



COVER SHEET

Proposal Submitted By:
 Contractor's Name

 Contractor's Address
 City State Zip Code

STATE OF ILLINOIS
 Local Public Agency County Section Number
 County of DuPage DuPage 23-SDWLK-07-SW

Route(s) (Street/Road Name) Type of Funds
 2025 Sidewalk Improvements Local Gas

Proposal Only Proposal and Plans Proposal only, plans are separate

Submitted/Approved
For Local Public Agency:

For a County and Road District Project

Submitted/Approved
 Highway Commissioner Signature & Date

Submitted/Approved
 County Engineer/Superintendent of Highways Signature & Date

For a Municipal Project

Submitted/Approved/Passed
 Signature & Date

 Official Title

Department of Transportation

Released for bid based on limited review
 Regional Engineer Signature & Date

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

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
County of DuPage	DuPage	23-SDWLK-07-SW	2025 Sidewalk Improvements

NOTICE TO BIDDERS

Sealed proposals for the project described below will be received at the office of the DuPage County Division of Transportation
 421 N. County Farm Road, 2nd Floor, Wheaton, IL 60187 Name of Office
 until 2:00 PM on 04-03-25
Address Time Date

Sealed proposals will be opened and read publicly at the office of the DuPage County Division of Transportation
 421 N. County Farm Road, 2nd Floor, Wheaton, IL 60187 Name of Office
 at 2:00 PM on 04-03-25
Address Time Date

DESCRIPTION OF WORK

Location	Project Length
Various Locations - DuPage County	6,923 ft

Proposed Improvement
 Sidewalk installation which includes parkway restoration; drainage improvements; curb and gutter removal and replacement; pedestrian signal installation; and other miscellaneous work.

1. Plans and proposal forms will be available in the office of
 online at https://www.dupagecounty.gov/government/departments/transportation/doing_business/bids_and_lettings.php
 or by contacting the Division of Transportation at (630) 407-6900.

2. Prequalification
 If checked, the 2 apparent as read 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 original shall be filed with the Awarding Authority and two originals with the IDOT District Office.
3. 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.
4. The following Forms shall be returned by the bidder to the Awarding Authority:
 - a. Local Public Agency Formal Contract Proposal (BLR 12200)
 - b. Schedule of Prices (DuPage County version of BLR 12201)
 - c. Proposal Bid Bond (BLR 12230)
 - d. **DuPage County Apprenticeship or Training Program Certification (all Apprenticeship/Training Registration Number(s) and/or Certificate(s) need to be included with this form)**
 - e. Affidavit of Illinois Business Office (BLR 12326) (do not use for project with Federal funds)
 - f. **DuPage County - Required Vendor Ethics Disclosure Statement**
 - g. **IRS Form W-9: Request for Taxpayer Identification Number and Certification**
 - h. **Three (3) References Form**
5. 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.
6. 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.
7. The bidder shall take no advantage of any error or omission in the proposal and advertised contract.
8. 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.
9. 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.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
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PROPOSAL

1. Proposal of _____ Contractor's Name _____

Contractor's Address _____

2. The plans for the proposed work are those prepared by Baxter & Woodman, Inc and approved by the Department of Transportation on N.A.

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 50 working days or by _____ unless additional time is granted in accordance with the specifications.

6. The successful bidder at the time of execution of the contract will be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. 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 of check shall be forfeited to the Awarding Authority.

7. 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 products 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. A bid may be declared unacceptable if neither a unit price nor a total price is shown.

8. The undersigned submits herewith the schedule of prices on BLR 12201 covering the work to be performed under this contract.

9. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12201, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.

10. 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 be allowed as a proposal guaranty. 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 DuPage.

The amount of the check is _____ (_____).

Attach Cashier's Check or Certified Check Here

In the event that one proposal guaranty check is intended to cover two or more bid proposals, the amount must be equal to the sum of the proposal guaranties which would be required for each individual bid proposal. If the proposal guaranty check is placed in another bid proposal, state below where it may be found.

The proposal guaranty check will be found in the bid proposal for: Section Number _____ .

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
County of DuPage	DuPage	23-SDWLK-07-SW	2025 Sidewalk Improvements

CONTRACTOR CERTIFICATIONS

The certifications hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder.

- Debt Delinquency.** The bidder or contractor or subcontractor, respectively, certifies that it is not delinquent in the payment of any tax administered by the Department of Revenue unless the individual or other entity is contesting, in accordance with the procedure established by the appropriate Revenue Act, its liability for the tax or the amount of the tax. Making a false statement voids the contract and allows the Department to recover all amounts paid to the individual or entity under the contract in a civil action.
- Bid-Rigging or Bid Rotating.** The bidder or contractor or subcontractor, respectively, certifies that it is not barred from contracting with the Department by reason of a violation of either 720 ILCS 5/33E-3 or 720 ILCS 5/33E-4.

A violation of section 33E-3 would be represented by a conviction of the crime of bid-rigging which, in addition to Class 3 felony sentencing, provides that any person convicted of this offense, or any similar offense of any state or the United States which contains the same elements as this offense shall be barred for 5 years from the date of conviction from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent on behalf of the corporation.

A violation of Section 33E-4 would be represented by a conviction of the crime of bid-rotating which, in addition to Class 2 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from contracting with any unit of State of Local government. No corporation shall be barred from contracting with any unit of State or Local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent on behalf of the corporation.

- Bribery.** The bidder or contractor or subcontractor, respectively, certifies that, it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois or any unit of local government, nor has the firm made an admission of guilt of such conduct which is a matter or 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.
- Interim Suspension or Suspension.** The bidder or contractor or subcontractor, respectively, certifies that it is not currently under a suspension as defined in Subpart I of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative code. Furthermore, if suspended prior to completion of this work, the contract or contracts executed for the completion of this work may be canceled.

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SIGNATURES

(If an individual)

Signature of Bidder	Date	
<input style="width: 100%; height: 40px;" type="text"/>	<input style="width: 100%; height: 40px;" type="text"/>	
Business Address		
<input style="width: 100%; height: 20px;" type="text"/>		
City	State	Zip Code
<input style="width: 60%; height: 20px;" type="text"/>	<input style="width: 10%; height: 20px;" type="text"/>	<input style="width: 30%; height: 20px;" type="text"/>

(If a partnership)

Firm Name		
<input style="width: 100%; height: 20px;" type="text"/>		
Signature	Date	
<input style="width: 80%; height: 40px;" type="text"/>	<input style="width: 20%; height: 40px;" type="text"/>	
Title		
<input style="width: 100%; height: 20px;" type="text"/>		
Business Address		
<input style="width: 100%; height: 20px;" type="text"/>		
City	State	Zip Code
<input style="width: 60%; height: 20px;" type="text"/>	<input style="width: 10%; height: 20px;" type="text"/>	<input style="width: 30%; height: 20px;" type="text"/>

Insert the Names and Addresses of all Partners

<input type="text"/>

(If a corporation)

Corporate Name		
<input style="width: 100%; height: 20px;" type="text"/>		
Signature	Date	
<input style="width: 80%; height: 40px;" type="text"/>	<input style="width: 20%; height: 40px;" type="text"/>	
Title		
<input style="width: 100%; height: 20px;" type="text"/>		
Business Address		
<input style="width: 100%; height: 20px;" type="text"/>		
City	State	Zip Code
<input style="width: 60%; height: 20px;" type="text"/>	<input style="width: 10%; height: 20px;" type="text"/>	<input style="width: 30%; height: 20px;" type="text"/>

Insert Names of Officers

President
<input style="width: 100%; height: 20px;" type="text"/>

Attest:

Secretary

Secretary

Treasurer

RETURN WITH BID



**Illinois Department
of Transportation**

SCHEDULE OF PRICES

Contractor's Name

Contractor's Address

City

State

Zip Code

Local Public Agency

County

Section Number

Route(s) (Street/Road Name)

Schedule for Multiple Bids

Combination Letter	Sections included in Combinations	Total

Schedule for Single Bid

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

Item No.	Items	Unit	Quantity	Unit Price	Total
1	TEMPORARY FENCE	FOOT	375		
2	TREE ROOT PRUNING	EACH	15		
3	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	8		
4	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	15		
5	EARTH EXCAVATION	CU YD	281		
6	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1578		
7	FURNISHED EXCAVATION	CU YD	250		
8	TRENCH BACKFILL	CU YD	10		
9	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	2225		
10	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	5367		
11	SEEDING, CLASS 2A	ACRE	1.25		
12	SEEDING, CLASS 4	ACRE	0.5		
13	SEEDING, CLASS 5 (MODIFIED)	ACRE	0.5		

RETURN WITH BID

Item No.	Items	Unit	Quantity	Unit Price	Total
14	NITROGEN FERTILIZER NUTRIENT	POUND	118		
15	POTASSIUM FERTILIZER NUTRIENT	POUND	118		
16	EROSION CONTROL BLANKET	SQ YD	5367		
17	SODDING	SQ YD	717		
18	SODDING, SALT TOLERANT	SQ YD	244		
19	SUPPLEMENTAL WATERING	UNIT	5		
20	TEMPORARY EROSION CONTROL SEEDING	POUND	82		
21	TEMPORARY DITCH CHECKS	FOOT	60		
22	PERIMETER EROSION BARRIER	FOOT	1407		
23	INLET FILTERS	EACH	50		
24	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	673		
25	AGGREGATE BASE COURSE, TYPE B 2"	SQ YD	4522		
26	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	124		
27	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	105		
28	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	33		
29	PROTECTIVE COAT	SQ YD	4559		
30	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	49		
31	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	40208		
32	PORTLAND CEMENT CONCRETE SIDEWALK 7 INCH	SQ FT	460		
33	DETECTABLE WARNINGS	SQ FT	108		
34	PAVEMENT REMOVAL	SQ YD	123		
35	DRIVEWAY PAVEMENT REMOVAL	SQ YD	144		
36	COMBINATION CURB AND GUTTER REMOVAL	FOOT	42		
37	SIDEWALK REMOVAL	SQ FT	1970		

RETURN WITH BID

Item No.	Items	Unit	Quantity	Unit Price	Total
38	MEDIAN REMOVAL	SQ FT	160		
39	PIPE CULVERTS, CLASS D, TYPE 1 12"	FOOT	20		
40	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2		
41	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	19		
42	STORM SEWER REMOVAL 12"	FOOT	10		
43	CONCRETE CURB, TYPE B	FOOT	330		
44	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	135		
45	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	430		
46	CONCRETE MEDIAN SURFACE, 6 INCH	SQ FT	171		
47	NON-SPECIAL WASTE DISPOSAL	CU YD	420		
48	SOIL DISPOSAL ANALYSIS	EACH	9		
49	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1		
50	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1		
51	REGULATED SUBSTANCES MONITORING	CAL DA	10		
52	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1		
53	CHANGEABLE MESSAGE SIGN	CAL DA	30		
54	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	116		
55	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	1300		
56	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	400		
57	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	120		
58	SIGN PANEL - TYPE 1	SQ FT	7		
59	REMOVE SIGN PANEL - TYPE 1	SQ FT	7		
60	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	7		
61	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	315		

RETURN WITH BID

Item No.	Items	Unit	Quantity	Unit Price	Total
62	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	85		
63	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	178		
64	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	83		
65	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	41		
66	HANDHOLE	EACH	1		
67	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		
68	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1586		
69	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1628		
70	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	172		
71	CONCRETE FOUNDATION, TYPE A - 12 INCH	FOOT	20		
72	DRILL EXISTING HANDHOLE	EACH	2		
73	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6		
74	RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	1		
75	REBUILD EXISTING HANDHOLE	EACH	1		
76	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1		
77	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1		
78	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	3		
79	HANDHOLE TO BE ADJUSTED	EACH	1		
80	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6		
81	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3"	SQ YD	56		
82	CONSTRUCTION LAYOUT	LSUM	1		
83	DRAINAGE STRUCTURE TO BE ADJUSTED	EACH	15		
84	DRAINAGE STRUCTURE TO BE RECONSTRUCTED	EACH	1		
85	WOOD FENCE REMOVAL	FOOT	400		

RETURN WITH BID

Item No.	Items	Unit	Quantity	Unit Price	Total
86	TEST HOLE	EACH	6		
87	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	6		
88	TEMPORARY STONE	TON	22		
89	SANITARY MANHOLES TO BE ADJUSTED	EACH	1		
Bidder's Total Proposal					

1. Each pay item should have a unit price and a total price.
2. 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.
3. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
4. A bid may be declared unacceptable if neither a unit price or total price is shown.



Local Public Agency DuPage County	County DuPage	Section Number 23-SDWLK-07-SW
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WE, _____ as PRINCIPAL, and _____ as SURETY, are held jointly,

severally and firmly bound unto the above Local Public Agency (hereafter referred to as "LPA") in the penal sum of 5% of the total bid price, or for the amount specified in the proposal documents in effect on the date of invitation for bids, whichever is the lesser sum. We bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly pay to the LPA this sum under the conditions of this instrument.

WHEREAS THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that, the said PRINCIPAL is submitting a written proposal to the LPA acting through its awarding authority for the construction of the work designated as the above section.

THEREFORE if the proposal is accepted and a contract awarded to the PRINCIPAL by the LPA for the above designated section and the PRINCIPAL shall within fifteen (15) days after award enter into a formal contract, furnish surety guaranteeing the faithful performance of the work, and furnish evidence of the required insurance coverage, all as provided in the "Standard Specifications for Road and Bridge Construction" and applicable Supplemental Specifications, then this obligation shall become void; otherwise it shall remain in full force and effect.

IN THE EVENT the LPA determines the PRINCIPAL has failed to enter into a formal contract in compliance with any requirements set forth in the preceding paragraph, then the LPA acting through its awarding authority shall immediately be entitled to recover the full penal sum set out above, together with all court costs, all attorney fees, and any other expense of recovery.

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this _____ of _____ Day Month and Year

Principal

Company Name []

Company Name []

Signature & Date []

Signature & Date []

By:

By:

Title []

Title []

(If Principal is a joint venture of two or more contractors, the company names, and authorized signatures of each contractor must be affixed.)

Surety

Name of Surety []

Signature of Attorney-in-Fact Signature & Date []

By:

STATE OF IL
COUNTY OF

I _____, a Notary Public in and for said county do hereby certify that

(Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of PRINCIPAL and SURETY, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instruments as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this _____ day of _____ Month and Year

(SEAL, if required by the LPA)

Notary Public Signature & Date []

Date commission expires _____

Local Public Agency

County

Section Number

DuPage County

DuPage

23-SDWLK-07-SW

ELECTRONIC BID BOND

Electronic bid bond is allowed (box must be checked by LPA if electronic bid bond is allowed)

The Principal may submit an electronic bid bond, in lieu of completing the above section of the Proposal Bid Bond Form. By providing an electronic bid bond ID code and signing below, the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the LPA under the conditions of the bid bond as shown above. (If PRINCIPAL is a joint venture of two or more contractors, an electronic bid bond ID code, company/Bidder name title and date must be affixed for each contractor in the venture.)

Electronic Bid Bond ID Code

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Company/Bidder Name

--

Signature & Date

--

Title

--



Apprenticeship and Training Program Certification

RETURN WITH BID

Local Public Agency	County	Street Name/Road Name	Section Number
County of DuPage	DuPage	2025 Sidewalk Improvements	23-SDWLK-07-SW

All contractors are required to complete the following certification

- For this contract proposal or for all bidding groups in this deliver and install proposal.
- For the following deliver and install bidding groups in this material proposal.

The County of DuPage policy, adopted in accordance with DuPage County, Illinois County 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 bidder's 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:

1. Except as provided in paragraph 4 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.
2. The undersigned bidder further certifies, for work to be performed by subcontract, that each of its subcontractors 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.
3. 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.

4. Except for any work identified above, if any bidder or subcontractor 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 workforces 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 afterward 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	Signature	Date	
Title			
Address	City	State	Zip Code



Affidavit of Illinois Business Office

Local Public Agency	County	Street Name/Road Name	Section Number
DuPage County	DuPage	2025 Sidewalk Imps.	23-SDWLK-07-SW

I, _____ of _____, _____,
Name of Affiant City of Affiant State of Affiant

being first duly sworn upon oath, state as follows:

1. That I am the _____ of _____.
Officer or Position Bidder
2. That I have personal knowledge of the facts herein stated.
3. That, if selected under the proposal described above, _____, will maintain a business office in the
Bidder
 State of Illinois, which will be located in _____ County, Illinois.
County
4. That this business office will serve as the primary place of employment for any persons employed in the construction contemplated by this proposal.
5. That this Affidavit is given as a requirement of state law as provided in Section 30-22(8) of the Illinois Procurement Code.

Signature & Date

Print Name of Affiant

Notary Public

State of IL
 County _____

Signed (or subscribed or attested) before me on _____ by
(date)

_____, authorized agent(s) of
(name/s of person/s)

Bidder

Notary Public Signature & Date

My commission expires _____

(SEAL)



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

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	Accumulated Totals
Contract Number						
Contract With						
Estimated Completion Date						
Total Contract Price						
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.

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

Notary

I, being duly sworn, do hereby declare 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.

Officer or Director

Title

Signature

Date

Company

Address

City

State

Zip Code

Subscribed and sworn to before me

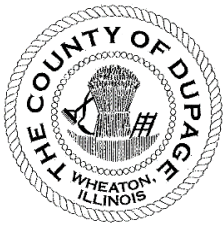
this _____ day of _____, _____

(Signature of Notary Public)

My commission expires _____

(Notary Seal)

Add pages for additional contracts



REQUIRED VENDOR ETHICS DISCLOSURE STATEMENT

Section I: Contact Information

Please complete the contact information below.

BID NUMBER:	23-SDWLK-07-SW
COMPANY NAME:	
CONTACT PERSON:	
CONTACT EMAIL:	

Section II: Procurement Ordinance Requirements

Every contractor, union, or vendor that is seeking or has previously obtained a contract, change orders to one (1) or more contracts, or two (2) or more individual contracts with the County, shall provide to the Procurement Division a written disclosure of all political campaign contributions made by such contractor, union, or vendor to any incumbent County Board member, County Board chairman, or Countywide elected official whose office the contract to be awarded will benefit within the current and previous calendar year. The contractor, union, or vendor shall update such disclosure annually during the term of a multi-year contract and prior to any change order or renewal requiring approval by the county board. For purposes of this disclosure requirement, "contractor or vendor" includes owners, officers, managers, lobbyists, agents, consultants, bond counsel and underwriters counsel, subcontractors, and corporate entities under the control of the contracting person, and political action committees to which the contracting person has made contributions.

Has the Bidder made contributions as described above?

- Yes
- No

If "Yes", complete the required information in the table below.

RECIPIENT	DONOR	DESCRIPTION (e.g., cash, type of item, in-kind services, etc.)	AMOUNT/VALUE	DATE MADE

All contractors and vendors who have obtained or are seeking contracts with the County shall disclose the names and contact information of their lobbyists, agents and representatives and all individuals who are or will be having contact with county officers or employees in relation to the contractor bid and shall update such disclosure with any changes that may occur.

Has the Bidder had or will the Bidder have contact with lobbyists, agents, representatives or individuals who are or will be having contact with county officers or employees as described above.

Yes

No

If "Yes", list the name, phone number, and email of lobbyists, agents, representatives, and all individuals who are or will be having contact with county officers or employees in the table below.

NAME	PHONE	EMAIL

Section III: Violations

A contractor or vendor that knowingly violates these disclosure requirements is subject to penalties which may include, but are not limited to, the immediate cancellation of the contract and possible disbarment from future County contracts. Continuing and supplemental disclosure is required. The Bidder agrees to update this disclosure form as follows:

- If information changes, within five (5) days of change, or prior to county action, whichever is sooner;
- 30 days prior to the optional renewal of any contract;
- Annual disclosure for multi-year contracts on the anniversary of said contract
- With any request for change order except those issued by the county for administrative adjustments

The full text of the County's Ethics Ordinance is available at:

http://www.dupagecounty.gov/government/county_board/ethics_at_the_county/

The full text of the County's Procurement Ordinance is available at:

https://www.dupagecounty.gov/government/departments/finance/procurement/procurement_ordinance_and_guiding_principles.php

Section IV: Certification

By signing below, the Bidder hereby acknowledges that it has received, read, and understands these requirements, and certifies that the information submitted on this form is true and correct to the best of its knowledge.

Printed Name: _____ Signature: _____

Title: _____ Date: _____

REFERENCES

All bidders must provide three (3) projects of a similar nature as being performed in the immediate past five (5) years with the name, address and telephone number of the contact person having knowledge of the project or three (3) references (name, address, and telephone number) with knowledge of the integrity and business practices of the contractor.

PROJECT	
FIRM	
ADDRESS	
CONTACT	
TELEPHONE	

PROJECT	
FIRM	
ADDRESS	
CONTACT	
TELEPHONE	

PROJECT	
FIRM	
ADDRESS	
CONTACT	
TELEPHONE	

Request for Taxpayer Identification Number and Certification

**Give Form to the
requester. Do not
send to the IRS.**

▶ Go to www.irs.gov/FormW9 for instructions and the latest information.

Print or type. See Specific Instructions on page 3.	<p>1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.</p> <hr/> <p>2 Business name/disregarded entity name, if different from above</p> <hr/> <p>3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.</p> <p><input type="checkbox"/> Individual/sole proprietor or single-member LLC <input type="checkbox"/> C Corporation <input type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate</p> <p><input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____</p> <p>Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.</p> <p><input type="checkbox"/> Other (see instructions) ▶ _____</p>	<p>4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):</p> <p>Exempt payee code (if any) _____</p> <p>Exemption from FATCA reporting code (if any) _____</p> <p><small>(Applies to accounts maintained outside the U.S.)</small></p>
	<p>5 Address (number, street, and apt. or suite no.) See instructions.</p> <hr/> <p>6 City, state, and ZIP code</p> <hr/> <p>7 List account number(s) here (optional)</p> <hr/>	<p>Requester's name and address (optional)</p> <hr/>

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number											
				-			-				
or											
Employer identification number											
				-							

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here	Signature of U.S. person ▶	Date ▶
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General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.

By signing the filled-out form, you:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What is FATCA reporting*, later, for further information.

Note: If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien;
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States;
- An estate (other than a foreign estate); or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

In the cases below, the following person must give Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States.

- In the case of a disregarded entity with a U.S. owner, the U.S. owner of the disregarded entity and not the entity;
- In the case of a grantor trust with a U.S. grantor or other U.S. owner, generally, the U.S. grantor or other U.S. owner of the grantor trust and not the trust; and
- In the case of a U.S. trust (other than a grantor trust), the U.S. trust (other than a grantor trust) and not the beneficiaries of the trust.

Foreign person. If you are a foreign person or the U.S. branch of a foreign bank that has elected to be treated as a U.S. person, do not use Form W-9. Instead, use the appropriate Form W-8 or Form 8233 (see Pub. 515, *Withholding of Tax on Nonresident Aliens and Foreign Entities*).

Nonresident alien who becomes a resident alien. Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the payee has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items.

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
2. The treaty article addressing the income.
3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.
4. The type and amount of income that qualifies for the exemption from tax.
5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity, give the requester the appropriate completed Form W-8 or Form 8233.

Backup Withholding

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 24% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, payments made in settlement of payment card and third party network transactions, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester,
2. You do not certify your TIN when required (see the instructions for Part II for details),
3. The IRS tells the requester that you furnished an incorrect TIN,
4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or
5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See *Exempt payee code*, later, and the separate Instructions for the Requester of Form W-9 for more information.

Also see *Special rules for partnerships*, earlier.

What is FATCA Reporting?

The Foreign Account Tax Compliance Act (FATCA) requires a participating foreign financial institution to report all United States account holders that are specified United States persons. Certain payees are exempt from FATCA reporting. See *Exemption from FATCA reporting code*, later, and the Instructions for the Requester of Form W-9 for more information.

Updating Your Information

You must provide updated information to any person to whom you claimed to be an exempt payee if you are no longer an exempt payee and anticipate receiving reportable payments in the future from this person. For example, you may need to provide updated information if you are a C corporation that elects to be an S corporation, or if you no longer are tax exempt. In addition, you must furnish a new Form W-9 if the name or TIN changes for the account; for example, if the grantor of a grantor trust dies.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of \$50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a \$500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Line 1

You must enter one of the following on this line; **do not** leave this line blank. The name should match the name on your tax return.

If this Form W-9 is for a joint account (other than an account maintained by a foreign financial institution (FFI)), list first, and then circle, the name of the person or entity whose number you entered in Part I of Form W-9. If you are providing Form W-9 to an FFI to document a joint account, each holder of the account that is a U.S. person must provide a Form W-9.

a. Individual. Generally, enter the name shown on your tax return. If you have changed your last name without informing the Social Security Administration (SSA) of the name change, enter your first name, the last name as shown on your social security card, and your new last name.

Note: ITIN applicant: Enter your individual name as it was entered on your Form W-7 application, line 1a. This should also be the same as the name you entered on the Form 1040/1040A/1040EZ you filed with your application.

b. Sole proprietor or single-member LLC. Enter your individual name as shown on your 1040/1040A/1040EZ on line 1. You may enter your business, trade, or “doing business as” (DBA) name on line 2.

c. Partnership, LLC that is not a single-member LLC, C corporation, or S corporation. Enter the entity’s name as shown on the entity’s tax return on line 1 and any business, trade, or DBA name on line 2.

d. Other entities. Enter your name as shown on required U.S. federal tax documents on line 1. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on line 2.

e. Disregarded entity. For U.S. federal tax purposes, an entity that is disregarded as an entity separate from its owner is treated as a “disregarded entity.” See Regulations section 301.7701-2(c)(2)(iii). Enter the owner’s name on line 1. The name of the entity entered on line 1 should never be a disregarded entity. The name on line 1 should be the name shown on the income tax return on which the income should be reported. For example, if a foreign LLC that is treated as a disregarded entity for U.S. federal tax purposes has a single owner that is a U.S. person, the U.S. owner’s name is required to be provided on line 1. If the direct owner of the entity is also a disregarded entity, enter the first owner that is not disregarded for federal tax purposes. Enter the disregarded entity’s name on line 2, “Business name/disregarded entity name.” If the owner of the disregarded entity is a foreign person, the owner must complete an appropriate Form W-8 instead of a Form W-9. This is the case even if the foreign person has a U.S. TIN.

Line 2

If you have a business name, trade name, DBA name, or disregarded entity name, you may enter it on line 2.

Line 3

Check the appropriate box on line 3 for the U.S. federal tax classification of the person whose name is entered on line 1. Check only one box on line 3.

IF the entity/person on line 1 is a(n) . . .	THEN check the box for . . .
• Corporation	Corporation
• Individual • Sole proprietorship, or • Single-member limited liability company (LLC) owned by an individual and disregarded for U.S. federal tax purposes.	Individual/sole proprietor or single-member LLC
• LLC treated as a partnership for U.S. federal tax purposes, • LLC that has filed Form 8832 or 2553 to be taxed as a corporation, or • LLC that is disregarded as an entity separate from its owner but the owner is another LLC that is not disregarded for U.S. federal tax purposes.	Limited liability company and enter the appropriate tax classification. (P= Partnership; C= C corporation; or S= S corporation)
• Partnership	Partnership
• Trust/estate	Trust/estate

Line 4, Exemptions

If you are exempt from backup withholding and/or FATCA reporting, enter in the appropriate space on line 4 any code(s) that may apply to you.

Exempt payee code.

- Generally, individuals (including sole proprietors) are not exempt from backup withholding.
- Except as provided below, corporations are exempt from backup withholding for certain payments, including interest and dividends.
- Corporations are not exempt from backup withholding for payments made in settlement of payment card or third party network transactions.
- Corporations are not exempt from backup withholding with respect to attorneys’ fees or gross proceeds paid to attorneys, and corporations that provide medical or health care services are not exempt with respect to payments reportable on Form 1099-MISC.

The following codes identify payees that are exempt from backup withholding. Enter the appropriate code in the space in line 4.

- 1—An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2)
- 2—The United States or any of its agencies or instrumentalities
- 3—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities
- 4—A foreign government or any of its political subdivisions, agencies, or instrumentalities
- 5—A corporation
- 6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or possession
- 7—A futures commission merchant registered with the Commodity Futures Trading Commission
- 8—A real estate investment trust
- 9—An entity registered at all times during the tax year under the Investment Company Act of 1940
- 10—A common trust fund operated by a bank under section 584(a)
- 11—A financial institution
- 12—A middleman known in the investment community as a nominee or custodian
- 13—A trust exempt from tax under section 664 or described in section 4947

The following chart shows types of payments that may be exempt from backup withholding. The chart applies to the exempt payees listed above, 1 through 13.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt payees except for 7
Broker transactions	Exempt payees 1 through 4 and 6 through 11 and all C corporations. S corporations must not enter an exempt payee code because they are exempt only for sales of noncovered securities acquired prior to 2012.
Barter exchange transactions and patronage dividends	Exempt payees 1 through 4
Payments over \$600 required to be reported and direct sales over \$5,000 ¹	Generally, exempt payees 1 through 5 ²
Payments made in settlement of payment card or third party network transactions	Exempt payees 1 through 4

¹ See Form 1099-MISC, Miscellaneous Income, and its instructions.

² However, the following payments made to a corporation and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, gross proceeds paid to an attorney reportable under section 6045(f), and payments for services paid by a federal executive agency.

Exemption from FATCA reporting code. The following codes identify payees that are exempt from reporting under FATCA. These codes apply to persons submitting this form for accounts maintained outside of the United States by certain foreign financial institutions. Therefore, if you are only submitting this form for an account you hold in the United States, you may leave this field blank. Consult with the person requesting this form if you are uncertain if the financial institution is subject to these requirements. A requester may indicate that a code is not required by providing you with a Form W-9 with "Not Applicable" (or any similar indication) written or printed on the line for a FATCA exemption code.

A—An organization exempt from tax under section 501(a) or any individual retirement plan as defined in section 7701(a)(37)

B—The United States or any of its agencies or instrumentalities

C—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

D—A corporation the stock of which is regularly traded on one or more established securities markets, as described in Regulations section 1.1472-1(c)(1)(i)

E—A corporation that is a member of the same expanded affiliated group as a corporation described in Regulations section 1.1472-1(c)(1)(i)

F—A dealer in securities, commodities, or derivative financial instruments (including notional principal contracts, futures, forwards, and options) that is registered as such under the laws of the United States or any state

G—A real estate investment trust

H—A regulated investment company as defined in section 851 or an entity registered at all times during the tax year under the Investment Company Act of 1940

I—A common trust fund as defined in section 584(a)

J—A bank as defined in section 581

K—A broker

L—A trust exempt from tax under section 664 or described in section 4947(a)(1)

M—A tax exempt trust under a section 403(b) plan or section 457(g) plan

Note: You may wish to consult with the financial institution requesting this form to determine whether the FATCA code and/or exempt payee code should be completed.

Line 5

Enter your address (number, street, and apartment or suite number). This is where the requester of this Form W-9 will mail your information returns. If this address differs from the one the requester already has on file, write NEW at the top. If a new address is provided, there is still a chance the old address will be used until the payor changes your address in their records.

Line 6

Enter your city, state, and ZIP code.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN.

If you are a single-member LLC that is disregarded as an entity separate from its owner, enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

Note: See *What Name and Number To Give the Requester*, later, for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local SSA office or get this form online at www.SSA.gov. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at www.irs.gov/Businesses and clicking on Employer Identification Number (EIN) under Starting a Business. Go to www.irs.gov/Forms to view, download, or print Form W-7 and/or Form SS-4. Or, you can go to www.irs.gov/OrderForms to place an order and have Form W-7 and/or SS-4 mailed to you within 10 business days.

If you are asked to complete Form W-9 but do not have a TIN, apply for a TIN and write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note: Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded U.S. entity that has a foreign owner must use the appropriate Form W-8.

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if item 1, 4, or 5 below indicates otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). In the case of a disregarded entity, the person identified on line 1 must sign. Exempt payees, see *Exempt payee code*, earlier.

Signature requirements. Complete the certification as indicated in items 1 through 5 below.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983.

You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983.

You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions.

You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments made in settlement of payment card and third party network transactions, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), ABLE accounts (under section 529A), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account) other than an account maintained by an FFI	The actual owner of the account or, if combined funds, the first individual on the account ¹
3. Two or more U.S. persons (joint account maintained by an FFI)	Each holder of the account
4. Custodial account of a minor (Uniform Gift to Minors Act)	The minor ²
5. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee ¹
b. So-called trust account that is not a legal or valid trust under state law	The actual owner ¹
6. Sole proprietorship or disregarded entity owned by an individual	The owner ³
7. Grantor trust filing under Optional Form 1099 Filing Method 1 (see Regulations section 1.671-4(b)(2)(i)(A))	The grantor*
For this type of account:	Give name and EIN of:
8. Disregarded entity not owned by an individual	The owner
9. A valid trust, estate, or pension trust	Legal entity ⁴
10. Corporation or LLC electing corporate status on Form 8832 or Form 2553	The corporation
11. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
12. Partnership or multi-member LLC	The partnership
13. A broker or registered nominee	The broker or nominee

For this type of account:	Give name and EIN of:
14. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity
15. Grantor trust filing under the Form 1041 Filing Method or the Optional Form 1099 Filing Method 2 (see Regulations section 1.671-4(b)(2)(i)(B))	The trust

¹ List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

² Circle the minor's name and furnish the minor's SSN.

