Illinois Department of Transportation

Proposal / Contract Cover

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

STATE OF ILLINOIS

COUNTY OF Kane

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

- ☐ ESTIMATE OF COST
- ☒ SPECIFICATIONS
- ☒ PLANS
- ☐ MATERIAL PROPOSAL
- ☐ DELIVER AND INSTALL PROPOSAL
- ☒ CONTRACT PROPOSAL
- ☐ CONTRACT
- ☐ CONTRACT BOND

FOR THE IMPROVEMENT OF

STREET NAME OR ROUTE NO. CH 81 (La Fox Road)

SECTION NO. 11-00417-00-BR

TYPES OF FUNDS Non-MFT

For Municipal Projects

Submitted
Approved/Passed _____
Date

_____
☐ Mayor ☐ President of Board of Trustees ☐ Municipal Official

For County and Road District Projects

Submitted/Approved _____
Date

_____
☐ Highway Commissioner

Submitted/Approved _____
Date

_____
☒ County Engineer/Superintendent of Highways

Department of Transportation

☐ Released for bid based on limited review

Date _____

_____
Regional Engineer

☐ Concurrence in approval of award

Date _____

_____
Regional Engineer

Illinois Department of Transportation

Notice to Bidders

RETURN WITH BID

Route	CH 81 (La Fox Road)
County	Kane
Local Agency	Kane County
Section	11-00417-00-BR

Time and Place of Opening of Bids

Sealed proposals for the improvement described below will be received at the office of The County Engineer

41W011 Burlington Road St. Charles, IL 60175
(address)

until 9:00 o'clock A M., _____ Proposals will be opened and read publicly
(date)

at 9:00 o'clock A M., _____ at the office of The County Engineer
(date)

41W011 Burlington Road St. Charles, IL 60175
(address)

Description of Work

Name La Fox Road Over Burlington Creek Length 1575 feet (0.298 miles)

Location S. Grande Monde Drive to 500' south of Campton Hills Road

Proposed Improvement The work consists of new bridge, approach slabs, 6'x7' box culvert and end sections, steel sheet piling, full depth pavement and shoulders, embankment, guardrail, pavement marking, signing and restoration.

Bidders Instructions

1. Plans and proposal forms will be available in the office of The County Engineer

   41W011 Burlington Road St. Charles, IL 60175 Contact is zakosekmike@co.kane.il.us

2. If prequalification is required , the 2 low bidders must file within 24 hours after the letting an "Affidavit of Availability" (Form BC 57), in triplicate, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work. One copy shall be filed with the Awarding Authority and 2 copies with the IDOT District Office.

3. All proposals must be accompanied by a proposal guaranty as provided in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals contained in the "Supplemental Specifications and Recurring Special Provisions".

4. The Awarding Authority reserves the right to waive technicalities and to reject any or all proposals as provided in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals contained in the "Supplemental Specifications and Recurring Special Provisions".

5. Bidders need not return the entire contract proposal when bids are submitted unless otherwise required. Portions of the proposal that must be returned include the following:
   a. BLR 12210 - Contract Cover
   b. BLR 12220 - Notice to Bidders
   c. BLR 12221 - Contract Proposal
   d. BLR 12222 - Contract Schedule of Prices
   e. BLR 12223 - Signatures
   f. BLR 12230 - Proposal Bid Bond (if applicable)
   g. BLR 12325 – Apprenticeship or Training Program Certification (**do not use for federally funded projects**)

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

7. Submission of a bid shall be conclusive assurance and warranty the bidder has examined the plans and understands all requirements for the performance of work. The bidder will be responsible for all errors in the proposal resulting from failure or neglect to conduct an in depth examination. The Awarding Authority will, in no case be responsible for any costs, expenses, losses or changes in anticipated profits resulting from such failure or neglect of the bidder.
8. The bidder shall take no advantage of any error or omission in the proposal and advertised contract.
9. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Agency and the blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Awarding Authority is used, it shall be marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Awarding Authority at the address and in care of the official in whose office the bids are to be received. All proposals shall be filed prior to the time and at the place specified in the Notice to Bidders. Proposals received after the time specified will be returned to the bidder unopened.
10. Permission will be given to a bidder to withdraw a proposal if the bidder makes the request in writing or in person before the time for opening proposals.

By Order of

County of Kane

(Awarding Authority)

County Engineer/County Superintendent of Highways/Municipal Clerk

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

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2012

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS and frequently used RECURRING SPECIAL PROVISIONS.

SUPPLEMENTAL SPECIFICATIONS

CHECK SHEET
FOR
RECURRING SPECIAL PROVISIONS

Adopted January 1, 2012

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

RECURRING SPECIAL PROVISIONS

CHECK SHEET
FOR
LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

Adopted January 1, 2012

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

LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

BDE SPECIAL PROVISIONS
For the January 20 and March 9, 2012 Lettings

The following special provisions indicated by an "x" are applicable to this contract and will be included by the Project Development and Implementation Section of the BD&E. An * indicates a new or revised special provision for the letting.

	File Name	#		Special Provision Title	Effective	Revised
*	80240	1		Above Grade Inlet Protection	July 1, 2009	Jan. 1, 2012
	80099	2		Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2007
*	80275	3	✓	Agreement to Plan Quantity	Jan. 1, 2012	
	80192	4		Automated Flagger Assistance Device	Jan. 1, 2008	
*	80173	5		Bituminous Materials Cost Adjustments	Nov. 2, 2006	Jan. 1, 2012
	80241	6		Bridge Demolition Debris	July 1, 2009	
*	80276	7		Bridge Relief Joint Sealer (NOTE: This special provision was previously named *"Concrete Joint Sealer"*.)	Jan. 1, 2012	
	5026I	8		Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5048I	9		Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5049I	10		Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5053I	11		Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
	80198	12		Completion Date (via calendar days)	April 1, 2008	
	80199	13		Completion Date (via calendar days) Plus Working Days	April 1, 2008	
*	80277	14		Concrete Mix Design – Department Provided	Jan. 1, 2012	
	80261	15	✓	Construction Air Quality – Diesel Retrofit	June 1, 2010	
	80237	16	✓	Construction Air Quality – Diesel Vehicle Emissions Control	April 1, 2009	July 1, 2009
	80239	17	✓	Construction Air Quality – Idling Restrictions	April 1, 2009	
	80177	18		Digital Terrain Modeling for Earthwork Calculations	April 1, 2007	
	80029	19	✓	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Aug. 2, 2011
*	80272	20		Drainage and Inlet Protection Under Traffic	April 1, 2011	Jan. 1, 2012
	80228	21	✓	Flagger at Side Roads and Entrances	April 1, 2009	
	80265	22	✓	Friction Aggregate	Jan. 1, 2011	
	80229	23		Fuel Cost Adjustment	April 1, 2009	July 1, 2009
	80169	24		High Tension Cable Median Barrier	Jan. 1, 2007	April 1, 2009
	80246	25	✓	Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	
*	80109	26		Impact Attenuators	Nov. 1, 2003	Jan. 1, 2012
*	80110	27	✓	Impact Attenuators, Temporary	Nov. 1, 2003	Jan. 1, 2012
	80045	28		Material Transfer Device	June 15, 1999	Jan. 1, 2009
*	80203	29	✓	Metal Hardware Cast into Concrete	April 1, 2008	Jan. 1, 2012
	80165	30		Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
*	80253	31		Movable Traffic Barrier	Jan. 1, 2010	Jan. 1, 2012
	80231	32		Pavement Marking Removal	April 1, 2009	
	80254	33	✓	Pavement Patching	Jan. 1, 2010	
	80022	34	✓	Payments to Subcontractors	June 1, 2000	Jan. 1, 2006
*	80278	35	✓	Planting Woody Plants	Jan. 1, 2012	
*	80279	36	✓	Portland Cement Concrete	Jan. 1, 2012	
*	80280	37		Portland Cement Concrete Sidewalk	Jan. 1, 2012	
	80218	38		Preventive Maintenance – Bituminous Surface Treatment	Jan. 1, 2009	April 1, 2009
	80219	39		Preventive Maintenance – Cape Seal	Jan. 1, 2009	Aug. 1, 2011
	80220	40		Preventive Maintenance – Micro-Surfacing	Jan. 1, 2009	Aug. 1, 2011
	80221	41		Preventive Maintenance – Slurry Seal	Jan. 1, 2009	
*	80281	42	✓	Quality Control/Quality Assurance of Concrete Mixtures	Jan. 1, 2012	
	3426I	43		Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
	80157	44		Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
*	80172	45		Reclaimed Asphalt Pavement (RAP)	Jan. 1, 2007	Jan. 1, 2012
*	80282	46		Reclaimed Asphalt Shingles (RAS)	Jan. 1, 2012	

File Name	#		Special Provision Title	Effective	Revised
* 80283	47		Removal and Disposal of Regulated Substances	Jan. 1, 2012	
* 80224	48		Restoring Bridge Approach Pavements Using High-Density Foam	Jan. 1, 2009	Jan. 1, 2012
80271	49		Safety Edge	April 1, 2011	
* 80152	50		Self-Consolidating Concrete for Cast-In-Place Construction	Nov. 1, 2005	Jan. 1, 2012
* 80132	51	✓	Self-Consolidating Concrete for Precast Products	July 1, 2004	Jan. 1, 2012
* 80284	52		Shoulder Rumble Strips	Jan. 1, 2012	
* 80285	53		Sidewalk, Corner or Crosswalk Closure	Jan. 1, 2012	
80127	54		Steel Cost Adjustment	April 2, 2004	April 1, 2009
* 80255	55		Stone Matrix Asphalt	Jan. 1, 2010	Jan. 1, 2012
80143	56	✓	Subcontractor Mobilization Payments	April 2, 2005	April 1, 2011
80075	57		Surface Testing of Pavements	April 1, 2002	Jan. 1, 2007
* 80286	58	✓	Temporary Erosion and Sediment Control	Jan. 1, 2012	
80225	59		Temporary Raised Pavement Marker	Jan. 1, 2009	
* 80256	60		Temporary Water Filled Barrier	Jan. 1, 2010	Jan. 1, 2012
* 80287	61		Type G Inlet Box	Jan. 1, 2012	
80273	62	✓	Traffic Control Deficiency Deduction	Aug. 1, 2011	
20338	63		Training Special Provisions	Oct. 15, 1975	
* 80270	64		Utility Coordination and Conflicts	April 1, 2011	Jan. 1, 2012
* 80288	65	✓	Warm Mix Asphalt	Jan. 1, 2012	
* 80289	66		Wet Reflective Thermoplastic Pavement Marking	Jan. 1, 2012	
80071	67		Working Days	Jan. 1, 2002	

The following special provisions are either in the 2012 Standard Specifications, the 2012 Recurring Special Provisions, or the special provision Portland Cement Concrete:

File Name	Special Provision Title	New Location	Effective	Revised
80186	Alkali-Silica Reaction for Cast-in-Place Concrete	The special provision Portland Cement Concrete	Aug. 1, 2007	Jan. 1, 2009
80213	Alkali-Silica Reaction for Precast and Precast Prestressed Concrete	The special provision Portland Cement Concrete	Jan. 1, 2009	
80207	Approval of Proposed Borrow Areas, Use Areas, and/or Waste Areas	Article 107.22	Nov. 1, 2008	Nov. 1, 2010
80166	Cement	Section 1001	Jan. 1, 2007	April 1, 2011
80260	Certification of Metal Fabricator	Article 106.08	July 1, 2010	
80094	Concrete Admixtures	Section 1021 and the special provision Portland Cement Concrete	Jan. 1, 2003	April 1, 2009
80226	Concrete Mix Designs	The special provision Portland Cement Concrete	April 1, 2009	
80227	Determination of Thickness	Articles 353.12, 353.13, 353.14, 354.09, 355.09, 356.07, 407.10, 482.06, and 483.07	April 1, 2009	
80179	Engineer's Field Office Type A	Articles 670.02 and 670.07	April 1, 2007	Jan. 1, 2011
80205	Engineer's Field Office Type B	Articles 670.04 and 670.07	Aug. 1, 2008	Jan. 1, 2011
80189	Equipment Rental Rates	Articles 105.07 and 109.04	Aug. 2, 2007	Jan. 2, 2008
80249	Frames and Grates	Articles 609.02 and 609.04	Jan. 1, 2010	
80194	HMA – Hauling on Partially Completed Full-Depth Pavement	Article 407.08	Jan. 1, 2008	
80245	Hot-Mix Asphalt – Anti-Stripping Additive	Article 1030.04	Nov. 1, 2009	
80250	Hot-Mix Asphalt – Drop-Offs	Article 701.07	Jan. 1, 2010	
80259	Hot Mix Asphalt – Fine Aggregate	Articles 1003.01 and 1003.03	April 1, 2010	

File Name	Special Provision Title	New Location	Effective	Revised
80252	Improved Subgrade	Articles 302.04, 302.07, 302.08, 302.10, 302.11, 310.04, 310.08, 310.10, 310.11, and 311.05	Jan. 1, 2010	
80266	Lane Closure, Multilane, Intermittent or Moving Operation, for Speeds ≤ 40 MPH	Article 701.19	Jan. 1, 2011	Jan. 2, 2011
80230	Liquidated Damages	Article 108.09	April 1, 2009	April 1, 2011
80267	Long-Span Guardrail over Culvert	Articles 630.07 and 630.08	Jan. 1, 2011	
80262	Mulch and Erosion Control Blankets	Articles 251.03, 251.04, 251.06, 251.07, and 1081.06	Nov. 1, 2010	April 1, 2011
80180	National Pollutant Discharge Elimination System / Erosion and Sediment Control Deficiency Deduction	Article 105.03	April 1, 2007	Nov. 1, 2009
80208	Nighttime Work Zone Lighting	Section 702	Nov. 1, 2008	
80232	Pipe Culverts	Articles 542.03, 542.04, 542.11, and 1040.04	April 1, 2009	April 1, 2010
80263	Planting Perennial Plants	Section 254 and Article 1081.02	Jan. 1, 2011	
80210	Portland Cement Concrete Inlay or Overlay	Recurring CS #29	Nov. 1, 2008	
80217	Post Clips for Extruded Aluminum Signs	Article 1090.03	Jan. 1, 2009	
80268	Post Mounting of Signs	Article 701.14	Jan. 1, 2011	
80171	Precast Handling Holes	Articles 540.02, 540.06, 542.02, 542.04, 550.02, 550.06, 602.02, 602.07, and 1042.16	Jan. 1, 2007	
80015	Public Convenience and Safety	Article 107.09	Jan. 1, 2000	
80247	Raised Reflective Pavement Markers	Article 781.03	Nov. 1, 2009	April 1, 2010
80131	Seeding	Articles 250.07 and 1081.04	July 1, 2004	July 1, 2010
80264	Selection of Labor	Recurring CS #5	July 2, 2010	
80234	Storm Sewers	Articles 550.02, 550.03, 550.06, 550.07, 550.08, and 1040.04	April 1, 2009	April 1, 2010
80087	Temporary Erosion Control	Articles 280.02, 280.03, 280.04, 280.07, 280.08, and 1081.15	Nov. 1, 2002	Jan. 1, 2011
80257	Traffic Barrier Terminal, Type 6	Article 631.07	Jan. 1, 2010	
80269	Traffic Control Surveillance	Article 701.10	Jan. 1, 2011	
80258	Truck Mounted/Trailer Mounted Attenuators	Articles 701.03, 701.15, and 1106.02	Jan. 1, 2010	

The following special provisions require additional information from the designer. The additional information needs to be included in a separate document attached to this check sheet. The Project Development and Implementation section will then include the information in the applicable special provision. The Special Provisions are:

- Bridge Demolition Debris
- Building Removal-Case I
- Building Removal-Case II
- Building Removal-Case III
- Building Removal-Case IV
- Completion Date
- Completion Date Plus Working Days
- DBE Participation
- Material Transfer Device
- Railroad Protective Liability Insurance
- Training Special Provisions
- Working Days

