certification showing the type and length of training satisfactorily complete.

The Contractor shall provide for the maintenance of records and furnish periodic reports documenting its performance under this Training Special Provision.

For contracts with an awarded contract value of \$500,000 or more, the Contractor is required to comply with the Illinois Works Apprenticeship Initiative (30 ILCS 559/20-20 to 20-25) and all applicable administrative rules to the extent permitted by Section 20-20(g). For federally funded projects, the number of trainees to be trained under this contract, as stated in the Training Special Provisions, will be the established goal for the Illinois Works Apprenticeship Initiative 30 ILCS 559/20-20(g). The Contractor shall make a good faith effort to meet this goal. For federally funded projects, the Illinois Works Apprenticeship Initiative will be implemented using the FHWA approved OJT procedures. The Contractor must comply with the recordkeeping and reporting obligations of the Illinois Works Apprenticeship Initiative for the life of the project, including the certification as to whether the trainee/apprentice labor hour goals were met.

Method of Measurement. The unit of measurement is in hours.

Basis of Payment. This work will be paid for at the contract unit price of 80 cents per hour for TRAINEES. The estimated total number of hours, unit price, and total price have been included in the schedule of prices.

20338

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

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Revised: January 1, 2026

Add the following to Article 701.03 of the Standard Specifications:

“(q) Temporary Sign Supports 1106.02”

Revise Article 701.03(p) of the Standard Specifications to read:

“(p) Detectable Pedestrian Channelizing Barricades 1106.02(m)”

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 shall be MASH compliant.

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 shall be MASH compliant.

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 compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350, 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 sign supports, speed feedback displays, 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 compliant is available, an NCHRP 350 compliant device may be used, even if manufactured after December 31, 2019.”

Revise the first paragraph of Section 1106.02(a) of the Standard Specifications to read:

“(a) Lights. Lights shall meet the requirements of Chapter 13 of the “Equipment and Materials Standards of the Institute of Transportation Engineers,” 1998, Institute of Transportation Engineers, and shall be visible on a clear night from a distance of 3000 ft (900 m). Lights are classified as follows.”

Revise Articles 1106.02(g), 1106.02(k), 1106.02(l), and 1106.02(m) of the Standard Specifications 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.

- (m) Detectable Pedestrian Channelizing Barricades. The top panel or handrail shall be continuous and there should be at least a 2 in. (50 mm) gap between the hand trailing edge and its support. When visible to vehicular traffic, the top rail shall have alternating white and orange retroreflective stripes sloping at 45 degrees. The bottom panel shall be continuous and have alternating white and orange retroreflective stripes sloping at 45 degrees. Barricade stripes shall be 6 in. (150 mm) in width. The predominant color for other barricade components shall be white, orange, or silver.”

80427

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.