³ You must show your individual name and you may also enter your business or DBA name on the "Business name/disregarded entity" name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

⁴ List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships*, earlier.

*Note: The grantor also must provide a Form W-9 to trustee of trust.

Note: If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Secure Your Tax Records From Identity Theft

Identity theft occurs when someone uses your personal information such as your name, SSN, or other identifying information, without your permission, to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN,
- Ensure your employer is protecting your SSN, and
- Be careful when choosing a tax preparer.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter.

If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, contact the IRS Identity Theft Hotline at 1-800-908-4490 or submit Form 14039.

For more information, see Pub. 5027, Identity Theft Information for Taxpayers.

Victims of identity theft who are experiencing economic harm or a systemic problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Protect yourself from suspicious emails or phishing schemes.

Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to phishing@irs.gov. You may also report misuse of the IRS name, logo, or other IRS property to the Treasury Inspector General for Tax Administration (TIGTA) at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at spam@uce.gov or report them at www.ftc.gov/complaint. You can contact the FTC at www.ftc.gov/idtheft or 877-IDTHEFT (877-438-4338). If you have been the victim of identity theft, see www.IdentityTheft.gov and Pub. 5027.

Visit www.irs.gov/IdentityTheft to learn more about identity theft and how to reduce your risk.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons (including federal agencies) who are required to file information returns with the IRS to report interest, dividends, or certain other income paid to you; mortgage interest you paid; the acquisition or abandonment of secured property; the cancellation of debt; or contributions you made to an IRA, Archer MSA, or HSA. The person collecting this form uses the information on the form to file information returns with the IRS, reporting the above information. Routine uses of this information include giving it to the Department of Justice for civil and criminal litigation and to cities, states, the District of Columbia, and U.S. commonwealths and possessions for use in administering their laws. The information also may be disclosed to other countries under a treaty, to federal and state agencies to enforce civil and criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism. You must provide your TIN whether or not you are required to file a tax return. Under section 3406, payers must generally withhold a percentage of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to the payer. Certain penalties may also apply for providing false or fraudulent information.



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STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", adopted January 1, 2022, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", 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 proposed improvement designated as Section 23-SDWLK-07-SW, and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

BIDDING REQUIREMENTS AND CONDITIONS FOR CONTRACT PROPOSALS

(Illinois Department of Transportation Bureau of Local Roads and Streets Special Provision for BIDDING REQUIREMENTS AND CONDITIONS FOR CONTRACT PROPOSALS LRS Check Sheet #6)

Add the following to the section **Prequalification of Bidders**: "Prequalification is required. The Certificate of Eligibility shall be accompanied by a Request for Authorization to Bid form completed by the prospective bidder. The Certificate of Eligibility and Request for Authorization to Bid shall be submitted at least one business day prior to the public opening of proposals. Authorization to bid will be issued by the DuPage County Division of Transportation to prospective bidders who are qualified to perform the work, as evidenced by the Certificate of Eligibility."

Revise the first sentence of the section **Preparation of the Proposal** to read: "Bidders shall submit their proposals on the form furnished by the Awarding Authority or on a form approved by the Awarding Authority prior to submittal of the Proposal."

Add the following to the section **Preparation of the Proposal**: "Unit prices shall only be accepted rounded to the nearest one-hundredth (0.01) of a dollar."

Add the following to the section **Preparation of the Proposal**: "The low bidder shall complete and submit the IRS W-9 form included in this proposal within 48 hours of being notified as the low bidder. The form shall be emailed to Department at DOTBidInfo@dupagecounty.gov. All bidders may either submit the W-9 form with their bid proposal or wait to be notified that they are the low bidder."

Add the following to the section **Public Opening of Proposals**: "Proposals will only be accepted by bidders who have been issued an authorization to bid by the DuPage County Division of Transportation. Proposals submitted without authorization to bid will be returned unopened."

Add the following to after the first sentence of the section **Consideration of Proposals**: "If the Proposal includes quantities and unit prices for multiple agencies, then the summation to be compared shall include all items and not just the items for a single agency."

SECTION 107 LEGAL REGULATIONS AND RESPONSIBILITY TO PUBLIC

Add the following to Article 107.01: The Department will provide forms or a website for the Contractor and Subcontractors to enter and submit vendor information to comply with Public Act 102-0265.

Article 107.20 Protection and Restoration of Property. Add the following after the first paragraph of this Article:

“The Contractor shall maintain conveyance of all flows during construction of this project. When existing drainage facilities are disturbed, the Contractor shall provide and maintain temporary inlets, outlets, and connections for all private and public drains, sewers, culverts, and other drainage facilities. The Contractor shall provide facilities to take in all storm water which will be received by these drains and sewers, and discharge the same. The Contractor shall provide and maintain a pumping plant, if necessary, and a temporary outlet and be prepared at all time to dispose of water received from these temporary connections until such time that the permanent drainage facilities are in service.”

Revise the last paragraph of this Article to read:

“The cost of all materials and equipment required and all labor necessary to comply with the above Provisions will not be paid for separately, but shall be considered as included in the unit bid prices of the contract, and no additional compensation will be allowed. ”

Article 107.26 Indemnification. In addition to the requirements of this Article, for any activity occurring on an easement or any other property not owned by the Department, the indemnification shall also be extended to the property owners and any tenants thereon.

Article 107.27 Insurance. In addition to the requirements of this Article, the policies of insurance for Commercial (Comprehensive) General Liability and Commercial (Comprehensive) Automobile Liability shall include an additional insured endorsement naming the County of DuPage, its officers and employees, Village of Lisle, City of Naperville, Village of Hanover Park, Village of Elmhurst, Village of Itasca, Cook County, unincorporated Cook County, Naperville Township, Lisle Township, and Wayne Township as additional insureds. The endorsements shall be on forms acceptable to the County of DuPage. This additional insured is to be on a primary and non-contributory basis and include a Waiver of Subrogation endorsement.

Employer’s Liability insurance shall be in an amount not less than one million (\$1,000,000.00) dollars each accident/injury and one million (\$1,000,000.00) dollars each employee/disease.

Limits of Umbrella Excess Liability (over primary) shall not be less than an amount that in combination with Commercial General Liability totals \$6,000,000 of liability insurance per occurrence. The Umbrella Excess Liability Policy shall include in the “Who is Insured” pages of the policy wording such as “Any other person or organization you have agreed in a written contract to provide additional insurance” or wording to that affect. The contractor shall provide a copy of said section of the excess/umbrella liability policy upon request by the County of DuPage.

Environmental Impairment / Pollution Liability coverage shall be provided with a limit not less than \$5,000,000.

The Contractor shall require all subcontractors to maintain the same insurance coverage required of the contractor. The County of DuPage retains the right to obtain evidence of subcontractor insurance coverage at any time.

Replace the second sentence of the second paragraph (third to last paragraph) of this article with the following: “It is the duty of the Contractor to immediately notify the County of DuPage if any insurance required under this contract has been cancelled, materially changed, or renewal has been refused, and the Contractor shall immediately suspend all work in progress and take the necessary steps to purchase, maintain and provide the required insurance coverage. If a suspension of work should occur due to insurance requirements, upon verification by the County of DuPage of the required insurance coverage, the County of DuPage shall notify the Contractor that the Contractor can proceed with the work that is a part of this contract. Failure to provide and maintain the required insurance coverage could result in the immediate cancellation of this contract, and the Contractor shall accept and bear all costs that may result from the cancellation of this contract due to Contractor's failure to provide and maintain the required insurance.”

Article 107.36 Dust Control. Add the following to the second paragraph of this article:
“The Contractor will be required to have available a water truck or similar equipment to control dust. If necessary, the Contractor shall be required to control dust during non-working hours.”

SECTION 108 PROSECUTION AND PROGRESS

Article 108.03 Prosecution of the Work. Revise the first sentence of this Article to read, "The Contractor shall not begin the work to be performed under the contract without written authorization from the DuPage County Division of Transportation to proceed with the work, and shall commence work not later than 10 days after receiving the authorization to proceed.”

SECTION 109 MEASUREMENT AND PAYMENT

Article 109.08 Acceptance and Final Payment. Add the following to this Article: “Prior to final payment, an affidavit from the Contractor will be required.”

SECTION 202 EARTH AND ROCK EXCAVATION

Add the following to Article 202.03:

“Excess material (broken concrete, culvert pipe, surplus material from sewer trenches, etc..) shall not be disposed of within the limits of the Right-Of-Way. It shall be the Contractor’s responsibility to select dump sites and obtain permission and all necessary permits to use such dump sites.”

SECTION 208 TRENCH BACKFILL

Revise Article 208.01 to read:

“208.01 Description. This work shall consist of furnishing aggregate for backfilling all trenches made in the subgrade of the proposed improvement, and all trenches where the inner edge of trench is within a zone extending at a 1H:1V slope from the proposed or existing edge of pavement, curb, gutter, curb and gutter, stabilized shoulder, sidewalk, or path.”

Article 208.02 Materials. The use of stone screenings will not be permitted.

SECTION 250 SEEDING

Article 250.06 Seeding Methods. Seeding, except for Seeding, Class 7, shall be performed between April 1 and June 1 or between August 1 and September 30.

Article 250.07 Seeding Mixtures. Delete “Class 5 – Forb with Annuals Mixture” from the table. Add the following seeding mixture to the table:

<u>Class 5 Modified Forb with Annuals Mixture</u>	Note 6/	Lbs/Acre	% by Weight
Annuals Mixture		2	
Aster turbinellus-Prairie Aster			35
Chrysanthemum leucanthemum-Ox-Eye Daisy			5
Coreopsis lanceolata-Sand Coreopsis			35
Gaillardia pulchella-Blanket Flower			10
Rudbeckia hirta-Black-Eyed Susan			15
Forb Mixture		8	
Aster novae angliae-New England Aster			5
Coreopsis palmata-Prairie Coreopsis			5
Echinacea pallida-Pale Purple Coneflower			20
Heliopsis helianthoides-Ox-Eye			30
Liatris aspera-Rough Blazing Star			20
Petalostemum purpureum-Purple Prairie Clover			10
Ratibida pinnata-Yellow Coneflower			5
Solidago ridellii-Ridell’s Goldenrod			5
Grasses			
Bouteloua curtipendula-Side Oats Grama		10	
Sporobolus heterolepis-Prairie Dropseed		3	
Cover Crop			
Fult Salt Grass		30	
Oats, Spring		50	

Notes: Planting times May 15th to June 30th and October 15th to December 1st.

SECTION 280 TEMPORARY EROSION AND SEDIMENT CONTROL

Add the following to Article 280.08:
 “Erosion control systems replaced due to sediment loading will be paid for at the applicable contract unit prices. Replacement of erosion control systems required due to the Contractor’s action or inaction will not be paid for. The cost of removing sediment from erosion control systems shall be included in the contract unit price for the applicable erosion control item.”

SECTION 351 AGGREGATE BASE COURSE

Article 351.02 Materials. The materials for Aggregate Base Course shall be restricted to crushed CA-6.

SECTION 440 REMOVAL OF EXISTING PAVEMENT AND APPURTENANCES

Article 440.07(B) Add the following to first paragraph of this article:

“When not provided as specific pay items, removal of existing aggregate or HMA pavements, including driveways and paths, shall not be measured for payment under Section 440, but shall be considered Earth Excavation and measured according to Article 202.07.”

SECTION 550 STORM SEWERS

Article 550.02 Materials. All storm sewer pipe shall be reinforced concrete pipe, unless otherwise noted.

Article 550.06 Laying Sewer Pipe. Extensions to existing storm sewers shall meet either an existing bell or spigot or shall be supplied with a concrete collar, a mission band seal, or approved coupling. The cost of equipment, labor and materials to complete this work shall be included in the contract unit price for the storm sewer installed.

SECTION 602 CATCH BASIN, MANHOLE, INLET, DRAINAGE STRUCTURE, VALVE VAULT CONSTRUCTION, ADJUSTMENT AND RECONSTRUCTION

Article 602.08 Steps. Omit steps in all structures.

Article 602.09 Wooden Baffles. Baffles are required where shown in the standard drawings. Non-wooden baffles may be substituted with the approval of the Engineer.

Article 602.10 Flat Slab Tops. Flat slab tops shall be provided when the depth, measured between the rim elevation and any invert elevation, is less than six feet.

Article 602.11 Furnishing and Placing Castings. Add the following: “Structures adjusted within the pavement where the pavement is removed to allow for adjustment shall be backfilled with Class SI Concrete or as directed by the Engineer. Structures to be adjusted shall be completed in the outside travel lane and this lane opened to traffic prior to breaking out structures in the adjacent travel lane.”

Article 602.16 Basis of Payment. The contract unit price each for Catch Basins, Manholes, Inlets, Drainage Structures or Valve Vaults will not include the cost of furnishing and installing the specified frames and grates, or lids. The cost of furnishing and installing the frames and grates or lids will be paid for at the contract unit price each in accordance with Section 604 of the Standard Specifications. The contract unit price each for Catch Basins to be Reconstructed, Manholes to be Reconstructed, Inlets to be Reconstructed, Drainage Structures to be Reconstructed or Valve Vaults to be Reconstructed shall include the removal and disposal and/or addition of full-diameter structure sections, flat-slab tops, or “cone” sections.

Adjustment or Reconstruction shall include the removal and replacement of all unsuitable two foot diameter adjusting rings.

Adjustment of domestic water valve boxes (Buffalo Boxes) shall not be paid for separately.

The cost of poured inverts in Manholes and Inlets shall be included in the cost of said structures.

SECTION 671 MOBILIZATION

Article 671.02 Basis of Payment. Revise this article to read: “Basis of Payment. This work will not be paid for separately, but shall be included in the various items of work.”

SECTION 1105 PAVEMENT MARKING EQUIPMENT

Delete the last sentence of Article 1105.01(b).

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

This work shall be done in accordance with Section 606 of the Standard Specifications and the Detail provided in the Plans, except as modified herein.

606.01 Description. Add the following sentence to the end of this Article:

“This item shall be used in areas where concrete gutter is to be replaced adjacent to commercial or industrial driveways. This work shall include all sawcutting; pavement removal for forming purposes; backfilling in front and back of the gutter with concrete; and dowel bars at construction and expansion joints.”

606.02 Materials. Add the following sentence to the end of this Article:

“The Portland Cement Concrete used for this Concrete Gutter and for filling the gaps in front of and behind the gutter shall be Class PP, high early strength concrete.”

606.04 Excavation. Add the following paragraph to the end of this Article:

Removal of the existing pavement may be required in order to install a front and back face form. The two areas on each side of the gutter between the edge of the existing pavement and the faces of the new gutter shall be cleaned of all loose material and then filled with Class PP concrete to a minimum 6-inch width, 2½” below the top of the proposed gutter flag. Driveways removed for forming shall be backfilled with an approved granular material as temporary pavement. Driveway aprons shall not be removed for gutter forming purposes unless otherwise determined by the Engineer.”

606.07 Concrete Gutter and Curb and Gutter. Add the following to the fourth paragraph of this Article:

“Contraction joints shall be provided at uniform intervals not to exceed 15 feet. Construction joints with dowel bars shall be provided at the end of a day’s work. Expansion joints shall be 1-inch thick with two No. 6 (3/4”) smooth epoxy coated with greased cap and shall be constructed at intervals not to exceed 60 feet.”

606.15 Basis of Payment. Revise the first paragraph of this Article to read:

“**606.15 Basis of Payment.** This work will be paid for at the contract unit price per foot for COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT. The cost of over cutting and filling behind and in front of the curb and gutter shall also be included in this contract unit price.”

CONSTRUCTION LAYOUT STAKES

In addition to the requirements of the SPECIAL PROVISION FOR CONSTRUCTION LAYOUT STAKES (Illinois Department of Transportation Check Sheet #10), the Contractor shall establish, monument, and tie all control points used to complete the work as specified (including all PI's, PC's, PT's, and POT's) after construction is complete.

The type of monumentation used will be PK nails, iron pipes, RR spikes or as approved by the Engineer.

DRAINAGE STRUCTURE TO BE ADJUSTED
DRAINAGE STRUCTURE TO BE RECONSTRUCTED

Description. This work shall consist of the adjustment or reconstruction of manholes, inlets, and catch basins in accordance with Section 602 of the Standard Specifications.

Construction Requirements. In addition to Section 602 of the Standard Specifications, the following shall apply:

Work completed under these items shall include the removal and disposal of unsuitable adjusting rings, brick, or block down to the top of the original structure and rebuilding the structure using adjusting rings, masonry brick or inlet block and setting the frame with grate or lid to finish grade.

Reconstruction shall also include the removal and disposal and/or addition of full-diameter structure sections, flat-slab tops, or "cone" sections.

Only Portland cement mortar shall be used.

The existing frames and grates not used in construction shall become the property of the Contractor and shall be disposed of outside the limits of the right-of-way.

The cost of pavement removal and replacement adjacent to drainage structures adjusted or reconstructed shall be included in the contract unit price for DRAINAGE STRUCTURE TO BE ADJUSTED or DRAINAGE STRUCTURE TO BE RECONSTRUCTED. The material used to replace the pavement shall be Class SI Concrete unless otherwise directed by the Engineer.

Basis of Payment. This work will be paid for at the contract unit price each for DRAINAGE STRUCTURE TO BE ADJUSTED or DRAINAGE STRUCTURE TO BE RECONSTRUCTED.

DRIVEWAY WORK NOTIFICATION

The Contractor shall fill out the Driveway Work form (notification) and hand deliver the notification to any property owner or resident who's driveway access is impacted as part of the project. The notification shall be delivered not less than 72 hours nor more than 7 days prior to the access impact. Notification shall be given each and every time that driveway access is impacted. A copy of the notification shall be provided to the Engineer.

Failure to provide notification as described above shall be considered a Traffic Control Deficiency per Article 105.03(b) and the monetary deduction will be \$1,000.00 per incident of non-notification.

The cost of this work shall be included in the contract unit price for the applicable traffic control item(s).

HOT-MIX ASPHALT DRIVEWAY PAVEMENT:

This work shall be performed in accordance with Articles 406.02, 406.03, 406.05, 406.06, 406.07, and 406.12 of the Standard Specifications, and the detail shown on the Plans, except as modified herein. This work shall consist of placing HMA Surface Course, IL-9.5, Mix “D” N50, to a thickness of 1 ½ inches and HMA Base Course, IL-19.0, N50 to a minimum thickness of 1 ½ inches or to match existing.

Method of Measurement. This work shall be measured for payment in place and the area computed in square yards.

Basis of Payment. This work will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT DRIVEWAY PAVEMENT of the thickness specified.

NOTIFICATION

All Utilities, School Districts, Local Police, And Fire Departments shall be notified by the Contractor prior to the start of construction.

Agency	Name of contact	Phone	E-mail address
Lisle CUSD 202	Dr. Keith Filipiak	630-493-8000	
Lisle Police Department	Kevin Licko	630-271-4200	
Lisle-Woodridge Fire District	Keith Krestan	(630) 353-3000	lwfdinfo@lwfd.org
Keeneyville SD 20	Dr Omar Castillo	630-894-4606	
Hanover Park Police Department	Andrew Johnson	630-823-5500	
Hanover Park Fire Department	Eric Fors	630-823-5800	
Elmhurst SD 205	Dr Keisha Campbell	630-834-4530	
Elmhurst Police Department	Michael McLean	630-530-3061	
Elmhurst Fire Department	Dick Dufort	630-530-3092	Dick.Dufort@elmhurst.org
Itasca SD 10	Criag Benes	630-773-1232	
Itasca Police Department	Robert O’Connor	630-773-1004	
Itasca Fire Protection District	John "Jack" Schneidwind	630-773-1223	chief@itascafd.org
Naperville CUSD 203	Daniel Bridges	630-420-6311	
Naperville Police Department	Jason Arres	(630) 420-6666	
Naperville Fire Department	Mark Puknaitis	(630) 305-5900	

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

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

Contract Specific Sites. The excavated soil and groundwater within the areas listed below shall be managed as either “uncontaminated soil”, hazardous waste, special waste or non-special waste. For stationing, the lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit, whichever is less.

Soil Disposal Analysis. When the waste material requires sampling for landfill disposal acceptance, the Contractor shall secure a written list of the specific analytical parameters and analytical methods required by the landfill. The Contractor shall collect and analyze the required number of samples for the parameters required by the landfill using the appropriate analytical procedures. A copy of the required parameters and analytical methods (from landfill email or on landfill letterhead) shall be provided as Attachment 4A of the BDE 2733 (Regulated Substances Final Construction Report). The price shall include all sampling materials and effort necessary for collection and management of the samples, including transportation of samples from the job site to the laboratory. The Contractor shall be responsible for determining the specific disposal facilities to be utilized; and collect and analyze any samples required for disposal facility acceptance using a NELAP certified analytical laboratory registered with the State of Illinois.

Medinah Road

Project Length – East and West Parkway. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameter: arsenic and chromium.

Grand Avenue

Project Length – South Parkway. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameter: benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, dibenzo(a,h)anthracene, indeno(1,2,3-cd)pyrene, chromium, and lead.

This work shall include monitoring and potential sampling, analytical testing, and management of a material contaminated by regulated substances. The Contractor or firm shall continuously monitor all soil excavation for worker protection and soil contamination. Soil samples or analysis without the approval of the Engineer will be at no additional cost.

Work Zones

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

SANITARY MANHOLES TO BE ADJUSTED

This work shall be done in accordance with Section 602 of the Standard Specifications and shall consist of the adjustment or reconstruction of sanitary manholes. Non-hardening butyl rubber mastic sealant; minimum thickness ¼-inch, shall be used between adjusting rings in place of mortar, or as required by the

Owner of the Sanitary Sewer. In locations where existing external frame seals exist, it shall be removed and reinstalled. In locations where internal frame seals exist, it shall be removed and disposed of and an external frame seal shall be installed. In locations where there are no existing frame seals, an external frame seal shall be installed. The installation of the external frame seal will not be paid for separately and will be considered included in this pay item.

The External Frame seal shall consist of the following:

- A. Provide frame seals consisting of a flexible external rubber sleeve and extension and stainless steel compression bands.
- B. Rubber sleeve and extension:
 - 1. Provide rubber sleeve and extension complying with ASTM C923.
 - 2. Comply with a minimum 1500 psi tensile strength, maximum 18 percent compression set and a hardness (durameter) of 48 ± 5 .
 - 3. Provide sleeve with a minimum thickness of 3/16-inch and unexpanded vertical heights of 6 or 9 inches.
- C. Provide extension having a minimum thickness of 3/16-inch.
- D. Compression band:
 - 1. Provide compression band to compress the sleeve against the manhole.
 - 2. Use 16 gauge stainless steel conforming to ASTM A240 Type 304 with no welded attachments and having a minimum width of 1-inch.
 - 3. Make a watertight seal having a minimum adjustment range of 2 diameter inches.
 - 4. Provide stainless steel screws, bolts, and nuts conforming to ASTM F593 and 594, Type 304.
- E. Or as required by the Owner of the sanitary sewer system.

The External Frame Seal shall be installed as follows:

- A. Install external rubber gasket on the manhole frame and chimney.
 - 1. Provide watertight gasket to eliminate leakage between the frame and each adjusting ring down to and including cone section.
- B. Clean surface and prepare the lower 2 inches of the manhole frame and exterior of all adjusting rings and cone section/corbel surfaces.
 - 1. Realign frame on adjusting rings or corbel as required.
- C. Repair and apply mortar grout to the adjusting rings as required to provide a smooth, circular surface for the rubber gasket.
- D. Install rubber gasket in accordance with manufacturer's recommendations.
 - 1. Field verify for suitable dimensions and layout before installation.
 - 2. Utilize sealing caulk where required.
- E. Or as required by the Owner of the sanitary sewer system.

Basis of Payment. This work will be paid for at the contract unit price per each for SANITARY MANHOLES TO BE ADJUSTED, which price shall include all of the above.

TEMPORARY STONE

Description. This work shall consist of furnishing, placing, salvaging, and maintaining aggregate for temporary roads and approaches as shown on the plans or as directed by the Engineer. The Engineer may require Temporary Stone to be relocated for use at more than one location.

Materials. The material for this item shall be restricted to CA-1, CA-5, or CA-6.

Maintenance. The Contractor shall be required to maintain the Temporary Stone to the satisfaction of the Engineer during the construction period.

Salvage. The Contractor shall, when required by the Engineer or the sequence of operations, salvage for reuse at the same or other locations within the limits of construction, previously placed Temporary Stone.

Basis of Payment. This work will be paid for at the contract unit price per ton (metric ton) for TEMPORARY STONE. The contract unit price shall include all equipment, labor and materials necessary to complete this work as specified including the cost of removing and disposing of the material used for Temporary Stone.

TRAFFIC CONTROL AND PROTECTION (SPECIAL)

Description. The traffic control and protection for this project shall be performed in accordance with the project Traffic Control Plan and Section 701 of the Standard Specifications as amended by the Special Provision for Work Zone Traffic Control (Illinois Department of Transportation Check Sheet #LRS 3).

The furnishing, placing, and removal of material, or any temporary concrete barrier and impact attenuators, not shown on the plans but required in order to meet the drop off requirements, shall be included in the contract unit price for Traffic Control and Protection.

The cost of supplying, erecting, and maintaining barricades, warning lights, and signs will be included in the contract unit price for Traffic Control and Protection.

Method of Measurement. Traffic control will not be measured by location or per Standard.

Basis of Payment. The cost of Traffic Control and Protection provided under the Traffic Control Plan and Section 701 WORK ZONE TRAFFIC CONTROL will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (SPECIAL).

TRAFFIC CONTROL PLAN

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

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

The Contractor shall notify the Engineer at least 72 hours in advance of beginning work.

STANDARDS:

- 701101 Off-Rd Operations, Multilane, 15' (4.5 m) To 24" (600 mm) From Pavement Edge
- 701106 Off-Rd Operations, Multilane, More Than 15' (4.5 m) Away
- 701421 Lane Closure, Multilane, Day Operations Only, For Speeds \geq 45 Mph To 55 Mph
- 701456 Partial Exit Ramp Closure Freeway/Expressway
- 701501 Urban Lane Closure, 2L, 2W, Undivided
- 701601 Urban Lane Closure, Multilane, 1W or 2W With Nontraversable Median
- 701606 Urban Single Lane Closure, Multilane, 2W With Mountable Median

701701 Urban Lane Closure, Multilane Intersection
701801 Sidewalk, Corner or Crosswalk Closure
701901 Traffic Control Devices

SPECIAL PROVISIONS:

PUBLIC CONVENIENCE AND SAFETY
TRAFFIC CONTROL AND PROTECTION
MAINTENANCE OF ROADWAYS

WOOD FENCE REMOVAL

Description. This work shall consist of removing and disposing of the existing wood privacy fence within the limits of the proposed construction as shown on the plans or as directed by the Engineer. Posts and foundations shall be removed, and any holes backfilled with suitable materials to finished grade.

Any damage to the fence elements to remain by the Contractor will be paid for at their expense.

Basis of Payment. This work will be paid for at the contract unit price per foot installed for WOOD FENCE REMOVAL.

TEST HOLE

Description. This item shall consist of excavation for the purpose of locating existing utilities at locations where conflict is possible with the proposed construction.

Construction Requirements. Test holes shall be dug at locations authorized by the Engineer. The Contractor shall be responsible for notifying the utility concerned.

The test hole shall be of a size and depth sufficient to identify and establish the location of the existing utility. Utility damage by the Contractor shall be repaired at the expense of the Contractor.

After the location of the utility has been verified by the Engineer, the test hole shall be backfilled with either the excavated material or Trench Backfill, as directed by the Engineer. Any excess material shall be disposed of in accordance with Article 202.03 of the Standard Specifications and the General Notes.

Basis of Payment. This work will be paid for at the contract unit price each for TEST HOLE. Trench Backfill will be paid for in accordance with Article 208.04 of the Standard Specifications.

AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS (D1)

Effective: April 1, 2001

Revised: January 2, 2007

Revise Article 402.10 of the Standard Specifications to read:

“402.10 For Temporary Access. The contractor shall construct and maintain aggregate surface course for temporary access to private entrances, commercial entrances and roads according to Article 402.07 and as directed by the Engineer.

The aggregate surface course shall be constructed to the dimensions and grades specified below, except as modified by the plans or as directed by the Engineer.

- (a) Private Entrance. The minimum width shall be 12 ft (3.6 m). The minimum compacted thickness shall be 6 in. (150 mm). The maximum grade shall be eight percent, except as required to match the existing grade.
- (b) Commercial Entrance. The minimum width shall be 24 ft (7.2 m). The minimum compacted thickness shall be 9 in. (230 mm). The maximum grade shall be six percent, except as required to match the existing grade.
- (c) Road. The minimum width shall be 24 ft (7.2 m). The minimum compacted thickness shall be 9 in. (230 mm). The grade and elevation shall be the same as the removed pavement, except as required to meet the grade of any new pavement constructed.

Maintaining the temporary access shall include relocating and/or regrading the aggregate surface course for any operation that may disturb or remove the temporary access. The same type and gradation of material used to construct the temporary access shall be used to maintain it.

When use of the temporary access is discontinued, the aggregate shall be removed and utilized in the permanent construction or disposed of according to Article 202.03.”

Add the following to Article 402.12 of the Standard Specifications:

“Aggregate surface course for temporary access will be measured for payment as each for every private entrance, commercial entrance or road constructed for the purpose of temporary access. If a residential drive, commercial entrance, or road is to be constructed under multiple stages, the aggregate needed to construct the second or subsequent stages will not be measured for payment but shall be included in the cost per each of the type specified.”

Revise the second paragraph of Article 402.13 of the Standard Specifications to read:

“Aggregate surface course for temporary access will be paid for at the contract unit price per each for TEMPORARY ACCESS (PRIVATE ENTRANCE), TEMPORARY ACCESS (COMMERCIAL ENTRANCE) or TEMPORARY ACCESS (ROAD).

Partial payment of the each amount bid for temporary access, of the type specified, will be paid according to the following schedule:

SPECIAL PROVISIONS
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- (a) Upon construction of the temporary access, sixty percent of the contract unit price per each, of the type constructed, will be paid.
- (b) Subject to the approval of the Engineer for the adequate maintenance and removal of the temporary access, the remaining forty percent of the pay item will be paid upon the permanent removal of the temporary access.”

AVAILABLE REPORTS (D1 LR)

Effective: July 1, 2021

No project specific reports were prepared.

When applicable, the following checked reports and record information is available for Bidders' reference upon request:

- Record structural plans
- Preliminary Site Investigation (PSI) (IDOT ROW)
- Preliminary Site Investigation (PSI) (Local ROW)
- Preliminary Environmental Site Assessment (PESA) (IDOT ROW)
- Preliminary Environmental Site Assessment (PESA) (Local ROW)
- Soils/Geotechnical Report
- Boring Logs
- Pavement Cores
- Location Drainage Study (LDS)
- Hydraulic Report
- Noise Analysis
- Other: Wetland Delineation Reports

Those seeking these reports should request access from:

dotbidinfo@dupagecounty.gov

FRICITION AGGREGATE (D-1)

Effective: January 1, 2011
Revised: December 1, 2021

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

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

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

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	<u>Allowed Alone or in Combination</u> ^{5/} : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA Low ESAL	Stabilized Subbase or Shoulders	<u>Allowed Alone or in Combination</u> ^{5/} : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{1/} Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L SMA Binder	<u>Allowed Alone or in Combination</u> ^{5/6/} : Crushed Gravel Carbonate Crushed Stone ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete ^{3/}

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Use	Mixture	Aggregates Allowed								
HMA High ESAL Low ESAL	C Surface and Binder IL-9.5 IL-9.5FG or IL-9.5L	<u>Allowed Alone or in Combination</u> ^{5/} : Crushed Gravel Carbonate Crushed Stone ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{4/} Crushed Concrete ^{3/}								
HMA High ESAL	D Surface and Binder IL-9.5 or IL-9.5FG	<u>Allowed Alone or in Combination</u> ^{5/} : Crushed Gravel Carbonate Crushed Stone (other than Limestone) ^{2/} Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag ^{4/} <u>Other Combinations Allowed:</u> <table border="1" data-bbox="813 968 1351 1272"> <thead> <tr> <th data-bbox="813 968 1065 1024"><i>Up to...</i></th> <th data-bbox="1065 968 1351 1024"><i>With...</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="813 1024 1065 1073">25% Limestone</td> <td data-bbox="1065 1024 1351 1073">Dolomite</td> </tr> <tr> <td data-bbox="813 1073 1065 1188">50% Limestone</td> <td data-bbox="1065 1073 1351 1188">Any Mixture D aggregate other than Dolomite</td> </tr> <tr> <td data-bbox="813 1188 1065 1272">75% Limestone</td> <td data-bbox="1065 1188 1351 1272">Crushed Slag (ACBF) or Crushed Sandstone</td> </tr> </tbody> </table>	<i>Up to...</i>	<i>With...</i>	25% Limestone	Dolomite	50% Limestone	Any Mixture D aggregate other than Dolomite	75% Limestone	Crushed Slag (ACBF) or Crushed Sandstone
<i>Up to...</i>	<i>With...</i>									
25% Limestone	Dolomite									
50% Limestone	Any Mixture D aggregate other than Dolomite									
75% Limestone	Crushed Slag (ACBF) or Crushed Sandstone									
HMA High ESAL	E Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> ^{5/6/} : Crushed Gravel Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone. <u>Other Combinations Allowed:</u> <table border="1" data-bbox="813 1661 1351 1795"> <thead> <tr> <th data-bbox="813 1661 1065 1717"><i>Up to...</i></th> <th data-bbox="1065 1661 1351 1717"><i>With...</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="813 1717 1065 1795">50% Dolomite^{2/}</td> <td data-bbox="1065 1717 1351 1795">Any Mixture E aggregate</td> </tr> </tbody> </table>	<i>Up to...</i>	<i>With...</i>	50% Dolomite ^{2/}	Any Mixture E aggregate				
<i>Up to...</i>	<i>With...</i>									
50% Dolomite ^{2/}	Any Mixture E aggregate									

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Use	Mixture	Aggregates Allowed	
		75% Dolomite ^{2/}	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone
		75% Crushed Gravel ^{2/}	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag
HMA High ESAL	F Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> ^{5/6/} :	
		Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Crushed Gravel ^{2/} or Dolomite ^{2/}	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

- 1/ Crushed steel slag allowed in shoulder surface only.
- 2/ Carbonate crushed stone (limestone) and/or crushed gravel shall not be used in SMA Ndesign 80.
- 3/ Crushed concrete will not be permitted in SMA mixes.
- 4/ Crushed steel slag shall not be used as binder.
- 5/ When combinations of aggregates are used, the blend percent measurements shall be by volume.”
- 6/ Combining different types of aggregate will not be permitted in SMA Ndesign 80.”

HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D1)

Effective: November 1, 2019
Revised: January 1, 2025

Revise Article 1004.03(c) to read:

“(c) Gradation. The coarse aggregate gradations shall be as listed in the following table.

Use	Size/Application	Gradation No.
Class A-1, A-2, & A-3	3/8 in. (10 mm) Seal	CA 16 or CA 20
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & A-3	Cover Coat	CA 14
HMA High ESAL	IL-19.0; Stabilized Subbase IL-19.0	CA 11 ^{1/}
	SMA 12.5 ^{2/}	CA 13 ^{4/} , CA 14, or CA 16
	SMA 9.5 ^{2/}	CA 13 ^{3/4/} or CA 16 ^{3/}
	IL-9.5	CA 16, CM 13 ^{4/}
HMA Low ESAL	IL-9.5FG	CA 16
	IL-19.0L	CA 11 ^{1/}
	IL-9.5L	CA 16

- 1/ CA 16 or CA 13 may be blended with the CA 11.
- 2/ The coarse aggregates used shall be capable of being combined with the fine aggregates and mineral filler to meet the approved mix design and the mix requirements noted herein.
- 3/ The specified coarse aggregate gradations may be blended.
- 4/ CA 13 shall be 100 percent passing the 1/2 in. (12.5mm) sieve.”

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

“(e) Absorption. For SMA the coarse aggregate shall also have water absorption ≤ 2.0 percent.”

Revise the “High ESAL” portion of the table in Article 1030.01 to read:

“High ESAL	Binder Courses	IL-19.0, IL-9.5, IL-9.5FG, IL-4.75, SMA 12.5, Stabilized Subbase IL-19.0
	Surface Courses	IL-9.5, IL-9.5FG, SMA 12.5, SMA 9.5”

Revise Note 2. and add Note 6 to Article 1030.02 of the Standard Specifications to read:

“Item	Article/Section
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- (g) Performance Graded Asphalt Binder (Note 6)
- (h) Fibers (Note 2)

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Note 2. A stabilizing additive such as cellulose or mineral fiber shall be added to the SMA mixture according to Illinois Modified AASHTO M 325. The stabilizing additive shall meet the Fiber Quality Requirements listed in Illinois Modified AASHTO M 325. Prior to approval and use of fibers, the Contractor shall submit a notarized certification by the producer of these materials stating they meet these requirements. Reclaimed Asphalt Shingles (RAS) may be used in Stone Matrix Asphalt (SMA) mixtures designed with an SBA polymer modifier as a fiber additive if the mix design with RAS included meets AASHTO T305 requirements. The RAS shall be from a certified source that produces either Type I or Type 2. Material shall meet requirements noted herein and the actual dosage rate will be determined by the Engineer.

Note 6. The asphalt binder shall be an SBS PG 76-28 when the SMA is used on a full-depth asphalt pavement and SBS PG 76-22 when used as an overlay, except where modified herein. The asphalt binder shall be a SBS PG 76-22 for IL-4.75, except where modified herein..”

Revise table in Article 1030.05(a) of the Standard Specifications to read:

“MIXTURE COMPOSITION (% PASSING) ^{1/}												
Sieve Size	IL-19.0 mm		SMA 12.5		SMA 9.5		IL-9.5mm		IL-9.5FG		IL-4.75 mm	
	min	max	min	max	min	max	min	max	min	max	min	max
1 1/2 in (37.5 mm)												
1 in. (25 mm)		100										
3/4 in. (19 mm)	90	100		100								
1/2 in. (12.5 mm)	75	89	80	100		100		100		100		100
3/8 in. (9.5 mm)				65	90	100	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	60	75 ^{6/}	90	100
#8 (2.36 mm)	20	42	16	24 ^{4/}	16	32 ^{4/}	34 ^{5/}	52 ^{2/}	45	60 ^{6/}	70	90
#16 (1.18 mm)	15	30					10	32	25	40	50	65
#30 (600 μm)			12	16	12	18			15	30		
#50 (300 μm)	6	15					4	15	8	15	15	30
#100 (150 μm)	4	9					3	10	6	10	10	18
#200 (75 μm)	3.0	6.0	7.0	9.0 ^{3/}	7.5	9.5 ^{3/}	4.0	6.0	4.0	6.5	7.0	9.0 ^{3/}
#635 (20 μm)			≤ 3.0		≤ 3.0							
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		1.0		1.0

- 1/ Based on percent of total aggregate weight.
- 2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign = 90.
- 3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.
- 4/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above the percentage stated on the table.

- 5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.
- 6/ When the mixture is used as a binder, the maximum shall be increased by 0.5 percent passing.”

Revise Article 1030.05(b) of the Standard Specifications to read:

(b) Volumetric Requirements. The target value for the air voids of the HMA shall be 4.0 percent, for IL-4.75 and SMA mixtures it shall be 3.5 percent and for Stabilized Subbase it shall be 3.0 percent at the design number of gyrations. The voids in the mineral aggregate (VMA) and voids filled with asphalt binder (VFA) of the HMA design shall be based on the nominal maximum size of the aggregate in the mix and shall conform to the following requirements.

Mix Design	Voids in the Mineral Aggregate (VMA), % Minimum for Ndesign				
	30	50	70	80	90
IL-19.0		13.5	13.5		13.5
IL-9.5		15.0	15.0		
IL-9.5FG		15.0	15.0		
IL-4.75 ^{1/}		18.5			
SMA-12.5 ^{1/2/5/}				17.0 ^{3/} /16.0 ^{4/}	
SMA-9.5 ^{1/2/5/}				17.0 ^{3/} /16.0 ^{4/}	
IL-19.0L	13.5				
IL-9.5L	15.0				

- 1/ Maximum draindown shall be 0.3 percent according to Illinois Modified AASHTO T 305.
- 2/ The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30°F.
- 3/ Applies when specific gravity of coarse aggregate is ≥ 2.760 .
- 4/ Applies when specific gravity of coarse aggregate is < 2.760 .
- 5/ For surface course, the coarse aggregate can be crushed steel slag, crystalline crushed stone or crushed sandstone. For binder course, coarse aggregate shall be crushed stone (dolomite), crushed gravel, crystalline crushed stone, or crushed sandstone”

Revise the last paragraph of Article 1102.01 (a) (5) of the Standard Specifications to read:

“IL-4.75 and Stone Matrix Asphalt (SMA) mixtures which contain aggregate having absorptions greater than or equal to 2.0 percent, or which contain steel slag sand, shall have minimum surge bin storage plus haul time of 1.5 hours.”

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

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

In addition to the QC Manager, the Contractor shall provide sufficient personnel to perform the required visual inspections, sampling, testing, and documentation in a timely manner. Mix

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

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

“(3) The Contractor shall take possession of any Department unused backup or dispute resolution HMA mixture samples or density specimens upon notification by the Engineer. The Contractor shall collect the HMA mixture samples or density specimens from the location designated by the Engineer. The HMA mixture samples or density specimens may be added to RAP stockpiles according to Section 1031.”

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

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

Revise the following table and notes in Article 1030.09 (c) of the Standard Specifications to read:

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

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Air Voids ^{2/}	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %
Field VMA ^{3/}	-0.7 %	-0.5 %	-0.7 %	-0.5 %	-0.7 %	-0.5 %

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

2/ The air voids target shall be a value equal to or between 3.2 % and 4.8 %.

3/ Allowable limit below minimum design VMA requirement.

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

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

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

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

Add after third sentence of Article 1030.09(b) to read:

“ If the Contractor and Engineer agree the nuclear density test method is not appropriate for the mixture, cores shall be taken at random locations determined according to the QC/QA document "Determination of Random Density Test Site Locations". Core densities shall be determined using the Illinois Modified AASHTO T 166 or T 275 procedure.”

Revise Table 1 and Note 4/ of Table 1 in Article 406.07(a) of the Standard Specifications to read:

	Breakdown/Intermediate Roller (one of the following)	Final Roller (one or more of the following)	Density Requirement
IL-9.5, IL-9.5FG, IL-19.0 ^{1/}	V _D , P, T _B , 3W, O _T , O _B	V _S , T _B , T _F , O _T	As specified in Section 1030
IL-4.75 and SMA ^{3/} _{4/}	T _B , 3W, O _T	T _F , 3W	As specified in Section 1030
Mixtures on Bridge Decks ^{2/}	T _B	T _F	As specified in Articles 582.05 and 582.06.

“4/ The Contractor shall provide a minimum of two steel-wheeled tandem rollers (T_B), and/or three-wheel (3W) rollers for breakdown, except one of the (T_B) or (3W) rollers shall be 84 inches (2.14 m) wide and a weight of 315 pound per linear inch (PLI) (5.63 kg/mm) and one of the (T_B) or (3W) rollers can be substituted for an oscillatory roller (O_T). T_F rollers shall be a minimum of 280 lb/in. (50 N/mm). The 3W and T_B rollers shall be operated at a uniform speed not to exceed 3 mph (5 km/h), with the drive roll for T_B rollers nearest the paver and maintain an effective rolling distance of not more than 150 ft (45 m) behind the paver.”

Add the following after the fourth paragraph of Article 406.13 (b):

“The plan quantities of SMA mixtures shall be adjusted using the actual approved binder and surface Mix Design’s G_{mb} .”

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

“A test strip of 300 ton (275 metric tons), except for SMA mixtures it will be 400 ton (363 metric ton), will be required for each mixture on each contract at the beginning of HMA production for each construction year according to the Manual of Test Procedures for Materials “Hot Mix Asphalt Test Strip Procedures”. At the request of the Producer, the Engineer may waive the test strip if previous construction during the current construction year has demonstrated the constructability of the mix using Department test results.”

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

“When a test strip is constructed, the Contractor shall collect and split the mixture according to the document “Hot-Mix Asphalt Test Strip Procedures”. The Engineer, or a representative, shall deliver split sample to the District Laboratory for verification testing. The Contractor shall complete mixture tests stated in Article 1030.09(a). Mixture sampled shall include enough material for the Department to conduct mixture tests detailed in Article 1030.09(a) and in the document “Hot-Mix Asphalt Mixture Design Verification Procedure“ Section 3.3. The mixture test results shall meet the requirements of Articles 1030.05(b) and 1030.05(d), except Hamburg wheel tests will only be conducted on High ESAL mixtures during production.”

HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (D1)

Effective: January 1, 2019
Revised: December 1, 2021

Add to Article 1030.05 (d)(3) of the Standard Specifications to read:

“During mixture design, prepared samples shall be submitted to the District laboratory by the Contractor for verification testing. The required testing, and number and size of prepared samples submitted, shall be according to the following tables.

High ESAL – Required Samples for Verification Testing	
Mixture	Hamburg Wheel and I-FIT Testing ^{1/2/}
Binder	total of 3 - 160 mm tall bricks
Surface	total of 4 - 160 mm tall bricks

Low ESAL – Required Samples for Verification Testing	
Mixture	I-FIT Testing ^{1/2/}
Binder	1 - 160 mm tall brick
Surface	2 - 160 mm tall bricks

- 1/ The compacted gyratory bricks for Hamburg wheel and I-FIT testing shall be 7.5 ± 0.5 percent air voids.
- 2/ If the Contractor does not possess the equipment to prepare the 160 mm tall brick(s), twice as many 115 mm tall compacted gyratory bricks will be acceptable.

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

“When a test strip is not required, each HMA mixture shall still be sampled on the first day of production: I-FIT and Hamburg wheel testing for High ESAL; I-FIT testing for Low ESAL. Within two working days after sampling the mixture, the Contractor shall deliver gyratory cylinders to the District laboratory for Department verification testing. The High ESAL mixture test results shall meet the requirements of Articles 1030.05(d)(3) and 1030.05(d)(4). The Low ESAL mixture test results shall meet the requirements of Article 1030.05(d)(4). The required number and size of prepared samples submitted for the Hamburg wheel and I-FIT testing shall be according to the “High ESAL - Required Samples for Verification Testing” table in Article 1030.05(d)(3) above.”

Add the following to the end of Article 1030.10 of the Standard Specifications to read:

“Mixture sampled during first day of production shall include approximately 60 lb (27 kg) of additional material for the Department to conduct Hamburg wheel testing and approximately 80 lb (36 kg) of additional material for the Department to conduct I-FIT testing. Within two working days after sampling, the Contractor shall deliver prepared samples to the District laboratory for verification testing. The required number and size of prepared samples submitted for the Hamburg wheel and I-

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FIT testing shall be according to the “High ESAL - Required Samples for Verification Testing” table in Article 1030.05(d)(3) above.”

MAINTENANCE OF ROADWAYS (D1)

Effective: September 30, 1985 Revised: November 1, 1996

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

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

PUBLIC CONVENIENCE AND SAFETY (D1)

Effective: May 1, 2012

Revised: July 15, 2012

Add the following to the end of the fourth paragraph of Article 107.09:

“If the holiday is on a Saturday or Sunday, and is legally observed on a Friday or Monday, the length of Holiday Period for Monday or Friday shall apply.”

Add the following sentence after the Holiday Period table in the fourth paragraph of Article 107.09:

“The Length of Holiday Period for Thanksgiving shall be from 5:00 AM the Wednesday prior to 11:59 PM the Sunday After”

Delete the fifth paragraph of Article 107.09 of the Standard Specifications:

“On weekends, excluding holidays, roadways with Average Daily Traffic of 25,000 or greater, all lanes shall be open to traffic from 3:00 P.M. Friday to midnight Sunday except where structure construction or major rehabilitation makes it impractical.”

STATUS OF UTILITIES (D1)

Effective: June 1, 2016

Revised: April 1, 2025

Utility companies and/or municipal owners located within the construction limits of this project have provided the following information regarding their facilities and the proposed improvements. The tables below contain a description of specific conflicts to be resolved and/or facilities which will require some action on the part of the Department’s contractor to proceed with work. Each table entry includes an identification of the action necessary and, if applicable, the estimated duration required for the resolution.

UTILITIES TO BE ADJUSTED

Conflicts noted below have been identified by following the suggested staging plan included in the contract. The company has been notified of all conflicts and will be required to obtain the necessary permits to complete their work; in some instances, resolution will be a function of the construction staging. The responsible agency must relocate, or complete new installations as noted below; this work has been deemed necessary to be complete for the Department’s contractor to then work in the stage under which the item has been listed.

No conflicts to be resolved.

The following contact information is what was used during the preparation of the plans as provided by the Agency/Company responsible for resolution of the conflict.

UTILITIES TO BE WATCHED AND PROTECTED

The areas of concern noted below have been identified by following the suggested staging plan included for the contract. The information provided is not a comprehensive list of all remaining utilities, but those which during coordination were identified as ones which might require the Department’s contractor to take into consideration when making the determination of the means and methods that would be required to construct the proposed improvement. In some instances, the contractor will be responsible to notify the owner in advance of the work to take place so necessary staffing on the owner’s part can be secured.

STAGE LOCATION /	TYPE	DESCRIPTION	OWNER
College Rd County Farm Rd Medinah Rd Raymond Dr Grand Ave Wehrli Rd	Telephone	No conflict. Contractor shall watch and protect.	AT&T
College Rd County Farm Rd Medinah Rd Raymond Dr Grand Ave Wehrli Rd	Electric	No conflict. Contractor shall watch and protect.	ComEd

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STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
College Rd County Farm Rd Medinah Rd Raymond Dr Grand Ave Wehrli Rd	Cable	No conflict. Contractor shall watch and protect.	Comcast
College Rd County Farm Rd Grand Ave Wehrli Rd	Cable	No conflict. Contractor shall watch and protect.	MCI/Verizon
College Rd County Farm Rd Medinah Rd Raymond Dr Grand Ave Wehrli Rd	Gas Main	No conflict. Contractor shall watch and protect.	Nicor
College Rd		No conflict. Contractor shall watch and protect.	Village of Lisle
County Farm Rd	Water Main	No conflict. Contractor shall watch and protect.	North West Suburban Municipal Joint Action Water Agency
County Farm Rd		No conflict. Contractor shall watch and protect.	Village of Hanover Park
Medinah Rd	Cable	No conflict. Contractor shall watch and protect.	Level 3/Lumen
Medinah Rd		No conflict. Contractor shall watch and protect.	Village of Itasca
Medinah Rd Grand Ave	Cable	No conflict. Contractor shall watch and protect.	Vinakom Communications
Medinah Rd Wehrli Rd	Fiber	No conflict. Contractor shall watch and protect.	Everstream GLC
Raymond Dr Wehrli Rd	Cable	No conflict. Contractor shall watch and protect.	Astound
Raymond Dr Wehrli Rd		No conflict. Contractor shall watch and protect.	City of Naperville
Grand Ave Wehrli Rd	Water Main	No conflict. Contractor shall watch and protect.	DuPage Water Commission
Grand Ave	Fiber	No conflict. Contractor shall watch and protect.	Zayo Fiber Solutions
Wehrli Rd	Fiber	No conflict. Contractor shall watch and protect.	Windstream KDL/Mcleod USA

No facilities requiring extra consideration

The following contact information is what was used during the preparation of the plans as provided by the owner of the facility.

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Agency/Company Responsible to Resolve Conflict	Name of contact	Phone	E-mail address
AT&T			g11629@att.com
ComEd		630-576-7094	PlanSubmittalsandMapRequests@exeloncorp.com
Comcast	Martha Gieras	224-229-5862	martha_gieras@cable.comcast.com
MCI/Verizon	Investigations team		investigations@verizon.com
Nicor Gas	Utility Consultant	630-388-2362	gasmaps@agresources.com
North West Suburban Municipal Joint Action Water Agency	Ronald L Baker	773-686-0077	rbaker@nsmjawa.com
Level 3/Lumen	Network relocations	877-366-8344x2	nationalrelo@centurylink.com
Vinakom Communications	Dicky Patel	847-592-5785	dicky.patel@vinakom.com
Everstream GLC	Amanda Vander Kelen	331-223-6612	avanderkelen@everstream.net
Astound	Juan Del Real	312-955-2020	juan.delreal@astound.com
DuPage Water Commission	Ken Niles	630-516-1932	niles@dpwc.org
Village of Lisle	Jason Elias	630-271-4171	jelias@villageoflisle.org
Village of Hanover Park	T.J. Moore	630-823-5700	tjmoore@hpil.org
Village of Itasca	Vijay Gadde	630-773-5568	vgadde@itasca.com
City of Naperville	Patrick Samek	630-420-6187	samekp@naperville.il.us
Zayo Fiber Solutions	Tim Payment	630-203-8003	timothy.payment@zayo.com
Windstream KDL/Mcleod USA		800-289-1901	locate.desk@windstream.com

The above represents the best information available to the Department and is included for the convenience of the bidder. The days required for conflict resolution should be considered in the bid as this information has also been factored into the timeline identified for the project when setting the completion date. The applicable portions of the Standard Specifications for Road and Bridge Construction shall apply.

Estimated duration of time provided above for the first conflicts identified will begin on the date of the executed contract regardless of the status of the utility relocations. The responsible agencies will be working toward resolving subsequent conflicts in conjunction with contractor activities in the number of days noted.

The estimated relocation duration must be part of the progress schedule submitted by the contractor. A utility kickoff meeting will be scheduled between the Department, the Department's contractor, and the utility companies when necessary.

The contractor is responsible for contacting JULIE (or DIGGER within the City of Chicago) prior to any excavation work. Please note that IDOT electrical facilities are not part of the one-call locating services, such as JULIE or DIGGER.

If the contract requires the services of an electrical contractor, it is the contractor's responsibility, at their own expense, to locate existing IDOT electrical facilities before commencing work. For contracts that do not

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require an electrical contractor, the contractor may request one free locate of IDOT electrical facilities by contacting the Department's Electrical Maintenance Contractor. Additional locate requests will be at the contractor's expense.

The Department's Electrical Maintenance Contractor must be notified at least 72 hours in advance of the work by calling 773-287-7600 or emailing dispatch@meade100.com to arrange for the locating of underground electrical facilities.

Please note, the marking of underground facilities does not absolve the contractor of their responsibility to repair or replace any facilities damaged during construction at their expense.

TOLLWAY PERMIT AND BOND (D1)

Effective: January 13, 1989

The Contractor will be required to obtain a permit from the Illinois State Toll Highway Authority (ISTHA) according to Article 107.04 of the Standard Specifications prior to initiating any lane closures on the Tollway or doing any work on the ISTHA right of way. As part of the permit, the Contractor will be required to post a surety bond with the ISTHA.

The Contractor will furnish a copy of the authorized permit to the Engineer.



NOTIFICATION DATE: _____

Project:

Section:

Work on your driveway is scheduled for _____


The work will be staged such that one half of your driveway will be removed and constructed at a time. Driveway access will be limited to half of your driveway during the construction.

Due to limited width, the work cannot be completed by constructing your driveway one half at a time. In this case, you will be allowed to temporarily park your vehicle(s) on the nearest side street until the construction of your driveway is completed. It is anticipated your driveway will be completed on or before

Contractor Information

Name:

Phone #:

- **CHECK SHEET FOR RECURRING SPECIAL PROVISIONS**
 - **CHECKSHEET FOR LOCAL ROADS AND STREETS SPECIAL PROVISIONS**
 - **LOCAL ROADS SPECIAL PROVISIONS**
 - **BDE SPECIAL PROVISIONS**
- 

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2025

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

ERRATA Standard Specifications for Road and Bridge Construction
(Adopted 1-1-22) (Revised 1-1-25)

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Local Public Agency	County	Section Number
County of DuPage	DuPage	23-SDWLK-07-SW

Check this box for lettings prior to 01/01/2025

The Following Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

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County of DuPage

DuPage

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The Following Local Roads And Streets Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

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DuPage County Prevailing Wage Rates posted on 3/3/2025

Trade Title	Rg	Type	C	Base	Foreman	Overtime					Pension	Vac	Trng	Other Ins	Add OT 1.5x owed	Add OT 2.0x owed
						M-F	Sa	Su	Hol	H/W						
ASBESTOS ABT-GEN	All	ALL		50.15	51.15	1.5	1.5	2.0	2.0	17.71	16.92	0.00	0.91		0.00	0.00
ASBESTOS ABT-MEC	All	BLD		41.27	44.57	1.5	1.5	2.0	2.0	15.84	16.02	0.00	0.90		3.11	6.21
BOILERMAKER	All	BLD		55.76	60.77	2.0	2.0	2.0	2.0	6.97	26.44	0.00	3.34	1.95	0.00	38.26
BRICK MASON	All	BLD		52.06	57.27	1.5	1.5	2.0	2.0	12.70	24.54	0.00	1.24	0.00	3.99	7.98
CARPENTER	All	ALL		55.11	57.11	1.5	1.5	2.0	2.0	12.89	26.26	2.15	0.93	0.00	0.00	0.00
CEMENT MASON	All	ALL		52.00	54.00	2.0	1.5	2.0	2.0	17.81	23.00	0.00	1.15		2.00	4.00
CERAMIC TILE FINISHER	All	BLD		47.09	47.09	1.5	1.5	2.0	2.0	13.00	16.82	0.00	1.09	0.00	5.17	10.34
CERAMIC TILE LAYER	All	BLD		54.84	59.84	1.5	1.5	2.0	2.0	13.00	20.68	0.00	1.17	0.00	7.15	14.30
COMMUNICATION TECHNICIAN	All	BLD		39.35	42.15	1.5	1.5	2.0	2.0	14.65	24.59	3.20	0.83	0.00	14.32	28.62
ELECTRIC PWR EQMT OP	All	ALL		50.82	69.34	1.5	1.5	2.0	2.0	7.25	14.22	0.00	1.52	1.52	8.63	17.26
ELECTRIC PWR GRNDMAN	All	ALL		39.04	69.34	1.5	1.5	2.0	2.0	7.25	10.93	0.00	1.17	1.17	6.63	13.27
ELECTRIC PWR LINEMAN	All	ALL		61.09	69.34	1.5	1.5	2.0	2.0	7.25	17.10	0.00	1.83	1.83	10.38	20.76
ELECTRIC PWR TRK DRV	All	ALL		40.46	69.34	1.5	1.5	2.0	2.0	7.25	11.33	0.00	1.21	1.21	6.87	13.75
ELECTRICIAN	All	BLD		47.16	51.41	1.5	1.5	2.0	2.0	14.65	28.19	7.36	1.20		18.39	36.76
ELEVATOR CONSTRUCTOR	All	BLD		67.84	76.32	2.0	2.0	2.0	2.0	16.18	20.96	5.42	0.75		0.00	0.00
FENCE ERECTOR	NE	ALL		51.00	53.00	1.5	1.5	2.0	2.0	13.74	18.32	0.00	0.75		0.00	0.00
GLAZIER	All	BLD		51.55	53.05	1.5	2.0	2.0	2.0	15.64	26.18	0.00	2.27	0.00	0.00	0.00
HEAT/FROST INSULATOR	All	BLD		55.02	58.32	1.5	1.5	2.0	2.0	15.84	19.01	0.00	0.90		4.60	9.20
IRON WORKER	All	ALL		59.26	62.76	2.0	2.0	2.0	2.0	18.30	26.31	0.00	0.49	0.00	0.00	0.00
LABORER	All	ALL		50.15	50.90	1.5	1.5	2.0	2.0	17.71	16.92	0.00	0.91		0.00	0.00
LATHER	All	ALL		55.11	57.11	1.5	1.5	2.0	2.0	12.89	26.26	2.15	0.93	0.00	0.00	0.00
MACHINIST	All	BLD		58.39	62.39	1.5	1.5	2.0	2.0	9.93	8.95	1.85	1.47		0.00	0.00
MARBLE FINISHER	All	ALL		39.50	53.55	1.5	1.5	2.0	2.0	12.70	22.32	0.00	0.73	0.00	2.88	5.76
MARBLE SETTER	All	BLD		51.00	56.10	1.5	1.5	2.0	2.0	12.70	24.01	0.00	0.92	0.00	3.73	7.45
MATERIAL TESTER I	All	ALL		40.15		1.5	1.5	2.0	2.0	17.71	16.92	0.00	0.91		0.00	0.00
MATERIALS TESTER II	All	ALL		45.15		1.5	1.5	2.0	2.0	17.71	16.92	0.00	0.91		0.00	0.00

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MILLWRIGHT	All	ALL		55.11	57.11	1.5	1.5	2.0	2.0	12.89	26.26	2.15	0.93	0.00	0.00	0.00
OPERATING ENGINEER	All	BLD	1	60.80	64.80	2.0	2.0	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
OPERATING ENGINEER	All	BLD	2	59.50	64.80	2.0	2.0	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
OPERATING ENGINEER	All	BLD	3	56.95	64.80	2.0	2.0	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
OPERATING ENGINEER	All	BLD	4	55.20	64.80	2.0	2.0	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
OPERATING ENGINEER	All	BLD	5	64.55	64.80	2.0	2.0	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
OPERATING ENGINEER	All	BLD	6	61.80	64.80	2.0	2.0	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
OPERATING ENGINEER	All	BLD	7	63.80	64.80	2.0	2.0	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
OPERATING ENGINEER	All	FLT		50.50	50.50	1.5	1.5	2.0	2.0	23.95	21.40	2.00	2.85	0.00	0.00	0.00
OPERATING ENGINEER	All	HWY	1	59.00	63.00	1.5	1.5	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
OPERATING ENGINEER	All	HWY	2	58.45	63.00	1.5	1.5	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
OPERATING ENGINEER	All	HWY	3	56.40	63.00	1.5	1.5	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
OPERATING ENGINEER	All	HWY	4	55.00	63.00	1.5	1.5	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
OPERATING ENGINEER	All	HWY	5	53.80	63.00	1.5	1.5	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
OPERATING ENGINEER	All	HWY	6	62.00	63.00	1.5	1.5	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
OPERATING ENGINEER	All	HWY	7	60.00	63.00	1.5	1.5	2.0	2.0	23.70	20.80	2.00	2.70	0.00	0.00	0.00
ORNAMENTAL IRON WORKER	All	ALL		57.51	60.51	2.0	2.0	2.0	2.0	14.31	26.50	0.00	2.00	0.00	0.00	0.00
PAINTER	All	ALL		53.05	55.05	1.5	1.5	1.5	2.0	16.08	9.90	0.00	1.65	0.00	0.00	0.00
PAINTER - SIGNS	All	BLD		46.76	52.53	1.5	1.5	2.0	2.0	8.20	16.81	0.00	0.00	0.00	0.00	0.00
PILEDRIVER	All	ALL		55.11	57.11	1.5	1.5	2.0	2.0	12.89	26.26	2.15	0.93	0.00	0.00	0.00
PIPEFITTER	All	BLD		57.00	60.00	1.5	1.5	2.0	2.0	13.65	22.85	0.00	3.12	0.00	0.00	0.00
PLASTERER	All	BLD		52.00	55.12	1.5	1.5	2.0	2.0	12.70	24.23	0.00	1.18	0.00	4.22	8.43
PLUMBER	All	BLD		58.55	62.05	1.5	1.5	2.0	2.0	17.75	17.74	0.00	1.83		0.00	0.00
ROOFER	All	BLD		50.25	55.25	1.5	1.5	2.0	2.0	11.98	17.34	0.00	1.11	0.00	0.00	0.00
SHEETMETAL WORKER	All	BLD		56.35	60.86	1.5	1.5	2.0	2.0	15.41	19.83	0.00	1.79	2.62	0.00	0.00
SPRINKLER FITTER	All	BLD		60.00	62.75	1.5	1.5	2.0	2.0	14.95	19.40	0.00	1.10	0.00	0.00	0.00
STEEL ERECTOR	All	ALL		59.26	62.76	2.0	2.0	2.0	2.0	18.30	26.31	0.00	0.49	0.00	0.00	0.00
STONE MASON	All	BLD		52.06	57.27	1.5	1.5	2.0	2.0	12.70	24.54	0.00	1.24	0.00	3.99	7.98
SURVEY WORKER	All	BLD		56.50	57.50	1.5	1.5	2.0	2.0	17.75	14.15	0.00	1.49		0.00	0.00

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SURVEY WORKER	All	HWY		56.50	57.50	1.5	1.5	2.0	2.0	17.75	14.15	0.00	1.49		0.00	0.00
TERRAZZO FINISHER	All	BLD		48.94	48.94	1.5	1.5	2.0	2.0	13.00	18.42	0.00	1.11	0.00	4.22	8.44
TERRAZZO MECHANIC	All	BLD		52.85	56.35	1.5	1.5	2.0	2.0	13.00	19.81	0.00	1.15	0.00	4.47	8.94
TRAFFIC SAFETY WORKER I	All	HWY		42.10	43.70	1.5	1.5	2.0	2.0	11.11	9.81	0.00	1.05	0.00	0.00	0.00
TRAFFIC SAFETY WORKER II	ALL	HWY		43.10	44.70	1.5	1.5	2.0	2.0	11.11	9.81	0.00	1.05	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	1	44.06		1.5	1.5	2.0	2.0	11.65	15.35	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	2	44.21		1.5	1.5	2.0	2.0	11.65	15.35	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	3	44.41		1.5	1.5	2.0	2.0	11.65	15.35	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	4	44.61		1.5	1.5	2.0	2.0	11.65	15.35	0.00	0.25	0.00	0.00	0.00
TUCK POINTER	All	BLD		51.53	52.53	1.5	1.5	2.0	2.0	10.05	22.66	0.00	1.15	0.00	0.00	0.00

Legend

Rg Region

Type Trade Type - All,Highway,Building,Floating,Oil & Chip,Rivers

C Class

Base Base Wage Rate

OT M-F Unless otherwise noted, OT pay is required for any hour greater than 8 worked each day, Mon through Fri. The number listed is the multiple of the base wage.