GUIDE BRIDGE SPECIAL PROVISION INDEX/CHECK SHEET

Effective as of the: August 3, 2012 Letting

√	File Name	Title	Effective	Revised
	GBSP4	Polymer Modified Portland Cement Mortar	June 7, 1994	Oct 15, 2011
	GBSP11	Permanent Steel Sheet Piling	Dec 15, 1993	Jan 1, 2007
	GBSP12	Drainage System	June 10, 1994	Jan 1, 2007
	GBSP13	High-Load Multi-Rotational Bearings	Oct 13, 1988	Oct 15, 2011
	GBSP14	Jack and Remove Existing Bearings	April 20, 1994	Jan 1, 2007
	GBSP15	Three Sided Precast Concrete Structure	July 12, 1994	Oct 15, 2011
	GBSP16	Jacking Existing Superstructure	Jan 11, 1993	Jan 1, 2007
	GBSP17	Bonded Preformed Joint Seal	July 12, 1994	Jan 1, 2007
	GBSP18	Modular Expansion Joint	May 19, 1994	Jan 1, 2007
	GBSP21	Cleaning and Painting Contact Surface Areas of Existing Steel Structures	June 30, 2003	May 18, 2011
	GBSP25	Cleaning and Painting Existing Steel Structures	Oct 2, 2001	April 19, 2012
	GBSP26	Containment and Disposal of Lead Paint Cleaning Residues	Oct 2, 2001	April 30, 2010
	GBSP28	Deck Slab Repair	May 15, 1995	Oct 15, 2011
	GBSP29	Bridge Deck Microsilica Concrete Overlay	May 15, 1995	Jan 18, 2011
	GBSP30	Bridge Deck Latex Concrete Overlay	May 15, 1995	Jan 18, 2011
	GBSP31	Bridge Deck High-Reactivity Metakaolin (HRM) Conc Overlay	Jan 21, 2000	Jan 18, 2011
✓	GBSP32	Temporary Sheet Piling	Sept 2, 1994	Jan 31, 2012
	GBSP33	Pedestrian Truss Superstructure	Jan 13, 1998	April 19, 2012
✓	GBSP34	Concrete Wearing Surface	June 23, 1994	Jan 31, 2012
	GBSP35	Silicone Bridge Joint Sealer	Aug 1, 1995	Oct 15, 2011
	GBSP38	Mechanically Stabilized Earth Retaining Walls	Feb 3, 1999	April 19, 2012
	GBSP42	Drilled Soldier Pile Retaining Wall	Sept 20, 2001	Oct 15, 2011
	GBSP43	Driven Soldier Pile Retaining Wall	Nov 13, 2002	Oct 15, 2011
✓	GBSP44	Temporary Soil Retention system	Dec 30, 2002	May 11, 2009
	GBSP45	Bridge Deck Thin Polymer Overlay	May 7, 1997	Jan 1, 2007
	GBSP46	Geotextile Retaining walls	Sept 19, 2003	Oct 9, 2009
	GBSP47	High Performance Concrete Structures	Aug 5, 2002	Jan 1, 2007
✓	GBSP51	Pipe Underdrain for Structures	May 17, 2000	Jan 22, 2010
✓	GBSP52	Porous Granular Embankment (Special)	Sept 28, 2005	Nov14, 2008
	GBSP53	Structural Repair of Concrete	Mar 15, 2006	Oct 15, 2011
	GBSP55	Erection of Curved Steel Structures	June 1, 2007	
	GBSP56	Setting Piles in Rock	Nov 14, 1996	April 19, 2012
	GBSP57	Temporary Mechanically Stabilized Earth Retaining Walls	Jan 6, 2003	Jan 31, 2012
	GBSP59	Diamond Grinding and Surface Testing Bridge Sections	Dec 6, 2004	July 9, 2008
	GBSP60	Containment and Disposal of Non-Lead Paint Cleaning Residues	Nov 25, 2004	Mar 6, 2009
	GBSP61	Slipform Parapet	June 1, 2007	Oct 15, 2011
✓	GBSP62	Concrete Deck Beams	June 13, 2008	Oct 9, 2009
	GBSP64	Segmental Concrete Block Wall	Jan 7, 1999	Oct 4, 2010
	GBSP65	Precast Modular Retaining Wall	Mar 19, 2001	Oct 15, 2011
	GBSP66	Wave equation Analysis of Piles	Nov 14, 2008	
	GBSP67	Structural Assessment Reports for Contractor's Means and Methods	Mar 6, 2009	
	GBSP70	Braced Excavation	Aug 9, 1995	May 18, 2011
	GBSP71	Aggregate Column Ground Improvement	Jan 15, 2009	Oct 15, 2011

	GBSP 72	Bridge Deck Fly Ash or GGBF Slag Concrete Overlay	Jan 18, 2011	Oct 15, 2011
	GBSP 73	Cofferdams	Oct 15, 2011	
✓	GBSP 74	Permanent Steel Sheet Piling (LRFD)	Jan 31, 2012	
	GBSP 75	Bond Breaker for Prestressed Concrete Bulb-T Beams	April 19, 2012	
	GBSP 76	Granular Backfill for Structures	April 19, 2012	
✓	GBSP 77	Weep Hole Drains for Abutments, Wingwalls, Retaining Walls and Culverts	April 19, 2012	

LIST ADDITIONAL SPECIAL PROVISIONS BELOW

The following Guide Bridge Special Provisions have been incorporated into the 2012 Standard Specifications:

File Name	Title	Std Spec Location
GBSP22	Cleaning and Painting New Metal Structures	506
GBSP36	Surface Preparation and Painting Req. for Weathering Steel	506
GBSP50	Removal of Existing Non-composite Bridge Decks	501
GBSP58	Mechanical Splicers	508
GBSP63	Demolition Plans for Removal of Existing Structures	501
GBSP68	Piling	512
GBSP69	Freeze-Thaw Aggregates for Concrete Superstructures Poured on Grade	1004

The following Guide Bridge Special Provisions have been discontinued or have been superseded:

File Name	Title	Disposition:
GBSP37	Underwater Structure Excavation Protection	Replaced by GBSP73

TABLE OF CONTENTS

LR 105 - COOPERATION WITH UTILITIES

LR107-4 - INSURANCE

BDE SPECIAL PROVISIONS

GUIDE BRIDGE SPECIAL PROVISIONS

STORM WATER POLLUTION PREVENTION PLAN

NOTICE OF INTENT (NOI)

PERMITS:

- REGULATED FLOODWAY CONSTRCUTION PERMIT (IDOT)
- ARMY CORPS OF ENGINEERS (ACOE)
- KANE COUNTY STORM WATER PERMIT (KDOT)
- KANE-DUPAGE STORM WATER CONSERVATION DISTRICT (KDSWCD)

ROADWAY GEOTECHNICAL REPORT: FEBRUARY 15, 2012 (BY WANG ENGINEERING)
STRUCTURE GEOTECHNICAL REPORT: JULY 9, 2012 (BY WANG ENGINEERING)

KANE COUNTY, ILLINOIS
SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", adopted January 1, 2012, 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 Section 11-00417-00-BR and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

The project is located along the centerline of La Fox Road between South Grande Monde Drive and approximately 700 feet south of Campton Hill Road and extends in the northerly direction in Campton Hills Township. The net and gross length of the improvement is 1,515 feet (0.298 mile).

DESCRIPTION OF PROJECT

The work consists of the removal of a 6'x6' single cell box culvert and a 11'x11' twin cell box culvert, construction of a new bridge, approach slabs, 6'x7' single cell box culvert and end sections, pavement removal and new full depth HMA pavement and shoulders, steel sheet piling, embankments, guardrail installation, placement of pavement marking and signing, landscaping and all incidental and collateral work necessary to complete the project as shown on plans and as described herein.

INDEMNIFICATION

In the first paragraph of Article 107.26 of the Standard Specifications, the words "the Department, its officers, employees and agents" shall be replaced with "Kane County, and Wills Burke Kelsey Associates, their officers, employees and agents."

DEFINITION OF TERMS

This special provision amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2007, and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

101.16 Engineer. Revise the third paragraph to read:

> "The term Engineer shall apply to the awarding authority. In this case, the term Engineer applies to Kane County."

101.19 Inspector. Add the following paragraph after the first paragraph:

> "The term Inspector shall apply to the person or persons assigned by the Engineer to make detailed observations of any or all portions of the work or material."

101.34 Resident Engineer/Resident Technician. Replace this paragraph with the following:

"The term Resident Engineer/Resident Technician shall apply to Kane County. The term Resident Engineer shall not mean Engineer."

Add the following paragraph:

"101.55 Consultant. The Consultant provided design services to Kane County. The Consultant for this project is Wills Burke Kelsey Associates. The term Consultant shall not also mean the Engineer."

LEGAL REGULATIONS AND RESPONSIBILITY TO PUBLIC

107.27 Insurance. Delete paragraph (b)(3). Add the following after paragraph (d):

"Regardless whether or not an Owners' and Contractors' Protective (OCP) policy or Project Management Protective Liability (PMPL) policy is furnished, insurance certificates for commercial, general, automobile, umbrella, and builders risk shall specifically indicate by name the additional insured's, which are to include the County of Kane and Wills Burke Kelsey Associates, as well as other persons or entities so identified. Certificates shall be Acord 25-S or equivalent.

Additional Insured Endorsement/OCP Policy/Project Management Protective Liability Policy

1. CONTRACTOR shall purchase and maintain liability insurance, as required in Article 107.27 of the Standard Specifications, specifically naming as additional insured the County of Kane and Wills Burke Kelsey Associates, using Additional Insurance Endorsement Form CG 20 26 07 04, CG 81 11 05 06, CG 20 10 07 04, or equivalent form. General liability policies shall also be endorsed with Form CG 20 37 07 04 to include the "products-completed operations hazard.

2. As an alternative to providing Form CG 20 26 07 04, CG 81 11 05 06, or CG 20 10 07 04, CONTRACTOR may furnish to the County of Kane an OCP policy or a PMPL policy with the County of Kane as the named insured and Wills Burke Kelsey Associates as either an additional insured or a named insured. OCP policy or PMPL policy shall provide for bodily injury and property plus the amount specified for the umbrella coverage. OCP policy or PMPL policy shall provide coverage arising out of:

    i. Operations performed by CONTRACTOR at the project location.
    ii. Acts or omissions in connection with the general supervision, inspection and/or coordination of such operations.

If an OCP or PMPL policy is provided, CONTRACTOR shall provide originals of the Final OCP or PMPL to all insured and additional insured parties.

Endorsements, OCP policy, PMPL policy, or General Liability policy shall not exclude supervisory or inspection services.

CONTRACTOR shall also provide an Additional Insured Endorsement for the automobile policy. The endorsement form shall be CA 2048, or equal."

BIDDING PROCESS AND AWARD OF CONTRACT

The bidding documents for this project are available at the Kane County Division of Transportation offices for a fee of $50. They are available on CD only. All Contractors that purchase bidding documents must provide the following contact information: Company Name, Phone Number, Fax Number, and E-mail.

Any necessary addendums will be distributed in one of the following ways:

If addendums are necessary, they will be e-mailed to the Contractor or Subcontractor. The Contractor or Subcontractor shall acknowledge receipt of the e-mail addendum by responding to the contact listed on page one of the Notice to Bidders. If the Contractor does not possess an e-mail address or internet access, the addendum material will be faxed. Large sheets (such as 24" x 26" plan sheets) or other materials that cannot be faxed shall be picked up by the Contractor at the Kane County Division of Transportation at no cost. The Contractor's representative shall sign a form to acknowledge receipt of the Addendum.

KANE COUNTY SPECIAL PROVISION FOR PREQUALIFICATION OF BIDDERS

PREQUALIFICATION OF BIDDERS in accordance with Section 102.01 of the Standard Specifications will be required of all bidders on this proposal.

The Contractor/Subcontractor will be required to meet the following prequalification code for the discipline of work to be completed:

01 - Earthwork
005 - HMA Paving
08A - Aggregate Bases and Surfaces (A)
09C - Highway, Railroad & Waterway Structures
012 - Drainage
017 - Concrete Construction
.

CORPS OF ENGINEERS' PERMIT

The work to be done under this Contract shall comply with the terms of the Army Corps of Engineers' Regional Permit Program. See Permit Section of this specification.

THREATENED AND ENDANGERED SPECIES PROTECTION

The Blanding's Turtle (*Emydoidea blandingii*) is a state listed endangered species that is known to breed within the project area. No work may be completed between April 1 and May 30 within the project area to prevent impacts to turtles or breeding habitat.

The CONTRACTOR is responsible for providing staff capable of identifying the turtle and maintaining the necessary protection measures during construction to prevent impacts to Blanding's Turtles. Protection measures such as TURTLE BARRIER FENCE and TURTLE AND PERIMETER EROSION BARRIER are shown on the plans. Additional measures may be required by the OWNER or Regulatory Agencies to prevent impacts.

If specimens of the Blanding's Turtle are observed, the CONTRACTOR is responsible for stopping work in the area, protecting the area to preserve the turtle, and contacting KDOT immediately.

No work may be started by the CONTRCTOR prior to all necessary permits being secured by the OWNER and/or ENGINEER. The CONTRACTOR is responsible for adhering to all general and special conditions of the applicable permits and authorizations pertaining to the project. Copies of all permits and authorizations should be kept on-site by the Contractor.

FISH, MUSSLE, REPTILE, AMPHIBIAN RELOCATION

Description: Prior to the installation of SESC Measures and the dewatering of the waterways within the project area, the CONTRACTOR is responsible to coordinate with the applicable agencies in order to facilitate the successful capture and relocation of any specimen of Blanding's Turtle or other live fish, mussels, reptiles and amphibians. The CONTACTOR will provide reasonable rates of dewatering the river section in order to allow best conditions and ample time periods best suited for ensuring that as many live creatures are moved down stream as possible.

The CONTRACTOR shall conduct live animals captures in an efficient manner and shall not unreasonably delay the dewatering process by slowing the rate of dewatering and/or holding a specific pool elevation by more than two (2) hours. Such controlled dewatering shall be considered an advanced planned activity where other work tasks may be reasonably scheduled and as such shall be treated as incidental to the work.

Basis of Payment: This work shall not be measured separately for payment but shall be considered INCLUDED in the project.

CONTROL OF WORK

This special provision amends the provisions of the Standard Specifications for Road and Bridge Construction, adopted January 1, 2012, and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

105.09 Survey Control Points. Revise the first sentence to read:

> "Survey control points will be set by either the Engineer or Contractor, unless specified otherwise in the contract, to establish the horizontal and vertical control required for construction of the various contract items of work."

105.10 Authority and Duties of Resident Engineer. Delete the first sentence and revise the second sentence to read:

> "The Resident Engineer has the authority to **recommend** rejection of defective work or material and/or suspension of any work being improperly performed. Only the Engineer has authority to reject defective work or material or to suspend any work improperly performed."

PROGRESS SCHEDULE

Time is of the essence in this Contract. It may be necessary for the Contractor to work longer hours or use additional crews in order to complete the work within the required time limits. The Contractor shall submit a bar graph progress schedule for the Engineer's approval before the work can be started.

Based on an anticipated start date of June 1, 2013, and estimated schedule for project completion includes all earthwork, structural work, sheet piling work, roadway and shoulder work completed and open to traffic by September 1, 2013. All other restoration (seeding, erosion control blanket) shall be completed by November 1, 2013.

MAINTENANCE OF ROADWAYS
Effective: September 30, 1985
Revised: November 1, 1996

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

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

START DATE
The contractor cannot begin fieldwork before May 30 within the project area to prevent impacts to turtles or their breeding habitat. See special provision for Threatened and Endangered Species Protection.

COMPLETION DATE PLUS WORKING DAYS
Effective: September 30, 1985
Revised: January 1, 2007

Revise Article 108.05 (b) of the Standard Specifications as follows:

> "When a completion date plus working days is specified, the Contractor shall complete all contract items and safely open all roadways to traffic by 11:59 PM on **September 1, 2013** except as specified herein. This work shall include final surface courses with guardrail and end treatments.
>
> The Contractor will be allowed to complete all seeding operation requiring planting between October 15 to December 1, erosion control blanket for same, remaining clean-up work and punch list items within **10** working days after the completion date for opening the roadway to traffic. Under extenuating circumstances the Engineer may direct that certain items of work, not affecting the safe opening of the roadway to traffic, may be completed within the working days allowed for restoration, permanent striping, cleanup work and punch list items. Temporary lane closures for this work may be allowed at the discretion of the Engineer.

Article 108.09 or the Special Provision for “Failure to Complete the Work on Time”, if included in this contract, shall apply to both the completion date and the number of working days.

WORK HOURS
The normal work hours for this project will be from 7:00 A.M. to 6:00 P.M., Monday through Saturday. Work hours outside this specified time frame will need to be approved by the

Engineer. All work affecting traffic lane operations or staging will need to be approved by the Engineer prior to starting the work.

REMOVAL OF EXCAVATED MATERIAL AND CLEAN CONSTRUCTION OR DEMOLITION DEBRIS

The CONTRACTOR shall be responsible for the lawful removal of all excavated soil, material and other clean construction or demolition debris in compliance with Public Act 96-1416. All costs for removal, hauling, disposing and documentation of asphalt, concrete, stone, soil, any combination thereof or any other excavated material shall be included in the cost of each pay item and will not be paid for separately or as an additional item. Any costs including but not limited to hauling, tipping fee, charges, documentation, testing, or certifications related to compliance with Public Act 96-1416 is incidental to each pay item where removal is specified. The CONTRACTOR shall not rely on Kane County to provide Source Site Certification for removal of any materials.

Should the Contractor choose to dispose of surplus soil material at a registered uncontaminated soil fill location, Form LPC-663 must be submitted to the operator of that location before any materials can be disposed of at that site. The Contractor should be advised that, even with the submittal of the properly executed Form LPC-663, the fill operators retain the right to reject any or all loads from a particular construction site based on their own determination of the suitability of material from that site. Each certification covers only material from that specified job site. The Contractor shall take care not to stockpile or mix together material from different sites before taking that material for disposal.

Form LPC-663 may be downloaded at the following link:
http://www.epa.state.il.us/land/ccdd/uncontaminated-soil-certification-form.pdf

ITEMS ORDER BY THE ENGINEER

When additional work not indicated on the Contract drawings is requested in writing by the Engineer during construction, this additional work shall be measured and paid for as described in Articles 104.02 and 109.04.

Basis of Payment: Payment for all additional work shall be made from the ITEMS AS ORDERED BY THE ENGINEER pay item, which shall be in units of one dollar.