OT Sa Overtime pay required for every hour worked on Saturdays

OT Su Overtime pay required for every hour worked on Sundays

OT Hol Overtime pay required for every hour worked on Holidays

H/W Health/Welfare benefit

Vac Vacation

Trng Training

Other Ins Employer hourly cost for any other type(s) of insurance provided for benefit of worker.

Explanations DUPAGE COUNTY

IRON WORKERS AND FENCE ERECTOR (WEST) - West of Route 53.

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and Veterans Day in some classifications/counties. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration. If in doubt, please check with IDOL.

EXPLANATION OF CLASSES

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ASBESTOS - GENERAL - removal of asbestos material/mold and hazardous materials from any place in a building, including mechanical systems where those mechanical systems are to be removed. This includes the removal of asbestos materials/mold and hazardous materials from ductwork or pipes in a building when the building is to be demolished at the time or at some close future date.

ASBESTOS - MECHANICAL - removal of asbestos material from mechanical systems, such as pipes, ducts, and boilers, where the mechanical systems are to remain.

TRAFFIC SAFETY Worker I

Traffic Safety Worker I - work associated with the delivery, installation, pick-up and servicing of safety devices during periods of roadway construction, including such work as set-up and maintenance of barricades, barrier wall reflectors, drums, cones, delineators, signs, crash attenuators, glare screen and other such items, and the layout and application or removal of conflicting and/or temporary roadway markings utilized to control traffic in construction zones, as well as flagging for these operations.

TRAFFIC SAFETY WORKER II

Work associated with the installation and removal of permanent pavement markings and/or pavement markers including both installations performed by hand and installations performed by truck.

CERAMIC TILE FINISHER

The grouting, cleaning, and polishing of all classes of tile, whether for interior or exterior purposes, all burned, glazed or unglazed products; all composition materials, granite tiles, warning detectable tiles, cement tiles, epoxy composite materials, pavers, glass, mosaics, fiberglass, and all substitute materials, for tile made in tile-like units; all mixtures in tile like form of cement, metals, and other materials that are for and intended for use as a finished floor surface, stair treads, promenade roofs, walks, walls, ceilings, swimming pools, and all other places where tile is to form a finished interior or exterior. The mixing of all setting mortars including but not limited to thin-set mortars, epoxies, wall mud, and any other sand and cement mixtures or adhesives when used in the preparation, installation, repair, or maintenance of tile and/or similar materials. The handling and unloading of all sand, cement, lime, tile, fixtures, equipment, adhesives, or any other materials to be used in the preparation, installation, repair, or maintenance of tile and/or similar materials. Ceramic Tile Finishers shall fill all joints and voids regardless of method on all tile work, particularly and especially after installation of said tile work. Application of any and all protective coverings to all types of tile installations including, but not be limited to, all soap compounds, paper products, tapes, and all polyethylene coverings, plywood, masonite, cardboard, and any new type of products that may be used to protect tile installations, Blastrac equipment, and all floor scarifying equipment used in preparing floors to receive tile. The clean up and removal of all waste and materials. All demolition of existing tile floors and walls to be re-tiled.

COMMUNICATIONS TECHNICIAN

Low voltage installation, maintenance and removal of telecommunication facilities (voice, sound, data and video) including telephone and data inside wire, interconnect, terminal equipment, central offices, PABX, fiber optic cable and equipment, micro waves, V-SAT, bypass, CATV, WAN (wide area networks), LAN (local area networks), and ISDN (integrated system digital network),

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pulling of wire in raceways, but not the installation of raceways.

MARBLE FINISHER

Loading and unloading trucks, distribution of all materials (all stone, sand, etc.), stocking of floors with material, performing all rigging for heavy work, the handling of all material that may be needed for the installation of such materials, building of scaffolding, polishing if needed, patching, waxing of material if damaged, pointing up, caulking, grouting and cleaning of marble, holding water on diamond or Carborundum blade or saw for setters cutting, use of tub saw or any other saw needed for preparation of material, drilling of holes for wires that anchor material set by setters, mixing up of molding plaster for installation of material, mixing up thin set for the installation of material, mixing up of sand to cement for the installation of material and such other work as may be required in helping a Marble Setter in the handling of all material in the erection or installation of interior marble, slate, travertine, art marble, serpentine, alberene stone, blue stone, granite and other stones (meaning as to stone any foreign or domestic materials as are specified and used in building interiors and exteriors and customarily known as stone in the trade), carrara, sanionyx, vitrolite and similar opaque glass and the laying of all marble tile, terrazzo tile, slate tile and precast tile, steps, risers treads, base, or any other materials that may be used as substitutes for any of the aforementioned materials and which are used on interior and exterior which are installed in a similar manner.

MATERIAL TESTER I: Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

MATERIAL TESTER II: Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.

OPERATING ENGINEER - BUILDING

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Conveyor (Truck Mounted); Concrete Paver Over 27E cu. ft; Concrete Paver 27E cu. ft. and Under; Concrete Placer; Concrete Placing Boom; Concrete Pump (Truck Mounted); Concrete Tower; Cranes, All; Cranes, Hammerhead; Cranes, (GCI and similar Type); Creter Crane; Spider Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Heavy Duty Self-Propelled Transporter or Prime Mover; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, One, Two and Three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Hydro Vac (and similar equipment); Locomotives, All; Motor Patrol; Lubrication Technician; Manipulators; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes-Screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-Form Paver; Straddle Buggies; Operation of Tie Back Machine; Tournapull; Tractor with Boom and Side Boom; Trenching Machines.

Class 2. Boilers; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Inside Elevators; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum; Laser Screed; Rock Drill (Self-Propelled); Rock Drill (Truck Mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

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Class 3. Air Compressor; Combination Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators (remodeling or renovation work); Hydraulic Power Units (Pile Driving, Extracting, and Drilling); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Low Boys; Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 4. Bobcats and/or other Skid Steer Loaders; Oilers; and Brick Forklift.

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Spreader; Autograder/GOMACO or other similar type machines: ABG Paver; Backhoes with Caisson Attachment; Ballast Regulator; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Tower Cranes of all types: Creter Crane: Spider Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Dredges; Elevators, Outside type Rack & Pinion and Similar Machines; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Truck Mounted; Hoists, One, Two and Three Drum; Heavy Duty Self-Propelled Transporter or Prime Mover; Hydraulic Backhoes; Backhoes with shear attachments up to 40' of boom reach; Lubrication Technician; Manipulators; Mucking Machine; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Snow Melters; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; Hydraulic Telescoping Form (Tunnel); Operation of Tieback Machine; Tractor Drawn Belt Loader; Tractor Drawn Belt Loader (with attached pusher - two engineers); Tractor with Boom; Tractaire with Attachments; Traffic Barrier Transfer Machine; Trenching; Truck Mounted Concrete Pump with Boom; Raised or Blind Hole Drills (Tunnel Shaft); Underground Boring and/or Mining Machines 5 ft. in diameter and over tunnel, etc; Underground Boring and/or Mining Machines under 5 ft. in diameter; Wheel Excavator; Widener (APSCO).

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (Less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster; Hydro Excavating (excluding hose work); Laser Screed; All Locomotives, Dinky; Off-Road Hauling Units (including articulating) Non Self-Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper - Single/Twin Engine/Push and Pull; Scraper - Prime Mover in Tandem (Regardless of Size); Tractors pulling attachments, Sheeps Foot, Disc,

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Compactor, etc.; Tug Boats.

Class 3. Boilers; Brooms, All Power Propelled; Cement Supply Tender; Compressor, Common Receiver (2); Concrete Mixer (Two Bag and Over); Conveyor, Portable; Farm-Type Tractors Used for Mowing, Seeding, etc.; Forklift Trucks; Grouting Machine; Hoists, Automatic; Hoists, All Elevators; Hoists, Tugger Single Drum; Jeep Diggers; Low Boys; Pipe Jacking Machines; Post-Hole Digger; Power Saw, Concrete Power Driven; Pug Mills; Rollers, other than Asphalt; Seed and Straw Blower; Steam Generators; Stump Machine; Winch Trucks with "A" Frame; Work Boats; Tamper-Form-Motor Driven.

Class 4. Air Compressor; Combination - Small Equipment Operator; Directional Boring Machine; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Vacuum Trucks (excluding hose work); Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. SkidSteer Loader (all); Brick Forklifts; Oilers.

Class 6. Field Mechanics and Field Welders

Class 7. Dowell Machine with Air Compressor; Gradall and machines of like nature.

OPERATING ENGINEER - FLOATING

Diver. Diver Wet Tender, Diver Tender, ROV Pilot, ROV Tender

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry-alls; Fork Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman; Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 man; Teamsters; Unskilled Dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

Class 2. Four axle trucks; Dump Crets and Adgetors under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnatrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

Class 4. Six axle trucks; Dual-purpose vehicles, such as mounted crane trucks with hoist and accessories; Foreman; Master

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Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front.

SURVEY WORKER

Operates survey equipment (such as levels, transits, data collectors, GPS and robotic total stations) for the purpose of performing construction layout and/or grade checking.

SURVEY FOREMAN

Operates survey equipment (such as levels, transits, data collectors, GPS and robotic total stations) for the purpose of performing construction layout and/or grade checking; oversees survey crew operations; and/or coordinates work of survey crews.

TERRAZZO FINISHER

The handling of sand, cement, marble chips, and all other materials that may be used by the Mosaic Terrazzo Mechanic, and the mixing, grinding, grouting, cleaning and sealing of all Marble, Mosaic, and Terrazzo work, floors, base, stairs, and wainscoting by hand or machine, and in addition, assisting and aiding Marble, Masonic, and Terrazzo Mechanics.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 217-782-1710 for wage rates or clarifications.

LANDSCAPING

Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.

MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

Notwithstanding the difference in the classification title, the classification entitled "Material Tester I" involves the same job duties as the classification entitled "Material Tester/Inspector I". Likewise, the classification entitled "Material Tester II" involves the same job duties as the classification entitled "Material Tester/Inspector II".

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ACCESSIBLE PEDESTRIAN SIGNALS (APS) (BDE)

Effective: April 1, 2003

Revised: January 1, 2022

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

80099

AGGREGATE SUBGRADE IMPROVEMENT (BDE)

Effective: April 1, 2012

Revised: April 1, 2022

Add the following Section to the Standard Specifications:

“SECTION 303. AGGREGATE SUBGRADE IMPROVEMENT

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

303.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.07
(b) Reclaimed Asphalt Pavement (RAP)	1031.09

303.03 Equipment. The vibratory roller shall be according to Article 1101.01, or as approved by the Engineer. Vibratory machines, such as tampers, shall be used in areas where rollers do not fit.

303.04 Soil Preparation. The minimum immediate bearing value (IBV) of the soil below the improved subgrade shall be according to the Department’s “Subgrade Stability Manual” for the aggregate thickness specified.

303.05 Placing and Compacting. The maximum nominal lift thickness of aggregate gradations CA 2, CA 6, and CA 10 when compacted shall be 9 in. (225 mm). The maximum nominal lift thickness of aggregate gradations CS 1, CS 2, and RR 1 when compacted shall be 24 in. (600 mm).

The top surface of the aggregate subgrade improvement shall consist of a layer of capping aggregate gradations CA 6 or CA 10 that is 3 in. (75 mm) thick after compaction. Capping aggregate will not be required when aggregate subgrade improvement is used as a cubic yard pay item for undercut applications.

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

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

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

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

Add the following to Section 1004 of the Standard Specifications:

“1004.07 Coarse Aggregate for Aggregate Subgrade Improvement (ASI). The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate shall be crushed gravel, crushed stone, or crushed concrete. In applications where greater than 24 in. (600 mm) of ASI material is required, gravel may be used below the top 12 in (300 mm) of ASI.

(b) Quality. The coarse aggregate shall consist of sound durable particles reasonably free of deleterious materials.

(c) Gradation.

(1) The coarse aggregate gradation for total ASI thickness less than or equal to 12 in. (300 mm) shall be CA 2, CA 6, CA 10, or CS 1.

The coarse aggregate gradation for total ASI thickness greater than 12 in. (300 mm) shall be CS 1 or CS 2 as shown below or RR 1 according to Article 1005.01(c).

COARSE AGGREGATE SUBGRADE GRADATIONS					
Grad No.	Sieve Size and Percent Passing				
	8”	6”	4”	2”	#4
CS 1	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 2		100	80 ± 10	25 ± 15	

COARSE AGGREGATE SUBGRADE GRADATIONS (Metric)					
Grad No.	Sieve Size and Percent Passing				
	200 mm	150 mm	100 mm	50 mm	4.75 mm
CS 1	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 2		100	80 ± 10	25 ± 15	

(2) Capping aggregate shall be gradation CA 6 or CA 10.”

Add the following to Article 1031.09 of the Standard Specifications:

“(b) RAP in Aggregate Subgrade Improvement (ASI). RAP in ASI shall be according to Articles 1031.01(a), 1031.02(a), 1031.06(a)(1), and 1031.06(a)(2), and the following.

- (1) The testing requirements of Article 1031.03 shall not apply.
- (2) Crushed RAP used for the lower lift may be mechanically blended with aggregate gradations CS 1, CS 2, and RR 1 but it shall be no greater than 40 percent of the total product volume. RAP agglomerations shall be no greater than 4 in. (100 mm).
- (3) For capping aggregate, well graded RAP having 100 percent passing the 1 1/2 in. (38 mm) sieve may be used when aggregate gradations CS 1, CS 2, CA 2, or RR 1 are used in the lower lift. FRAP will not be permitted as capping material.

Blending shall be through calibrated interlocked feeders or a calibrated blending plant such that the prescribed blending percentage is maintained throughout the blending process. The calibration shall have an accuracy of ± 2.0 percent of the actual quantity of material delivered.”

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

Effective: January 1, 2025

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

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

Revise Article 302.02 of the Standard Specifications to read:

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

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

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

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

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

“(c) Cement1001”

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

“(i) Ground Granulated Blast Furnace (GGBF) Slag1010”

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

“312.09 Proportioning and Mix Design. At least 60 days prior to start of placing CAM II, the Contractor shall submit samples of materials to be used in the work for proportioning and testing.

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

Revise Article 352.02 of the Standard Specifications to read:

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

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

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

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

Revise Article 404.02 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

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

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

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

Revise Article 583.01 of the Standard Specifications to read:

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

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

“(a) Cement1001”

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

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

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

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

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

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

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

“The ASTM C 1293 test shall be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($\text{Na}_2\text{O} + 0.658\text{K}_2\text{O}$) of 0.80 percent or greater.”

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

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

Revise Article 1017.01 of the Standard Specifications to read:

“**1017.01 Requirements.** The mortar shall be high-strength according to ASTM C 387 and shall have a minimum 80.0 percent relative dynamic modulus of elasticity when tested by the Department according to Illinois Modified AASHTO T 161 or AASHTO T 161 when tested by an independent lab. The high-strength mortar shall have a water-soluble chloride ion content of less than 0.40 lb/cu yd (0.24 kg/cu m). The test shall be performed according to ASTM C 1218, and the high-strength mortar shall have an age of 28 to 42 days at the time of test. The ASTM C 1218 test shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. Mixing of the high-strength mortar shall be according to the manufacturer’s specifications. The Department will maintain a qualified product list.”

Revise the fourth sentence of Article 1018.01 of the Standard Specifications to read:

“The ASTM C 1218 test shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department.”

Revise Article 1019.02 of the Standard Specifications to read:

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

Item	Article/Section
(a) Cement	1001
(b) Water	1002

- (c) Fine Aggregate for Controlled Low-Strength Material (CLSM) 1003.06
- (d) Fly Ash 1010
- (e) Ground Granulated Blast Furnace (GGBF) Slag..... 1010
- (f) Admixtures (Note 1)

Note 1. The air-entraining admixture may be in powder or liquid form. Prior to approval, a CLSM air-entraining admixture will be evaluated by the Department. The admixture shall be able to meet the air content requirements of Mix 2. The Department will maintain a qualified product list.”

Revise Article 1019.05 of the Standard Specifications to read:

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

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

Mix 2	
Cement	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2500 lb (1483 kg)
Water	35-50 gal (173-248 L)
Air Content	15-25 %

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

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

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

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

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

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

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

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

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

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

Revise the third sentence of the second paragraph of Article 1020.05(b)(5) of the Standard Specifications to read:

“The qualified product lists of concrete admixtures shall not apply.”

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

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

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

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

“c. The minimum portland cement content in the mixture shall be 375 lbs/cu yd (222 kg/cu m). When the total of organic processing additions, inorganic processing additions, and limestone addition exceed 5.0 percent in the cement, the minimum portland cement content in the mixture shall be 400 lbs/cu yd (237 kg/cu m). For a drilled shaft, foundation, footing, or substructure, the

minimum portland cement may be reduced to as low as 330 lbs/cu yd (196 kg/cu m) if the concrete has adequate freeze/thaw durability. The Contractor shall provide freeze/thaw test results according to AASHTO T 161, and the relative dynamic modulus of elasticity of the mix design shall be a minimum of 80 percent. Testing shall be performed by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete. Freeze/thaw testing will not be required for concrete that will not be exposed to freezing and thawing conditions as determined by the Engineer.”

Revise Article 1021.01 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

Revise Article 1021.03 of the Standard Specifications to read:

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

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

Revise Article 1021.05 of the Standard Specifications to read:

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

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

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

Revise Article 1021.06 of the Standard Specifications to read:

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

Revise Article 1021.07 of the Standard Specifications to read:

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

- (a) Calcium Nitrite. Corrosion inhibitors shall contain a minimum 30 percent calcium nitrite by weight (mass) of solution and shall comply with either the requirements of AASHTO M 194, Type C (accelerating) or the requirements of ASTM C 1582. The corrosion inhibiting performance requirements of ASTM C 1582 shall not apply.
- (b) Other Materials. The corrosion inhibitor shall be according to ASTM C 1582.

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

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

Add Article 1021.08 of the Standard Specifications as follows:

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

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

Revise Article 1024.01 of the Standard Specifications to read:

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

Materials for the grout shall be according to the following.

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

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

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

The nonshrink grout shall have a water-soluble chloride ion content of less than 0.40 lb/cu yd (0.24 kg/cu m). The test shall be performed according to ASTM C 1218, and the grout shall have an age of 28 to 42 days at the time of test. The ASTM C 1218 test shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. Mixing of the nonshrink grout shall be according to the manufacturer’s specifications. The Department will maintain a qualified product list.”

Revise Article 1029.02 of the Standard Specifications to read:

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

Item	Article/Section
(a) Cement.....	1001
(b) Fly Ash	1010
(c) Ground Granulated Blast Furnace (GGBF) Slag	1010
(d) Water.....	1002
(e) Fine Aggregate.....	1003
(f) Concrete Admixtures	1021
(g) Foaming Agent (Note 1)	

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

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

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

Revise the first two sections of Check Sheet #11 of the Supplemental Specifications and Recurring Special Provisions to read:

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

Materials. Materials shall be according to the following Articles of Division 1000 - Materials of the Standard Specifications:

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

Revise the third paragraph of Materials Note 2 of Check Sheet #28 of the Supplemental Specifications and Recurring Special Provisions to read:

“The Department will maintain a qualified product list of synthetic fibers, which will include the minimum required dosage rate. For the minimum required fiber dosage rate based on the Illinois Modified ASTM C 1609 test, a report prepared by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete shall be provided. The report shall show results of tests conducted no more than five years prior to the time of submittal.”

COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017

Revised: April 1, 2019

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Add the following to Section 109 of the Standard Specifications.

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

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

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

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

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

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

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

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

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

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

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010

Revised: January 1, 2025

The reduction of emissions of particulate matter (PM) for off-road equipment shall be accomplished by installing retrofit emission control devices. The term “equipment” refers to diesel fuel powered devices rated at 50 hp and above, to be used on the jobsite in excess of seven calendar days over the course of the construction period on the jobsite (including rental equipment).

Contractor and subcontractor diesel powered off-road equipment assigned to the contract shall be retrofitted according to the table below.

Horsepower Range	Model Year and Older
50-99	2003
100-299	2002
300-599	2000
600-749	2001
750 and up	2005

The retrofit emission control devices shall achieve a minimum PM emission reduction of 50 percent and shall be:

- a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (<https://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel>), or verified by the California Air Resources Board (CARB) (<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>); or
- b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

Note: Large cranes (Crawler mounted cranes) which are responsible for critical lift operations are exempt from installing retrofit emission control devices if such devices adversely affect equipment operation.

Diesel powered off-road equipment with engine ratings of 50 hp and above, which are unable to be retrofitted with verified emission control devices or if performance certifications are not available which will achieve a minimum 50 percent PM reduction, may be granted a waiver by the Department if documentation is provided showing good faith efforts were made by the Contractor to retrofit the equipment.

Construction shall not proceed until the Contractor submits a certified list of the diesel powered off-road equipment that will be used, and as necessary, retrofitted with emission control devices. The list(s) shall include (1) the equipment number, type, make, Contractor/rental company name; and (2) the emission control devices make, model, USEPA or CARB verification number, or performance certification from the retrofit device manufacturer. Equipment reported as fitted with emissions control devices shall be made available to the Engineer for visual inspection of the device installation, prior to being used on the jobsite.

The Contractor shall submit an updated list of retrofitted off-road construction equipment as retrofitted equipment changes or comes on to the jobsite. The addition or deletion of any diesel powered equipment shall be included on the updated list.

If any diesel powered off-road equipment is found to be in non-compliance with any portion of this special provision, the Engineer will issue the Contractor a diesel retrofit deficiency deduction.

Any costs associated with retrofitting any diesel powered off-road equipment with emission control devices shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed. The Contractor's compliance with this notice and any associated regulations shall not be grounds for a claim.

Diesel Retrofit Deficiency Deduction

When the Engineer determines that a diesel retrofit deficiency exists, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be \$1,000.00 for each deficiency identified.

The deficiency will be based on lack of diesel retrofit emissions control.

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected. Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.

HOT-MIX ASPHALT (BDE)

Effective: January 1, 2024

Revised: January 1, 2025

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

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

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

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

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

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

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

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

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

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

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

80456

PAVEMENT MARKING INSPECTION (BDE)

Effective: April 1, 2025

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

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

80464

PERFORMANCE GRADED ASPHALT BINDER (BDE)

Effective: January 1, 2023

Revise Article 1032.05 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The following grades may be specified as tack coats.

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

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

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

Ndesign	Binder	Surface	Polymer Modified Binder or Surface ^{3/}
30	30	30	10
50	25	15	10
70	15	10	10
90	10	10	10

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

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

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

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

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

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

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2024

Revised: April 1, 2024

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

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

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

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

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

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

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

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

“669.07 Temporary Staging. Soil classified according to Articles 669.05(a)(2), (b)(1), or (c) may be temporarily staged at the Contractor's option. All other soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) shall be managed and disposed of without temporary staging to the greatest extent practicable. If circumstances beyond the Contractor's control require temporary staging of these latter materials, the Contractor shall request approval from the Engineer in writing.

Topsoil for re-use as final cover which has been field screened and found not to exhibit PID readings over daily background readings as documented on the BDE 2732, visual staining or

odors, and is classified according to Articles 669.05(a)(2), (a)(3), (a)(4), (b)(1), or (c) may be temporarily staged at the Contractor's option."

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

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

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

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

80455

SEEDING (BDE)

Effective: November 1, 2022

Revise Article 250.07 of the Standard Specifications to read:

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

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

TABLE 1 - SEEDING MIXTURES

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

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

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

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

Notes:

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

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

80445

SHORT TERM AND TEMPORARY PAVEMENT MARKINGS (BDE)

Effective: April 1, 2024

Revised: April 2, 2024

Revise Article 701.02(d) of the Standard Specifications to read:

“(d) Pavement Marking Tapes (Note 3) 1095.06”

Add the following Note to the end of Article 701.02 of the Standard Specifications:

“Note 3. White or yellow pavement marking tape that is to remain in place longer than 14 days shall be Type IV tape.”

Revise Article 703.02(c) of the Standard Specifications to read:

“(c) Pavement Marking Tapes (Note 1) 1095.06”

Add the following Note to the end of Article 703.02 of the Standard Specifications:

“Note 1. White or yellow pavement marking tape that is to remain in place longer than 14 days shall be Type IV tape.”

Revise Article 1095.06 of the Standard Specifications to read:

“1095.06 Pavement Marking Tapes. Type I white or yellow marking tape shall consist of glass spheres embedded into a binder on a foil backing that is precoated with a pressure sensitive adhesive. The spheres shall be of uniform gradation and distributed evenly over the surface of the tape.

Type IV tape shall consist of white or yellow tape with wet reflective media incorporated to provide immediate and continuing retroreflection in wet and dry conditions. The wet retroreflective media shall be bonded to a durable polyurethane surface. The patterned surface shall have approximately 40 ± 10 percent of the surface area raised and presenting a near vertical face to traffic from any direction. The channels between the raised areas shall be substantially free of exposed reflective elements or particles.

Blackout tape shall consist of a matte black, non-reflective, patterned surface that is precoated with a pressure sensitive adhesive.

- (a) Color. The white and yellow markings shall meet the following requirements for daylight reflectance and color, when tested, using a color spectrophotometer with 45 degrees circumferential/zero degree geometry, illuminant D65, and two degree 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.

Color	Daylight Reflectance %Y
White	65 min.
Yellow *	36 - 59

*Shall match Aerospace Material Specification Standard 595 33538 (Orange Yellow) and the chromaticity limits as follows.

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456

- (b) Retroreflectivity. The white and yellow markings shall be retroreflective. Reflective values measured in accordance with the photometric testing procedure of ASTM D 4061 shall not be less than those listed in the table below. The coefficient of retroreflected luminance, R_L , shall be expressed as average millicandelas/footcandle/sq ft (millicandelas/lux/sq m), measured on a 3.0 x 0.5 ft (900 mm x 150 mm) panel at 86 degree entrance angle.

Coefficient of Retroreflected Luminance, R_L , Dry					
Type I			Type IV		
Observation Angle	White	Yellow	Observation Angle	White	Yellow
0.2°	2700	2400	0.2°	1300	1200
0.5°	2250	2000	0.5°	1100	1000

Wet retroreflectance shall be measured for Type IV under wet conditions according to ASTM E 2177 and meet the following.

Wet Retroreflectance, Initial R_L	
Color	R_L 1.05/88.76
White	300
Yellow	200

- (c) Skid Resistance. The surface of Type IV and blackout markings shall provide a minimum skid resistance of 45 BPN when tested according to ASTM E 303.
- (d) Application. The pavement marking tape shall have a precoated pressure sensitive adhesive and shall require no activation procedures. Test pieces of the tape shall be applied according to the manufacturer's instructions and tested according to ASTM D 1000, Method A, except that a stiff, short bristle roller brush and heavy hand pressure will be substituted for the weighted rubber roller in applying the test pieces to the metal test panel. Material tested as directed above shall show a minimum adhesion value of 750 g/in. (30 g/mm) width at the temperatures specified in ASTM D 1000. The adhesive shall be resistant to oils, acids, solvents, and water, and shall not leave objectionable stains or residue after removal. The material shall be flexible and conformable to the texture of the pavement.

(e) Durability. Type IV and blackout tape shall be capable of performing for the duration of a normal construction season and shall then be capable of being removed intact or in large sections at pavement temperatures above 40 °F (4 °C) either manually or with a roll-up device without the use of sandblasting, solvents, or grinding. The Contractor shall provide a manufacturer's certification that the material meets the requirements for being removed after the following minimum traffic exposure based on transverse test decks with rolling traffic.

- (1) Time in place - 400 days
- (2) ADT per lane - 9,000 (28 percent trucks)
- (3) Axle hits - 10,000,000 minimum

Samples of the material applied to standard specimen plates will be measured for thickness and tested for durability in accordance with ASTM D 4060, using a CS-17 wheel and 1000-gram load, and shall meet the following criteria showing no significant change in color after being tested for the number of cycles indicated.

Test	Type I	Type IV	Blackout
Minimum Initial Thickness, mils (mm)	20 (0.51)	65 (1.65) ^{1/} 20 (0.51) ^{2/}	65 (1.65) ^{1/} 20 (0.51) ^{2/}
Durability (cycles)	5,000	1,500	1,500

1/ Measured at the thickest point of the patterned surface.

2/ Measured at the thinnest point of the patterned surface.

The pavement marking tape, when applied according to the manufacturer's recommended procedures, shall be weather resistant and shall show no appreciable fading, lifting, or shrinkage during the useful life of the marking. The tape, as applied, shall be of good appearance, free of cracks, and edges shall be true, straight, and unbroken.

(f) Sampling and Inspection.

(1) Sample. Prior to approval and use of Type IV pavement marking tape, the manufacturer shall submit a notarized certification from an independent laboratory, together with the results of all tests, stating that the material meets the requirements as set forth herein. The independent laboratory test report shall state the lot tested, the manufacturer's name, and the date of manufacture.

After initial approval by the Department, samples and certification by the manufacturer shall be submitted for each subsequent batch of Type IV tape used. The manufacturer shall submit a certification stating that the material meets the requirements as set forth herein and is essentially identical to the material sent for qualification. The certification shall state the lot tested, the manufacturer's name, and the date of manufacture.

(2) Inspection. The Contractor shall provide a manufacturer's certification to the Engineer stating the material meets all requirements of this specification. All material samples for acceptance tests shall be taken or witnessed by a representative of the Bureau of Materials and shall be submitted to the Engineer of Materials, 126 East Ash Street, Springfield, Illinois 62704-4766 at least 30 days in advance of the pavement marking operations."

80457

SIGN PANELS AND APPURTENANCES (BDE)

Effective: January 1, 2025

Revised: April 1, 2025

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

“(c) Aluminum Epoxy Mastic 1008.03”

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

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

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

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

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

80462

VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

Effective: November 1, 2021

Revised: November 1, 2022

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

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

80439

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Revised: January 1, 2025

Add the following to Article 701.03 of the Standard Specifications:

“(q) Temporary Sign Supports 1106.02”

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

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

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

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

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

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

Category 1 includes small, lightweight, channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. These include cones, tubular markers, plastic drums, and delineators, with no attachments (e.g. lights). Category 1 devices shall be MASH compliant.

Category 2 includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. These include vertical panels with lights, barricades, temporary sign supports, and Category 1 devices with attachments (e.g. drums with lights). Category 2 devices shall be MASH compliant.

Category 3 includes devices that are expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. These include crash cushions (impact attenuators), truck mounted attenuators, and other devices not meeting the definitions of Category 1 or 2. Category 3 devices manufactured after December 31, 2019 shall be MASH compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant

with NCHRP 350, may be used on contracts let before December 31, 2029. Category 3 devices shall be crash tested for Test Level 3 or the test level specified.

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

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

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

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

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

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

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

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

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within 50 working days.

80071

○ **TRAFFIC SIGNAL SPECIAL PROVISIONS**



DUPAGE COUNTY DOT TRAFFIC SIGNAL GENERAL REQUIREMENTS

Revised: November 1, 2021
DC800.01

All work and equipment performed and installed under this Contract shall be governed by and shall comply with:

SPECIFICATION	ADOPTED/DATED
The State of Illinois "Standard Specifications for Road and Bridge Construction" referred to as "Standard Specifications"	January 1, 2022
The State of Illinois "Manual on Uniform Traffic Control Devices for Streets and Highways," referred to as "MUTCD"	January 2020
The National Electrical Code referred to as "NEC"	2011 Edition
The National Electrical Manufacturers Association (All publications for traffic control items) referred to as "NEMA"	All applicable current documents published prior to Contract Letting Date
The International Municipal Signal Association ("Official Wire & Cable Specifications Manual,") referred to as "IMSA"	All applicable current documents published prior to Contract Letting Date
The Institute of Transportation Engineers ATC 5.2b Standard	September 25, 2006
AASHTO "Standard Specifications" LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals	2015 Edition & 2017 Interim Revisions
Supplemental Specifications and Recurring Special Provisions	January 1, 2022

The project Special Provisions supplement the above specifications, manuals, and codes. In case of conflict with any part or parts of said documents, the project Special Provisions shall take precedence and shall govern.

The following terms and acronyms are used in the DUDOT traffic signal special provisions:

IDOT	Illinois Department of Transportation
District 1	IDOT District 1
DUDOT	The DuPage County Division of Transportation
Traffic Engineer	The DUDOT Traffic Engineer or designee
Central Signal System	DuPage County's ITS System
Network Integration Consultant	Currently Parsons Transportation Group

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The intent of these Special Provisions is to prescribe the materials and construction methods commonly used in traffic signal installations. The locations and the details of all installations shall be indicated on the plans or as directed by the Engineer.

All traffic signal work related to the traffic signal cabinet shall be performed with at least one electrician holding a current IMSA Traffic Signal Technician Level 2 certification present on site and actively overseeing and directing the work, unless approved in advance by the Traffic Engineer.

The work performed under this Contract shall consist of furnishing and installing all traffic signal work as shown on the plans and as specified herein in a manner acceptable and approved by the Resident Engineer. All materials furnished shall be new unless otherwise noted herein.

The phone number to contact DUDOT for all contract electrical questions or request is (630) 407-6900, which includes requests for detector location approval, transfer of maintenance, Traffic Signal Maintenance Contractor locates, equipment inspections, and traffic signal turn-ons.

Definitions of Terms.

Add the following to Section 101 of the Standard Specifications:

101.56 Vendor. Company that sells a particular type of product directly to the Contractor or the Equipment Supplier.

101.57 Equipment Supplier. Company that supplies, represents, and provides technical support for District 1 approved traffic signal controllers and other related equipment. The Equipment Supplier shall be located within District 1 and shall:

Be full service with on-site facilities to assemble, test, and trouble-shoot traffic signal controllers and cabinet assemblies.

Maintain an inventory of District 1 approved controllers and cabinets.

Be staffed with permanent sales and technical personnel able to provide traffic signal controller and cabinet expertise and support.

Technical staff shall attend traffic signal "turn-on" and inspection with a minimum 14 calendar day notice.

SUBMITTALS

Revise Article 801.05 of the Standard Specifications to read:

All material approval requests shall be submitted electronically unless otherwise directed by the Traffic Engineer. The submittal shall be by email, and shall include a cover letter and one PDF file with all pay items for the project.

General requirements include:

All material approval requests shall be submitted within 7 calendar days after the preconstruction meeting. Traffic signal materials and equipment shall bear the U.L. label whenever such labeling is available.

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Original manufacturer published product data and shop drawing sheets with legible dimensions and details shall be submitted for review.

Product data and shop drawings shall be arranged by pay item. Pages of the submittal should be numbered. If the literature contains more than one item, the Contractor shall indicate which item or items will be furnished.

When hard copy submittals are necessary for another agency, four complete copies of the manufacturer's descriptive literatures and technical data for the traffic signal materials will be submitted, in addition to the electronic copy required above.

When hard copy submittals are necessary for structural elements, four complete copies of the shop drawings for the mast arm assemblies and poles, and the combination mast arm assemblies and poles showing, in detail, the fabrication thereof and the certified mill analyses of the materials used in the fabrication, anchor rods, and reinforcing materials, shall be submitted, in addition to the electronic copy required above.

Partial or incomplete submittals will be returned without review.

Certain non-standard mast arm poles and structures will require additional review from IDOT's Bureau of Bridges and Structures. Examples include special mast arms and non-standard length mast arm pole assemblies. The Contractor shall account for the additional review time in their schedule.

The County Section Number, permit number, or IDOT contract number, project location/limits and corresponding pay code number shall be on each sheet of correspondence, catalog cuts, and mast arm pole and assembly drawings.

Where certifications and/or warranties are specified, the information submitted for approval shall include certifications and warranties. Certifications involving inspections, and/or tests of material shall include all test data, dates, and times.

The Contractor shall secure approved materials in a timely manner to assure construction schedules are not delayed.

After the Traffic Engineer reviews the submittals for conformance with the design concept of the project, the drawings will be stamped indicating their status as 'APPROVED', 'APPROVED AS CORRECTED', 'NOT APPROVED', or 'RESUBMIT'. Review schedule will be according to Article 801.05(b). Since the Traffic Engineer's review is for conformance with the design concept only, it is the Contractor's responsibility to coordinate the various items into a working system as specified. The Contractor shall not be relieved from responsibility for errors or omissions in the shop, working, layout drawings, or other documents by the Traffic Engineer's approval thereof.

All submitted items reviewed and marked 'APPROVED AS CORRECTED', 'NOT APPROVED', or 'RESUBMIT' shall be resubmitted in their entirety, unless otherwise indicated within the submittal comments, with a disposition of previous comments to verify Contract compliance at no additional cost to the contract.

It is the Contractor's responsibility to note any deviations from Contract requirements at the time of submittal and to make any requests for deviations in writing to the Resident Engineer. In

general, substitutions will not be acceptable. Requests for substitutions shall demonstrate that the proposed substitution is superior to the material or equipment required by the Contract Documents. No exceptions, deviations or substitutions will be permitted without the approval of the Resident Engineer and the Traffic Engineer.

The Contractor shall not order major equipment (i.e., mast arm assemblies) prior to Resident Engineer approval of the Contractor marked proposed traffic signal equipment locations to assure proper placement of Contract required traffic signal displays, push buttons and other facilities. Field adjustments may require changes in proposed mast arm length and other coordination.

MARKING PROPOSED LOCATIONS

Revise "Marking Proposed Locations for Highway Lighting System" of Article 801.09 to read "Marking Proposed Locations for Highway Lighting System and Traffic Signals."

Add the following to Article 801.09 of the Standard Specifications:

It shall be the Contractor's responsibility to verify all dimensions and conditions existing in the field prior to ordering materials and beginning construction. This shall include locating the mast arm foundations and verifying the mast arms lengths.

INSPECTION OF ELECTRICAL SYSTEMS

Add the following to Article 801.10 of the "Standard Specifications":

(c) All cabinets, including temporary traffic signal cabinets, shall be assembled by an approved Equipment Supplier in District 1. DUDOT reserves the right to request that any controller and cabinet be tested at a District 1 approved Equipment Supplier's facility prior to field installation. Such testing will be at no extra cost to the contract. All permanent or temporary "railroad interconnected" controllers and cabinets, shall be new, built, tested and approved by the controller Equipment Supplier, in the Equipment Supplier's District 1 approved facility, prior to field installation. The test shall be conducted in the presence of DUDOT and Illinois Commerce Commission personnel, or as directed by the Traffic Engineer. The Equipment Supplier shall provide the technical equipment and assistance as required by the Traffic Engineer to fully test this equipment.

LIQUIDATED DAMAGES FOR UNTIMELY WORK

A primary concern is to maintain a safe and efficient roadway for the public. Therefore, the Contractor shall proceed with the traffic signal work as soon as conditions and project staging permit. If in the opinion of the Traffic Engineer construction conditions are suitable for traffic signal work, and the Contractor has not yet begun the traffic signal work, the Resident Engineer shall notify the Contractor to proceed. The Contractor shall begin the traffic signal work within seven calendar days after notification to proceed. The Contractor shall continue to prosecute the traffic signal work until completion, or until they can no longer proceed due to conditions beyond their control. The Contractor shall notify the Resident Engineer of any conditions impeding and/or delaying their prosecution of the work. Failure by the Contractor to proceed with the traffic signal work as specified herein shall result in liquidated damages of **\$500.00** per calendar day per occurrence.

For projects involving detector loop installations or replacement, the following additional conditions apply. If, in the opinion, of the Traffic Engineer construction conditions are suitable for loop installation(s), the Resident Engineer shall notify the Contractor to proceed. The detector

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loops shall be installed and fully operational within 14 calendar days following notification to proceed by the Resident Engineer. This 14-day period shall be in effect throughout the entire year, including the off season, regardless of the Contractor's working day status. Failure by the Contractor to complete the loop installation(s) within the specified timeframe shall result in liquidated damages in the amount of \$500.00 per calendar day, per intersection.

For projects involving pavement resurfacing where radar, microwave, video, or other above-ground detection systems are included in the plans, the Contractor shall install the proposed detection system and make it operational prior to the grinding of the pavement loops, unless directed otherwise by the Engineer. In this case, the above-ground detection system will function as a temporary detector system, as well as the permanent system. The Contractor shall maintain the system according to these specifications, including adjusting detector orientation and detection zones, as necessary, to maintain proper detection throughout all stages of construction. Failure by the Contractor to install and operate the detector system within the specified timeframe shall result in liquidated damages in the amount of **\$500.00** per calendar day, per intersection.

MAINTENANCE AND RESPONSIBILITY

Revise Article 801.11 of the "Standard Specifications" to read:

Existing traffic signal installations and/or any electrical facilities at locations included in this Contract may be altered or reconstructed totally or partially as part of the work on this contract. The Contractor is hereby advised that all traffic control equipment presently installed at these locations may be the property of the County of DuPage, State of Illinois, Department of Transportation, Division of Highways, County, Transit Agency, Private Developer, or a local governmental entity. Once the Contractor has begun any work on any portion of the project, all traffic signals within the limits of this Contract that have the pay item MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION, TEMPORARY TRAFFIC SIGNAL INSTALLATION, and/or MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION, shall become the full responsibility of the Contractor, unless otherwise approved in advance by the Traffic Engineer. The Contractor shall supply the Resident Engineer and the County's Traffic Signal Maintenance Contractor one 24-hour emergency contact name and telephone number. The Contractor shall provide sufficient qualified personnel to respond to all notifications of malfunctions on a round-the-clock basis (24 hours a day, 7 days a week). The Contractor is required to keep a time and date log of all maintenance items, including the time of the initial report, the response time, and the time of final permanent repair. The Contractor shall provide this information to the Resident Engineer, upon request.

When the project has a pay item for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION, TEMPORARY TRAFFIC SIGNAL INSTALLATION, and/or MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION, the Contractor shall notify the Traffic Engineer at **(630) 407-6900** and the County's Traffic Signal Maintenance Contractor of their intent to begin any physical construction work on the project. This notification shall be a minimum of ten calendar days prior to the start of construction to allow sufficient time for an inspection of the existing traffic signal installation(s) and the transfer of maintenance to the Contractor. If work is started prior to the inspection, maintenance of the traffic signal installation(s) will be immediately transferred to the Contractor without an inspection. The Contractor shall then become responsible for repairing or replacing all equipment that is not operating properly or is damaged at no cost to the owner of the traffic signal. Final repairs to or the replacement of damaged equipment shall meet the approval of the Traffic Engineer at the time of final inspection or the traffic signal installation will not be accepted.

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DUDOT, regional transit, IDOT, and other agencies may also have equipment connected to existing traffic signal or peripheral equipment including PTZ cameras, switches, transit signal priority (TSP and BRT) servers, modems, traffic counters, and other devices that shall be included with traffic signal maintenance at no additional cost to the contract.

For contracts that include pay items for milling or pavement patching that may result in destruction of loop detectors, but do not include installation or modification of the traffic signals, maintenance transfers are not required. These contracts do require a notification of intent to work and an inspection. A minimum of ten calendar days prior to the loop removal, the Contractor shall notify the Traffic Engineer at **(630) 407-6900**, at which time arrangements will be made to adjust the traffic controller timing to compensate for the absence of detection.

The Contractor is advised that the existing and/or temporary traffic signal installation shall remain in operation during all construction stages, except for the most unavoidable down time. Any plan to shut down the traffic signal installation for a period exceeding 15 minutes shall require prior approval from the Traffic Engineer. Except in extraordinary circumstances, approval to shut down the traffic signal installation will only be granted during the hours of 9:00 A.M. to 3:00 P.M. on weekdays, exclusive of holiday periods. Requests for shutdowns outside of these hours, or during holiday periods, will not be granted unless the Traffic Engineer determines that the alternate schedule is beneficial to DuPage County highway operations. Shutdowns will not be allowed during inclement weather.

The Contractor shall be fully responsible for the safe and efficient operation of the traffic signals. Any inquiry, complaint or request by DUDOT, the County's Traffic Signal Maintenance Contractor or the public, shall be investigated and repairs started. The Contractor shall restore service and complete permanent repairs according to the following Repair Timetable. Failure to provide this service will result in liquidated damages of **\$500** per calendar day per occurrence. The Traffic Engineer reserves the right to assign any work not completed within this timeframe to the County's Traffic Signal Maintenance Contractor. All costs associated with the completion of the uncompleted repair shall be the responsibility of the Contractor. Failure to pay these costs to the Traffic Signal Maintenance Contractor within one month after the incident will result in additional liquidated damages of **\$500** per month per occurrence. Unpaid bills will be deducted from the cost of the Contract. County personnel, the County's Traffic Signal Maintenance Contractor, and the County's Network Integration Consultant may inspect any signaling device on DUDOT's highway system at any time without notification.

At signals where the Contractor is responsible for maintenance, including temporary traffic signals and newly constructed traffic signals that are operational but not yet accepted by the County, the Contractor shall be responsible for clearing snow, ice, dirt, debris or other condition that obstructs visibility of any traffic signal display or access to traffic signal equipment in compliance with the REPAIR TIMETABLE. Two clearly visible signal indications of all colors and arrows are required to be maintained at all time.

In the event of power loss at locations where the Contractor is responsible for maintenance, including temporary traffic signals and newly constructed traffic signals that are not yet accepted by the County, the Contractor shall be responsible for working with DuPage County personnel to make connections of portable County-supplied generators at the maintained location, as directed by the Traffic Engineer or Resident Engineer.

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All items shall be repaired within the period described in the Repair Timetable. The times listed are noncumulative. Any repairs not specifically covered in the Repair Timetable, or described elsewhere, shall be completed within a period matching the most similar line item in the Repair Timetable.

REPAIR TIMETABLE
(non cumulative)

<u>ITEM</u>	<u>RESPONSE TIME</u>	<u>SERVICE RESTORATION</u>	<u>PERMANENT REPAIRS</u>
<u>KNOCKDOWNS/FAILURE/DAMAGE:</u>			
Cabinet	1 hr	24 hrs	2 wks
Controller (Local or Master)	1 hr	24 hrs	2 wks
Detector Loop/Magnetometer	1 hr	n.a.	2 wks
Loop Detector Amplifier	1 hr	4 hrs	2 wks
Video Detection Camera/Processing Hardware	1 hr	4 hrs	2 wks
PTZ Camera	2 hrs	48 hrs	2 wks
Modem	2 hrs	NWD	2 wks
Load Switch/BIU	1 hr	2 hrs	2 hrs
Signal Head/Lenses	1 hr	2 hrs	NWD
Pole/Mast Arm	1 hr	2 hrs	ENG
Cabling/Conduit	1 hr	4 hrs	ENG
Interconnect/Communication	NWD	NWD	ENG
Graffiti/Advertising	NWD	NWD	NWD
Telemetry, Electrical	1 hr	2 hrs	NWD
Ethernet Switches/Video Encoders	NWD	48 hrs	2 wks
Indicators/switches/LEDs/displays	NWD	n.a.	2 wks
Snow/Ice/Debris/Other Obstructions	1 hr	2 hrs	NWD
Outages not covered elsewhere	1 hr	2 hrs	NWD
Filter/Cleanliness/fans/thermostat	NWD	NWD	n.a.
Misalignment (conflicting)	1 hr	2 hrs	NWD
Misalignment (non-conflicting)	4 hrs	6 hrs	NWD

COMPLAINTS/CALLS/ALARMS:

Timing/Phasing/Programming	1 hr	2 hrs	ENG
Coordination Alarm/Cycle Fail	NWD	ENG	ENG
Controller Alarm/Status Change	1 hr	NWD	1 wk
Detector Alarm/Status change	NWD	NWD	ENG
UPS	1 hr	2 hrs	2 wks
CMU Flash/Local Flash	1 hr	2 hrs	1 wk
Door Open	1 hr	n.a.	NWD

LEGEND: hr=hour, hrs=hours, NWD=next week day, days=calendar days,
ENG=acceptable to Traffic Engineer, wk=week, wks=weeks, n.a.=not applicable

Work near highway-rail grade crossings

Any proposed activity in the vicinity of a highway-rail grade crossing shall adhere to the guidelines set forth in the MUTCD regarding work in temporary traffic control zones in the vicinity of highway-

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rail grade crossings which states that lane restrictions, flagging, or other operations shall not create conditions where vehicles can be queued across the railroad tracks. If the queuing of vehicles across the tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the crossing to prevent vehicles from stopping on the tracks, even if automatic warning devices are in place. APS system shall include a central control unit installed in the traffic signal cabinet. The central control unit shall allow for a single point of configuration for all APS wired into a signal control cabinet. Use of Pedestrian signal head control modules shall not be allowed.

MODIFICATION OF IDOT SPECIAL PROVISION REQUIREMENTS

When IDOT Special Provisions for traffic signal items are included in a DUDOT Contract or Permit project, the following modifications shall apply to the noted Special Provisions.

Contact Information: The Contractor shall utilize the DUDOT contact information for DUDOT projects in place of the personnel, phone numbers, and directives provided in the following District 1 Special Provisions when they are included in the Contract:

- 800.02TS Optimize Signal System
- 800.03TS Re-Optimize Signal System
- 805.01TS Electric Service Installation
- 886.01TS Detector Loop
- 886.02TS Detector Loop Replacement and/or Installation
- 890.01TS Temporary Traffic Signal Installation
- 890.02TS Temporary Traffic Signal Timing

All references in the above special provisions to Traffic Signal Engineer, Area Traffic Signal Engineer, Area Traffic Signal Maintenance and Operations Engineer, Bureau of Traffic Operations, Traffic Operations Engineer, State, State's Traffic Signal Maintenance Contractor, and State's Electrical Maintenance Contractor shall be replaced with the DUDOT Traffic Engineer and the phone number shall be **630-407-6900**. Submittals, requests for reviews, scheduling of appointments, and requests for materials and information shall be directed to the DUDOT Traffic Engineer instead of IDOT, District 1, or the State's Maintenance Contractor.

Traffic Signal Timing Consultant Requirements: Add the following paragraph to the following District 1 Special Provisions:

- 800.02TS Optimize Signal System
- 800.03TS Re-Optimize Signal System
- 890.02TS Temporary Traffic Signal Timing

Graphics displays for DUDOT signal systems are not required if the signalized intersection is already connected to the county's Centracs software or if it is being added to Centracs under this contract.

Pedestrian Pushbutton Station Requirements: Add the following paragraph to the following District 1 Special Provisions:

- 888.01TS Pedestrian Push Button
- 888.02TS Accessible Pedestrian Signals

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The pedestrian push button signs shall be retroreflective R10-3e, 9"x15" signs displaying the "Push Button To Cross" legend with the Walking Man symbol and properly oriented arrow, unless shown otherwise in the plans. The pedestrian push button station shall be yellow with rounded corners sized to accommodate the 9"x15" sign.

If extensions are required to ensure proper positioning of the buttons, the extensions shall be included in the cost of the applicable push button pay item at no additional cost to the contract. Catalog cuts are required for the push button extensions prior to ordering.

All accessible buttons shall be programmed for the verbal walk indication regardless of their placement. All buttons shall also be capable of producing a user-selectable audible percussive tone. The programming of each button to use a verbal or percussive tone shall be determined on a per button basis based upon latest version of MUTCD.

The required accessible pedestrian signal training will be scheduled for DUDOT personnel in conjunction with the requesting person or group.

APS system shall include a central control unit installed in the traffic signal cabinet. The central control unit shall allow for a single point of configuration for all APS wired into a signal control cabinet. Use of Pedestrian signal head control modules shall not be allowed.

Handhole Requirements: Add the following paragraph to the following District 1 Special Provision:

814.01 TS Handholes

The "Traffic Signals" label for the handhole lid shall also be applicable to DUDOT handholes.

DAMAGE TO TRAFFIC SIGNAL SYSTEM

Revise Article 801.12(b) of the "Standard Specifications" to read:

Any traffic control equipment damaged or not operating properly from any cause whatsoever shall be repaired and/or replaced. All inoperable components shall be replaced with new equipment meeting the special provisions, or in the absence of applicable special provisions, meeting the requirements of the Traffic Engineer. The Contractor shall provide replacement components at no additional cost to the Contract and/or owner of the traffic signal system. Final repairs or replacement of damaged equipment shall meet the approval of the Traffic Engineer prior to or at the time of final inspection; otherwise the traffic signal installation will not be accepted. Cable splices outside the controller cabinet shall not be allowed, unless approved by the Traffic Engineer.

When present, Automatic Traffic Enforcement equipment, including Red Light Enforcement cameras, detectors, and peripheral equipment, damaged or not operating properly from any cause whatsoever, shall be the responsibility of the municipality or the Automatic Traffic Enforcement company according to the Permit or governing agreement.

VIDEO AND NETWORK SYSTEM REQUIREMENTS

For all projects including installation or relocation of video and/or network equipment, the Contractor shall contact the Traffic Engineer at 630-407-6900 after installation to confirm proper operation of the equipment within the Ethernet-based field communications system. This includes confirming that the camera horizon is properly adjusted, camera lens is clear, network settings

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are correct and all devices are communicating correctly with the Central Signal System. For equipment requiring an IP address or other DUDOT assigned parameters, the Traffic Engineer will provide all available IP and programming details upon request, but no earlier than at the pre-construction meeting. The Contractor should request the information from the Traffic Engineer a minimum of one week in advance of the traffic signal "turn-on." The Contractor shall be responsible for making any changes necessary to the camera mounting, aiming, and/or equipment programming to meet the DUDOT requirements and/or to operate the equipment to the satisfaction of the Traffic Engineer. Contacting the Traffic Engineer for confirmation of equipment operation does not constitute an installation review and does not relieve the Contractor of the responsibility to correct deficiencies identified at the "turn-on." The cost of meeting these requirements shall be included in the associated pay item and no additional compensation shall be made. Calls to the Traffic Engineer shall be made according to the Central Signal System Support section of this special provision.

TRAFFIC SIGNAL INSPECTION ("TURN-ON")

Revise Article 801.15(b) of the "Standard Specifications" to read:

When the road is open to traffic, except as otherwise provided in Section 850 of the Standard Specifications, the Contractor may request a "turn-on" and inspection of the completed traffic signal installation at each separate location. This request shall be made to the Traffic Engineer at (630) 407-6900 a minimum of ten calendar days prior to the time of the requested inspection. Prior to the date of the "turn-on," the Contractor must provide written notification (by letter or email) that the equipment has been field tested and the intersection is capable of operating according to Contract requirements.

When the Contract includes the pay item RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM, OPTIMIZE TRAFFIC SIGNAL SYSTEM, or TEMPORARY TRAFFIC SIGNAL TIMINGS, the Contractor shall notify the Signal Coordination and Timing (SCAT) Consultant of the "turn-on"/detour implementation schedule, as well as stage changes and signal phase changes during construction. The SCAT Consultant shall be in attendance at each temporary and permanent traffic signal "turn-on." When Emergency Vehicle Preemption (EVP) equipment is included in the project, the Contractor must invite local fire department personnel to each temporary and permanent traffic signal "turn-on."

It is DUDOT's intent to have all electric work completed and the equipment field-tested by the Equipment Supplier prior to DUDOT's "turn-on" field inspection. The Contractor shall have all traffic signal work completed and the electrical service installation connected by the utility company prior to requesting an inspection and "turn-on" of the traffic signal installation. In the event the Traffic Engineer determines that the work is not complete and that the inspection will require more than two hours to complete, the inspection may be cancelled and the Contractor will be required to reschedule at another date.

The Contractor shall provide a representative from the Equipment Supplier's office to attend the traffic signal inspection for both permanent and temporary traffic signal "turn-ons." Signal indications being tested shall match the lane configurations and markings at the intersection. If any conflicting signal indications are visible to motorist or pedestrians while testing, the Contractor shall be responsible to provide police officer(s) to assist with traffic control at the time of testing.

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Upon demonstration that the signals are operating properly according to the Contract and to the satisfaction of the Traffic Engineer, the Traffic Engineer will allow the signals to be placed in continuous operation. The Traffic Engineer will inspect the traffic signal installation, with the assistance of the Contractor, and provide a written "punch-list" of deficient items requiring completion. The traffic signals will not be transferred to DUDOT maintenance until all "punch-list" work is corrected and re-inspected. The Contractor shall complete all "punch-list" work within 30 calendar days of notification. If this work is not completed within 30 days, DUDOT reserves the right to have the work completed by others at the Contractor's expense. This cost will be in addition to Liquidated Damages for Untimely Work.

The Contractor shall furnish all equipment and/or parts to keep the traffic signal installation operating. No spare traffic signal equipment is available from DUDOT. The Contractor shall be responsible for all traffic signal equipment and associated maintenance thereof until DUDOT acceptance is granted.

When the Contractor has completed the "punch-list" work, he shall contact the Traffic Engineer to schedule a follow-up inspection of the traffic signal installation. If the Traffic Engineer determines that any "punch-list" items have not been completed, the inspection may be canceled, and the Contractor will need to reschedule.

It is possible that during any follow-up inspections of the traffic signal installation, deficient items may be identified that were not identified at the "turn-on" inspection, or included in the initial "punch-list." The Traffic Engineer shall advise the Contractor of any such items, and it shall be the Contractor's responsibility to complete these items prior to acceptance of the traffic signal.

Acceptance of the traffic signal by DUDOT shall be based on the inspection results and successful operation during a minimum 72-hour "burn-in" period following activation of the traffic signal and related equipment. Therefore, due to the required "burn-in" period, acceptance of the traffic signal shall not occur at the time of the "turn-on." Upon notification by the Contractor that all noted deficiencies have been corrected, and after the "burn-in" period, the Traffic Engineer shall perform an acceptance inspection of the traffic signal installation. If approved, the traffic signal shall be given verbally at the inspection, followed by written correspondence from the Traffic Engineer. When DUDOT is acting as a representative of other agencies, the agency that is responsible for the maintenance of each traffic signal installation will assume the traffic signal maintenance upon acceptance by the Traffic Engineer.

DUDOT requires the following Final Project Documentation from the Contractor prior to acceptance of the traffic signal. The documentation shall be provided in hard copy and electronic format as indicated below.

One (1) copy (11"x17") and one electronic PDF file of as-built signal plans with field revisions marked in red, including the location and labeling of detection equipment that differs from that shown in the plans.

One (1) copy of the operation and service manuals for the signal controller and the associated control equipment.

Five (5) copies (11"x17") and one electronic PDF file of the cabinet wiring diagrams.

Five (5) copies of the traffic signal installation cable log, along with electronic PDF and DGN files.

Original certificates for all manufacturer and Contractor warranties and guarantees required by Article 801.14 of the Standard Specifications.

GPS coordinates of traffic signal equipment as detailed in the Record Drawings section herein.

For new cabinet installations, two (2) cabinet keys and one (1) police door key.

All cost of work and materials required to comply with the above requirements shall be included in the pay item bid prices, under which the subject materials and signal equipment are paid, and no additional compensation will be allowed. Materials and signal equipment not complying with the above requirements will be subject to removal and disposal at the Contractor's expense.

LOCATING UNDERGROUND FACILITIES

Revise Section 803 of the "Standard Specifications" to read:

Once the Contractor has taken maintenance of an existing County facility or has constructed underground facilities, they are responsible for locating the facilities according the J.U.L.I.E. requirements at no additional cost to the Contract.

Contractor requests for equipment locates will be granted only once prior to the start of construction. Additional requests shall be at the expense of the Contractor. The location of underground traffic facilities does not relieve the Contractor of their responsibility to repair any item(s) damaged during the construction, at his/her own expense.

Locate requests shall be directed to DUDOT's Traffic Signal Maintenance Contractor or to the DUDOT Traffic Engineering Department at (630) 407-6900.

The exact location of all utilities shall be field verified by the Contractor before the installation of any components of the traffic signal system. For locations of utilities call J.U.L.I.E. at 1-800-892-0123. The location of some utilities may require contacting other Agencies or Municipalities.

The Contractor should note that IDOT does not participate in J.U.L.I.E. Underground work that is proposed to take place within IDOT right-of-way requires the Contractor to contact IDOT for the procedures involved in locating their facilities.

RESTORATION OF WORK AREA

Add to Section 801 of the "Standard Specifications":

Restoration of the traffic signal work area shall be included in the related pay item including foundation, conduit, handhole, trench and backfill, etc. and no extra compensation shall be allowed. All roadway surfaces including shoulders, medians, sidewalks, pavement, etc. shall be restored to match the previously existing conditions. All damage to mowed lawns shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded, according to Section 250 and Section 252 of the Standard Specifications respectively. All brick pavers

disturbed in the work area shall be restored to their original configuration as directed by the Resident Engineer. All damaged brick pavers shall be replaced with a comparable material approved by the Resident Engineer. Areas in front of residences are to be restored within two weeks of the completion of work causing the disturbance regardless of the duration of the project remaining. The traffic signal work area includes any area where the Contractor or their subcontractors perform work to install, repair, or maintain County owned traffic, lighting, or ITS equipment or facilities, regardless of the presence of an actual traffic signal.

LOCATION AND ORIENTATION OF ITS EQUIPMENT

The Contractor shall confirm the viability of the proposed mounting location for ITS equipment prior to installing cable, affixing mounting hardware to supporting posts or mast arms, and drilling holes in supporting posts or mast arms. When line-of-sight is required for proper equipment operations, including but not limited to antennas and detection cameras, the Contractor shall review the proposed installation with the Engineer, in consultation with the vendor's representative, to confirm that the location shown in the plans is still viable. When a PTZ camera or other comparable device is proposed, the Contractor shall review the proposed location with the Engineer prior to installation to ensure that the Agency's preference for visibility can be met within the built environment. In any case, if the Contractor installs cable or hardware, or drills holes, prior to receiving the Engineer's approval, the cost to relocate the equipment to provide proper operation or preferred visibility, including the cost of removing and installing new electrical or communications cable, will be borne by the Contractor. The Contractor will be paid for the actual quantity of cable and equipment based on the final accepted installation location regardless of the quantities shown in the plan, and no additional compensation shall be made under the Contract for excess materials installed prior to approval.

Cabinet Neatness and Wiring

The Contractor shall ensure that all wiring and peripheral equipment in any new traffic signal cabinet is in a neat and orderly fashion that is acceptable to the Traffic Engineer. This applies to controller cabinets, master cabinets, railroad cabinets, communication/ITS cabinets, lighting cabinets, electrical service cabinets, or any other new cabinet called for in the project plans.

All conduit entrances into the cabinet shall be sealed with a pliable waterproof material. Electrical cables inside the cabinet shall be neatly trained along the base and back of the cabinet. Each conductor shall be connected individually to the proper terminal. The spare conductors shall be bound into a neat bundle. All cables, including those for signals, vehicle detection, pushbuttons, emergency vehicle preemption, video transmission, and communication shall be neatly arranged and bundled within the cabinet to the satisfaction of the Traffic Engineer. Each cable shall be marked with an identification number which corresponds to the number and description on the cabinet cable log.

When modernizing or modifying an existing cabinet, the new cables being installed shall be trained, bundled, and labeled to the satisfaction of the Traffic Engineer. When working inside an existing cabinet, the Contractor shall minimize disturbance to existing cables and cabinet wiring. Any existing cables and cabinet wiring disturbed by the Contractor shall be re-trained, bundled, and/or labeled to the satisfaction of the Traffic Engineer.

Unless indicated elsewhere in the plans and specs, all equipment in the cabinet shall be wired through the UPS except lighted street name signs and luminaires.

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Components with Ethernet capabilities shall be connected to the Switch or other communications equipment in the cabinet as directed by the Traffic Engineer. All equipment, materials, labor and hardware, including Ethernet patch cables, required to provide cabinet neatness and wiring to the satisfaction of the Traffic Engineer shall be included in the applicable pay item for FULL ACTUATED CONTROLLER AND TYPE IV CABINET SPECIAL, FULL-ACTUATED CONTROLLER IN EXISTING CABINET, and/or MODIFY EXISTING CONTROLLER.

The County will not accept maintenance of the traffic signal installations until the above requirements are satisfied.

EQUIPMENT SUPPLIER AND VENDOR REPRESENTATION

The Traffic Engineer reserves the right to request a representative of the Equipment Supplier and/or Vendor be present at the activation of new traffic equipment. The traffic equipment may include signal heads, cabinets, controllers, amplifiers, preemption, detection, monitoring, communication/transmission, fiber-optic/telemetry, radio, microwave, infrared, illuminated signs, streetlights, push buttons, lighted crosswalks, uninterruptable power supplies, adaptive, counters, and any other new equipment being installed and activated. The representative shall be a qualified technician trained in the proper installation and operation of the equipment being installed under the Contract or permit.

The Traffic Engineer reserves the right to cancel the “turn-on,” transfer, or other scheduled activity if, in their opinion, knowledgeable personnel from the Equipment Supplier or Vendor are not present. Rescheduling, and any associated costs, shall be the responsibility of the Contractor, and shall be subject to availability of DUDOT Traffic staff.

This provision is in addition to the requirement contained herein that the Contractor provide a representative from the Equipment Supplier to attend the traffic signal inspection for both permanent and temporary traffic signal “turn-on”.

Any costs associated with Equipment Supplier and/or Vendor representation shall be included in the unit price of the associated traffic equipment being activated. Any unforeseen costs incurred by the Contractor to provide this representation shall not be the responsibility of the County.

INTERRUPTION OF COMMUNICATION

The interruption of communication with County equipment shall be kept to an absolute minimum. Communication includes controller telemetry, video transmission, camera control signals, Highway Advisory Radio, wireless interconnect, telephone (POTS/ISDN/DSL), high speed Internet, cellular modem, or any other County communication equipment. This provision applies to cable types including copper, multimode fiber optic, singlemode

GROUNDING OF TRAFFIC SIGNAL SYSTEMS

Effective: May 22, 2002

Revised: July 1, 2015

806.01TS

Revise Section 806 of the Standard Specifications to read:

General.