EARTH EXCAVATION

This item shall be completed in accordance with the applicable portions of Section 202 of the Standard Specifications with the following general additions. This work shall include removal of all earth material shown on the cross sections or as directed by the Engineer. Earth Excavation will also include all aggregate base courses, aggregate sub-bases and aggregate surfaces and shoulders. Earth excavation will not include the excavation of topsoil, unsuitable materials, and removal items for existing bituminous and concrete pavements, driveways and shoulders.

For this project, it is the intention of this specification to pay for the handling of earthwork material only once, regardless of staging or Contractor's operations. The Contractor shall be responsible for his earthwork operations for excavating and stockpile excavated materials for re-handling at a later date. This applies to all excavated material to be used in embankments, shoulders or as topsoil re-spread.

Temporary earth stockpiles will not be allowed on the adjacent properties without the permission of the owner and approval of the Engineer. It will be the contractor's responsibility to acquire permission from the appropriate owner prior to stock piling any materials on those properties. The contractor will provide the Engineer with a written statement from the property owner stating said permission has been granted. This work will be considered part of the contract. As such, if the Contractor chooses to do this work as part of the close out or punch list work, contract days will continue to be counted until all stockpiles are removed and all disturbed areas are restored to at least to their original condition.

A shrinkage Factor of 15% was used for this Project.

Overhaul will not be paid for separately but shall be included in the unit price per Cubic Yard for EARTH EXCAVATION.

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

This item shall be completed in accordance with the applicable portions of Section 202 of the Standard Specifications with the following general additions. This work will include excavation, stockpiling, or removing of topsoil or undercut material shown on the cross sections or as directed by the Engineer.

Surplus unsuitable materials comprised of clean organic material to be used for topsoil placement or shoulder fill. Unstable materials not suitable for embankments or unsuitable materials consisting of debris, concrete, stone, trees, shrubbery or mulch, building materials, contaminated dirt, or other non-organic material will not be permit within the project limits and shall be disposed offsite per the Standard Specifications.

Unstable or Unsuitable materials that have a soil classification that is acceptable for use in the type of embankment specified, but are considered unstable only because the insitu moisture content of the soil is either to high or to low, will not be considered as unstable or unsuitable material. If these soils are needed for use in the formation of the proposed embankments, the soil will be worked or conditioned by discing, tilling or adding a soil additive to bring the material to optimum moisture content. Moisture content and compaction requirements for embankments will be as specified in Section 205.05 of the Standard Specifications.

In cut sections, the final subgrade shall be prepared as specified in Section 301. In areas where undercuts have been called out on the plans, the final subgrade will be prepared as specified in Section 301 and the subgrade will then be proof rolled. Final determination of the undercut area will be based on the proof roll after the subgrade has been prepared.

It is the intention of this specification to pay for the handling earthwork material only once, except as directed herein and/or approved for additional payment in advance by the Engineer. In the event the Contractor elects to excavate and stockpile any excavated materials for re-handling at a later date, he shall do at his own expense.

EXPLORATION TRENCH, SPECIAL

Description: This work shall be as required in Section 213 of the Standard Specifications and shall also consist of excavating a trench of sufficient width, (minimum 48"), length and depth (as field determined) to expose existing utilities, potential utility conflicts, other utility obstructions, underdrains and/or field tiles shown on the plans or as determined by the Engineer.

The depth and width of trench shall be of adequate width to allow investigation of the item in the trench. The maximum depth shall be based on the depth of the proposed utility depth or to the point of potential utility conflict.

The exploration holes will also be completed at all locations where the proposed sewers, casing pipe, underdrains or culvert pipes cross an existing utility line where meeting clearance requirements are essential and adjustment to the existing utility may be necessary prior to starting construction operations to meet said clearance requirements. Other exploration trenches may be excavated at the locations noted on the plans or required by the Engineer.

The depth of the inspection hole shall be as necessary to uncover the existing utilities or other obstructions and of adequate width to allow investigation of the investigated item in the hole. In no case does the inspection hole need to be deeper than the proposed invert elevation of the proposed work item being installed plus the clearance requirement.

After a determination of the condition and/or location adequacy and at the direction of the Engineer, in areas of proposed structural embankment or pavement structures, the Contractor shall backfill the trench with materials meeting the requirement of TRENCH BACKFILL in Section 208 of the Standard Specifications. All areas outside the improvements can be backfilled with the originally excavated material. All excess excavated material created by this work shall be disposed of offsite by the contractor.

Basis of Payment. This work will be paid for at the contract unit price per Foot for EXPLORATION TRENCH, SPECIAL regardless of depth for utility exploration and as specified in Section 213 for underdrain exploration, which will be payment in full for all required work as set forth above. Trench backfill will not be measured separately for payment but shall be INCLUDED in the cost of Exploration Trench, Special.

SAW CUTTING

This item refers to all locations where a saw cut is required for the removal of pavement, curb, gutter, medians, driveways, sidewalk, butt joints, patches or any other structure which are one piece with no construction joints. This saw cut shall be made at the limits of construction or other areas as required to perform the proposed improvements shown on the plans. The saw cut shall be accomplished with a "pavement saw". Wheel type trenchers will not be allowed for final saw cut at the limits of construction.

Saw cutting shall not be paid for separately, but shall be considered INCLUDED in the unit contract price of the related removal item.

TEMPORARY DITCH CHECKS

Description: This work consists of the installation of Temporary Ditch Checks in accordance with applicable articles of Section 280 of the Standard Specifications and as detailed on the plans. The work shall include supplying, installing, relocating, cleaning, and removal of Temporary Ditch Checks as directed by the Engineer.

Materials. Temporary Ditch Checks shall be constructed with products from the Illinois Department of Transportation’s approved list or sediment logs constructed of rolled excelsior.

Method of Measurement: This work shall be measured for payment as foot.

Basis of Payment: This work will be paid for at the contract unit price per Foot for TEMPORARY DITCH CHECKS, which price shall be full compensation for all labor, equipment and materials required for performing the work as herein specified and detailed on the plans.

TURBIDITY BARRIER

Description: This work shall consist of furnishing, placing and removing a geo-synthetic barrier totally enclosing construction within watercourses to confine sedimentation within the construction area. The Turbidity Barrier shall be a pre-assembled system, including the geotextile/geomembrane, connection and securing mechanisms, stakes, and ballast chain. The Contractor shall provide a system of adequate capability, appropriate for the site conditions such as depth (shown on plans as stream bottom elevation to normal water surface elevation), current, and wind/waves. The Turbidity Barrier shall be constructed according to the Manufacturer's recommendations.

The Turbidity Barrier shall be IVI-66 manufactured by Indian Valley Industries, Inc. of Johnson City, NY (800-659-5111) or equivalent as approved by the Engineer.

The Contractor shall submit to the Engineer and the Kane-DuPage Soil and Water Conservation District the product information for the proposed Turbidity Barrier for approval prior to the start of work.

The Turbidity Barrier location and placement during demolition will be as specified by the Kane-DuPage Soil and Water Conservation District.

The geosynthetic shall meet the minimum physical requirements for Stabilization Geotextile, except the permittivity (ASTM D 4491) requirement shall be 0.06 sec-1 maximum. Geosynthetics may be polymer impregnated to negate permittivity and opening size requirements. Hemmed pockets shall be sewn or heat bonded for stakes and bottom weights. Panel ends shall have metal grommets placed through a reinforced hem. Connections between panels shall be tightly tied with synthetic or wire rope to prevent flow through the joint.

Stakes shall be hardwood or steel with sufficient length and cross-section to support the Barrier and maintain sufficient freeboard to prevent overtopping. Stake spacing shall not exceed 6.5 feet.

All hardware such as stakes, ballast chain, connection bolts, reinforcement plates, and tension cables shall be galvanized, stainless steel, aluminum, or otherwise corrosion resistant. The ballast chain shall have sufficient mass to maintain the geosynthetic in a vertical position, but shall not be less than 0.7 lb/ft.

The Turbidity Barrier shall be placed according to locations shown on the plans and according to the manufacturer's published installation guidelines or as directed by the Engineer. The depth and location of the barrier shall be governed by stream depths anticipated at the time of construction and approved by the Engineer and the Kane-DuPage Soil and Water Conservation District. In streams, the Turbidity Barrier shall be placed parallel to currents or flow. The Turbidity Barrier system shall be designed to handle site-specific drainage or flow appurtenances. This design should be based on the current flow conditions and requirements of the Soil and Water Conservation District. The Contractor shall be responsible to provide and maintain sufficient anchors, tie-downs, or other mechanisms to insure proper position and performance of the Turbidity Barrier. The Turbidity Barrier shall include a re-directional barrier on the upstream end such as a concrete barrier or wood planking. Any visible plume of cloudy

water outside the protected construction area shall constitute inadequate performance of the Turbidity Barrier. The Contractor shall immediately modify, adjust, or repair any portion of Turbidity Barrier to correct inadequate performance.

Turbidity Barrier shall maintain continuous contact with the bottom. Excess barrier shall lie without wrinkles on the bottom, away from construction activity.

The Contractor shall maintain the Turbidity Barrier until the construction activity within the watercourse is complete and the turbidity is reduced to acceptable levels as approved by the Engineer. Maintaining shall include keeping a tight alignment around the work area or shoreline.

Basis of Payment: This work will be paid for at the contract unit price per Foot for TURBIDITY BARRIER.

DEWATERING – FILTRATION SYSTEM

Description: This item will consist of constructing a dewatering filtering system consisting of filtration or sediment bags for collecting sediment from construction dewatering operation. Construction waters will include, but not be limited to, all waters generated from the installation of drainage systems, footing construction and dewatering operation described in the Guide Bridge Special Provision (GBSP73) for Cofferdams.

Dewatering Plans: When dewatering the construction area is necessary; all waters shall be filtered by using filter/sediment bags. The contractor may submit alternative measures for approval to the Resident Engineer and the Kane-DuPage Soil & Water Conservation District. All filter/sediment bags must have secondary containment devices, and should be placed on level ground. Water must have sediment removed before being allowed to return to the original Creek. The discharge shall be designed so that returning waters do not cause erosion. The contractor will coordinate the method, design and location of the dewatering plan and filter/sediment bag(s) with Kane-DuPage Soil & Water Conservation District at the pre-construction meeting.

Materials: The material for the filtration bag shall meet the requirements of material specification in Table 2, Class I with a minimum tensile strength of 200 lbs. The filtration bag shall be sized per manufacturer recommendations and based on the size of the pump. The largest size pump to be used with a filtration bag shall be 4-inch diameter.

TABLE 2. REQUIREMENTS FOR NONWOVEN GEOTEXTILES

Property	Test method	Class I	Class II	Class III	Class IV [3/]
Tensile strength (lb) [1/]	ASTM D 4632 grab test	180 minimum	120 minimum	90 minimum	115 minimum
Elongation at failure (%) [1/]	ASTM D 4632	≥ 50	≥ 50	≥ 50	≥ 50
Puncture (pounds)	ASTM D 4833	80 minimum	60 minimum	40 minimum	40 minimum
Ultraviolet light (% residual	ASTM D 4355 150-hr exposure	70 minimum	70 minimum	70 minimum	70 minimum

tensile strength)

Apparent opening size (AOS)	ASTM D 4751	As specified max. #40 2/	As specified max. #40 2/	As specified max. #40 2/	As specified max. #40 2/
Permittivity sec^{-1}	ASTM D 4491	0.70 minimum	0.70 minimum	0.70 minimum	0.10 minimum

1/ Minimum average roll value (weakest principal direction).
2/ U.S. standard sieve size.
3/ Heat-bonded or resin-bonded geotextile may be used for classes III and IV. They are particularly well suited to class IV. Needle-punched geotextiles are required for all other classes.

Operation and Maintenance: The frequency of inspections shall depend on the dewatering method, amount of discharge, potential damage, and quality of the receiving bodies of water. The frequency of inspections and specific tasks shall be identified.

1. Inspections shall be conducted to ensure proper operation and compliance with any permits or water quality standards.
2. Accumulated sediment shall be removed from the flow area and temporary diversions shall be repaired, as required.
3. Outlet areas shall be checked and repairs shall be made in a timely manner, as needed.
4. Pump outlets shall be inspected for erosion, and sumps shall be inspected for accumulated sediment.
5. Dewatering bags shall be removed and replaced when half full of sediment or when the pump discharge has reduced to an impractical rate.
6. If the receiving area is showing any signs of cloudy water, erosion, or sediment accumulation, discharges shall be stopped immediately once safety and property damage concerns have been addressed.
7. Sediment shall be disposed in accordance with all applicable laws and regulations.

Removal of Dewatering Facilities - The temporary dewatering filtering system shall be removed after it has served its purpose. The dewatering areas shall be graded, stabilized and permanently restored with appropriate erosion control practices and as shown on the plans. The dewatering sites after removal shall not create any obstruction of the flow of water or any other interference with the operation of or access to the permanent works.

Method of Measurement: Dewatering or dewatering systems will not be measured separately for payment.

Basis of Payment: This work required for construction of dewatering systems and dewatering operations will not be measured separately for payment but shall be INCLUDED in the cost of the bridge or culvert work

AGGREGATE DITCH CHECKS

Description: This work will consist of constructing permanent aggregate ditch checks in all swales/ditches adjacent to the trail system with slopes eight (8) percent or greater at the locations shown on the plans or as directed by the Resident Engineer. This work will be completed in accordance with applicable articles of Section 280 of the Standard Specifications and as detailed on the plans.

Materials: The materials for the Aggregate Ditch Checks shall be:

Riprap – RR3	Section 281
Filter Fabric	Section 282

Construction Requirements: The aggregate ditch checks shall be constructed of riprap on filter fabric as shown on the detail. Maintenance of the aggregate ditch checks will be required for the duration of the project and includes cleaning of the aggregate material and replacement of same if required due to wash out or other event causing displacement of the aggregate. Disposal of sediment shall be as directed by the Resident Engineer.

Method of Measurement: AGGREGATE DITCH CHECKS will be measured for payment in tons placed.

Basis of Payment: This work will be paid for at the contract unit price per Ton for AGGREGATE DITCH CHECKS, which price shall be full compensation for all labor, equipment and materials required for performing the work as herein specified and detailed on the plans.

Riprap replacement required for maintenance of the ditch checks will be measured for payment under this specification. Riprap replacement will need to be approved by the Resident Engineer prior to placing.

Filter Fabric under the aggregate will be measured separately for payment under FILTER FABRIC.

STABILIZED CONSTRUCTION ENTRANCE

Description: The work shall consist of the construction of aggregate fill and filter fabric for the construction of the stabilized construction entrance. It is anticipated that the use of a construction entrance will not be needed for this project. However, details and nominal plan quantities have been included in the plans in case it is decided by the Engineer and/or the Kane-DuPage Soil and Water Conservation District that the construction entrance is required.

Materials: Materials for aggregate fill and bedding shall meet the requirements of Section 1004 of the Standard Specifications. The aggregate materials shall be gradations for CA-1, CA-2, CA-3, or CA-4.

The filter fabric shall be placed under the aggregate fill and shall conform to the requirements of Section 1080.03 of the Standard Specifications.

Foundation Preparation: Foundations for aggregate fill shall be stripped to remove vegetation and other unsuitable materials or shall be excavated as specified.

Except as otherwise specified, earth foundation surfaces shall be graded to remove surface irregularities, and test pits or other cavities shall be filled with compacted earth fill of approximately the same kind and density as the adjacent foundation material.

Placement and Compaction:

The aggregate fill shall be dumped and spread into position over the filter fabric in approximately horizontal layers not to exceed twelve (12) inches in thickness. It shall be placed in a manner to produce a reasonably homogeneous stable fill that contains no segregated

pockets of large or small fragments or large unfilled spaces caused by bridging of the larger rock fragments.

Aggregate fill shall be compacted as described below:

Each layer of fill shall be compacted by a minimum of four (4) passes, over the entire surface, with a steel-drum vibrating roller having a minimum weight of five (5) tons and exerting a vertical vibrating force of not less than 20,000 pounds at a frequency not less than 1200 times per minute or,

Each layer of fill shall be compacted by a minimum of four (4) passes over the entire surface by a track of a crawler-type tractor weighing a minimum of twenty (20) tons.

Compaction by means of drop weights operating from a crane, hoist or similar equipment will not be permitted.

Basis of Payment: The work to construct the stabilized construction entrance will be paid for at the contract unit price square yard for STABILIZED CONSTRUCTION ENTRANCE, which price shall include excavation, bedding, aggregate fill, filter fabric, placing and compacting, labor, tools, equipment and incidentals required to complete the work as specified.

WASHOUT BASIN

Description: This item shall consist of constructing and maintaining a washout basin for concrete trucks and other construction vehicles. The washout basin will be as detailed on the plans.

Basis of Payment: This work shall be paid for at the contract unit price per Lump Sum for WASHOUT BASIN, which prices shall include general maintenance and removal of all construction debris and all material, labor, tools, equipment, disposal of surplus material, and incidentals necessary to complete this item of work.