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All traffic signal systems, equipment and appurtenances shall be properly grounded in strict conformance with the NEC. This work shall be in accordance with IDOT's District One Traffic Signal Design Details.

The grounding electrode system shall include a ground rod installed with each traffic signal controller concrete foundation and all mast arm and post concrete foundations. An additional ground rod will be required at locations where measured resistance exceeds 25 ohms. Ground rods are included in the applicable concrete foundation or service installation pay item and will not be paid for separately.

Testing shall be according to Article 801.13 (a) (4) and (5).

- (a) The grounded conductor (neutral conductor) shall be white color coded. This conductor shall be bonded to the equipment grounding conductor only at the Electric Service Installation. All power cables shall include one neutral conductor of the same size.
- (b) The equipment grounding conductor shall be green color coded. The following is in addition to Article 801.04 of the Standard Specifications.
 - 1. Equipment grounding conductors shall be bonded to the grounded conductor (neutral conductor) only at the Electric Service Installation. The equipment grounding conductor is paid for separately and shall be continuous. The Earth shall not be used as the equipment grounding conductor.
 - 2. Equipment grounding conductors shall be bonded, using a UL Listed grounding connector, to all traffic signal mast arm poles, traffic signal posts, pedestrian posts, pull boxes, handhole frames and covers, conduits, and other metallic enclosures throughout the traffic signal wiring system, except where noted herein. Bonding shall be made with a splice and pigtail connection, using a sized compression type copper sleeve, sealant tape, and heat-shrinkable cap. A UL listed electrical joint compound shall be applied to all conductors' terminations, connector threads and contact points. Conduit grounding bushings shall be installed at all conduit terminations including spare or empty conduits.
 - 3. All metallic and non-metallic raceways shall have a continuous equipment grounding conductor, except raceways containing only detector loop lead-in circuits, circuits under 50 volts and/or fiber optic cable will not be required to include an equipment grounding conductor.
 - 4. Individual conductor splices in handholes shall be soldered and sealed with heat shrink. When necessary to maintain effective equipment grounding, a full cable heat shrink shall be provided over individual conductor heat shrinks.
- (c) The grounding electrode conductor shall be similar to the equipment grounding conductor in color coding (green) and size. The grounding electrode conductor is used to connect the ground rod to the equipment grounding conductor and is bonded to ground rods via exothermic welding, UL listed pressure connectors, and UL listed clamps.

UNDERGROUND RACEWAYS

Effective: May 22, 2002

Revised: July 1, 2015

810.02TS

Revise Article 810.04 of the Standard Specifications to read:

“Installation. All underground conduits shall have a minimum depth of 30-inches (700 mm) below the finished grade.”

Add the following to Article 810.04 of the Standard Specifications:

“All metal conduit installed underground shall be Rigid Steel Conduit unless otherwise indicated on the plans.”

Add the following to Article 810.04 of the Standard Specifications:

“All raceways which extend outside of a structure or duct bank but are not terminated in a cabinet, junction box, pull box, handhole, post, pole, or pedestal shall extend a minimum of 300 mm (12”) or the length shown on the plans beyond the structure or duct bank. The end of this extension shall be capped and sealed with a cap designed for the conduit to be capped.

The ends of rigid metal conduit to be capped shall be threaded, the threads protected with full galvanizing, and capped with a threaded galvanized steel cap.

The ends of rigid nonmetallic conduit and coilable nonmetallic conduit shall be capped with a rigid PVC cap of not less than 3 mm (0.125”) thick. The cap shall be sealed to the conduit using a room-temperature-vulcanizing (RTV) sealant compatible with the material of both the cap and the conduit. A washer or similar metal ring shall be glued to the inside center of the cap with epoxy, and the pull cord shall be tied to this ring.”

HANDHOLES

Effective: January 01, 2002

Revised: July 1, 2018

814.01TS

Description.

Add the following to Section 814 of the Standard Specifications:

All conduits shall enter the handhole at a depth of 30 inches (762 mm) except for the conduits for detector loops when the handhole is less than 5 feet (1.52 m) from the detector loop. All conduit ends should be sealed with a waterproof sealant to prevent the entrance of contaminants into the handhole.

Steel cable hooks shall be coated with hot-dipped galvanization in accordance with AASHTO Specification M111. Hooks shall be a minimum of 1/2 inch (13 mm) diameter with two 90 degree bends and extend into the handhole at least 6 inches (152 mm). Hooks shall be placed a minimum of 12 inches (305 mm) below the lid or lower if additional space is required.

Precast round handholes shall not be used unless called out on the plans.

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The cover of the handhole frame shall be labeled "Traffic Signals" with legible raised letters. Only handholes serving IDOT traffic signal equipment shall have this label. Handhole covers for Red Light Running Cameras shall be labeled "RLRC".

Revise the third paragraph of Article 814.03 of the Standard Specifications to read:

"Handholes shall be constructed as shown on the plans and shall be cast-in-place, or precast concrete units. Heavy duty handholes shall be either cast-in-place or precast concrete units."

Add the following to Article 814.03 of the Standard Specifications:

"(c) Precast Concrete. Precast concrete handholes shall be fabricated according to Article 1042.17. Where a handhole is contiguous to a sidewalk, preformed joint filler of 1/2 inch (13 mm) thickness shall be placed between the handhole and the sidewalk."

Cast-In-Place Handholes.

All cast-in-place handholes shall be concrete, with inside dimensions of 21-1/2 inches (546 mm) minimum. Frames and lid openings shall match this dimension.

For grounding purposes the handhole frame shall have provisions for a 7/16 inch (11 mm) diameter stainless steel bolt cast into the frame. The covers shall have a stainless steel threaded stint extended from the eye hook assembly for the purpose of attaching the grounding conductor to the handhole cover.

The minimum wall thickness for heavy duty hand holes shall be 12 inches (305mm).

Precast Round Handholes.

All precast handholes shall be concrete, with inside dimensions of 30 inches (762mm) diameter. Frames and covers shall have a minimum opening of 26 inches (660mm) and no larger than the inside diameter of the handhole.

For grounding purposes the handhole frame shall have provisions for a 7/16 inch (11 mm) diameter stainless steel bolt cast into the frame. For the purpose of attaching the grounding conductor to the handhole cover, the covers shall either have a 7/16 inch (11 mm) diameter stainless steel bolt cast into the cover or a stainless steel threaded stint extended from an eye hook assembly. A hole may be drilled for the bolt if one cannot be cast into the frame or cover. The head of the bolt shall be flush or lower than the top surface of the cover.

The minimum wall thickness for precast heavy duty hand holes shall be 6 inches (152 mm).

Precast round handholes shall be only produced by an approved precast vendor.

Materials.

Add the following to Section 1042 of the Standard Specifications:

"1042.17 Precast Concrete Handholes. Precast concrete handholes shall be according to Articles 1042.03(a)(c)(d)(e)."

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION

Revised:
DC850.01

Description: This work shall consist of maintaining an existing traffic signal installation that has been designated to remain in operation during construction.

General: This work will be performed according to Section 850 of the "Standard Specifications," the DuPage County DOT Traffic Signal General Requirements DC800.01 Special Provision, and the following:

The Contractor shall provide the Engineer with a 24-hour telephone number for traffic signal maintenance, in accordance with the requirements of the DC800.01 Special Provision. The Contractor, or his representative, shall be available on a 24-hour basis to respond to emergency calls by the Engineer, Traffic Engineer or other parties.

The Contractor shall have electricians on staff with IMSA Level II certification to provide signal maintenance.

Full maintenance responsibility shall start as soon as the Contractor begins any physical work on the contract or any portion thereof.

This item shall include maintenance of all traffic signal equipment at the intersection, including cameras, emergency vehicle pre-emption equipment, traffic counters, detection equipment, traffic signal control equipment, terminal servers, media converters, transit signal priority equipment, flashing beacons, uninterruptable power supply (UPS) and batteries, handholes, lighted signs, radios, modems, master controllers, telephone service installations, communication equipment, communication cables, conduits to adjacent intersections, and other traffic signal equipment. The Contractor shall at all times maintain in stock a sufficient amount of materials and equipment to provide effective temporary and permanent repairs.

The Contractor shall check all controllers every month, which will include opening the cabinet door and visually inspecting all timing intervals, relays, detectors, and pre-emption equipment to ensure that they are functioning properly. This item includes all portions of the emergency vehicle pre-emption system. The Contractor shall not clear equipment log buffers. The Contractor shall not remove any existing documentation from the cabinet; it shall remain in the cabinet and remain property of the County or the agency that owns the cabinet.

The Contractor shall respond to all emergency calls from the County or others according to the Repair Timetable and provide immediate corrective action. When equipment has been damaged or becomes faulty beyond repair, the Contractor shall replace it with new and identical equipment. The cost of furnishing and installing the replaced equipment shall be borne by the Contractor at no additional charge to the County. The Contractor may initiate action to recover damages from a responsible third party. If at any time the Contractor fails to perform all work as specified herein to keep the traffic signal installation in proper operating condition or if the Engineer or Traffic Engineer cannot contact the Contractor's designated personnel, the Traffic Engineer shall have the County's Traffic Signal Maintenance Contractor perform the required maintenance work. The County's Traffic Signal Maintenance Contractor shall bill the Contractor for the total cost of the

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work. The Contractor shall pay this bill within 30 days of the date of receipt of the invoice or the cost of such work will be deducted from the amount due the Contractor. At any time requested, the Contractor shall allow the County's Traffic Signal Maintenance Contractor to open the cabinet and review the operation of the existing traffic signal installation that has been transferred to the Contractor for maintenance.

The Contractor shall provide immediate corrective action when any part of the system fails to function properly. Two far side signal heads facing each approach shall be considered the minimum acceptable signal operation pending permanent repairs. When repairs at a signalized intersection require that the controller be disconnected, and power is available, the Contractor shall place the traffic signal installation on flashing operation. The signals shall flash **RED** for all directions unless a different indication has been specified by the Traffic Engineer. When the signal is flashing **RED** or when the power is out, the Contractor shall be required to place at least 1 STOP sign (R1-1-36) meeting MUTCD requirements at each approach of the intersection as a temporary means of regulating traffic according to the Repair Timetable in the project special provisions. At approaches where a yellow flashing indication is directed by the Traffic Engineer, STOP signs will not be required. The Contractor shall maintain a sufficient number of STOP signs for all the signals under the Contractor's maintenance and have enough spare STOP signs in stock at all times to replace those which may be damaged or stolen.

Traffic signal equipment which is lost or not returned to the County for any reason shall be replaced with new equipment meeting the requirements of the project special provisions. or in the absence of applicable special provisions, meeting the requirements of the Traffic Engineer.

The Contractor shall be responsible for maintaining the hardware and cables related to the County's Ethernet-based signal and ITS communications system, including any Layer II or Layer III switches, video encoders, power supplies, cables, and peripherals, located in the cabinet maintained under this pay item. Routine programming of Video encoders, Layer II and Layer III switches will be maintained by the County's Network Integrator under separate County contract, except as noted in the plans. The Contractor shall provide cabinet access to the Network Integrator as necessary to maintain communications on the County's Ethernet communications network. Any electrical work required to maintain the communications equipment shall be the responsibility of the Contractor.

The Contractor will not be required to pay the energy charges for the operation of the existing traffic signal installation.

The Traffic Engineer may require the Contractor to transfer maintenance of a signal back to the County's Traffic Signal Maintenance Contractor (or other electrical contractor) for a short time. This may become necessary due to other signal projects in the area, or if the County needs to perform work at the signal. Any costs incurred by the Contractor for maintenance transfer inspections of this type shall be included in cost of pay item MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION.

Temporary replacement of damaged or knockdown of a mast arm pole assembly shall require construction of a full or partial span wire signal installation or other method approved by the Traffic Engineer.

Maintenance will not include Automatic Traffic Enforcement equipment, e.g. red light enforcement cameras, detectors, or peripheral equipment. If present, this equipment is operated and

maintained by the local municipality and should be de-activated while the traffic signal is on Contractor maintenance.

Basis of Payment: This work shall be paid for at the Contract unit price each for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION. Each intersection will be paid for separately. If two intersections are operated by one traffic signal controller, it shall be considered as one intersection for the purposes of this pay item.

ELECTRIC CABLE

Revised: January 1, 2021
DC873.01

Description: This work shall consist of furnishing and installing an electric cable of the type, size and number of conductors specified.

Materials: The electric cable shall meet the requirements of Article 1076.04 of the “Standard Specifications” and the following:

Signal Cable: The conductors for signal cable shall be limited to No. 14 AWG solid copper.

Service Cable: The service cable may be either single or multiple conductor cable.

The electric service cable and grounding cable shall have an XLP jacket.

All other cable jackets shall be polyvinyl chloride, meeting the requirements of IMSA 19-1 or IMSA 20-1.

The jacket color for signal cable shall be black.

The jacket color for lead-in and communications cable shall be gray.

All cabling between the signal cabinet and the signal heads shall signal cable.

Heat shrink splices shall be used according to the District 1 “Standard Traffic Signal Design Details” as shown on the plans.

General: This work shall be performed according to Section 873 of the “Standard Specifications”.

Method of Measurement: Electric Cable will be measured for payment in feet according to Article 873.05 of the “Standard Specifications”.

Basis of Payment: This work will be paid for at the contract unit price per foot for ELECTRIC CABLE, of the method of installation (IN TRENCH, IN CONDUIT, or AERIAL SUSPENDED), of the type, size and number of conductors or pairs specified.

ACCESSIBLE PEDESTRIAN SIGNALS

Revised:
DC888.02

Description: This work shall consist of furnishing and installing pedestrian push button accessible pedestrian signals (APS) type. Each APS shall consist of an interactive vibrotactile pedestrian pushbutton with speaker, an informational sign, a light emitting diode (LED) indicator light, a solid state electronic control board, a power supply, wiring, and mounting hardware. The

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APS shall meet the requirements of the MUTCD and Sections 801 and 888 of the Standard Specifications, except as modified herein.

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

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

Audible Indications: A pushbutton locator tone shall sound at each pushbutton with volume settings a maximum of 5 dBA louder than ambient sound.

Buttons shall be programmed to generate an audible walk indication with a speech walk message regardless of their placement. All buttons shall also be capable of producing a user-selectable audible percussive tone, repeating at 8 to 10 ticks per second with a dominant frequency of 880 Hz.

A clear, verbal message shall be used to communicate the pedestrian walk interval. This message shall sound throughout the WALK interval only. The verbal message shall be modeled after: "Street Name." Walk Sign is on to cross "Street Name." No other messages shall be used to denote the WALK interval.

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

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

A red LED indicator shall be located on or near the pushbutton which, when activated, acknowledges the pedestrian's request to cross the street. The recorded messages and roadway designations shall be confirmed with the engineer and included with submitted product data.

Signage. The MUTCD sign R10-3e shall be located immediately above the pedestrian pushbutton and parallel to the crosswalk controlled by the pushbutton.



R10-3e

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

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

Training. The Contractor shall provide APS onsite training for Agency personnel and person(s) or group that requested the installation of the APS. APS features and operation shall be demonstrated during the training. The training shall be presented by the APS equipment supplier. Time, date, and location of the training and demonstration shall be coordinated with the Engineer.

Cabinet Control Unit: APS system shall include a central control unit installed in the traffic signal cabinet. The central control unit shall allow for a single point of configuration for all APS wired into a signal control cabinet. Use of Pedestrian signal head control modules shall not be allowed.

Basis of Payment: This work will be paid for at the contract unit price each for a pedestrian push button, ACCESSIBLE PEDESTRIAN SIGNALS type and shall include furnishing, installation, mounting hardware, message programming, and training.

CONCRETE FOUNDATION

Revised: November 1, 2021
DC878.01

Description: This work shall consist of constructing a concrete foundation for a traffic signal post, controller base, or mast arm at locations shown on the plans and/or as directed by the Traffic Engineer.

General: This work shall be performed according to Section 878 of the "Standard Specifications" and the following:

All anchor bolts shall be according to Article 1006.09 of the "Standard Specifications", except all anchor bolts shall be hot dipped galvanized the full length of the anchor bolt including the hook.

No foundation is to be poured until the Engineer observes the depth of the excavation and the forms. Foundations shall be round in shape and constructed to a diameter stated herein and in the highway standards. No smaller diameter shall be allowed unless prior approval is granted by the Traffic Engineer.

Concrete Foundations, Type A for Traffic Signal Posts shall provide anchor bolts with the bolt pattern specified within the District 1 "Standard Traffic Signal Design Details" as shown on the plans. All Type A foundations shall be a minimum of 48 inches deep. Type A foundations for traffic signal posts and electrical service installations shall be constructed with 24 inch diameter, unless a different diameter is indicated in the plans.

Concrete Foundations, Type A, 12-inch diameter are to be installed for pedestrian signal posts when indicated in the plans, or as directed by the Engineer.

Concrete Foundations, Type C (Special) for Traffic Signal Cabinets with Uninterruptable Power Supply (UPS / Battery Back-Up) cabinet installations shall constructed be according to the latest version of IDOT Standard 878001, except as modified herein. The constructed foundation shall be a minimum of 48 inches long by 31 inches wide, and shall have a minimum depth of 48 inches.

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An integral concrete pad foundation for the UPS cabinet shall be constructed a minimum of 31 inches long by 20 inches wide by 10 inches deep. The UPS cabinet pad foundation shall be integral to the side of the signal cabinet foundation, and shall be constructed on the same side as the signal cabinet power panel. Anchor bolts shall be provided and spaced according to the cabinet manufacturer's specifications. The conduits shall be the number and size as shown in the plans and placed at minimum depth of 30 inches. An L-Shaped concrete apron shall be constructed along the entire front of the signal cabinet foundation, the entire side of the UPS cabinet foundation, and the entire front of the UPS cabinet foundation. This concrete apron shall be a minimum of 36 inches wide by five inches deep. Perpendicular grooves shall be installed in each direction in the concrete apron according to Article 424.06 of the "Standard Specifications", beginning at the interior corner of the L shaped apron.

Concrete Foundations, Type D for Traffic Signal Cabinets shall be constructed according to the latest version of IDOT Standard 878001, except as modified herein. The constructed foundation shall be a minimum of 48 inches long by 31 inches wide, and shall have a minimum depth of 48 inches. Anchor bolts shall be provided and spaced according to the cabinet manufacturer's specifications. The conduits shall be the number and size as shown in the plans and placed at minimum depth of 30 inches. The concrete apron at the signal cabinet shall be constructed a minimum of 36 inches wide by 48 inches long by five inches deep.

Concrete Foundations, Type E for Mast Arm and Combination Mast Arm Poles shall be constructed according to the latest version of IDOT Standard 878001. The foundation shall be 15 feet deep, except when deeper foundations are called for in IDOT Standard 878001 or in the plans. Shorter foundation depths, will not be accepted, even when indicated in the plans.

The Engineer shall approve the foundation excavation prior to placing any concrete.

Basis of Payment: This work will be paid for at the contract unit price per foot of depth for CONCRETE FOUNDATION, of the type specified.

HANDHOLE TO BE ADJUSTED

Description. This item shall consist of rebuilding and bringing to grade a cast in place or preformed handhole at a location shown on the plans or as determined by the Engineer. The work shall consist of removing the handhole frame and cover and the walls of the handhole to a depth of eight (8) inches below the finished grade. Care shall be taken not to damage existing cables or conduit.

Upon completion of the above work, four (4) holes, four (4) inches in depth and, one half (1/2)-inch in diameter, shall be vertically drilled into the remaining concrete; one hole centered on each of the four handhole walls. Four (4) No. 3 steel dowels, eight (8) inches in length, shall be furnished and shall be installed in the drilled holes with a masonry epoxy.

All concrete debris shall be removed from the right-of-way to a location approved by the Engineer.

The area adjacent to each side of the handhole shall be excavated to allow forming. All steel hooks, handhole frame, cover, and concrete shall be provided to construct a rebuilt handhole according to applicable portions of Section 814 and Section 1088.06 of the Standard Specifications. (The existing frame and cover shall be replaced if it was damaged during removal)

or as determined by the Engineer). The frame and cover shall be installed at the proposed finish grade.

Basis of Payment. This work shall be paid for at the contract unit price each for HANDHOLE TO BE ADJUSTED.

PEDESTRIAN SIGNAL POST

Effective: January 1, 2020

Revised:
875.02TS

Description.

This work shall consist of furnishing and installing a metal pedestrian signal post. All installations shall meet the requirements of the "District One Standard Traffic Signal Design Details".

Materials.

General. The pedestrian signal post shall be designed to support the traffic signal loading shown on the plans. The design and fabrication shall be according to the Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, as published by AASHTO.

Post. The post shall be made of steel or aluminum and have an outside diameter of 4 1/2 in. The post shall be threaded for assembly to the base. Aluminum posts shall be according to the specifications for Schedule 80 aluminum pipe. Steel posts shall be according to the specifications for Schedule 40 steel pipe.

Base. The base of a steel post shall be cast iron. The base of an aluminum post shall be aluminum. The base shall be threaded for the attachment to the threaded post. The base shall be approximately 10 in. high and 6 3/4 in. square at the bottom. The bottom of the base shall be designed to accept four 5/8 in. diameter anchor rods evenly spaced in a 6 in. diameter circle. The base shall be true to pattern, with sharp clean cutting ornamentation, and equipped with access doors for cable handling. The door shall be fastened to the base with stainless steel screws. A grounding lug shall be provided inside the base.

Anchor Rods. The anchor rods shall be 5/8 in. in diameter and 16 in. long and shall be according to Article 1006.09. The anchor rods shall be threaded approximately 6 in. at one end and have a bend at the other end. The first 12 in. at the threaded end shall be galvanized. One each galvanized nut and trapezoidal washer shall be furnished with each anchor rod. The washer shall be properly sized to fully engage and sit flush on all sides of the slot of the base plate.

The aluminum post and base shall be drilled at the third points around the diameter and 1/4 in. by 2 in. stainless steel bolts shall be inserted to prevent the post from turning and wobbling.

Finish. The steel post, steel post cap and the cast iron base shall be hot-dipped galvanized according to AASHTO M 111. If the Department approves painting, powder coating by the

manufacturer will be required over the galvanization in accordance with 851.01TS TRAFFIC SIGNAL PAINTING Special Provisions. If the post and the base are threaded after the galvanization, the bare exposed metal shall be immediately cleaned to remove all cutting solvents and oils, and then spray painted with two coats of an approved galvanized paint.

The aluminum post shall have a natural finish, 100 grit or finer.

Installation.

The pedestrian signal post shall be erected plumb, securely bolted to a concrete foundation, and grounded to a ground rod according to the details shown on the plans. No more than 3/4 in. of the post threads shall protrude above the base.

A post cap shall be furnished and installed on the top of the post. The post cap shall match the material of the post. The Contractor shall apply an anti-seize paste compound on all nuts and bolts prior to assembly.

Prior to the assembly, the Contractor shall apply two additional coats of galvanized paint on the threads of the post and the base. The Contractor shall use a fabric post tightener to screw the post to the base.

Basis of Payment.

This work will be paid for at the contract unit price per each for PEDESTRIAN SIGNAL POST, of the length specified.

LIGHT EMITTING DIODE (LED) PEDESTRIAN SIGNAL HEAD

Effective: May 22, 2002

Revised: July 1, 2015

881.01TS

Add the following to the third paragraph of Article 881.03 of the Standard Specifications:

No mixing of different types of pedestrian traffic signals or displays will be permitted.

Add the following to Article 881.03 of the Standard Specifications:

(a) Pedestrian Countdown Signal Heads.

- (1) Pedestrian Countdown Signal Heads shall not be installed at signalized intersections where traffic signals and railroad warning devices are interconnected.
- (2) Pedestrian Countdown Signal Heads shall be 16 inch (406mm) x 18 inch (457mm), for single units with glossy yellow or black polycarbonate housings. All pedestrian head housings shall be the same color (yellow or black) at the intersection. For new signalized intersections and existing signalized intersections where all pedestrian heads are being replaced, the proposed head housings shall be black. Where only selected heads are being replaced, the proposed head housing color (yellow or black) shall match existing head housings. Connecting hardware and mounting brackets shall be polycarbonate (black). A corrosion resistant anti-seize lubricant shall be applied to all metallic mounting bracket joints, and shall be visible to the inspector at the signal turn-on.

TRAFFIC SIGNAL SPECIAL PROVISIONS
2025 SIDEWALK IMPROVEMENTS
SEC. 23- SDWLK-07-SW

- (3) Each pedestrian signal LED module shall be fully MUTCD compliant and shall consist of double overlay message combining full LED symbols of an Upraised Hand and a Walking Person. "Egg Crate" type sun shields are not permitted. Numerals shall measure 9 inches (229mm) in height and easily identified from a distance of 120 feet (36.6m).

Materials.

Add the following to Article 1078.02 of the Standard Specifications:

General.

1. The module shall operate in one mode: Clearance Cycle Countdown Mode Only. The countdown module shall display actual controller programmed clearance cycle and shall start counting when the flashing clearance signal turns on and shall countdown to "0" and turn off when the steady Upraised Hand (symbolizing Don't Walk) signal turns on. Module shall not have user accessible switches or controls for modification of cycle.
2. At power on, the module shall enter a single automatic learning cycle. During the automatic learning cycle, the countdown display shall remain dark.
3. The module shall re-program itself if it detects any increase or decrease of Pedestrian Timing. The counting unit will go blank once a change is detected and then take one complete pedestrian cycle (with no counter during this cycle) to adjust its buffer timer.
4. If the controller preempts during the Walking Person (symbolizing Walk), the countdown will follow the controller's directions and will adjust from Walking Person to flashing Upraised Hand. It will start to count down during the flashing Upraised Hand.
5. If the controller preempts during the flashing Upraised Hand, the countdown will continue to count down without interruption.
6. The next cycle, following the preemption event, shall use the correct, initially programmed values.
7. If the controller output displays Upraised Hand steady condition and the unit has not arrived to zero or if both the Upraised Hand and Walking Person are dark for some reason, the unit suspends any timing and the digits will go dark.
8. The digits will go dark for one pedestrian cycle after loss of power of more than 1.5 seconds.
9. The countdown numerals shall be two (2) "7 segment" digits forming the time display utilizing two rows of LEDs.
10. The LED module shall meet the requirements of the Institute of Transportation Engineers (ITE) LED purchase specification, "Pedestrian Traffic Control Signal Indications - Part 2: LED Pedestrian Traffic Signal Modules," or applicable successor ITE specifications, except as modified herein.
11. The LED modules shall provide constant light output under power. Modules with dimming capabilities shall have the option disabled or set on a non-dimming operation.

12. In the event of a power outage, light output from the LED modules shall cease instantaneously.

13. The LEDs utilized in the modules shall be AlInGaP technology for Portland Orange (Countdown Numerals and Upraised Hand) and GaN technology for Lunar White (Walking Person) indications.

14. The individual LEDs shall be wired such that a catastrophic loss or the failure of one or more LED will not result in the loss of the entire module.

Basis of Payment.

Add the following to the first paragraph of Article 881.04 of the Standard Specifications:

The price shall include furnishing the equipment described above, all mounting hardware and installing them in satisfactory operating condition.

Add the following to Article 881.04 of the Standard Specifications:

If the work consists of retrofitting an existing polycarbonate pedestrian signal head and pedestrian countdown signal head with light emitting diodes (LEDs), it will be paid for as a PEDESTRIAN SIGNAL HEAD, LED, RETROFIT, of the type specified, and of the particular kind of material, when specified. Price shall be payment in full for furnishing the equipment described above including LED modules, all mounting hardware, and installing them in satisfactory operating condition.

RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM

Effective: May 22, 2002

Revised: July 1, 2015

800.03TS

Description.

This work shall consist of re-optimizing a closed loop traffic signal system according to the following Levels of work.

LEVEL I applies when improvements are made to an existing signalized intersection within an existing closed loop traffic signal system. The purpose of this work is to integrate the improvements to the subject intersection into the signal system while minimizing the impacts to the existing system operation. This type of work would be commonly associated with the addition of signal phases, pedestrian phases, or improvements that do not affect the capacity at an intersection.

LEVEL II applies when improvements are made to an existing signalized intersection within an existing closed loop traffic signal system and detailed analysis of the intersection operation is desired by the engineer, or when a new signalized or existing signalized intersection is being added to an existing system, but optimization of the entire system is not required. The purpose of this work is to optimize the subject intersection, while integrating it into the existing signal system with limited impact to the system operations. This item also includes an evaluation of the overall system operation, including the traffic responsive program.

TRAFFIC SIGNAL SPECIAL PROVISIONS
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SEC. 23- SDWLK-07-SW

For the purposes of re-optimization work, an intersection shall include all traffic movements operated by the subject controller and cabinet.

After the signal improvements are completed, the signal shall be re-optimized as specified by an approved Consultant who has previous experience in optimizing Closed Loop Traffic Signal Systems for District One of the Illinois Department of Transportation. The Contractor shall contact the Traffic Signal Engineer at (847) 705-4424 for a listing of approved Consultants. Traffic signal system optimization work, including fine-tuning adjustments of the optimized system, shall follow the requirements stated in the most recent IDOT District 1 SCAT Guidelines, except as note herein.

A listing of existing signal equipment, interconnect information, phasing data, and timing patterns may be obtained from the Department, if available and as appropriate. The existing SCAT Report is available for review at the District One office and if the Consultant provides blank computer discs, copies of computer simulation files for the existing optimized system and a timing database will be made for the Consultant. The Consultant shall confer with the Traffic Signal Engineer prior to optimizing the system to determine if any extraordinary conditions exist that would affect traffic flows in the vicinity of the system, in which case, the Consultant may be instructed to wait until the conditions return to normal or to follow specific instructions regarding the optimization.

(a) LEVEL I Re-Optimization

1. The following tasks are associated with LEVEL I Re-Optimization.
 - a. Appropriate signal timings shall be developed for the subject intersection and existing timings shall be utilized for the rest of the intersections in the system.
 - b. Proposed signal timing plan for the modified intersection(s) shall be forwarded to IDOT for review prior to implementation.
 - c. Consultant shall conduct on-site implementation of the timings at the turn-on and make fine-tuning adjustments to the timings of the subject intersection in the field to alleviate observed adverse operating conditions and to enhance operations. The consultant shall respond to IDOT comments and public complaints for a minimum period of 60 days from date of timing plan implementation.
2. The following deliverables shall be provided for LEVEL I Re-Optimization.
 - a. Consultant shall furnish to IDOT a cover letter describing the extent of the re-optimization work performed.
 - b. Consultant shall furnish an updated intersection graphic display for the subject intersection to IDOT and to IDOT's Traffic Signal Maintenance Contractor.

(b) LEVEL II Re-Optimization

1. In addition to the requirements described in the LEVEL I Re-Optimization above, the following tasks are associated with LEVEL II Re-Optimization.
 - a. Traffic counts shall be taken at the subject intersection(s) after the traffic signals are approved for operation by the Area Traffic Signal Operations Engineer. Manual turning movement counts shall be conducted from 6:30 a.m. to 9:30 a.m., 11:00 a.m. to 1:00 p.m., and 3:30 p.m. to 6:30 p.m. on a typical weekday from midday Monday to midday Friday and on a Saturday and/or Sunday, as directed by the Engineer, to account for special traffic generators such as shopping centers, educational institutes

- and special event facilities. The turning movement counts shall identify cars, and single-unit, multi-unit heavy vehicles, and transit buses.
- b. As necessary, the intersection(s) shall be re-addressed and all system detectors reassigned in the master controller according to the current standard of District One.
 - c. Traffic responsive program operation shall be evaluated to verify proper pattern selection and lack of oscillation and a report of the operation shall be provided to IDOT.
2. The following deliverables shall be provided for LEVEL II Re-Optimization.
- a. Consultant shall furnish to IDOT one (1) copy of a technical memorandum for the optimized system. The technical memorandum shall include the following elements:
 - (1) Brief description of the project
 - (2) Printed copies of the analysis output from Synchro (or other appropriate, approved optimization software file)
 - (3) Printed copies of the traffic counts conducted at the subject intersection
 - b. Consultant shall furnish to IDOT two (2) CDs for the optimized system. The CDs shall include the following elements:
 - (1) Electronic copy of the technical memorandum in PDF format
 - (2) Revised Synchro files (or other appropriate, approved optimization software file) including the new signal and the rest of the signals in the closed loop system
 - (3) Traffic counts conducted at the subject intersection(s)
 - (4) New or updated intersection(s) graphic display file for the subject intersection(s)
 - (5) The CD shall be labeled with the IDOT system number and master location, as well as the submittal date and the consultant logo. The CD case shall include a clearly readable label displaying the same information securely affixed to the side and front.

Basis of Payment.

This work shall be paid for at the contract unit price each for RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM – LEVEL I or RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM – LEVEL II, which price shall be payment in full for performing all work described herein per intersection. Following completion of the timings and submittal of specified deliverables, 100 percent of the bid price will be paid. Each intersection will be paid for separately.