HMA SHOULDERS, 6”

Construction Requirements: The hot-mix asphalt shoulders shall be constructed in accordance of Section 482 except that the last paragraph of Article 482.04 shall be revised to read “Whenever HMA shoulders are constructed adjacent to pavement constructed on an improved subgrade and additional material is needed to extend the improved subgrade to the bottom of the HMA shoulder, the additional material shall be Subbase Granular Material, Type B, according to Section 311.

HMA shoulders will be constructed of HMA binder material. The unit price for HMA Shoulder does not include the HMA surface course or leveling binder required to raise the shoulder to final grade. They will be paid for separately as HMA Surface Course and Leveling Binder (Machine Method).

AGGREGATE SHOULDERS, TYPE B 6”

Description: The aggregate shoulder shall be constructed according to Section 481 of the Standard Specifications. The shoulder shall be constructed in two lifts. The first lift shall be placed and compacted flush with the top of the adjacent HMA shoulder or leveling binder. Placement of the HMA surface course will not be allowed until the first lift of aggregate shoulder is constructed.

Method of Measurement: Aggregate shoulder will be measured for payment in square yards of the thickness specified.

Basis of Payment: This work will be paid for at the contract unit price per Square Yard for AGGREGATE SHOULDER, TYPE B 6" which price shall be full compensation for all labor, equipment and materials required for performing the work as herein specified and detailed on the plans.

TRAFFIC CONTROL PLAN
(Revised August 15, 2005; Revised July 26, 2010)

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

Special attention is called to the following sections of the Standard Specifications, the Highway Standards, and the special provisions relating to traffic control:

Standard Specifications:
- Section 701 - Work Zone Traffic Control and Protection
- Section 703 - Work Zone Pavement Marking
- Section 704 - Temporary Concrete Barrier
- Section 781 - Raised Reflective Pavement Markers
- Section 783 - Pavement Marking and Marker Removal

ERRATA Standard Specifications for Road and Bridge Construction

Supplemental Specifications:
- None

Highway Standards:

701001	701006	701011	701201	701301	701306
701311	701321	701326	701901	704001	TC-10
TC-22					

In addition, the following also relate to traffic control for this project:

Recurring Special Provisions:
- Check Sheet #20 - Guardrail and Barrier Wall Delineation
- Check Sheet #23 – Temporary Portable Bridge Traffic Signals

Local Roads and Streets Recurring Special Provisions:
- LRS3 – Work Zone Traffic Control Surveillance
- LRS4 – Flaggers in work Zones

Special Provisions:
- Flagger at Side Roads and Entrances (BDE)
- Impact Attenuators, Temporary (BDE)
- Safety Edge (BDE)
- Traffic Control Deficiency Deduction (BDE)

Details:

Maintenance of Traffic - Staging Typical Sections
Maintenance of Traffic - Staging Plan Sheets
Maintenance of Traffic – Temporary Bridge Traffic Signals

TRAFFIC CONTROL SURVEILLANCE:

In addition to the Standard Specifications for Article 701.10 Surveillance, this item will be required when Traffic Standards 701326 is in place.

WORK ZONE SPEED LIMIT:

The speed limit during traffic staging shall be posted with 35 mph “Advisory” speed signs.

SIGNS:

No bracing shall be allowed on post-mounted signs.

“BUMP” (W8-1(O)48) signs shall be installed as directed by the Engineer.

Install a "TO ACTUATE SIGNAL" sign for the traffic signal detection zone. The detail of this sign is included in the plans.

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

FLAGGERS:

Flaggers shall comply with all requirements contained in the Department’s “Flagger Handbook” with the following exception: The ANSII Class 2 vest will not be supplied by the Department.

PAVEMENT MARKING:

Temporary pavement markings shall <u>not</u> be included in the cost of the standard rather it shall be paid for separately at the contract unit prices of specified temporary pavement marking items.

All short-term pavement markings on a milled surface shall be paint.

HIGHWAY STANDARDS APPLICATION:

<u>701001</u> This standard should be used for, grading, seeding, utility work, fencing and other miscellaneous work that is performed more than 15’ from the edge of the traffic lane. Work performed under this traffic control application will <u>not</u> be paid for separately, but shall be INCLUDED in the cost of the related work items.

Anticipated major operations for application of this standard:

- Landscaping and punch list work.

701006 This standard should be used for, grading, seeding, and other miscellaneous work which is performed within 15', but not closer than 2', to the edge of the traffic lane. Work performed under this traffic control application will not be paid for separately, but shall be INCLUDED in the cost of the related work items.

Anticipated major operations for application of this standard:

- Landscaping and punch list work.
- Guardrail installation
- Sign installation

701011 This standard should be used for, grading, seeding, and other miscellaneous work which is performed within 15', but not closer than 2', to the edge of the traffic lane. Work performed under this traffic control application will not be paid for separately, but shall be INCLUDED in the cost of the related work items.

Anticipated major operations for application of this standard:

- Constructing aggregate wedge shoulder adjacent to pavement shoulder and temporary pavement in Stage 1A.

701201 This standard will apply when short time work operations are being performed. Typical operations are bituminous density testing, application of temporary pavement marking, marking and saw cutting edge of pavements, and miscellaneous survey operations. Work performed under this traffic control application will be paid for separately under TRAFFIC CONTROL AND PROTECTION, STANDARD 701201, Lump Sum. The standard will only paid for once for the entire project regardless of how many times the set ups are required to complete the work.

Anticipated major operations for application of this standard:

- Saw cutting pavement edges.
- Surveying operations.

701301 This standard will apply when short time work operations are being performed. Typical operations are bituminous density testing, application of temporary pavement marking, marking and saw cutting edge of pavements, and miscellaneous survey operations. Operations performed under this traffic control application will not be paid for separately, but shall be INCLUDED in the cost of the related work items.

Anticipated major operations for application of this standard:

- Pavement marking removal.
- Surveying operations.

701306 This standard is appropriate for use during construction for bituminous surface course milling and paving operations. Work performed under this traffic control application will be paid for separately under TRAFFIC CONTROL AND PROTECTION, STANDARD

701306, Lump Sum. The standard will only paid for once for the entire project regardless of how many times the set ups are required to complete the work.

Anticipated major operations for application of this standard:

- HMA surface milling.
- HMA surface course and leveling binder paving.
- Aggregate shoulder.
- Permanent signing, guardrail markers and/or delineators.

701311 This standard is used where any work activity requires a continuous moving operation where the speed is greater than 3 mph. Work performed under this traffic control application will not be paid for separately, but shall be INCLUDED in the cost of the related work items.

Anticipated major operations for application of this standard:

- Permanent pavement marking operations.

701321 The general provisions of this standard have been used in the development of the Stage 1B and Stage 2 Maintenance of Traffic operation detail in the plans for the construction of the bridge and roadway improvements. Only one lane will be open at a time and the staging plans will utilize temporary bridge traffic signals. Traffic control devices shall set up as applicable as shown in the plans. Work performed under this traffic control application will include both stages (Stage 1B and Stage 2) under TRAFFIC CONTROL AND PROTECTION, STANDARD 701321, Each. The standard will only paid for once for the entire project.

Anticipated major operations for application of this standard:

- Major bridge and roadway Improvements constructed in Stage 1B and 2.

701326 This standard is appropriate for use at the end of construction day during the pavement widening stage. All lanes of traffic shall remain open. Traffic control devices shall set up as applicable as shown on Highway Standard 701326. Work performed under this traffic control application will paid for separately under TRAFFIC CONTROL AND PROTECTION, STANDARD 701326, Lump Sum. The standard will only paid for once for the entire project regardless of how many times the set ups are required to complete the work.

Anticipated major operations for application of this standard:

- Temporary pavement and shoulder construction in Stage 1A adjacent to La Fox Road.

701901 This standard includes general traffic control devices to be used throughout the project. These traffic control devices will not be paid for separately, but shall be INCLUDED in the cost of the related work items

Anticipated major operations for application of this standard:

- All construction staging plans and applicable standards.

KEEPING ENTRANCES OPEN TO TRAFFIC:

Access to private entrances designated on the plans to remain open shall remain open at all times. On properties that have more than one access, one entrance may be temporarily closed. However, vehicular access must remain open to traffic for the opposite entrance. When it is necessary to close an entrance, the contractor shall coordinate with the Engineer and the property owner forty-eight (48) hours in advance of the work.

OTHER DEVICES.

Temporary Bridge Signals: The Contractor will be required to have someone available at all times to receive phone calls during non-work hours and who is able to reach the job site within one hour of being called. This person will be able to repair the temporary signals or will be able to have flaggers on site within another hour to flag traffic until the signals are again in operation. Failure to have a person on site within an hour after the initial call out will result in the Contractor being charged liquidated damages by the County. Failure to have traffic restored either with repaired signals or with flaggers within two hours after the initial call out will result in the Contractor being charged liquidated damages by the County. 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.

Maintenance of Traffic:

When the roadway is not closed and/or Standard 701321 are not in effect, the mainline shall be kept open to one-way traffic at all times during working hours and two-way traffic during non-working hours.

The Contractor shall be required to notify the Kane County, the corresponding Township Commissioner, emergency response agencies (i.e.: fire, ambulance, police), school bus companies and the Department of Transportation (Rte. 38) (Bureau of Project Implementation) regarding any changes in traffic control.

Basis of Payment

The basis of payment for traffic control and protection will be as follows:

Work performed under this traffic control application Standard 701201 will be paid for separately under TRAFFIC CONTROL AND PROTECTION, STANDARD 701201, Lump Sum. The standard will only paid for once for the entire project regardless of how many times the set ups are required to complete the work

Work performed under this traffic control application Standard 701306 will be paid for separately under TRAFFIC CONTROL AND PROTECTION, STANDARD 701306, Lump Sum. The standard will only paid for once for the entire project regardless of how many times the set ups are required to complete the work

Work performed under this traffic control application Standard 701326 will be paid for separately under TRAFFIC CONTROL AND PROTECTION, STANDARD 701326, Lump Sum. The

standard will only paid for once for the entire project regardless of how many times the set ups are required to complete the work.

Work performed under this traffic control application Standard 701321 will be paid for separately under TRAFFIC CONTROL AND PROTECTION, STANDARD 701321, Each. The standard will paid for only once for the entire project.

SHORT-TERM PAVEMENT MARKING, TEMPORARY PAVEMENT MARKING of the size specified will be paid for separately.

The price for these items shall be payment in full for all labor, materials, transportation, signs, drums and barricades and incidental work necessary to furnish, install, maintain and remove all traffic control as shown in the plans and as required in these Special Provisions.

PAVEMENT MARKING REMOVAL/WORK ZONE PAVEMENT MARKING REMOVAL
All permanent and work zone pavement markings shall be removed according to Article 1101.12 Water Blaster with Vacuum Recovery and the applicable portions of Sections 703 and 783 of the Standard Specifications and as described herein. Pavement marking tape type III may be peeled or burned off, however, all remnants or burn marks shall be hydro-blasted.

Add the following paragraph to Article 1101.12 of the Supplemental Specifications.

> For the high-pressure water spray, the pressure at the nozzle shall be approximately 25,000 psi (172,000 kPa) with maximum flow rate of 15 gal/min (56 L/min). The nozzle shall be in close proximity to the pavement surface.

TEMPORARY RAMP
All traffic areas where a vehicle is required to transition from the new pavement to the existing pavement or construction surface shall be paved with a temporary ramp consisting of HMA material. For this project would include the roadway at the ends of the project limits, side streets and at the new bridge approach pavements.

The HMA material shall be in placed the same day as the removal/milling operation or opening of the new pavements.

The HMA material shall be two (2) inches in thickness with a minimum design of Hot-Mix Asphalt Binder Course, IL-19.0, N50.

This work will be paid for at the contract unit price per square yard for TEMPORARY RAMP of the thickness specified, which price include reshaping aggregate base (if required), HMA binder course, bond breaker, placing and compacting and all labor, tools, equipment and incidentals required to complete the work as specified.

Removal of the Temporary Ramp will be measured separately for payment as shall be paid for at the contract unit price per Square Yard for HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT.

AGGREGATE WEDGE SHOULDER, TYPE B
This work shall be done in accordance with the detail in the Maintenance of Traffic Sheets and governed by Article 481 of the Standard Specifications. Temporary aggregate wedge shoulder will be placed adjacent to the temporary pavement drop-off during Stage 1A.

Materials: Material shall be CA-6 and done in accordance with Aggregate Shoulders, Type B. Recycled material will not be allowed. The Contractor may request in writing that on-site material be used for the temporary wedge shoulder. If the contractor can demonstrate that these on site materials, such as aggregate base or milled asphalt grinding can be compacted in such a manner they will not "roll", "segregate" or "spread under the load of a vehicle, the Engineer may approve these materials for use for the temporary wedge shoulder.

Basis of Payment: This work shall be paid for at the contract unit price per ton, AGGREGATE WEDGE SHOULDER, TYPE B, which shall include payment in full for all placing, compacting and maintaining the wedge shoulder, labor, equipment and material necessary for completion of the work. The removal of the shoulder shall be included in the contract unit price for AGGREGATE WEDGE SHOULDER, TYPE B and no additional compensation will be made.

If an on-site material is used the weight will be computed using the field measured volume in cubic yards of the aggregate wedge shoulder times 1.8 Tons/Cu. Yd.

TEMPORARY PAVEMENT MARKING

Description: This work shall consist of providing work zone pavement markings in accordance with Section 703 of the Standard Specifications except that ONLY paint shall be used for all staging operations except for those locations where "tape" has been identified on the plans.

No paint shall be used on final wearing surfaces.

TEMPORARY PAVEMENT AND TEMPORARY PAVEMENT REMOVAL

This work shall consist of placing a Hot-Mix Asphalt Binder Course or Portland Cement Concrete Base Course and aggregate base to serve as a temporary widening in Stage 1A at the locations shown on the plans. The choice of material to be used for this item is left to the Contractor to choose from the following options:

HOT-MIX ASPHALT OPTION

This work shall consist of placing and compacting four (4) inches of Sub-base Granular Material, Type A and constructing 6 inches of HOT-MIX ASPHALT BINDER COURSE to serve as a temporary pavement widening in Stage 1A at the location shown on the plans. If the thickness is 6 inches or more, it should be placed in 2 lifts (no lift thickness less than 2.25").

Description: This work shall consist of designing, producing and constructing a HMA Surface Course on a prepared base, according to Sections 311, 406, 1030 and 1102 of the 2007 Standard Specifications, except as follows.

Materials: Binder Mixture 19.0 shall be used shall be used. Subbase Granular material shall be Type B, gradation CA-6.

Required Field Tests: Density Acceptance at 95% - 102% of growth curve at the frequency indicated in Article 1030.05(d)(3).

All work as listed above and all other required materials shall be included in the contract unit price per Square Yard for TEMPORARY PAVEMENT.

PORTLAND CEMENT CONCRETE OPTION

This work shall consist of placing and compacting 4 inches of Subbase Granular Material, Type B and constructing an 8 inch thick Portland Cement Concrete Base Course to serve as a temporary pavement in Stage 1A at the location shown on the plans. The minimum width shall be 3 feet. This work shall be completed according to Sections 311 and 353 of the Standard Specifications.

Pavement fabric shall not be utilized in the base course.

The Contractor shall saw longitudinal joints in base courses wider than 16 feet, according to the Standard 420001, except that uncoated steel tie bars may be used instead of epoxy coated tie bars. These joints shall not be sealed.

The Contractor shall saw transverse joints in the base course at 20' centers according to the detail for Sawed Construction Joints in Standard 420001, except that dowel bars are not required. These joints shall not be sealed.

All work as listed above, including tie bars, sawed joints and all other required materials shall be included in the contract unit price per Square Yard for TEMPORARY PAVEMENT.

Basis of Payment: All work and materials required to complete the work listed above, regardless of option selected, shall be included in the contract unit cost per Square Yard for TEMPORARY PAVEMENT.

The temporary pavement (hot-mix asphalt binder course or concrete) and granular subbase constructed in Stage 1A shall be removed at the locations shown on the plans. Removal shall be paid for separately at the contract unit price per Square Yard for TEMPORARY PAVEMENT REMOVAL.

The Subbase Granular Material will be measured separately for payment and shall be paid at the contract unit per Square Yard for SUBBASE GRANULAR MATERIAL, TYPE B 4".

CHANGEABLE MESSAGE SIGN

Description: The project will require that electronic changeable message signs be placed on the south and north side of the project on LaFox Road to warn the public of the pending roadway and bridgework and traffic channelization. The message boards will initially need to be placed and set out for seven (7) days in advance of the anticipated first day of construction (Stage 1A). The message boards will also be set out for seven (7) days in advance of the anticipated lane shifts for Stage 1B, Stage 2 and Stage 3. The message boards will remain in place the duration of time specified and/or as directed by the Engineer.

At the direction of the Engineer the changeable message signs may be removed and shall be removed and replaced by TEMPORARY INFORMATION SIGNS for the duration of the specified contract time.

The contractor will coordinate with the Engineer on the exact placement of the message boards and/or temporary information signs and the message(s) to be displayed on each.

Method of Measurement: Message board(s) will be paid for per calendar month for each message sign utilized (two (2) message signs are anticipated for this project).

Basis of Payment: The signs shall be removed after the specified number of days/months and as directed by the Engineer. The contractor will coordinate with the Engineer on the exact placement of the message boards and the message that is to be displayed. The message boards will be paid for as CHANGEABLE MESSAGE SIGN, SPECIAL per Calendar Month for each message sign utilized.