TRAFFIC SIGNAL POST

Effective: May 22, 2002

Revised: July 14, 2021

875.01TS

Revise Article 1077.01 (c) of the Standard Specifications to read:

- (c) Anchor Rods. The anchor rods shall be a minimum of 5/8 in. in diameter and 16 in. long and shall be according to Article 1006.09. The anchor rods shall be threaded approximately 6 in. at one end and have a bend at the other end. The first 12 in. at the threaded end shall be galvanized. One each galvanized nut and trapezoidal washer shall be furnished with each anchor rod. The washer shall be properly sized to fully engage and sit flush on all sides of the slot of the base plate.

TRAFFIC SIGNAL SPECIAL PROVISIONS
2025 SIDEWALK IMPROVEMENTS
SEC. 23- SDWLK-07-SW

Revise the first sentence of Article 1077.01 (d) of the Standard Specifications to read:

All posts shall be steel and bases shall be cast iron. All posts and bases shall be hot dipped galvanized according to AASHTO M 111. If the Department approves painting, powder coating by the manufacturer will be required over the galvanization in accordance with 851.01TS TRAFFIC SIGNAL PAINTING Special Provisions.





Illinois Environmental Protection Agency

1021 North Grand Avenue East • P.O. Box 19276 • Springfield • Illinois • 62794-9276 • (217) 782-3397

Uncontaminated Soil Certification by Licensed Professional Engineer or Licensed Professional Geologist for Use of Uncontaminated Soil as Fill in a CCDD or Uncontaminated Soil Fill Operation LPC-663

Revised in accordance with 35 Ill. Adm. Code 1100, as amended by PCB R2012-009 (eff. Aug. 27, 2012)

This certification form is to be used by professional engineers and professional geologists to certify, pursuant to 35 Ill. Adm. Code 1100.205(a)(1)(B), that soil (i) is uncontaminated soil and (ii) is within a pH range of 6.26 to 9.0. If you have questions about this form, please telephone the Bureau of Land Permit Section at 217/524-3300.

This form may be completed online, saved locally, printed and signed, and submitted to prospective clean construction or demolition debris (CCDD) fill operations or uncontaminated soil fill operations.

I. Source Location Information

(Describe the location of the source of the uncontaminated soil)

Project Name: 2023 Sidewalk Improvements- College Rd Office Phone Number, if available: _____

Physical Site Location (address, including number and street):

The western parkway of College Road from Abbeywood Dr to the Benedictine University Entrance

City: Lisle State: IL Zip Code: 60532

County: DuPage Township: _____

Lat/Long of approximate center of site in decimal degrees (DD.ddddd) to five decimal places (e.g., 40.67890, -90.12345):

Latitude: 41.77344 Longitude: -88.09578
(Decimal Degrees) (-Decimal Degrees)

Identify how the lat/long data were determined:

GPS Map Interpolation Photo Interpolation Survey Other

IEPA Site Number(s), if assigned: BOL: _____ BOW: _____ BOA: _____

Approximate Start Date (mm/dd/yyyy): _____ Approximate End Date (mm/dd/yyyy): _____

Estimated Volume of debris (cu. Yd.): _____

II. Owner/Operator Information for Source Site

Site Owner

Name: DuPage County Division of Transportation

Street Address: 421 North County Farm Road

PO Box: _____

City: Wheaton State: IL

Zip Code: 60187 Phone: 630-407-6900

Contact: William Eidson

Email, if available: william.eidson@dupageco.org

Site Operator

Name: DuPage County Division of Transportation

Street Address: 421 North County Farm Road

PO Box: _____

City: Wheaton State: IL

Zip Code: 60187 Phone: 630-407-6900

Contact: William Eidson

Email, if available: william.eidson@dupageco.org

This Agency is authorized to require this information under Section 4 and Title X of the Environmental Protection Act (415 ILCS 5/4, 5/39). Failure to disclose this information may result in: a civil penalty of not to exceed \$50,000 for the violation and an additional civil penalty of not to exceed \$10,000 for each day during which the violation continues (415 ILCS 5/42). This form has been approved by the Forms Management Center.

Uncontaminated Soil Certification

III. Basis for Certification and Attachments

For each item listed below, reference the attachments to this form that provide the required information.

a. A Description of the soil sample points and how they were determined to be sufficient in number and appropriately located 35 Ill. Adm. Code 1100.610(a)]:

Based on laboratory analytical data evaluated for this project, soil borings SB-5, SB-6 and SB-7 are considered to be uncontaminated and were located at appropriate intervals within the project site. See the attached map of advanced soil borings

b. Analytical soil testing results to show that soil chemical constituents comply with the maximum allowable concentrations established pursuant to 35 Ill. Adm. Code Part 1100, Subpart F and that the soil pH is within the range of 6.25 to 9.0, including the documentation of chain of custody control, a copy of the lab analysis; the accreditation status of the laboratory performing the analysis; and certification by an authorized agent of the laboratory that the analysis has been performed in accordance with the Agency's rules for the accreditation of environmental and the scope of the accreditation [35 Ill. Adm. Code 1100.201 (g), 1100.205(a), 1100.610]:

See the attached map of advanced soil borings and laboratory analytical report for this project

IV. Certification Statement, Signature and Seal of Licensed Professional Engineer or Licensed Professional Geologist

I, Don Palmer (name of licensed professional engineer or geologist) certify under penalty of law that the information submitted, including but not limited to, all attachments and other information, is to the best of my knowledge and belief, true, accurate and complete. In accordance with the Environmental Protection Act [415 ILCS 5/22.51 or 22.51a] and 35 Ill. Adm. Code 1100.205(a), I certify that the soil from this site is uncontaminated soil. I also certify that the soil pH is within the range of 6.25 to 9.0. In addition, I certify that the soil has not been removed from the site as part of a cleanup or removal of contaminants. All necessary documentation is attached.

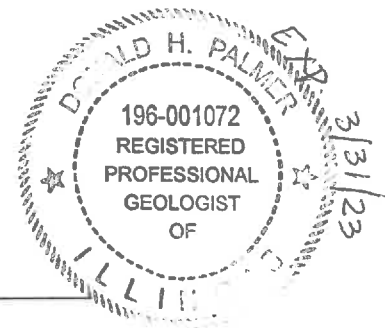
Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h))

Company Name: Baxter & Woodman INC.
Street Address: 8678 Ridgefield Road
City: Crystal Lake State: IL Zip Code: 60012
Phone: 815-459-1260

Don Palmer
Printed Name:

Donald A Palmer
Licensed Professional Engineer or
Licensed Professional Geologist Signature:

2/7/23
Date:



P.E or L.P.G. Seal:



Illinois Environmental Protection Agency

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Uncontaminated Soil Certification by Licensed Professional Engineer or Licensed Professional Geologist for Use of Uncontaminated Soil as Fill in a CCDD or Uncontaminated Soil Fill Operation LPC-663

Revised in accordance with 35 Ill. Adm. Code 1100, as amended by PCB R2012-009 (eff. Aug. 27, 2012)

This certification form is to be used by professional engineers and professional geologists to certify, pursuant to 35 Ill. Adm. Code 1100.205(a)(1)(B), that soil (i) is uncontaminated soil and (ii) is within a pH range of 6.26 to 9.0. If you have questions about this form, please telephone the Bureau of Land Permit Section at 217/524-3300.

This form may be completed online, saved locally, printed and signed, and submitted to prospective clean construction or demolition debris (CCDD) fill operations or uncontaminated soil fill operations.

I. Source Location Information

(Describe the location of the source of the uncontaminated soil)

Project Name: 2023 Sidewalk Improvements- County Farm Rd Office Phone Number, if available: _____

Physical Site Location (address, including number and street):

The western parkway of County Farm Rd from Lawrence Ave to Stairway Dr

City: Hanover Park State: IL Zip Code: 60133

County: DuPage Township: Wayne

Lat/Long of approximate center of site in decimal degrees (DD.ddddd) to five decimal places (e.g., 40.67890, -90.12345):

Latitude: 41.96324 Longitude: -88.15181
(Decimal Degrees) (-Decimal Degrees)

Identify how the lat/long data were determined:

GPS Map Interpolation Photo Interpolation Survey Other

IEPA Site Number(s), if assigned: BOL: _____ BOW: _____ BOA: _____

Approximate Start Date (mm/dd/yyyy): _____ Approximate End Date (mm/dd/yyyy): _____

Estimated Volume of debris (cu. Yd.): _____

II. Owner/Operator Information for Source Site

Site Owner

Name: DuPage County Division of Transportation

Street Address: 421 North County Farm Road

PO Box: _____

City: Wheaton State: IL

Zip Code: 60187 Phone: 630-407-6900

Contact: William Eidson

Email, if available: william.eidson@dupageco.org

Site Operator

Name: DuPage County Division of Transportation

Street Address: 421 North County Farm Road

PO Box: _____

City: Wheaton State: IL

Zip Code: 60187 Phone: 630-407-6900

Contact: William Eidson

Email, if available: william.eidson@dupageco.org

This Agency is authorized to require this information under Section 4 and Title X of the Environmental Protection Act (415 ILCS 5/4, 5/39). Failure to disclose this information may result in: a civil penalty of not to exceed \$50,000 for the violation and an additional civil penalty of not to exceed \$10,000 for each day during which the violation continues (415 ILCS 5/42). This form has been approved by the Forms Management Center.



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Uncontaminated Soil Certification by Licensed Professional Engineer or Licensed Professional Geologist for Use of Uncontaminated Soil as Fill in a CCDD or Uncontaminated Soil Fill Operation LPC-663

Revised in accordance with 35 Ill. Adm. Code 1100, as amended by PCB R2012-009 (eff. Aug. 27, 2012)

This certification form is to be used by professional engineers and professional geologists to certify, pursuant to 35 Ill. Adm. Code 1100.205(a)(1)(B), that soil (i) is uncontaminated soil and (ii) is within a pH range of 6.26 to 9.0. If you have questions about this form, please telephone the Bureau of Land Permit Section at 217/524-3300.

This form may be completed online, saved locally, printed and signed, and submitted to prospective clean construction or demolition debris (CCDD) fill operations or uncontaminated soil fill operations.

I. Source Location Information

(Describe the location of the source of the uncontaminated soil)

Project Name: 2023 Sidewalk Improvements- Raymond Dr Office Phone Number, if available: _____

Physical Site Location (address, including number and street):

The western parkway of Raymond Drive from Crystal Ave to the existing sidewalk just past 1347

City: Naperville State: IL Zip Code: 60563

County: DuPage Township: _____

Lat/Long of approximate center of site in decimal degrees (DD.ddddd) to five decimal places (e.g., 40.67890, -90.12345):

Latitude: 41.79822 Longitude: -88.18927
(Decimal Degrees) (-Decimal Degrees)

Identify how the lat/long data were determined:

GPS Map Interpolation Photo Interpolation Survey Other

IEPA Site Number(s), if assigned: BOL: _____ BOW: _____ BOA: _____

Approximate Start Date (mm/dd/yyyy): _____ Approximate End Date (mm/dd/yyyy): _____

Estimated Volume of debris (cu. Yd.): _____

II. Owner/Operator Information for Source Site

Site Owner

Name: DuPage County Division of Transportation

Street Address: 421 North County Farm Road

PO Box: _____

City: Wheaton State: IL

Zip Code: 60187 Phone: 630-407-6900

Contact: William Eidson

Email, if available: william.eidson@dupageco.org

Site Operator

Name: DuPage County Division of Transportation

Street Address: 421 North County Farm Road

PO Box: _____

City: Wheaton State: IL

Zip Code: 60187 Phone: 630-407-6900

Contact: William Eidson

Email, if available: william.eidson@dupageco.org

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Uncontaminated Soil Certification

III. Basis for Certification and Attachments

For each item listed below, reference the attachments to this form that provide the required information.

a. A Description of the soil sample points and how they were determined to be sufficient in number and appropriately located 35 Ill. Adm. Code 1100.610(a):

Based on laboratory analytical data evaluated for this project, soil boring SB-10 is considered to be uncontaminated and was located at appropriate intervals within the project site. See the attached map of advanced soil borings

b. Analytical soil testing results to show that soil chemical constituents comply with the maximum allowable concentrations established pursuant to 35 Ill. Adm. Code Part 1100, Subpart F and that the soil pH is within the range of 6.25 to 9.0, including the documentation of chain of custody control, a copy of the lab analysis; the accreditation status of the laboratory performing the analysis; and certification by an authorized agent of the laboratory that the analysis has been performed in accordance with the Agency's rules for the accreditation of environmental and the scope of the accreditation [35 Ill. Adm. Code 1100.201 (g), 1100.205(a), 1100.610]:

See the attached map of advanced soil borings and laboratory analytical report for this project

IV. Certification Statement, Signature and Seal of Licensed Professional Engineer or Licensed Professional Geologist

I, Don Palmer (name of licensed professional engineer or geologist) certify under penalty of law that the information submitted, including but not limited to, all attachments and other information, is to the best of my knowledge and belief, true, accurate and complete. In accordance with the Environmental Protection Act [415 ILCS 5/22.51 or 22.51a] and 35 Ill. Adm. Code 1100.205(a), I certify that the soil from this site is uncontaminated soil. I also certify that the soil pH is within the range of 6.25 to 9.0. In addition, I certify that the soil has not been removed from the site as part of a cleanup or removal of contaminants. All necessary documentation is attached.

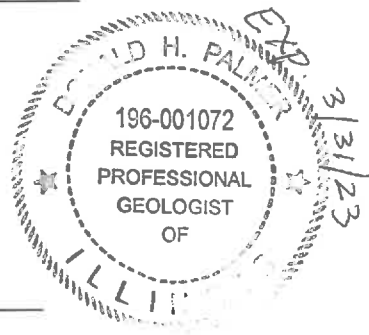
Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h))

Company Name: Baxter & Woodman INC.
Street Address: 8678 Ridgefield Road
City: Crystal Lake State: IL Zip Code: 60012
Phone: 815-459-1260

Don Palmer
Printed Name:

Donald H. Palmer
Licensed Professional Engineer or
Licensed Professional Geologist Signature:

2/7/23
Date:



P.E or L.P.G. Seal:



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This form may be completed online, saved locally, printed and signed, and submitted to prospective clean construction or demolition debris (CCDD) fill operations or uncontaminated soil fill operations.

I. Source Location Information

(Describe the location of the source of the uncontaminated soil)

Project Name: 2023 Sidewalk Improvements- Wehrli Rd Office Phone Number, if available: _____

Physical Site Location (address, including number and street):

The eastern parkway of Wehrli Rd from 1256 to the existing sidewalk just past 8S265

City: Naperville State: IL Zip Code: 60540

County: DuPage Township: _____

Lat/Long of approximate center of site in decimal degrees (DD.ddddd) to five decimal places (e.g., 40.67890, -90.12345):

Latitude: 41.75126 Longitude: -88.10354
(Decimal Degrees) (-Decimal Degrees)

Identify how the lat/long data were determined:

GPS Map Interpolation Photo Interpolation Survey Other

IEPA Site Number(s), if assigned: BOL: _____ BOW: _____ BOA: _____

Approximate Start Date (mm/dd/yyyy): _____ Approximate End Date (mm/dd/yyyy): _____

Estimated Volume of debris (cu. Yd.): _____

II. Owner/Operator Information for Source Site

Site Owner

Name: DuPage County Division of Transportation

Street Address: 421 North County Farm Road

PO Box: _____

City: Wheaton State: IL

Zip Code: 60187 Phone: 630-407-6900

Contact: William Eidson

Email, if available: william.eidson@dupageco.org

Site Operator

Name: DuPage County Division of Transportation

Street Address: 421 North County Farm Road

PO Box: _____

City: Wheaton State: IL

Zip Code: 60187 Phone: 630-407-6900

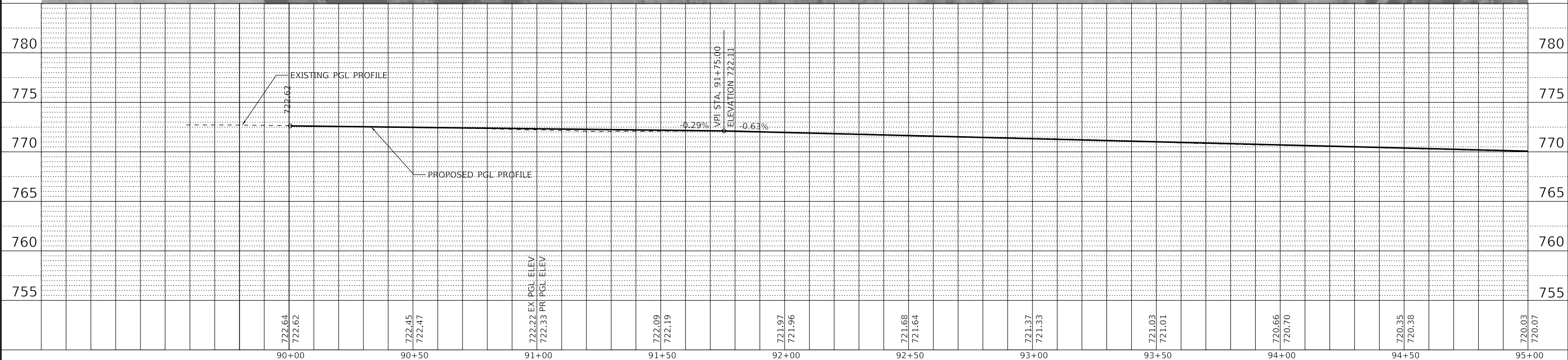
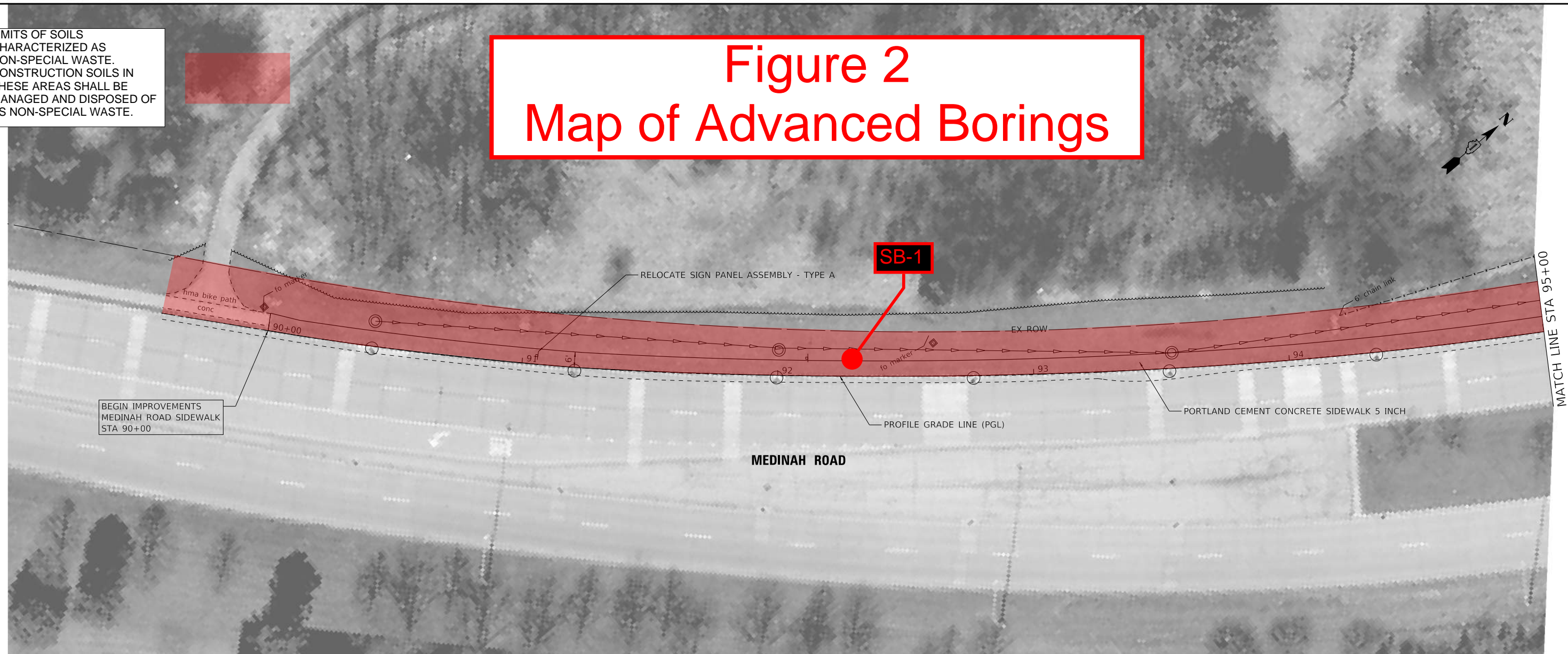
Contact: William Eidson

Email, if available: william.eidson@dupageco.org

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LIMITS OF SOILS CHARACTERIZED AS NON-SPECIAL WASTE. CONSTRUCTION SOILS IN THESE AREAS SHALL BE MANAGED AND DISPOSED OF AS NON-SPECIAL WASTE.

Figure 2 Map of Advanced Borings



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2023
 MODEL Default
 FILE NAME: P:\DPCD\211233-DPDC\Various Design\CADW\11233_SHT-PlnPrf12_Medinah.dgn



USER NAME = kroberson	DESIGNED - JDM	REVISED -
PLOT SCALE = 20.0000" / in.	DRAWN - KAR	REVISED -
PLOT DATE = 10/10/2022	CHECKED - JCC	REVISED -
	DATE - 10-10-2022	FILE - 211233_SHT-PlnPrf12_Medinah.dgn

**DuPAGE COUNTY
DIVISION OF TRANSPORTATION
2023 SIDEWALK IMPROVEMENTS**

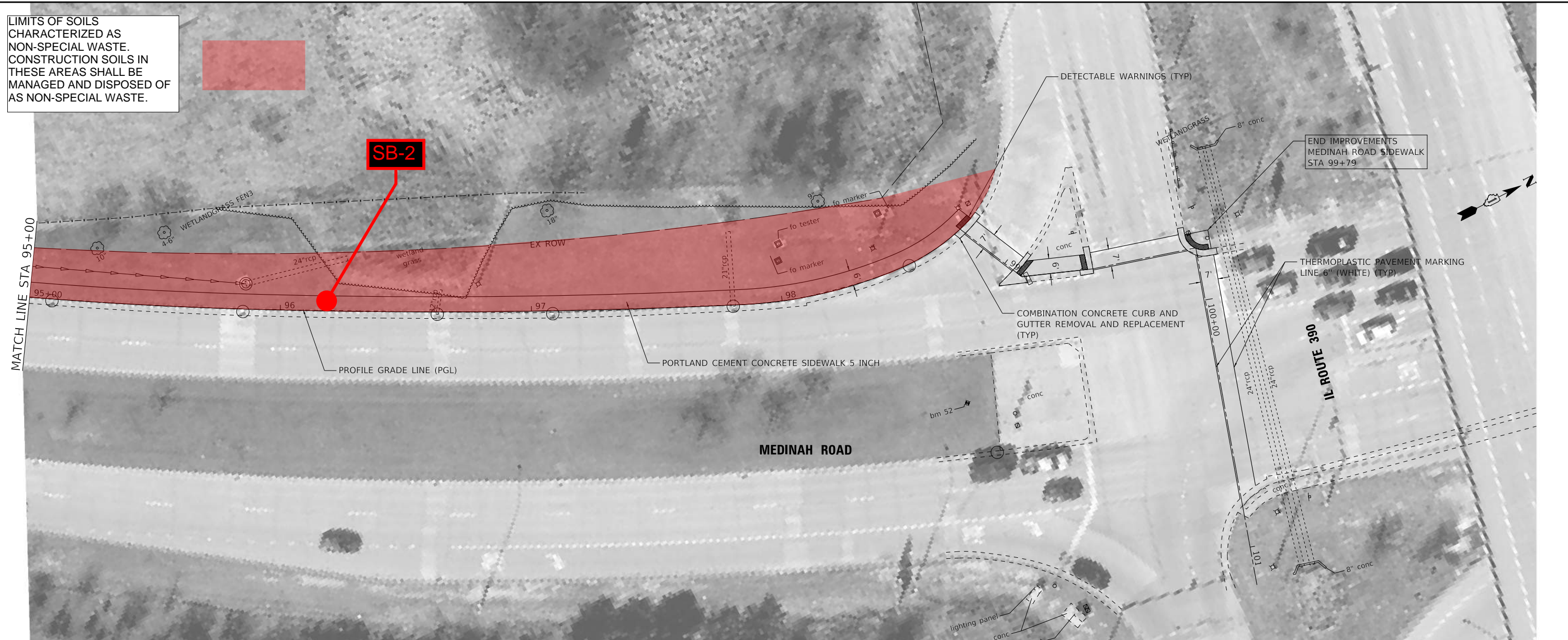
**PLAN AND PROFILE
MEDINAH ROAD**

SCALE: H:1"=20'; V:1"=5' SHEET 1 OF 2 SHEETS STA. 89+58 TO STA. 95+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	26	18
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

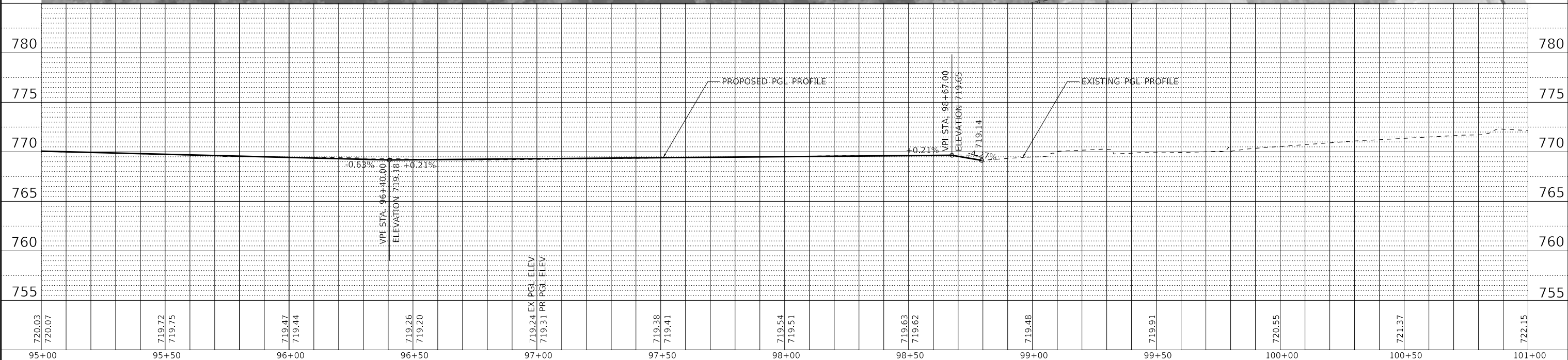
LIMITS OF SOILS CHARACTERIZED AS NON-SPECIAL WASTE. CONSTRUCTION SOILS IN THESE AREAS SHALL BE MANAGED AND DISPOSED OF AS NON-SPECIAL WASTE.

SB-2



MEDINAH ROAD

ROUTE 393



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2023
 MODEL: Default
 FILE NAME: P:\DPCD\211233-DPDC\Various Design\CADW\11233_SHT-PlnPrf13_Medinah.dgn



USER NAME = kroberson	DESIGNED - JDM	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - KAR	REVISED -
PLOT DATE = 10/10/2022	CHECKED - JCC	REVISED -
	DATE - 10-10-2022	FILE - 211233_SHT-PlnPrf13_Medinah.dgn

**DuPAGE COUNTY
 DIVISION OF TRANSPORTATION
 2023 SIDEWALK IMPROVEMENTS**

**PLAN AND PROFILE
 MEDINAH ROAD**

SCALE: H:1"=20';V:1"=5' SHEET 2 OF 2 SHEETS STA. 95+00 TO STA. 101+15

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	26	19
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

LIMITS OF SOILS CERTIFIED AS UNCONTAMINATED. SOILS IN THESE AREAS MAY BE MANAGED ON ON-SITE OR TO A CCDD/USFO FACILITY WITHIN A MSA COUNTY, INCLUDING CHICAGO CORPORATE LIMITS.

LIMITS OF UNCONTAMINATED SOILS.

ABBEYWOOD DRIVE

BEGIN IMPROVEMENTS COLLEGE ROAD SIDEWALK STA 10+09

COLLEGE ROAD

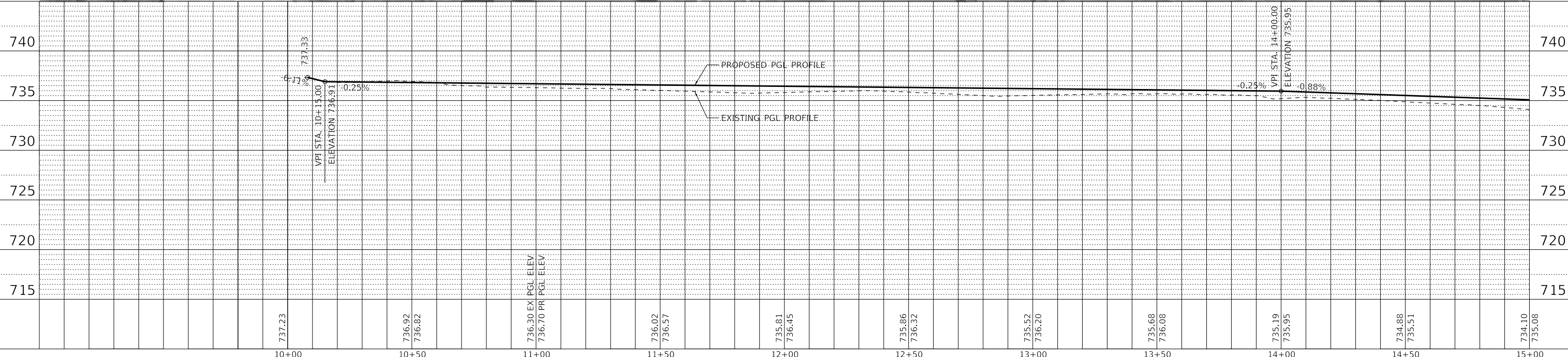
SB-5

SB-6

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

PROFILE GRADE LINE (PGL)

MATCH LINE STA 15+00



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2023
 MODEL Default
 FILE NAME: P:\DPCD\211233-DPDC\Various Design\CAD\W\11233_SHT-PlnPrf1_College.dgn



USER NAME = kroberson	DESIGNED - JDM	REVISED -
PLOT SCALE = 20.0000" / in.	DRAWN - KAR	REVISED -
PLOT DATE = 10/10/2022	CHECKED - JCC	REVISED -
	DATE - 10-10-2022	FILE - 211233_SHT-PlnPrf1_College.dgn

**DuPAGE COUNTY
 DIVISION OF TRANSPORTATION
 2023 SIDEWALK IMPROVEMENTS**

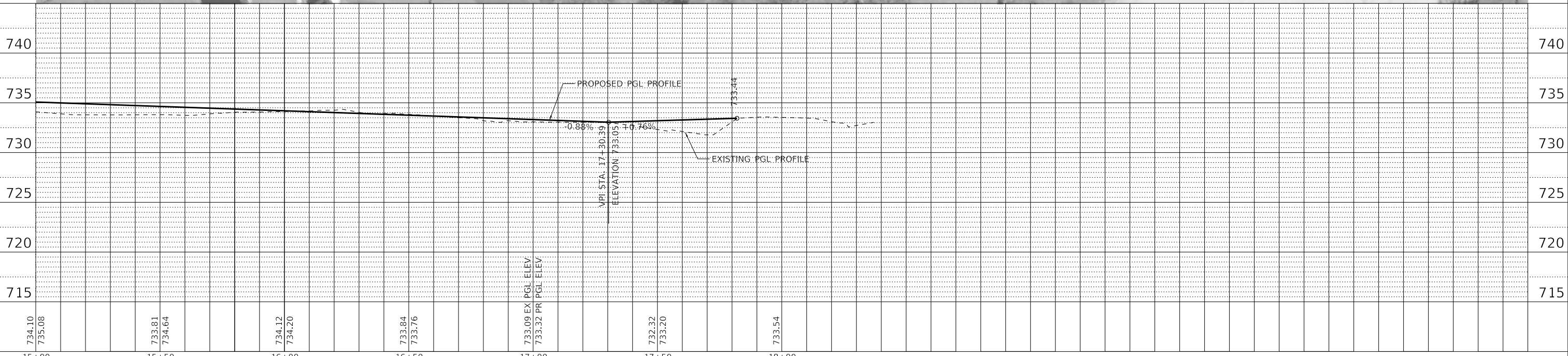
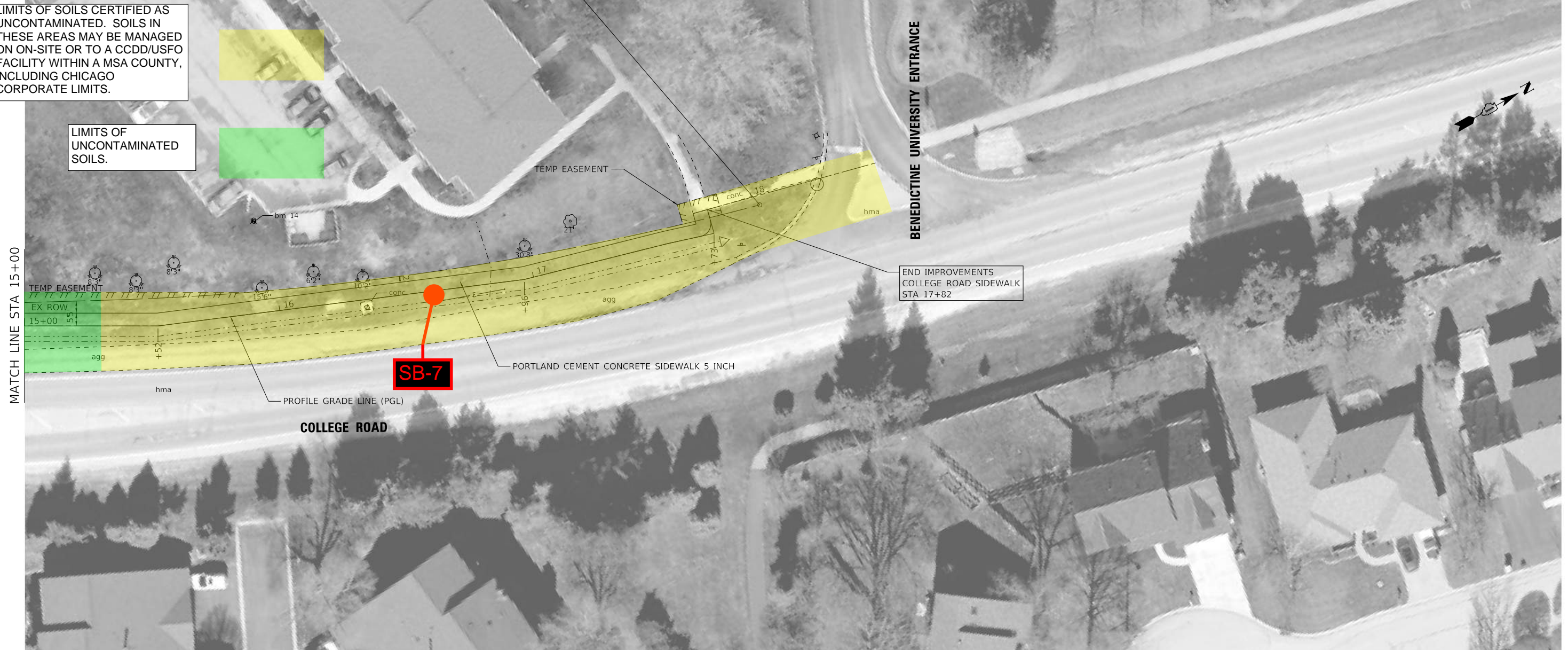
**PLAN AND PROFILE
 COLLEGE ROAD**

SCALE: H:1"=20';V:1"=5' SHEET 1 OF 2 SHEETS STA. 10+00 TO STA. 15+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	26	7
CONTRACT NO.				
ILLINOIS		FED. AID PROJECT		

LIMITS OF SOILS CERTIFIED AS UNCONTAMINATED. SOILS IN THESE AREAS MAY BE MANAGED ON ON-SITE OR TO A CCDD/USFO FACILITY WITHIN A MSA COUNTY, INCLUDING CHICAGO CORPORATE LIMITS.