TEMPORARY INFORMATIONAL SIGNS

Description: Kane County requires that temporary information signing will be erected on the south and north side of the bridge to inform the public of the construction duration. The contractor will coordinate with the Resident Engineer on the exact placement of the sign. The sign shall be in place for the entire duration of the contract or as directed by the Resident Engineer. The temporary sign will be as dimensioned on Std. TC22 except the message shall be coordinated and approved by the Engineer.

This work shall consist of furnishing, installing, maintaining, relocating for various states of construction, and eventually removing temporary informational signs. Included in this item may be ground mount signs, skid mount signs, truss mount signs, bridge mount signs, and overlay sign panels which cover portions of existing signs.

Materials:

Materials shall be according to the following Articles of Section 1000- Materials:

Item		Article/Section
a.	Sign Base (Notes I & 2)	1090
b.	Sign Face (Note 3)	1091
c.	Sign Legends	1092
d.	Sign Supports	1093
e.	Overlay Panels (Note 4)	1090.01

Note 1. The Contractor may use 16mm (5/8 inch) instead of 19mm (3/4 inch) thick plywood.
Note 2. Type A sheeting can be used on the plywood base.
Note 3. All sign faces shall be Type A except all orange signs shall meet the requirements of Article 1084.02(b).
Note 4. The overlay panels shall be 2mm (0.08 inch) thick.

General Construction Requirements:

Installation: the Contractor prior to fabrication shall verify the sign sizes and legend sizes.

Signs, which are placed along the roadway and/or within the construction zone, shall be installed according to the requirements of Article 701.14 and Article 720.04. The signs shall be 2.1 m (7') above the near edge of the pavement and shall be a minimum of 600mm (2') beyond the edge of the paved shoulder. A minimum of 2 posts shall be used.

The Contractor shall place signs one (1) Week in advance of the start of any construction on• each side of the project limits that will state construction starting here, the start date of construction and the number of months the construction is anticipated to last.

The attachment of temporary signs to existing sign structures or sign panels shall be approved by the Engineer. Any damage to the existing signs due to the Contractor's operations shall be repaired or signs replaced, as determined by the Engineer, at the Contractor's expense.

Basis of Payment: The signing, which includes post and mounting, will be paid as TEMPORARY INFORMATIONAL SIGNS, per Each sign erected, which shall be full compensation for all labor, equipment and materials required for performing the work as herein specified. All hardware, posts, or skids, supports, bases for ground-mounted signs, connections, which are required for mounting these signs, will be included.

SIGN PANEL REMOVAL AND INSTALLATION

The County will be responsible for the removal of the existing roadway signs within the project limits. The Contractor will mark all sign to be removed and will then coordinate with the Engineer to have the signs removed.

The County will also supply and erect all proposed roadway signs detailed on the Pavement Marking and Signing Plan.

The Contractor will supply and erect the "Protected Resource Signs" detailed in the Erosion Control and Seeding Plan.

INLET BOX, SPECIAL

Description: This item shall be constructed in accordance with the details and notes shown in the construction plans. The contractor has the option to provide a pre-cast structure or a cast-in-place structure.

Materials:

Structure shall be designed in accordance with AASHTO standard specifications for Highway Bridges and Section 504 of the Standard Specifications for Road and Bridges. Structures shall be designed for HS20-44 loading. Concrete shall be Class SI.

Design and Certification: Shop drawings and design calculations shall be submitted to the Engineer. The shop drawing and design calculations shall be signed and sealed by a licensed Structural Engineer registered in the State of Illinois.

Basis of Payment: This item will be paid for, regardless of which option is used to construct the structure, at the contract unit price per each for INLET BOX, SPECIAL, which price shall include all items as detailed in the plans including precast sections, cast-in-place portions, frames and grates, porous granular bedding material and excavation and all labor, tools, equipment and incidentals required to complete the work as specified.

INLETS, SPECIAL, NO. 1

Description: This item will consist of providing a modified flush median style inlet at the locations shown in the plans. The flush median inlet will meet the applicable requirements of Section 602 of the Standard Specifications and dimensions and details shown on Standard 542546.

Basis of Payment: This work shall be paid for at the contract unit price per Each for INLETS, SPECIAL, NO. 1, regardless of the pipe diameter or structure height. This price shall include all material, labor, tools, equipment and incidentals necessary to complete this item of work.

PIPE UNDERDRAINS

Description: This work shall consist of constructing pipe underdrains in accordance with the applicable portions of Section 601 of the Standard Specifications. The pipe underdrain shall be perforated corrugated polyethylene (PE) tubing and shall be fitted with a factory applied fabric sock for encasing the perforated corrugated pipe underdrain. The fabric sock may be either a knitted, woven or non-woven fabric meeting the requirements of Section 1080 of the Standard Specifications. The fabric envelope will not be required.

Basis of Payment: This work shall be paid for at the contract unit price per lineal Foot of PIPE UNDERDRAINS, 4". This price shall include the underdrain, sock, porous granular backfill, connection and fittings and all other materials, labor, tools, equipment and incidentals necessary to complete this item of work.

Aggregate backfill will be not be measured separately for payment bt shall be INCLUDED in the contract unit price for Pipe Underdrains, 4".

PERENNIAL PLANTS, WETLAND TYPE, 2" DIAMETER BY 4" DEEP PLUG

Description: All work, materials and equipment shall conform to Sections 254 and 1081 of the Standard Specifications except as modified herein.

Perennial plants shall be spaced 12" on center and planted in groups with 1 species per group. Size of groups shall be a minimum of 20 Sq. Ft. and a maximum of 40 Sq. Ft. All native species will be local genotype and will be from within a radius of 150 miles from the site.

Materials: Revise Article 254.03d - Substitute the following:

Perennial Plants, Wetland Type

SCIENTIFIC NAME	COMMON NAME	PLANTS/ACRE
ACORUS CALAMUS	SWEET FLAG	500
ALISMA SUBCORDATUM	WATER PLANTIAN	500
IRIS VIRGINICA SHREVEI	WILD BLUE IRIS	1500
SAGITTARIA LATIFOLIA	COMMON ARROWHEAD	1000
SCIRPUS ACUTUS	HARDSTEM BULRUSH	1500
SCIRPUS ATROVIRENS	DARK GREEN RUSH	500
SCIRPUS FLUVIATILIS	RIVER BULRUSH	500
SCIRPUS VALIDUS CREBER	GREAT BULRUSH	1500
SPARGANIUM EURYCARPUM	COMMON BUR REED	500
	TOTAL PLANTS PER ACRE	**8,000**

Method of Measurement: PERENNIAL PLANTS, WETLAND TYPE, 2" DIAMETER BY 4" DEEP PLUG will be measured for payment in units of 100 perennial plants regardless of the type specified.

Basis of Payment: This work will be paid for at the contract unit price per unit for PERENNIAL PLANTS, WETLAND TYPE, 2" DIAMETER BY 4" DEEP PLUG.

SEEDING, CLASS 4 (MODIFIED)

Description: All work, materials and equipment shall conform to Sections 250 and 1081 of the Standard Specifications except as modified herein.

The seed mix shall be supplied in pounds of Pure Live Seed (PLS). All native species shall be local genotype and shall be from a radius not to exceed 100 miles from the site. Fertilizer is not required.

Materials: Revise Article 250.07 Seeding Mixtures – Substitute the following:

Seeding, Class 4 (Modified) – Fen

SCIENTIFIC NAME	COMMON NAME	LB PLS/ACRE
ANDROPOGON GERARDII	BIG BLUESTEM	1.000
BROMUS CILIATUS	FRINGED BROME	0.125
BROMUS KALMII	PRAIRIE BROME	0.125
CAREX BEBBII	BEBB'S SEDGE	0.125
CAREX HYSTERICINA	PORCUPINE SEDGE	0.125
CAREX PELLITA	BROAD-LEAVED WOOLY SEDGE	0.063
CAREX SCOPARIA	LANCE-FRUITED OVAL SEDGE	0.250
SORGHASTRUM NUTANS	INDIAN GRASS	1.000
	TOTAL WEIGHT OF SEEDS (LB PLS)	**2.813**

Notes:
1. Purity and germination tests no older than twelve months must be submitted for all seed supplied to verify quantities of bulk seed required to achieve the LB PLS specified.
2. Horticultural grade vermiculite shall be added at a rate of one bushel per acre to facilitate the equal spreading of the seeds over an entire acre.

Method of Measurement: SEEDING, CLASS 4 (MODIFIED) will be measured for payment in acres of surface area of seeding for the seed mix type specified.

Basis of Payment: This work will be paid for at the Contract unit price per acre for SEEDING, CLASS 4 (MODIFIED) which price shall be payment in full for seed bed preparation, seed, planting and furnishing all labor to complete the work as set forth above.

SEEDING, CLASS 5 (MODIFIED)

Description: All work, materials and equipment shall conform to Sections 250 and 1081 of the Standard Specifications except as modified herein.

The seed mix shall be supplied in pounds of Pure Live Seed (PLS). All native species shall be local genotype and shall be from a radius not to exceed 100 miles from the site. Fertilizer is not required.

Materials: Revise Article 250.07 Seeding Mixtures – Substitute the following:

Seeding, Class 5 (Modified) – Fen

SCIENTIFIC NAME	COMMON NAME	LB PLS / ACRE
AGALINIS PURPUREA	PURPLE FALSE FOXGLOVE	0.006
ASTER LATERIFLORUS	CALICO ASTER	0.063
ASTER UMBELLATUS	FLAT-TOPPED ASTER	0.031
CALTHA PALUSTRIS	MARSH MARIGOLD	0.063
CHELONE GLABRA	TURTLE HEAD	0.031
CIRCIUM MUTICUM	SWAMP THISTLE	0.031
LYCOPUS AMERICANUS	WATER HOREHOUND	0.063
LYSIMACHIA QUADRIFLORA	WHORLED LOOSESTRIFE	0.031
ONOCLEA SENSIBILIS	SENSITIVE FERN	0.031
PEDICULARIS LANCEOLATA	FEN BETONY	0.015
ROSA PALUSTRIS	SWAMP ROSE	0.125
RUMEX ORBICULATUS	GREAT WATER DOCK	0.125
SCUTELLARIA EPILOBIFOLIA	MARSH SKULLCAP	0.015
SILPHIUM PERFOLIATUM	CUP PLANT	0.250
SOLIDAGO GIGANTEA	TALL GOLDENROD	0.250
SOLIDAGO OHIOENSIS	OHIO GOLDENROD	0.031
SOLIDAGO PATULA	SWAMP GOLDENROD	0.031
	TOTAL WEIGHT OF SEEDS (LB PLS)	**1.192**

Notes:
1. Purity and germination tests no older than twelve months must be submitted for all seed supplied to verify quantities of bulk seed required to achieve the LB PLS specified.
2. Horticultural grade vermiculite shall be added at a rate of one bushel per acre to facilitate the equal spreading of the seeds over an entire acre.

Method of Measurement: SEEDING, CLASS 5 (MODIFIED) will be measured for payment in acres of surface area of seeding mix type specified.

Basis of Payment: This work will be paid for at the Contract unit price per acre for SEEDING, CLASS 5 (MODIFIED) which price shall be payment in full for seed bed preparation, seed, planting and furnishing all labor to complete the work as set forth above.

URETHANE PAVEMENT MARKING

Description: This work shall consist of furnishing and applying a reflectorized modified urethane, plural component, durable liquid pavement marking lines, sizes and colors as shown on the plans.

Materials: All materials shall meet the following specifications:

(a) Modified Urethane Marking: The modified urethane pavement marking material shall consist of a homogeneous blend of modified urethane resins and pigments designed to provide a simple volumetric mixing ratio of two components (must be two volumes of Part A to one volume of Part B). No volatile solvent or fillers will be allowed.

(b) Pigmentation: The pigment content by weight of Component A shall be determined by low temperature ashing according to ASTM D 3723. The pigment content shall not vary more than + two percent from the pigment content of the original qualified paint.

White Pigment shall be Titanium Dioxide meeting ASTM D 476 Type II, Rutile.

Yellow Pigment shall be Organic Yellow and contain no heavy metals.

(c) Environmental: Upon heating to application temperature, the material shall not exude fumes, which are toxic or injurious to persons or property when handled according to manufacturer specifications. The modified urethane pavement marking material compositions shall not contain free isocyanate functionality.

(d) Daylight Reflectance: The daylight directional reflectance of the cured modified urethane material (without reflective media) shall be a minimum of 80 percent (white) and 50 percent (yellow) relative to magnesium oxide when tested using a color spectrophotometer with a 45 degree circumferential / zero degrees geometry, illuminant C, and two degrees observer angle. The color instrument shall measure the visible spectrum from 380 to 720 nm with a wavelength measurement interval and spectral bandpass of 10 nm. In addition, the color of the yellow modified urethane shall visually match Color Number 33538 of Federal Standard 595a with chromaticity limits as follows:

x	0.490	0.475	0.485	0.539
y	0.470	0.438	0.425	0.456

(e) Weathering Resistance: The modified urethane, when mixed in the proper ratio and applied at 0.35 to 0.41 mm (14 to 16 mils) wet film thickness to an aluminum alloy panel (Federal Test Std. No. 141, Method 2013) and allowed to cure for 72 hours at room temperature, shall be subjected to accelerated weathering for 75 hours. The accelerated weathering shall be completed by using the light and water exposure apparatus (fluorescent UV – condensation type) and tested according to ASTM G 53.

The cycle shall consist of four hours UV exposure at 50 ºC (122 ºF) and four hours of condensation at 40 ºC (104 ºF). UVB 313 bulbs shall be used. At the end of the exposure period, the material shall show no substantial change in color or gloss.

(f) Drying Time: The modified urethane material, when mixed in the proper ratio and applied at 0.35 to 0.41 mm (14 to 16 mils) wet film thickness and with the proper saturation of glass spheres, shall exhibit a no-tracking time of three minutes or less when tested according to ASTM D 711.

(g) Adhesion: The catalyzed modified urethane pavement marking materials when applied to a 100 x 100 x 50 mm (4 x 4 x2 in) concrete block shall have a degree of adhesion which results in a 100 percent concrete failure in the performance of this test.

The concrete block shall be brushed on one side and have a minimum strength of 24,100 kPa (3,500 psi). A 50 mm (2 in) square film of the mixed modified urethane shall be applied to the brushed surface and allowed to cure for 72 hours at room temperature. A 50 mm (2 in) square cube shall be affixed to the surface of the modified urethane by means of an epoxy glue. After the glue has cured for 24 hours, the modified urethane specimen shall be placed on a dynamic testing machine in such a fashion so that the specimen block is in a fixed position and the 50 mm (2 in) cube (glued to the modified urethane surface) is attached to the dynamometer head. Direct upward pressure shall be slowly applied until the

modified urethane system fails. The location of the break and the amount of concrete failure shall be recorded.

(h) Hardness: The modified urethane marking materials, when tested according to ASTM D-2240, shall have a Shore D Hardness greater than 75. Films shall be cast on a rigid substrate at 0.35 to 0.41 mm (14 to 16 mils) in thickness and allowed to cure at room temperature for 72 hours before testing.

(i) Abrasion: The abrasion resistance shall be evaluated on a Taber Abrader with a 1,000 gram load and CS-17 wheels. The duration of test shall be 1,000 cycles. The wear index shall be calculated based on ASTM test method D-4060 and the wear index for the catalyzed material shall not be more than 80. The tests shall be run on cured samples of modified urethane material which have been applied at a film thickness of 0.35 to 0.41 (14 to 16 mils) to code S-16 stainless steel plates. The films shall be allowed to cure at room temperature for at least 72 hours and not more than 96 hours before testing.

(j) Tensile: When tested according to ASTM D-638, the modified urethane pavement marking materials shall have an average tensile strength of not less than 6,000 pounds per square inch. The Type IV Specimens shall be pulled at a rate of ¼" per minute by a suitable dynamic testing machine. The samples shall be allowed to cure at 75 °F± 2°F for a minimum of 24 hours and a maximum of 72 hours prior to performing the indicated tests.

(k) Compressive Strength: When tested according to ASTM D-695, the catalyzed modified urethane pavement marking materials shall have a compressive strength of not less than 12,000 pounds per square inch. The cast sample shall be conditioned at 75°F± 2°F for a minimum of 72 hours before performing the indicated tests. The rate of compression of these samples shall be no more than ¼"per minute.

(l) Glass Spheres: The glass spheres shall meet the requirements of Article 1095.04(m) and Article 1095.07 of the Standard Specifications for first drop and second drop glass beads.

(m) The material shall be shipped to the job site in substantial containers and shall be plainly marked with the manufacturer's name and address, the name and color of the material, date of manufacture and batch number.

(n) Prior to approval and use of the modified urethane pavement marking materials, the manufacturer shall submit a notarized certification of an independent laboratory, together with the results of all tests, stating these materials meet the requirements as set forth herein. The certification test report shall state the lot tested, manufacturer's name, brand name of modified urethane and date of manufacture. The certification shall be accompanied by one half-liter (one-pint) samples each of Part A and Part B. Samples shall be sent in the appropriate volumes for complete mixing of Part A and Part B.

After approval by the Department, certification by the modified urethane manufacturer shall be submitted for each batch used. New independent laboratory certified test results and samples for testing by the Department shall be submitted any time the manufacturing process or paint formulation is changed. All costs of testing (other than tests conducted by the Department) shall be borne by the manufacturer.

(o) Acceptance samples shall consist of one half-liter (one-pint) samples of Part A and Part B, of each lot of paint. Samples shall be sent in the appropriate volumes for complete mixing

of Part A and Part B. The samples shall be submitted to the Department for testing, together with a manufacturer's certification. The certification shall state the formulation for the lot represented is essentially identical to that used for qualification testing. All, acceptance samples shall be taken by a representative of the Illinois Department of Transportation. The modified urethane pavement marking materials shall not be used until tests are completed and they have met the requirements as set forth herein.

(p) The manufacturer shall retain the test sample for a minimum of 18 months.

APPLICATION EQUIPMENT

The modified urethane pavement marking compounds shall be applied through equipment specifically designed to precisely meter the two components in the ratio of 2:1 and approved by the manufacturer of the material. This equipment shall produce the required amount of heat at the mixing head and gun tip and maintain those temperatures within the tolerances specified. This equipment shall also have as an integral part of the gun carriage, a high pressure air spray capable of cleaning the pavement immediately prior to the marking application.

The equipment shall be capable of spraying both yellow and white urethane, according to the manufacturer's recommended proportions and be mounted on a truck of sufficient size and stability with an adequate power source to produce lines of uniform dimensions and prevent application failure. The truck shall have at least two urethane tanks each of 415 L (110 gal) minimum capacity and shall be equipped with hydraulic systems. It shall be capable of placing stripes on the left and right sides and placing two lines on a three-line system simultaneously with either line in a solid or intermittent pattern, in yellow or white, and applying glass beads by the double drop pressurized bead system. The system shall apply both the first drop glass beads and the second drop glass beads at a rate of 1.2 kg per L (10 lb/gal). The equipment shall be equipped with pressure gauges for each proportioning pump. All guns shall be in full view of operators at all times. The equipment shall have a metering device to register the accumulated installed quantities for each gun, each day. Each vehicle shall include at least one operator who shall be a technical expert in equipment operations and urethane application techniques. Certification of equipment shall be provided at the preconstruction conference.

APPLICATION

The pavement shall be cleaned by a method approved by the Engineer to remove all dirt, grease, glaze or any other material that would reduce the adhesion of the markings with minimum or no damage to the pavement. New PCC pavements shall be blast-cleaned to remove all curing compounds.

Markings shall be applied to the cleaned surfaces on the same calendar day. If this cannot be accomplished, the surface shall be re-cleaned prior to applying the markings. Existing pavement markings shall be at least 90 percent removed. No markings shall be applied until the Engineer approves the cleaning.

Widths, lengths and shapes of the cleaned surface shall be prepared wider then the modified urethane pavement marking material to be applied, such that a prepared area is on all sides of the urethane pavement marking material after application.

New asphalt concrete and seal coated surfaces shall be in place a minimum of two weeks prior to marking applications.

The cleaning operation shall be a continuous moving operation process with minimum interruption to traffic.

The pavement markings shall be applied to the cleaned road surface, during conditions of dry weather and subsequently dry pavement surfaces at a minimum uniform wet thickness of 20 mils in accordance with the manufacturer's installation instructions and at the widths and patterns shown on the contract plans. The application and combination of reflective media (glass beads and/or reflective elements) shall be applied at a rate specified by the manufacturer. At the time of installation the pavement surface temperature shall be 40 º F and rising and the ambient temperature shall be 35º F and rising. The pavement surface temperature and the ambient temperatures shall be determined and documented before the start of each of marking operation. The pavement markings shall not be applied if the pavement shows any visible signs of moisture or it is anticipated that damage causing moisture, such as rain showers, may occur during the installation and curing periods. The Engineer shall determine the atmospheric conditions and pavement surface conditions that produce satisfactory results.

Unless directed by the Engineer, lines shall not be laid directly over a longitudinal crack or joint. The edge of the center line or lane line shall be offset a minimum distance of 50 mm (2 inches) from a longitudinal crack or joint. Edge lines shall be approximately 50 mm (2 inches) from the edge of pavement. The finished center and lane lines shall be straight, with the lateral deviation of any 3 meter (10-foot) line not to exceed 25 mm (1 inch).

Notification:

The Contractor shall notify the Engineer 72 hours prior to the placement of the markings in order that an inspector can be present during the operation. At the time of this notification, the Contractor shall indicate the manufacturer and lot numbers of urethane and reflective media that he intends to use. The Engineer will ensure that the approved lot numbers appear on the material package. Failure to comply with this provision may be cause for rejection.

The Contractor shall provide an accurate temperature-measuring device(s) that shall be capable of measuring the pavement temperature prior to application of the material, the material temperature at the gun tip and the material temperature prior to mixing.

The Contractor shall be required to maintain a minimum initial retroreflectivity for all epoxy pavement marking that he/she applies, as follows:

Material	**Color**	**Retroreflectivity** (millicandelas/m^2/lux)
Urethane	White	**300**
Urethane	Yellow	**250**

The Engineer will measure the retroreflectivity a minimum of twelve (12) hours after and within fourteen (14) days of the application. The Engineer will take a minimum of ten (10) readings per color line, evenly spaced, on a 1,000 meter (0.6 mile) roadway section on all roadways specified in the schedule of quantities for epoxy pavement marking or as determined by the Engineer. The Engineer will average all of the readings for each color line within the 1,000 meter section of roadway to determine the retroreflectivity. The Contractor shall be required to replace all

epoxy pavement that not meeting the minimum retroreflectivity requirements at no additional expense to this contract.

Inspection:

The urethane pavement markings will be inspected following installation, but no later than December 15, and inspected following a winter performance period that extends 180 days from December 15 in accordance with the provisions of Article 780.10 of the Standard Specification for Road and Bridge Construction.

Method of Measurement:

The lines will be measured for payment in feet of urethane pavement marking lines applied and accepted, measured in place. Double yellow lines will be measured as two separate lines. Words and symbols shall conform to the size and dimensions specified in the Manual on Uniform Traffic Control Devices and Standard 780001 and will be measured based on total areas indicated in table 1 or as specified in the plans.

Basis of Payment:

This work will be paid for at the contract unit prices per foot of applied line for MODIFIED URETHANE PAVEMENT MARKING - LINE of the size specified or per square foot for MODIFIED URETHANE PAVEMENT MARKING – LETTERS AND SYMBOLS measured as specified herein.

TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL)

Description: This work shall consist of furnishing and erecting Traffic Barrier Terminal Type 1, Special at locations shown on the plans or as directed by the Engineer.

Materials: The barrier terminal shall consist of materials in accordance of Article 1006 of the Standard Specifications.

Construction Requirements: The guardrail shall be constructed in accordance of Section 631.

Basis of Payment: Traffic Barrier Terminal Type 1, (Special) shall be paid for at the contract unit price Each for TRAFFIC BARRIER TERMINAL TYPE 1, (SPECIAL) TANGENT.

GUARDRAIL DELINEATION

Description: Furnishing and installing all Guardrail Mounted Delineators. The Kane County Division of Transportation pre-approved Guardrail Mounted Delineator “AKT-567”, or approved equivalent, shall be provided for all proposed Steel Plate Beam Guardrail locations shown in plan. Terminal Markers – Direct Applied shall be provided and paid for separately and shall conform to the Standard Specifications.

A. The reflective area shall be approximately nine (9) square inches of encapsulated lens reflective sheeting permanently mounted to the bracket by either pressure sensitive or heat. The sheeting shall be Hi-intensity grade reflective material and the color of the reflective sheeting to be chosen by the Engineer in the field. The delineator shall be mounted at each post location per the manufacturer’s specifications and details.

B. The bracket shall be 12 gauge galvanized steel. The bracket shall be of the same size and shape as the reflective sheeting that is mounted on it. The bracket shall have slotted holes in such a manner as to fit under the collars of the existing guardrail bolts when tightened down. There shall be no open area between the guardrail and the reflector so as to prohibit vandalism. The delineator shall mount within the channel section of the guardrail and shall not protrude further than the guardrail itself. No epoxy shall be used to install the delineator to the guardrail. The delineator shall be capable of holding reflective material for either one-way or two-way application. The galvanizing shall be G-90 or better.

Basis of Payment: This work shall be paid for at the contract unit price each for GUARDRAIL MARKERS, TYPE A, which price shall include the reflector, installation, labor, tools, equipment and incidentals required to complete the work as specified.

PREPARATION OF BASE
Add the following to Article 406.05(a) of the Standard Specifications:

Fine particulate shall be removed from all milled pavement by sweeping, vacuuming, or another method approved by the Engineer and then by air blasting prior to the placement of prime coat.

Replace the seventh paragraph of Article 406.14 of the Standard Specifications with the following:

Preparation of base will not be paid for separately, but shall be included in the cost of the HMA pay items.

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
This work shall consist of removing, by rotomilling, with a machine and automatic grade control, according to Article 440.03 of the Standard Specifications, the necessary existing bituminous material from the existing surface at locations indicated in the plans. The purpose of grinding is to remove the rutting in the existing bituminous surface and re-establish the required cross slope prior to paving the surface course. The milling limits and approximate depths of cuts are shown in the plans.

This work will be paid for at the contract unit price per Square Yard for HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH).

REMOVAL OF EXISTING STEEL SHEET PILING
Description: This work shall consist of removal of existing steel sheet piling at locations shown on the plans or as directed by the Engineer.

General: For construction of the new roadway, shoulder and guardrail, sections of the existing steel sheet piling require removal. Removal shall conform to Section 501 of the Standard Specifications and as specified herein.

Construction: The sheet piling shall be removed and disposed of by the Contractor. When allowed, the Contractor may elect to cut off a portion of the sheet piling leaving the remainder in place. The remaining sheet piling shall be a minimum of 12 in. (300 mm) below the finished

grade or as directed by the Engineer. Removed sheet piling shall become the property of the Contractor.

Method of Measurement: The quantity shown on the plans is based on the full depth of the existing sheet piling. The removal of existing steel sheet piling will be measured for payment of the actual amount of sheet piling removed.

Basis of Payment: This work will be paid for at the contract unit price per Square Foot for REMOVE SHEET PILING. No adjustments in the contract unit price will be made where only the top portions of the existing sheet piling are removed.

Excavation of earth necessary to perform the removal of the existing sheet piling will not be measured for payment but shall be INCLUDED in the cost of the removal.

DEFORMED BAR ANCHORS

Description: This work shall consist of furnishing and installing Deformed Bar Anchors at locations on the steel sheet piling as shown on the plans or as directed by the Engineer.

Materials: The material shall conform to Nelson Stud Welding Specification D2L Deformed Bar Anchors or approved equal. The Deformed Bar Anchor shall conform to the requirements of AASHTO/AWS D1.5 Bridge Welding Code and ASTM A496 with a minimum yield strength of 70,000 psi and a minimum tensile strength of 80,000 psi.

Construction Requirements: Construction and installation shall conform to the requirements of Section 505.08(m) of the Standard Specifications and as specified herein.

The Deformed Bar Anchors shall be end welded to the steel sheet piling at the locations shown on the plans and as directed by the Engineer. Prior to welding, anchors and the surface to which they are to be welded must be free from rust, scale, oil, moisture and other deleterious substances. These areas may be cleaned by brushing, scaling or grinding. Detailed welding instructions shall adhere to the manufacturer's guidelines and the AASHTO/AWS D1.5 Bridge Welding Code.

Inspection and Field Bend Tests: The testing of the end welded Deformed Bar Anchors shall be as directed by the Engineer; however a minimum of the first two anchors welded on each retaining wall shall be tested according to Article 505.08 (m) (3).

Basis of Payment: DEFORMED BAR ANCHORS shall not be paid for separately but shall be INCLUDED in the cost for PERMANENT STEEL SHEET PILING.

FURNISHING AND INSTALLING PROPERTY MARKERS

Description: This work shall consist of furnishing and placing property markers at the locations shown on the plans.

Construction Requirements: The property markers will consist of a 3/4 inch diameter pipe, 36" in length, will be set at the location shown on the plans. The property pin will be placed under the direction of a Registered Land Surveyor of the State of Illinois. Monument records will not be required for property pins.

Basis of Payment: The work of furnishing and installing property markers will be paid for at the contract unit price Each for FURNISHING AND INSTALLING PROPERTY MARKERS, which

price shall include furnishing the pipe, labor, tools, equipment and incidentals required to complete the work as specified.

Supervision by a registered Land Surveyor and all collateral work necessary to establish the property pin, will not be paid for separately, but shall be considered included in the unit price for setting the property pin as specified.

STATUS OF UTILITIES TO BE ADJUSTED (D1)
Effective: January 30, 1987
Revised: July 1, 1994

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

Name of Utility	Type	Location	Estimated Dates for Start and Completion of Relocation or Adjustments
ComEd Joe Stacho 630-424-5704	Overhead Electric	North Side Sta. 88+00 to Sta. 97+60	Poles relocation due to widening and ditch grading March 2012
Nicor Constance Lane 630-388-3830	Gas	South Side Sta. 88+00 to Sta. 97+60	Not Anticipated
Comcast Martha Gieras 630-600-6352	Buried Cable TV	North Side and South Side Sta. 88+00 to Sta. 97+60 and Laterals at Sta. 91+30 and Sta. 96+98	Cable and Utility Box Relocation due to road construction and ditch grading March 2012
AT&T Distribution 630-573-5450 Damage Prevention Sharon Tiljak 708-709-2523	Overhead and Buried Fiber	North Side and South Side Sta. 88+00 to Sta. 97+60	Cable, Utility Box and Pole Relocation Due to ditch grading, underdrain, guardrail March 2012

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

The Contractor shall notify J.U.L.I.E. at 800-892-1234 for utility locations at least seventy-two (72) hours prior to the construction start.

FINE AGGREGATE FOR HOT- MIX ASPHALT (HMA) (D-1)
Effective: May 1, 2007
Revised: January 1, 2012

Revise Article 1003.03 (c) of the Standard Specifications to read:

"(c) Gradation. The fine aggregate gradation for all HMA shall be FA1, FA 2, FA 20, FA 21 or FA 22. When Reclaimed Asphalt Pavement (RAP) is incorporated in the HMA design, the use of FA 21 Gradation will not be permitted.

POROUS GRANULAR EMBANKMENT, SUBGRADE (D-1)
Effective: September 30, 1985
Revised: August 1, 2008

This work consists of furnishing, placing, and compacting porous granular material to the lines and grades shown on the plans or as directed by the Engineer in accordance with applicable portions of Section 207 of the Standard Specifications. The material shall be used as a bridging layer over soft, pumping, loose soil and for placing under water and shall conform with Article 1004.05 of the Standard Specifications except the gradation shall be as follows:

1. Crushed Stone, Crushed Blast Furnace Slag, and Crushed Concrete

Sieve Size	Percent Passing
*6 in. (150 mm)	97 ± 3
*4 in. (100 mm)	90 ± 10
2 in. (50 mm)	45 ± 25
No. 200 (75 μm)	5 ± 5

2. Gravel** and Crushed Gravel

Sieve Size	Percent Passing
*6 in. (150 mm)	97 ± 3
*4 in. (100 mm)	90 ± 10
2 in. (50 mm)	55 ± 25
No. 4 (4.75 mm)	30 ± 20
No. 200 (75 μm)	5 ± 5

* For undercut greater than18 inches (450 mm) the percent passing the 6 inch (150 mm) sieve may be 90 ± 10 and the 4 inch (100 mm) sieve requirements eliminated.

** Not to be used in 30 or 40 year extended life concrete pavement or extended life bituminous concrete pavement (full depth).

The porous granular material shall be placed in one lift when the total thickness to be placed is 2 feet (600 mm) or less or as directed by the Engineer. Each lift of the porous granular material shall be rolled with a vibratory roller meeting the requirements of Article 1101.01(g) of the Standard Specifications to obtain the desired keying or interlock and compaction. The Engineer shall verify that adequate keying has been obtained.

A 3 inch (75 mm) nominal thickness top lift of capping aggregate having a gradation of CA 6 will be required when Aggregate Subgrade is not specified in the contract and Porous Granular Embankment, Subgrade will be used under the pavement and shoulders. Capping aggregate will not be required when embankment meeting the requirements of Section 207 of the Standard Specifications or granular subbase is placed on top of the porous granular material.

Construction equipment not necessary for the completion of the replacement material will not be allowed on the undercut areas until completion of the recommended thickness of the porous granular embankment subgrade.

Full depth subgrade undercut should occur at limits determined by the Engineer. A transition slope to the full depth of undercut shall be made outside of the undercut limits at a taper of 1 foot (300 mm) longitudinal per 1 inch (25 mm) depth below the proposed subgrade or bottom of the proposed aggregate subgrade when included in the contract.

Method of Measurement. This work will be measured for payment in accordance with Article 207.04 of the Standard Specifications. When specified on the contract, the theoretical elevation of the bottom of the aggregate subgrade shall be used to determine the upper limit of Porous Granular Embankment, Subgrade. The volume will be computed by the method of average end areas.

Basis of Payment. This work shall be paid for at the contract unit price per cubic yard (cubic meter) for POROUS GRANULAR EMBANKMENT, SUBGRADE.

The Porous Granular Embankment, Subgrade shall be used as field conditions warrant at the time of construction. No adjustment in unit price will be allowed for an increase or decrease in quantities from the estimated quantities shown on the plans.

AGGREGATE SUBGRADE, 12" (300 mm) (D-1)
Effective: May 1, 1990
Revised: October 1, 2011

This work shall be done in accordance with the applicable portions of Section 207 of the Standard Specifications. The material shall conform to Article 1004.05 of the Standard Specifications except as follows:

1. Crushed Stone, Crushed Blast Furnace Slag, and Crushed Concrete will be permitted. Steel slag and other expansive materials as determined through testing by the Department will not be permitted.

Sieve Size	Percent Passing
6 in. (150 mm)	97 ± 3
4 in. (100 mm)	90 ± 10
2 in. (50 mm)	45 ± 25
No. 4 (4.75 mm)	20 ± 20
No. 200 (75 μm)	5 ± 5

Crushed Gravel

Sieve Size	Percent Passing
6 in. (150 mm)	100
4 in. (100 mm)	90 ± 10
2 in. (50 mm)	55 ± 25
No. 4 (4.75 mm)	30 ± 20
No. 200 (75 μm)	5 ± 5

2. Crushed Concrete with Bituminous Materials *

Sieve Size	Percent Passing
6 in. (150 mm)	97 ± 3
4 in. (100 mm)	90 ± 10
2 in. (50 mm)	45 ± 25
No. 4 (4.75 mm)	20 ± 20
No. 200 (75 μm)	5 ± 5

* The Bituminous material shall be separated and mechanically blended with the crushed concrete so that the bituminous material does not exceed 40 percent of the final products. The top size of the bituminous material in the final product shall be less than 4 inches (100 mm) and shall not contain more than 10.0 percent steel slag RAP or any material that is considered expansive by the Department.

The Aggregate subgrade shall be placed in two lifts consisting of a 9 inch (225 mm) and variable nominal thickness lower lift and a 3 inch (75 mm) nominal thickness top lift of capping aggregate having a gradation of CA 6. The CA 6 may be blended as follows. The bituminous materials shall be separated and mechanically blended with interlocking feeders with crushed concrete or natural aggregate, in a manner that the bituminous material does not exceed 40 percent of the final product. This process shall be approved by the engineer prior to start of production. The top side of the bituminous material in the final products shall be less than 1 1/2 inches (37.5 mm) and shall not contain any material considered expansive by the department. Reclaimed Asphalt Pavement (RAP) (having a maximum of 10 percent steel slag RAP) meeting the requirements of Section 1031 and having 100 percent passing the 1 1/2 inches (37.5 mm) sieve and well graded down through fines may also be used as capping aggregate. IDOT testing of the RAP material will be used in determining the percent of steel slag RAP or Expansive Material. When the contract specifies that an aggregate subbase is to be placed on the Aggregate Subgrade, the 3 inches (75 mm) of capping aggregate will be eliminated. A vibratory roller meeting the requirements of Article 1101.01(g) of the Standard Specifications shall be used to roll each lift of material to obtain the desired keying or interlock and necessary compaction. The Engineer will verify that adequate keying has been obtained.

When a recommended remedial treatment for unstable subgrades is included in the contract, the lower lift of Aggregate Subgrade may be placed simultaneously with the material for Porous Granular Embankment, Subgrade when the total thickness to be placed is 2 feet (600 mm) or less.

Method of Measurement.

Contract Quantities. Contract quantities shall be in accordance with Article 202.07 of the Standard Specifications.

Measured Quantities. Aggregate subgrade will be measured in place and the area computed in square yards (square meters).

Basis of Payment. This work will be paid for at the contract unit price per square yard (square meter) for AGGREGATE SUBGRADE, 12" (AGGREGATE SUBGRADE, 300 mm).

GRADING AND SHAPING SHOULDERS (D1)
Effective: December 28, 2001
Revised: January 1, 2007

Description. This work consists of regrading the existing aggregate shoulder high areas before a new layer of stone is laid for the proposed Aggregate Shoulder.

Construction Requirements. Applicable portions of Sections 202 and 481 shall apply. The existing aggregate shoulder shall be redistributed and regraded to fill any low spots and compacted in a manner approved by the Engineer.

Basis of Payment. This work will be paid for at the contract unit price per unit (equivalent to 100 linear feet) for GRADING AND SHAPING SHOULDERS

EMBANKMENT I (D-1)
Effective: March 1, 2011

Description. This work shall be according to Section 205 of the Standard Specifications except for the following.

Material. All material shall be approved by the District Geotechnical Engineer. The proposed material must meet the following requirements.

a) The laboratory Standard Dry Density shall be a minimum of 90 lb/cu ft (1450 kg/cu m) when determined according to AASHTO T 99 (Method C).

b) The organic content shall be less than ten percent determined according to AASHTO T 194 (Wet Combustion).

c) Soils which demonstrate the following properties shall be restricted to the interior of the embankment and shall be covered on both the sides and top of the embankment by a minimum of 3 ft (900 mm) of soil not considered detrimental in terms of erosion potential or excess volume change.

    1) A grain size distribution with less than 35 percent passing the number 75 um (#200) sieve.

    2) A plasticity index (PI) of less than 12.

    3) A liquid limit (LL) in excess of 50.

d) Reclaimed asphalt shall not be used within the ground water table or as a fill if ground water is present.

CONSTRUCTION REQUIREMENTS

Samples. Embankment material shall be sampled, tested, and approved before use. The contractor shall identify embankment sources, and provide equipment as the Engineer requires, for the collection of samples from those sources. Samples will be furnished to the Geotechnical Engineer a minimum of three weeks prior to use in order that laboratory tests for approval and compaction can be performed. Embankment material placement cannot begin until tests are completed and approval given.

Placing Material. In addition to Article 202.03, broken concrete, reclaimed asphalt with no expansive aggregate or uncontaminated dirt and sand generated from construction or demolition activities shall be placed in 6 inches (150 mm) lifts and disked with the underlying lift until a uniform homogenous material is formed. This process also applies to the overlaying lifts. The disk must have a minimum blade diameter of 24 inches (600 mm).

When embankments are to be constructed on hillsides or existing slopes that are steeper than 3H:1V, steps shall be keyed into the existing slope by stepping and benching as shown in the plans or as directed by the engineer.

Compaction. Soils classification for moisture content control will be determined by the Soils Inspector using visual field examination techniques and the IDH Textural Classification Chart.

When tested for density in place each lift shall have a maximum moisture content as follows.

a) A maximum of 110 percent of the optimum moisture for all forms of clay soils.

b) A maximum of 105 percent of the optimum moisture for all forms of clay loam soils.

Stability. The requirement for embankment stability in Article 205.04 will be measured with a Dynamic Cone Penetrometer (DCP) according to the test method in the IDOT Geotechnical Manual. The penetration rate must be equal or less than 1.5 inches (38 mm) per blow.

Basis of Payment. This work will not be paid separately but will be considered as included in the various items of excavation.

RECLAIMED ASPHALT PAVEMENT AND SHINGLES (D-1)
Effective: January 1, 2012

Revise Section 1031 of the Standard Specifications to read:

"**SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND SHINGLES**

1031.01 Description. RAP is reclaimed asphalt pavement resulting from cold milling and crushing of an existing hot-mix asphalt (HMA) pavement. RAP will be considered processed FRAP after completion of both crushing and screening to size. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.

RAS is reclaimed asphalt shingles resulting from the processing and grinding of either preconsumer or post consumer shingles.

RAS shall be a clean and uniform material with a maximum of 0.5 percent unacceptable materials, as defined in Bureau of Materials and Physical Research Policy (BMPR) Memorandum *Reclaimed Asphalt Shingle (RAS) Sources*, by weight of RAS. All RAS used shall come from a BMPR approved processing facility.

RAS shall meet either Type 1 or Type 2 requirements as specified herein.

(a) Type 1. Type 1 RAS shall be processed, preconsumer asphalt shingles salvaged from the manufacture of residential asphalt roofing shingles.

(b) Type 2. Type 2 RAS shall be processed post-consumer shingles only, salvaged from residential, or four unit or less dwellings not subject to the National Emission Standards for Hazardous Air Pollutants (NESHAP).

1031.02 Stockpiles. The Contractor shall construct individual, sealed RAP or RAS stockpiles meeting one of the following definitions. No additional RAP or RAS shall be added to the pile after the pile has been sealed. Stockpiles shall be sufficiently separated to prevent intermingling at the base. All stockpiles (including unprocessed RAP and Processed FRAP) shall be identified by signs indicating the type as listed below (i.e. "crushed natural aggregate, ACBF and steel slag, crystalline structure or Type 2 RAS", etc…).

(a) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, Superpave (High ESAL), HMA (High ESAL), or equivalent mixtures. The coarse aggregate in FRAP shall be crushed aggregate and may represent more than one aggregate type and/or quality but shall be at least C quality. All FRAP shall be processed prior to testing and sized into fractions with the separation occurring on or between the #4 (4.75mm) and ½ in. (12.5mm) sieves. Agglomerations shall be minimized such that 100 percent of the RAP in the coarse fraction shall pass the maximum sieve size specified for the mix the RAP will be used in.

(b) Restricted FRAP (B quality) stockpiles shall consist of RAP from Class I, Superpave (High ESAL), or HMA (High ESAL). If approved by the Engineer, the aggregate from a maximum 3.0 inch single combined pass of surface/binder milling will be classified as B quality. All millings from this application will be processed into FRAP as described previously.

(c) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, Superpave (High ESAL), HMA (High ESAL), or equivalent mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate RAP shall be processed (FRAP) prior to testing. Conglomerate RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.

(d) Conglomerate "D" Quality (DQ). Conglomerate DQ RAP stockpiles shall consist of RAP from HMA shoulders, bituminous stabilized subbases or Superpave (Low ESAL)/HMA

(Low ESAL) IL-19.0L binder mixture. The coarse aggregate in this RAP may be crushed or processed (FRAP DQ) but shall be at least D quality. This RAP may have an inconsistent gradation and/or asphalt binder content. Conglomerate DQ RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.

(e) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".

RAP/FRAP containing contaminants, such as earth, brick, sand, concrete, sheet asphalt, bituminous surface treatment (i.e. chip seal), pavement fabric, joint sealants, plant cleanout etc., will be unacceptable unless the contaminants are removed to the satisfaction of the Engineer. Sheet asphalt shall be stockpiled separately.

Type 1 and Type 2 RAS shall be stockpiled separately and shall not be intermingled. Each stockpile shall be signed indicating what type of RAS is present. However, a RAS source may submit a written request to the Department for approval to blend mechanically a specified ratio of type 1 RAS with type 2 RAS. The source will not be permitted to change the ratio of the blend without the Department prior written approval.

The Engineer's written approval will be required, to mechanically blend RAS with any fine aggregate produced under the AGCS, up to an equal weight of RAS, to improve workability. The fine aggregate shall be "B Quality" or better from an approved Aggregate Gradation Control System source. The fine aggregate shall be one that is approved for use in the HMA mixture and shall be accounted for in the mix design and during HMA production.

Records identifying the shingle processing facility supplying the RAS, RAS type and lot number shall be maintained by project contract number and kept for a minimum of 3 years.

1031.03 Testing. When used in HMA, the RAS/RAP/FRAP shall be sampled and tested either during processing or after stockpiling.

(a) RAS shall be sampled and tested as follows:

During stockpiling, washed extraction, and testing for unacceptable materials shall be run at the minimum frequency of one sample per 200 tons (180 metric tons) for the first 1000 tons (900 metric tons) and one sample per 1000 ton (900 metric ton) thereafter. A minimum of five tests are required for stockpiles less than 1000 ton (900 metric ton). Once a ≤ 1000 ton, five-test stockpile has been established it shall be sealed. Additional incoming RAS shall be stockpiled in a separate working pile as designated in the Quality Control plan and only added to the sealed stockpile when the test results of the working pile are complete and are found to meet the tolerances specified herein for the original sealed RAS stockpile.

All of the test results, with the exception of percent unacceptable materials, shall be compiled and averaged for asphalt binder content, and gradation. Individual test results, when compared to the averages, will be accepted if within the tolerances listed below.

Parameter	RAS
No. 8 (2.36 mm)	± 5 %

No. 16 (1.18 mm)	± 5 %
No. 30 (600 μm)	± 4%
No. 200 (75 μm)	± 2.0 %
Asphalt Binder Content	± 1.5 %

(b)RAP/FRAP shall be sampled and tested as follows:

For testing during stockpiling, washed extraction samples shall be run at the minimum frequency of one sample per 500 tons (450 metric tons) for the first 2000 tons (1800 metric tons) and one sample per 2000 tons (1800 metric tons) thereafter. A minimum of five tests shall be required for stockpiles less than 4000 tons (3600 metric tons).

For testing after stockpiling, the Contractor shall submit a plan for approval to the District proposing a satisfactory method of sampling and testing the RAP/FRAP pile either in-situ or by restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to obtain representative samples throughout the pile for testing.

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

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

1/ The tolerance for FRAP shall be ± 0.3 %
2/ for slag and steel slag

Before extraction, each field sample whether, RAS, RAP or FRAP, shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedure. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

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

With the approval of the Engineer, when testing for RAP or FRAP, the ignition oven may be substituted for extractions according to the Illinois Test Procedure, “Calibration of the Ignition Oven for the Purpose of Characterizing Reclaimed Asphalt Pavement (RAP)”.

1031.04 Quality Designation of Aggregate in RAP/FRAP.

(a) The aggregate quality of the RAP, Fractionated RAP, Restricted FRAP, Conglomerate, and conglomerate “D” quality stockpiles shall be set by the lowest quality of coarse aggregate in the stockpile and are designated as follows:

(1) RAP from Class I, Superpave (High ESAL)/HMA (High ESAL), or HMA (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.

(2) RAP from Superpave (Low ESAL)/HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.

(3) RAP from Class I, Superpave (High ESAL), or HMA (High ESAL) binder mixtures, bituminous base course mixtures, and bituminous base course widening mixtures are designated as containing Class C quality coarse aggregate.

(4) RAP from bituminous stabilized subbase and BAM shoulders are designated as containing Class D quality coarse aggregate.

(b) The aggregate quality of FRAP shall be determined as follows.

(1) If the Engineer has documentation of the quality of the FRAP aggregate, the Contractor shall use the assigned quality provided by the Engineer. If the quality is not known, the quality shall be determined according to note (2) herein:

(2) Fractionated RAP stockpiles containing plus #4 (4.75 mm) sieve coarse aggregate shall have a maximum tonnage of 5000 tons (4500 metric tons). The Contractor shall obtain a representative sample witnessed by the Engineer. The sample shall be a minimum of 50 lb (25 kg). The sample shall be extracted according to Illinois Modified AASHTO T 164 by a consultant prequalified by the Department for the specified testing. The consultant shall submit the test results along with the recovered aggregate to the District Office. The cost for this testing shall be paid by the Contractor. The District will forward the sample to the BMPR Aggregate Lab for MicroDeval Testing, according to Illinois Modified AASHTO T 327. A maximum loss of 15.0 percent will be applied for all HMA applications. The fine aggregate portion of the fractionated RAP shall not be used in any HMA mixtures that require a minimum of “B” quality aggregate or better, until the coarse aggregate fraction has been determined to be acceptable thru a MicroDeval Testing.

1031.05 Use of RAS, RAP or FRAP in HMA. The use of RAS, RAP or FRAP shall be a Contractor’s option when constructing HMA in all contracts.

The use of RAS shall be as follows:

Type 1 or Type 2 RAS may be used alone or in conjunction with, Fractionated Reclaimed Asphalt Pavement (FRAP) or Reclaimed Asphalt Pavement (RAP), in all HMA mixtures up to a maximum of 5.0 percent by weight of total mix.

Reclaimed asphalt shingles (RAS) meeting Type 1 or Type 2 requirements will be permitted in all HMA mixtures for overlay applications. RAS will also be permitted in all Low ESAL full depth pavement and ALL other Mixtures (Stabilized Subbase and shoulder HMA). RAS shall not be used in full depth HMA High ESAL main line pavement.

The use of RAP/FRAP shall be as follows:

(a) Coarse Aggregate Size (after extraction), The coarse aggregate in all RAP or FRAP shall be equal to or less than the maximum size requirement for the HMA mixture to be produced.

(b) Steel Slag Stockpiles. RAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) surface mixtures only.

(c) Use in HMA Surface Mixtures (High and Low ESAL). RAP/FRAP and Restricted FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall in which the coarse aggregate is Class B quality or better. RAP/FRAP shall be considered equivalent to Limestone for frictional considerations unless produced/screened to minus 3/8 inch.

(d) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. RAP/FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP, in which the coarse aggregate is Class C quality or better.

(e) Use in Shoulders and Subbase. RAP/FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall RAP, Restricted FRAP, Conglomerate, or Conglomerate DQ.

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

Max Asphalt Binder Replacement RAP Only
Table 1

HMA Mixtures [1/, 3/]	Maximum % Asphalt Binder replacement (ABR)		
Ndesign	Binder/Leveling Binder	Surface	Polymer Modified
30L	25	15	10
50	25	15	10
70	15	10	10
90	10	10	10
105	10	10	10

1/ For HMA “All Other” (shoulder and stabilized subbase) N-30, the percent asphalt binder replacement shall not exceed 50% of the total asphalt binder in the mixture.

2/ When the asphalt binder replacement exceeds 15 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent binder replacement would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28).

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

Max Asphalt Binder Replacement RAS or FRAP
Table 2

HMA Mixtures [1/, 2/]	Level 1 - Maximum % ABR		
Ndesign	Binder/Leveling Binder	Surface	Polymer [3/, 4/] Modified
30L	35	30	15
50	30	25	15
70	30	20	15
90	20	15	15
105	20	15	15

1/ For HMA “All Other” (shoulder and stabilized subbase) N-30, the percent asphalt binder replacement shall not exceed 50% of the total asphalt binder in the mixture.

2/ When the asphalt binder replacement exceeds 15 percent for all mixes, except for SMA and IL-4.75, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent binder replacement will require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28).

3/ For SMA, when the FRAP option is used, the maximum ABR is 15 percent. When the RAS option is used, the maximum ABR is 20 percent. When the asphalt binder replacement in SMA exceeds 10 percent, the high and low virgin asphalt binder grade shall each be reduced by one grade (i.e. 15 percent asphalt binder replacement would require a virgin asphalt binder grade of PG76-22 to be reduced to a PG70-28).

4/ For IL 4.75 mix, when the FRAP option is used, the maximum ABR is 15 percent. When the RAS option is used, the maximum ABR is 20 percent. When the RAS option is used, a maximum of 5 percent RAS by weight of the mix, shall be permitted. When the ABR in the IL-4.75 exceeds 15 percent, the high and low virgin asphalt binder grade shall each be reduced by one grade (i.e. 16 percent asphalt binder replacement would require a virgin asphalt binder grade of PG76-22 to be reduced to a PG70-28).

When the Contractor chooses the RAS with FRAP combination, the percent asphalt binder replacement shall split equally between the RAS and the FRAP, and the total

replacement shall not exceed the amounts indicated in the tables below for a given N Design.

Max Asphalt Binder Replacement RAS and FRAP Combination
Table 3

HMA Mixtures [1/, 2/]	Level 2 - Maximum % ABR		
Ndesign	Binder/Leveling Binder	Surface	Polymer Modified [3/, 4/]
30L	40	40	20
50	40	30	20
70	40	30	20
90	40	30	20
105	40	30	20

1/ For HMA "All Other" (shoulder and stabilized subbase) N-30, the percent asphalt binder replacement shall not exceed 50% of the total asphalt binder in the mixture.

2/ When the binder replacement exceeds 15 percent for all mixes, except for SMA and IL-4.75, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent binder replacement will require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28).

3/ For SMA, 20 percent ABR from RAS maybe combined with a maximum of 10 percent ABR from FRAP. When the asphalt binder replacement in SMA exceeds 10 percent, the high and low virgin asphalt binder grade shall each be reduced by one grade (i.e. 15 percent asphalt binder replacement would require a virgin asphalt binder grade of PG76-22 to be reduced to a PG70-28).

4/ For IL 4.75, a 20 percent ABR from RAS maybe combined with a maximum of 20 percent ABR from FRAP. When the asphalt binder replacement in the IL-4.75 exceeds 15 percent, the high and low virgin asphalt binder grade shall each be reduced by one grade (i.e. 16 percent asphalt binder replacement would require a virgin asphalt binder grade of PG76-22 to be reduced to a PG70-28).

1031.06 HMA Mix Designs. All HMA mixtures will be required to be tested, prior to submittal for Department verification, according to Illinois Modified AASHTO T324 (Hamburg Wheel) and shall meet the following requirements:

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

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

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

1031.07 HMA Production. All HMA mixtures shall be sampled within the first 500 tons on the first day of production or during start up, with a split reserved for the Department. The mix sample shall be tested according to Illinois Modified AASHTO T324 and shall meet the requirements specified herein. The production of such mixture, shall not exceed 1,500 tons or one days production, whichever comes first, until the testing is completed and the mixture is found to be in conformance. The requirement to cease mix production may be waived if the plant produced mixture is demonstrated prior to start of mix production for the contract.

To remove or reduce agglomerated material, a scalping screen, gator, crushing unit, or comparable sizing device approved by the Engineer shall be used in the RAS, RAP and FRAP feed system to remove or reduce oversized material. If material passing the sizing device adversely affects the mix production or quality of the mix, the sizing device shall be set at a size specified by the Engineer.

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

HMA plants utilizing RAS, RAP and FRAP shall be capable of automatically recording and printing the following information.

(a) Dryer Drum Plants.

(1) Date, month, year, and time to the nearest minute for each print.

(2) HMA mix number assigned by the Department.

(3) Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).

(4) Accumulated dry weight of RAS, RAP and FRAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).

(5) Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.

(6) Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.

(7) Residual asphalt binder in the RAS, RAP and FRAP material as a percent of the total mix to the nearest 0.1 percent.

(8) When producing mixtures with FRAP and/or RAS, a positive dust control system shall be utilized.

(9) Accumulated mixture tonnage.

(10) Dust removed (accumulated to the nearest 0.1ton)

(11) Aggregate RAS, RAP and FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAS, RAP FRAP are printed in wet condition.)

(b) Batch Plants.

(1) Date, month, year, and time to the nearest minute for each print.

(2) HMA mix number assigned by the Department.

(3) Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).

(4) Mineral filler weight to the nearest pound (kilogram).

(5) RAS, RAP and FRAP weight to the nearest pound (kilogram).

(6) Virgin asphalt binder weight to the nearest pound (kilogram).

(7) Residual asphalt binder in the RAS, RAP and FRAP material as a percent of the total mix to the nearest 0.1 percent.

The printouts shall be maintained in a file at the plant for a minimum of one year or as directed by the Engineer and shall be made available upon request. The printing system will be inspected by the Engineer prior to production and verified at the beginning of each construction season thereafter.

1031.08 RAP in Aggregate Surface Course and Aggregate Shoulders. The use of RAP or FRAP in aggregate surface course and aggregate shoulders shall be as follows.

(a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except “Non-Quality” and “FRAP”. The testing requirements of Article 1031.03 shall not apply.

(b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded, FRAP, or single sized will not be accepted for use as Aggregate Surface Course and Aggregate Shoulders.”

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

SPECIAL PROVISION FOR COOPERATION WITH UTILITIES

Effective: January 1, 1999
Revised: January 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.

Replace Article 105.07 of the Standard Specifications with the following:

"**105.07 Cooperation with Utilities.** The adjustment of utilities consists of the relocation, removal, replacement, rearrangements, reconstruction, improvement, disconnection, connection, shifting, new installation or altering of an existing utility facility in any manner.

When the plans or special provisions include information pertaining to the location of underground utility facilities, such information represents only the opinion of the Department as to the location of such utilities and is only included for the convenience of the bidder. The Department assumes no responsibility in respect to the sufficiency or the accuracy of the information shown on the plans relative to the location of the underground utility facilities.

Utilities which are to be adjusted shall be adjusted by the utility owner or the owner's representative or by the Contractor as a contract item. Generally, arrangements for adjusting existing utilities will be made by the Department prior to project construction; however, utilities will not necessarily be adjusted in advance of project construction and, in some cases, utilities will not be removed from the proposed construction limits. When utility adjustments must be performed in conjunction with construction, the utility adjustment work will be shown on the plans and/or covered by Special Provisions.

When the Contractor discovers a utility has not been adjusted by the owner or the owner's representative as indicated in the contract documents, or the utility is not shown on the plans or described in the Special Provisions as to be adjusted in conjunction with construction, the Contractor shall not interfere with said utility, and shall take proper precautions to prevent damage or interruption of the utility and shall promptly notify the Engineer of the nature and location of said utility.

All necessary adjustments, as determined by the Engineer, of utilities not shown on the plans or not identified by markers, will be made at no cost to the Contractor except traffic structures, light poles, etc., that are normally located within the proposed construction limits as hereinafter defined will not be adjusted unless required by the proposed improvement.

(a) Limits of Proposed Construction for Utilities Paralleling the Roadway. For the purpose of this Article, limits of proposed construction for utilities extending in the same longitudinal direction as the roadway, shall be defined as follows:

(1) The horizontal limits shall be a vertical plane, outside of, parallel to, and 600 mm (2 ft) distant at right angles from the plan or revised slope limits.

In cases where the limits of excavation for structures are not shown on the plans, the horizontal limits shall be a vertical plane 1.2 m (4 ft) outside the edges of structure footings or the structure where no footings are required.

(2) The upper vertical limits shall be the regulations governing the roadbed clearance for the specific utility involved.

(3) The lower vertical limits shall be the top of the utility at the depth below the proposed grade as prescribed by the governing agency or the limits of excavation, whichever is less.

(b) Limits of Proposed Construction for Utilities Crossing the Roadway. For the purpose of this Article, limits of proposed construction for utilities crossing the roadway in a generally transverse direction shall be defined as follows:

(1) Utilities crossing excavations for structures that are normally made by trenching such as sewers, underdrains, etc. and all minor structures such as manholes, inlets, foundations for signs, foundations for traffic signals, etc., the limits shall be the space to be occupied by the proposed permanent construction unless otherwise required by the regulations governing the specific utility involved.

(2) For utilities crossing the proposed site of major structures such as bridges, sign trusses, etc., the limits shall be as defined above for utilities extending in the same general direction as the roadway.

The Contractor may make arrangements for adjustment of utilities outside of the limits of proposed construction provided the Contractor furnishes the Department with a signed agreement with the utility owner covering the adjustments to be made. The cost of any adjustments made outside the limits of proposed construction shall be the responsibility of the Contractor unless otherwise provided.

The Contractor shall request all utility owners to field locate their facilities according to Article 107.31. The Engineer may make the request for location from the utility after receipt of notice from the Contractor. On request, the Engineer will make an inspection to verify that the utility company has field located its facilities, but will not assume responsibility for the accuracy of such work. The Contractor shall be responsible for maintaining the excavations or markers provided by the utility owners. This field location procedure may be waived if the utility owner has stated in writing to the Department it is satisfied the construction plans are sufficiently accurate. If the utility owner does not submit such statement to the Department, and they do not field locate their facilities in both horizontal and vertical alignment, the Engineer will authorize the Contractor in writing to proceed to locate the facilities in the most economical and reasonable manner, subject to the approval of the Engineer, and be paid according to Article 109.04.

The Contractor shall coordinate with any planned utility adjustment or new installation and the Contractor shall take all precautions to prevent disturbance or damage to utility facilities. Any failure on the part of the utility owner, or their representative, to proceed with any planned utility adjustment or new installation shall be reported promptly by the Contractor to the Engineer orally and in writing.

The Contractor shall take all necessary precautions for the protection of the utility facilities. The Contractor shall be responsible for any damage or destruction of utility facilities resulting from neglect, misconduct, or omission in the Contractor's manner or method of execution or nonexecution of the work, or caused by defective work or the use of unsatisfactory materials. Whenever any damage or destruction of a utility facility occurs as a result of work performed by the Contractor, the utility company will be immediately notified. The utility company will make arrangements to restore such facility to a condition equal to that existing before any such damage or destruction was done.

It is understood and agreed that the Contractor has considered in the bid all of the permanent and temporary utilities in their present and/or adjusted positions.

No additional compensation will be allowed for any delays, inconvenience, or damage sustained by the Contractor due to any interference from the said utility facilities or the operation of relocating the said utility facilities.

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:

KANE COUNTY

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

Illinois Department of Transportation

Proposal

RETURN WITH BID

Route: CH 81 (La Fox Road)
County: Kane
Local Agency: Kane County
Section: 11-00417-00-BR

1. Proposal of La Fox Road Over Burlington Creek

for the improvement of the above section by the construction of

Proposed Improvement The work consists of new bridge, approach slabs, 6'x7' box culvert and end sections, steel sheet piling, full depth pavement and shoulders, embankment, guardrail, pavement marking, signing and restoration.

a total distance of 1515.00 feet, of which a distance of 1515.00 feet ,(0.298 miles) are to be improved.

2. The plans for the proposed work are those prepared by Wills Burke Kelsey Associates, Inc. 116 West Main Street, St. Charles, IL 60174 and approved by the Department of Transportation on
3. The specifications referred to herein are those prepared by the Department of Transportation and designated as "Standard Specifications for Road and Bridge Construction" and the "Supplemental Specifications and Recurring Special Provisions" thereto, adopted and in effect on the date of invitation for bids.
4. The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check Sheet for Recurring Special Provisions" contained in this proposal.
5. The undersigned agrees to complete the work within _____ working days or by November 1, 2013 unless additional time is granted in accordance with the specifications.
6. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for contract Proposals, will be required. Bid Bonds ☒ will ☐ will not be allowed as proposal guaranties. Accompanying this proposal is either a bid bond if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to: County Treasurer of Kane
   the amount of the check is _____ (_____)
7. In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to the sum of the proposal guaranties, which would be required for each individual proposal. If the proposal guaranty check is placed in another proposal, it will be found in the proposal for: Section Number 11-00417-00-BR .
8. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond or check shall be forfeited to the Awarding Authority.
9. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
10. A bid will be declared unacceptable if neither a unit price nor a total price is shown.
11. The undersigned firm certifies that it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois, nor has the firm made an admission of guilt of such conduct which is a matter of record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm. The undersigned firm further certifies that it is not barred from contracting with any unit of State or local government as a result of a violation of State laws prohibiting bid-rigging or bid-rotating.
12. The undersigned submits herewith the schedule of prices on BLR 12222 covering the work to be performed under this contract.

Illinois Department of Transportation

Schedule of Prices

Route	CH 81 (La Fox Road)
County	Kane
Local Agency	Kane County
Section	11-00417-00-BR

RETURN WITH BID

(For complete information covering these items, see plans and specifications)

Item No.	Items	Unit	Quantity	Unit Price	Total
Page Total (To be carried forward to Page)					

Illinois Department of Transportation

Schedule of Prices

Route	CH 81 (La Fox Road)
County	Kane
Local Agency	Kane County
Section	11-00417-00-BR

RETURN WITH BID

(For complete information covering these items, see plans and specifications)

Item No.	Items	Unit	Quantity	Unit Price	Total
	Carried forward from page				
	Bidder's Proposal for making Entire Improvements				

13. The undersigned further agrees that if awarded the contract for the sections contained in the following combinations, he will perform the work in accordance with the requirements of each individual proposal for the multiple bid specified in the schedule below.

Schedule for multiple Bids

Combination letter	Sections included in Combination	Total

BLR 12222 (Rev. 04/01/09)

Illinois Department of Transportation

Signatures

Route CH 81 (La Fox Road)
County Kane
Local Agency Kane County
Section 11-00417-00-BR

RETURN WITH BID

(If an individual)

Signature of Bidder _____

Business Address _____

(If a partnership)

Firm Name _____

Signed By _____

Business Address _____

_____

Insert Names and Addresses of All Partners { _____ _____ _____ _____

(If a corporation)

Corporate Name _____

Signed By _____
President

Business Address _____

_____

Insert Names of Officers {
President _____
Secretary _____
Treasurer _____

Attest: _____
Secretary

Illinois Department of Transportation

Apprenticeship or Training Program Certification

Return with Bid

Route	CH 81 (La Fox Road)
County	Kane
Local Agency	Kane County
Section	11-00417-00-BR

All contractors are required to complete the following certification:

☐ For this contract proposal or for all groups in this deliver and install proposal.

☐ For the following deliver and install groups in this material proposal:

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

I. Except as provided in paragraph IV below, the undersigned bidder certifies that it is a participant, either as an individual or as part of a group program, in an approved apprenticeship or training program applicable to each type of work or craft that the bidder will perform with its own employees.

II. The undersigned bidder further certifies for work to be performed by subcontract that each of its subcontractors submitted for approval either (A) is, at the time of such bid, participating in an approved, applicable apprenticeship or training program; or (B) will, prior to commencement of performance of work pursuant to this contract, establish participation in an approved apprenticeship or training program applicable to the work of the subcontract.

III. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

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

_____

_____

_____

_____

_____

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

Bidder: _____ By: _____
(Signature)

Address: _____ Title: _____

Illinois Department of Transportation

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

Affidavit of Availability
For the Letting of _____

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

Part I. Work Under Contract

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

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

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

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

						Accumulated Totals
Earthwork						
Portland Cement Concrete Paving						
HMA Plant Mix						
HMA Paving						
Clean & Seal Cracks/Joints						
Aggregate Bases & Surfaces						
Highway, R.R. and Waterway Structures						
Drainage						
Electrical						
Cover and Seal Coats						
Concrete Construction						
Landscaping						
Fencing						
Guardrail						
Painting						
Signing						
Cold Milling, Planning & Rotomilling						
Demolition						
Pavement Markings (Paint)						
Other Construction (List)						
						$ 0.00
Totals						

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

Part III. Work Subcontracted to Others.

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

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

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

Subscribed and sworn to before me

this _____ day of _____ , _____ Type or Print Name _____

Officer or Director Title

_____ Signed _____

Notary Public

My commission expires _____

Company _____

(Notary Seal)

Address _____

_____