LIMITS OF UNCONTAMINATED SOILS.



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2023
 MODEL Default
 FILE NAME: P:\DPCD\211233-DPDC\Various Design\CAD\W\1\Sheets\211233_SHT-PlnPrf2_College.dgn



USER NAME = kroberson	DESIGNED - JDM	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - KAR	REVISED -
PLOT DATE = 10/10/2022	CHECKED - JCC	REVISED -
	DATE - 10-10-2022	FILE - 211233_SHT-PlnPrf2_College.dgn

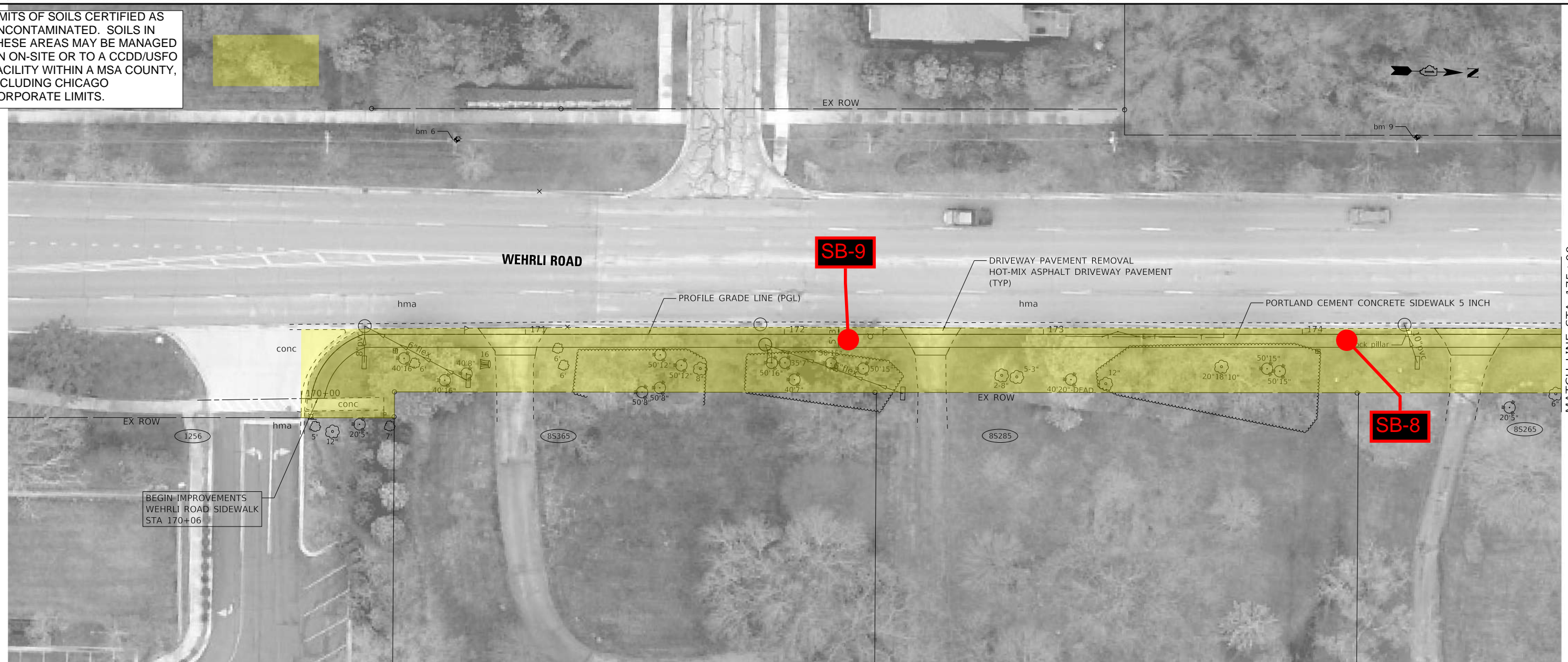
**DuPAGE COUNTY
 DIVISION OF TRANSPORTATION
 2023 SIDEWALK IMPROVEMENTS**

**PLAN AND PROFILE
 COLLEGE ROAD**

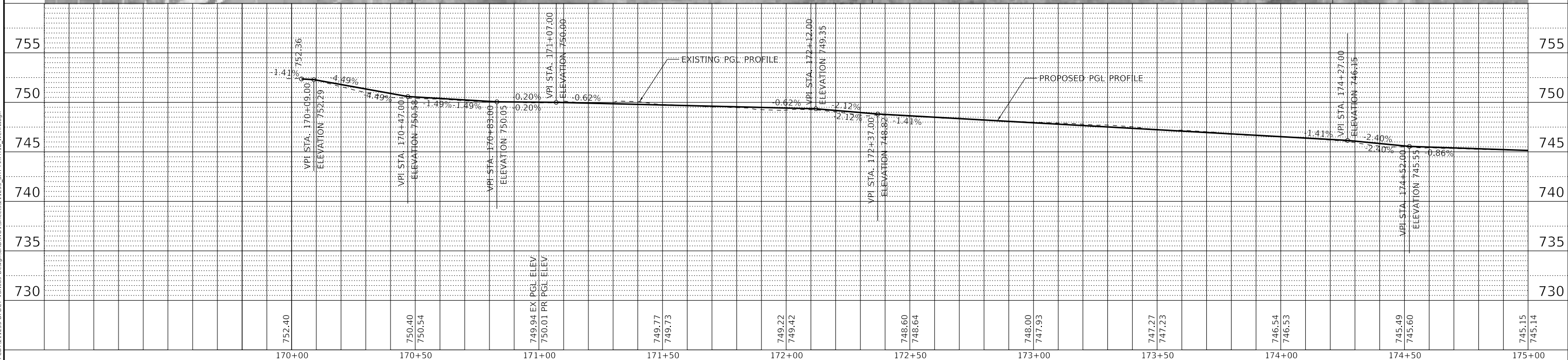
SCALE: H:1"=20';V:1"=5' SHEET 2 OF 2 SHEETS STA. 15+00 TO STA. 18+20

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	26	8
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

LIMITS OF SOILS CERTIFIED AS UNCONTAMINATED. SOILS IN THESE AREAS MAY BE MANAGED ON ON-SITE OR TO A CCDD/USFO FACILITY WITHIN A MSA COUNTY, INCLUDING CHICAGO CORPORATE LIMITS.



BEGIN IMPROVEMENTS WEHRLI ROAD SIDEWALK STA 170+06



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2023
 MODEL: Default
 FILE NAME: P:\DPCD\211233-DPDC\Various Design\CAD\W\11233_SHT-PlnPrf18_Wehrli.dgn



USER NAME = kroberson	DESIGNED - JDM	REVISED -
PLOT SCALE = 20.0000" / in.	DRAWN - KAR	REVISED -
PLOT DATE = 10/10/2022	CHECKED - JCC	REVISED -
	DATE - 10-10-2022	FILE - 211233_SHT-PlnPrf18_Wehrli.dgn

**DuPAGE COUNTY
 DIVISION OF TRANSPORTATION
 2023 SIDEWALK IMPROVEMENTS**

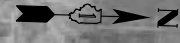
**PLAN AND PROFILE
 WEHRLI ROAD**

SCALE: H:1"=20'; V:1"=5' SHEET 1 OF 2 SHEETS STA. 169+60 TO STA. 175+00

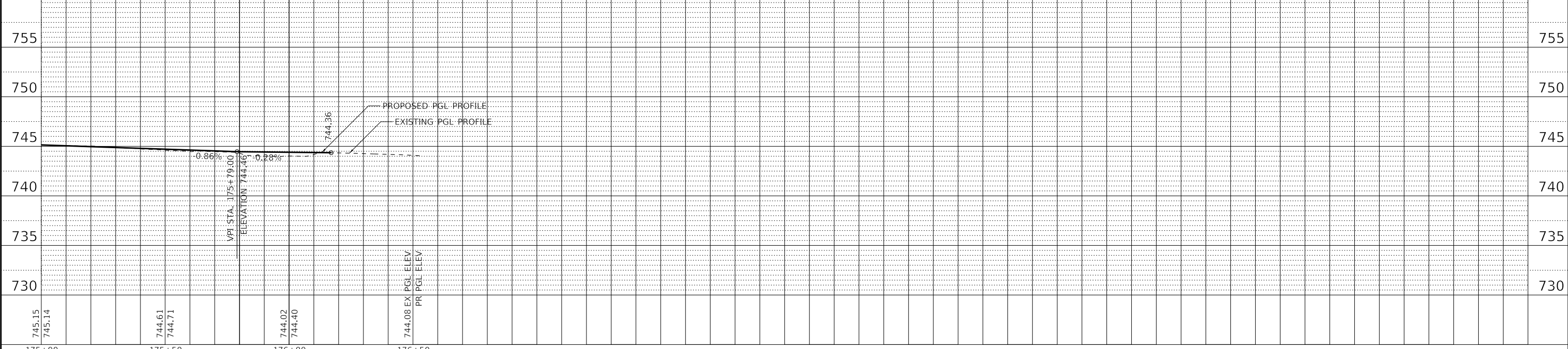
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	26	24
CONTRACT NO.				
ILLINOIS		FED. AID PROJECT		

MATCH LINE STA 175+00

LIMITS OF SOILS CERTIFIED AS UNCONTAMINATED. SOILS IN THESE AREAS MAY BE MANAGED ON ON-SITE OR TO A CCDD/USFO FACILITY WITHIN A MSA COUNTY, INCLUDING CHICAGO CORPORATE LIMITS.



MATCH LINE STA 175+00



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2023
 MODEL: Default
 FILE NAME: P:\DPCD\211233-DPDC\Various Design\CADW\11233_SHT-PlnPrf19_Wehrli.dgn



USER NAME = kroberson	DESIGNED - JDM	REVISED -
PLOT SCALE = 20.0000" / in.	DRAWN - KAR	REVISED -
PLOT DATE = 10/10/2022	CHECKED - JCC	REVISED -
	DATE - 10-10-2022	FILE - 211233_SHT-PlnPrf19_Wehrli.dgn

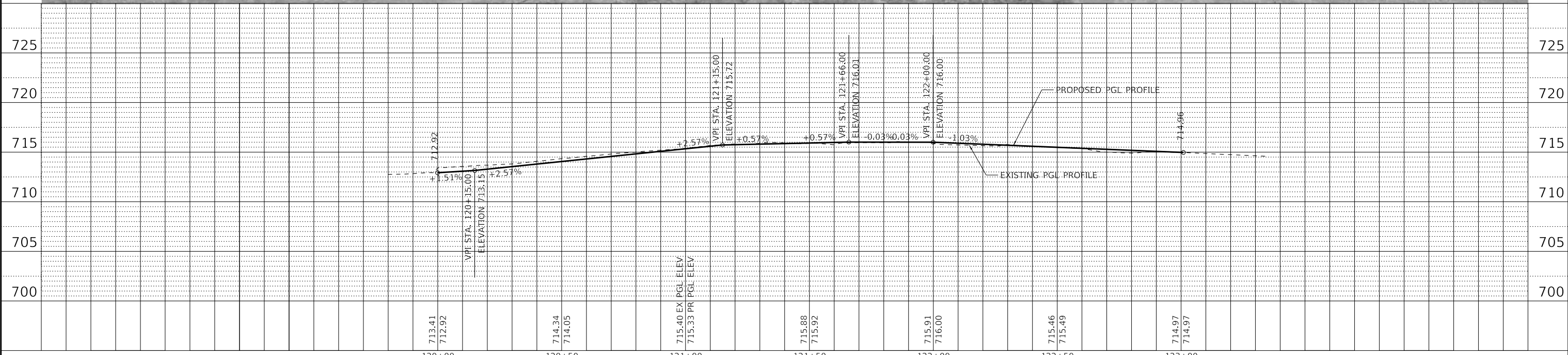
**DuPAGE COUNTY
DIVISION OF TRANSPORTATION
2023 SIDEWALK IMPROVEMENTS**

**PLAN AND PROFILE
WEHRLI ROAD**

SCALE: H:1"=20';V:1"=5' SHEET 2 OF 2 SHEETS STA. 175+00 TO STA. 176+53

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	26	25
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

LIMITS OF SOILS CERTIFIED AS UNCONTAMINATED. SOILS IN THESE AREAS MAY BE MANAGED ON ON-SITE OR TO A CCDD/USFO FACILITY WITHIN A MSA COUNTY, EXCLUDING CHICAGO CORPORATE LIMITS.



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2023
 MODEL: Default
 FILE NAME: P:\DPCD\211233-DPDC\Various Design\CAD\W\1\Sheets\211233_SHT-PlnPrf15_Raymond.dgn



USER NAME = kroberson	DESIGNED - JDM	REVISED -
PLOT SCALE = 20.0000" / in.	DRAWN - KAR	REVISED -
PLOT DATE = 10/10/2022	CHECKED - JCC	REVISED -
	DATE - 10-10-2022	FILE - 211233_SHT-PlnPrf15_Raymond.dgn

**DuPAGE COUNTY
 DIVISION OF TRANSPORTATION
 2023 SIDEWALK IMPROVEMENTS**

**PLAN AND PROFILE
 RAYMOND DRIVE**

SCALE: H:1"=20';V:1"=5' SHEET 1 OF 1 SHEETS STA. 119+61 TO STA. 123+35

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	26	21
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

LIMITS OF SOILS CERTIFIED AS UNCONTAMINATED. SOILS IN THESE AREAS MAY BE MANAGED ON-SITE OR TO A CCDD/USFO FACILITY WITHIN A MSA COUNTY, INCLUDING CHICAGO CORPORATE LIMITS.

LIMITS OF UNCONTAMINATED SOILS.

END IMPROVEMENTS COUNTY FARM ROAD SIDEWALK STA 20+97

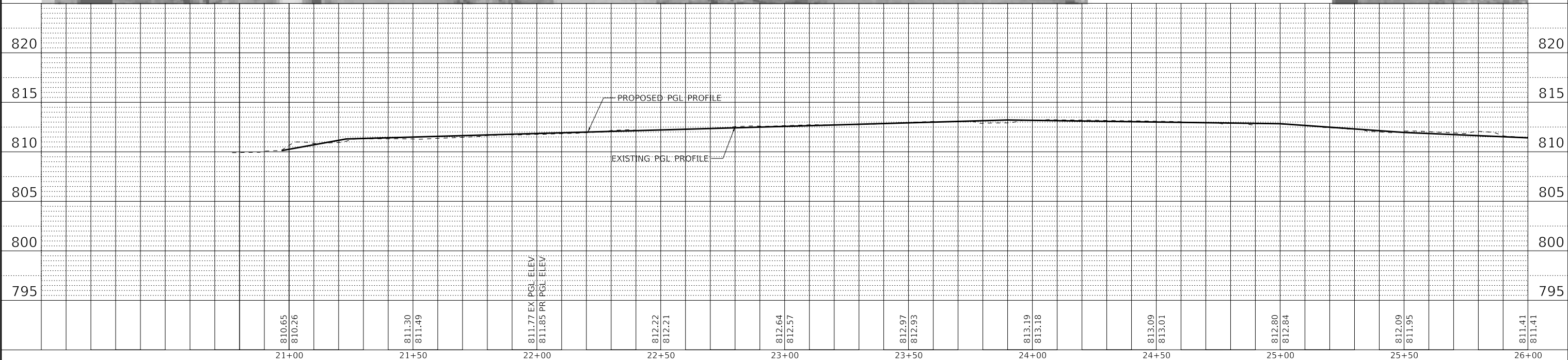
SB-28

SB-27

MATCH LINE STA 26+00



COUNTY FARM ROAD



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2024
 MODEL: Default
 FILE NAME: P:\DPCD\211233-DPDC\Various Design\CAD\W01\Sheets\211233_SHT-PlnPrf3_CountyFarm.dgn



USER NAME = kroberson	DESIGNED - JDM	REVISED -
PLOT SCALE = 20.0014' / in.	DRAWN - KAR	REVISED -
PLOT DATE = 2/2/2023	CHECKED - JCC	REVISED -
	DATE - 01-31-2023	FILE - 211233_SHT-PlnPrf3_CountyFarm.dgn

**DuPAGE COUNTY
 DIVISION OF TRANSPORTATION
 2023 SIDEWALK IMPROVEMENTS**

**PLAN AND PROFILE
 COUNTY FARM ROAD**

SCALE: H:1"=20'; V:1"=5' SHEET 1 OF 7 SHEETS STA. 20+62 TO STA. 26+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	27	9
CONTRACT NO.				

ILLINOIS FED. AID PROJECT

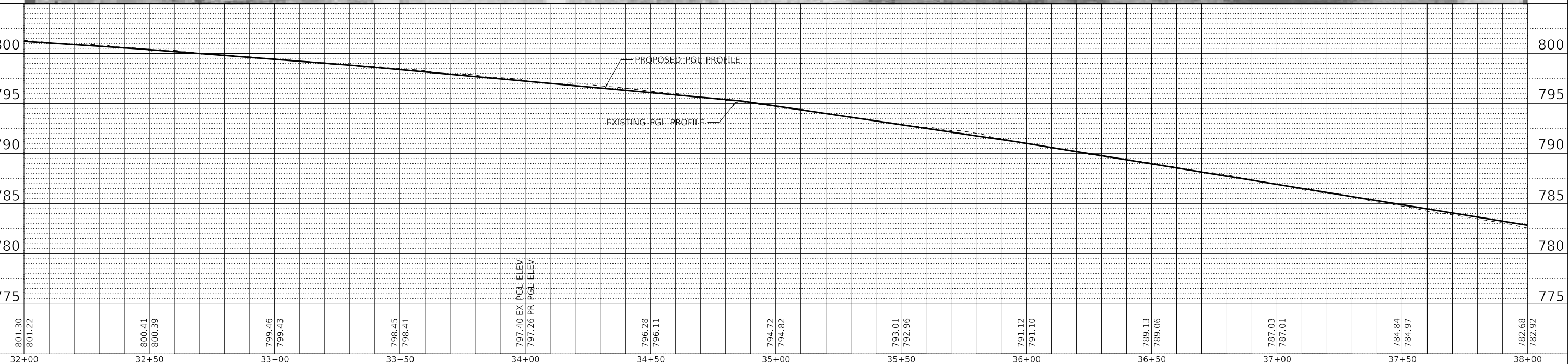
FOR CONTINUATION SEE SHEET 15

LIMITS OF SOILS CERTIFIED AS UNCONTAMINATED. SOILS IN THESE AREAS MAY BE MANAGED ON ON-SITE OR TO A CCDD/USFO FACILITY WITHIN A MSA COUNTY, INCLUDING CHICAGO CORPORATE LIMITS.

LIMITS OF UNCONTAMINATED SOILS.

SB-16

SB-15



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2024
 MODEL Default
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PLOT DATE = 2/2/2023	DATE - 01-31-2023	FILE - 211233_SHT-PlnPrf5_CountyFarm.dgn

DuPAGE COUNTY
DIVISION OF TRANSPORTATION
2023 SIDEWALK IMPROVEMENTS

PLAN AND PROFILE
COUNTY FARM ROAD

SCALE: H:1"=20'; V:1"=5' SHEET 3 OF 7 SHEETS STA. 32+00 TO STA. 38+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	27	11
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

LIMITS OF SOILS CERTIFIED AS UNCONTAMINATED. SOILS IN THESE AREAS MAY BE MANAGED ON ON-SITE OR TO A CCDD/USFO FACILITY WITHIN A MSA COUNTY, INCLUDING CHICAGO CORPORATE LIMITS.

LIMITS OF UNCONTAMINATED SOILS.

MATCH LINE STA 38+00

MATCH LINE STA 44+00



COUNTY FARM ROAD



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2024
 MODEL: Default
 FILE NAME: P:\DPCD\211233-DPDC\Various Design\CAD\W01\Sheets\211233_SHT-PlnPrf6_CountyFarm.dgn



USER NAME = kroberson	DESIGNED - JDM	REVISED -
PLOT SCALE = 20.0014' / in.	DRAWN - KAR	REVISED -
PLOT DATE = 2/2/2023	CHECKED - JCC	REVISED -
DATE - 01-31-2023	FILE - 211233_SHT-PlnPrf6_CountyFarm.dgn	

DuPAGE COUNTY
DIVISION OF TRANSPORTATION
2023 SIDEWALK IMPROVEMENTS

PLAN AND PROFILE
COUNTY FARM ROAD

SCALE: H:1"=20'; V:1"=5' SHEET 4 OF 7 SHEETS STA. 38+00 TO STA. 44+00

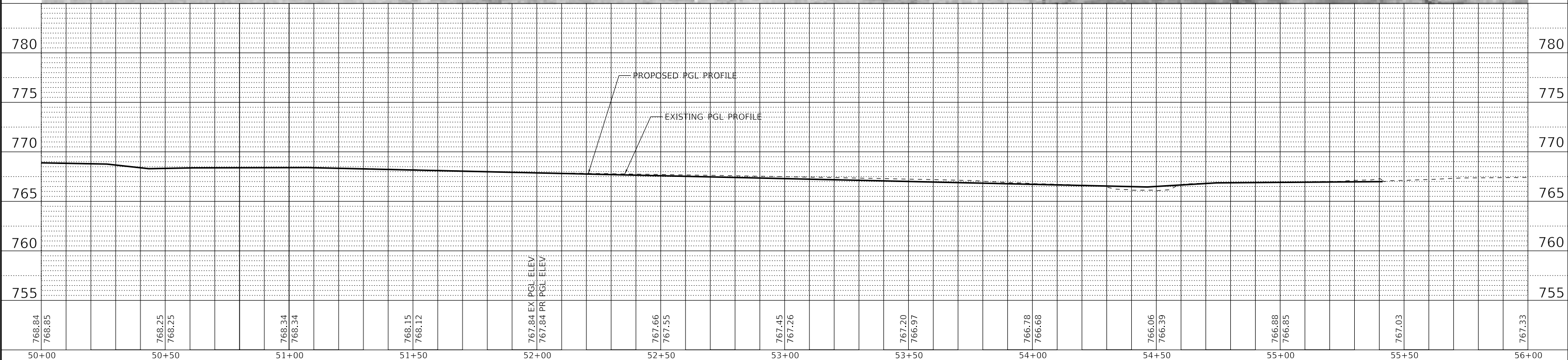
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	27	12
CONTRACT NO.				
ILLINOIS		FED. AID PROJECT		

LIMITS OF SOILS CERTIFIED AS UNCONTAMINATED. SOILS IN THESE AREAS MAY BE MANAGED ON ON-SITE OR TO A CCDD/USFO FACILITY WITHIN A MSA COUNTY, INCLUDING CHICAGO CORPORATE LIMITS.

MATCH LINE STA 50+00



COUNTY FARM ROAD



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2024
 MODEL: Default
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**DuPAGE COUNTY
 DIVISION OF TRANSPORTATION
 2023 SIDEWALK IMPROVEMENTS**

**PLAN AND PROFILE
 COUNTY FARM ROAD**

SCALE: H:1"=20'; V:1"=5' SHEET 6 OF 7 SHEETS STA. 50+00 TO STA. 55+60

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	27	14
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

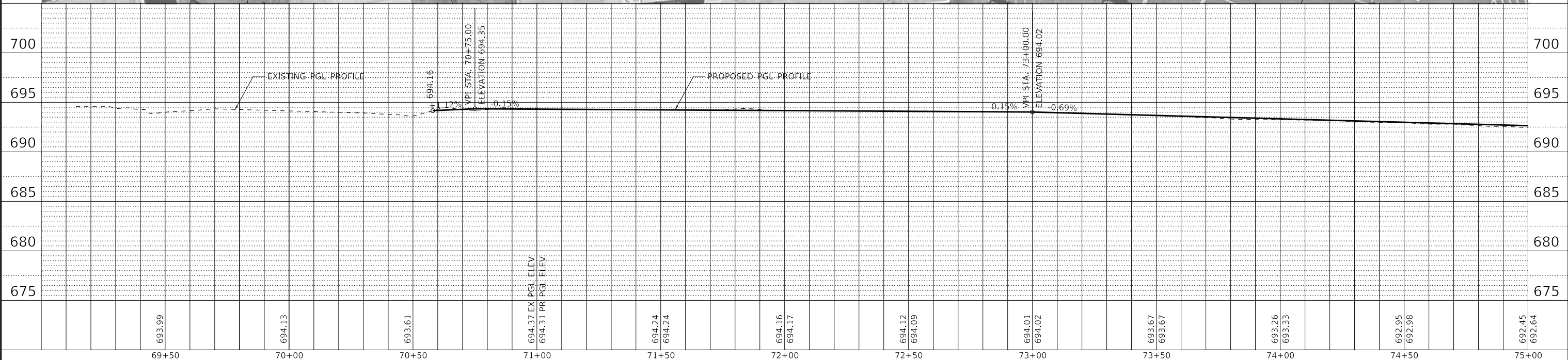
STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2023
 MODEL: Default
 FILE NAME: P:\DPCD\211233-DPDC\Various Design\CAD\W\11233_SHT-PlnPrf10_Grand.dgn



LIMITS OF SOILS CHARACTERIZED AS NON-SPECIAL WASTE. CONSTRUCTION SOILS IN THESE AREAS SHALL BE MANAGED AND DISPOSED OF AS NON-SPECIAL WASTE.

BEGIN IMPROVEMENTS GRAND AVENUE SOUTH SIDEWALK STA 70+58

SB-19



693.99	694.13	693.61	694.16	694.24	694.24	694.16	694.17	694.12	694.09	694.01	694.02	693.67	693.67	693.26	693.33	692.95	692.98	692.45	692.64
69+50	70+00	70+50	71+00	71+50	72+00	72+50	73+00	73+50	74+00	74+50	75+00								



USER NAME = kroberson	DESIGNED - JDM	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - KAR	REVISED -
PLOT DATE = 10/10/2022	CHECKED - JCC	REVISED -
	DATE - 10-10-2022	FILE - 211233_SHT-PlnPrf10_Grand.dgn

**DuPAGE COUNTY
 DIVISION OF TRANSPORTATION
 2023 SIDEWALK IMPROVEMENTS**

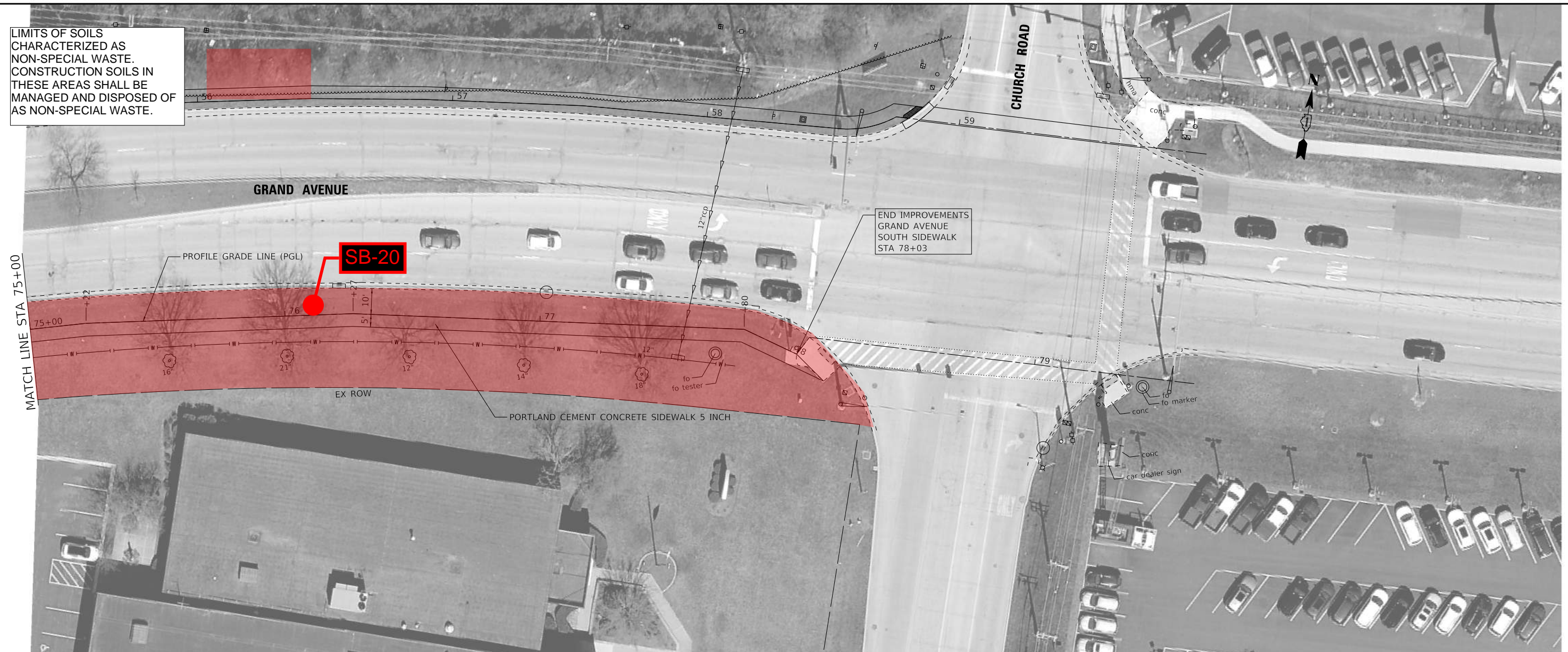
**PLAN AND PROFILE
 GRAND AVENUE SOUTH**

SCALE: H:1"=20';V:1"=5' SHEET 1 OF 2 SHEETS STA. 69+14 TO STA. 75+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	26	16
CONTRACT NO.				
ILLINOIS		FED. AID PROJECT		

LIMITS OF SOILS CHARACTERIZED AS NON-SPECIAL WASTE. CONSTRUCTION SOILS IN THESE AREAS SHALL BE MANAGED AND DISPOSED OF AS NON-SPECIAL WASTE.

MATCH LINE STA 75+00



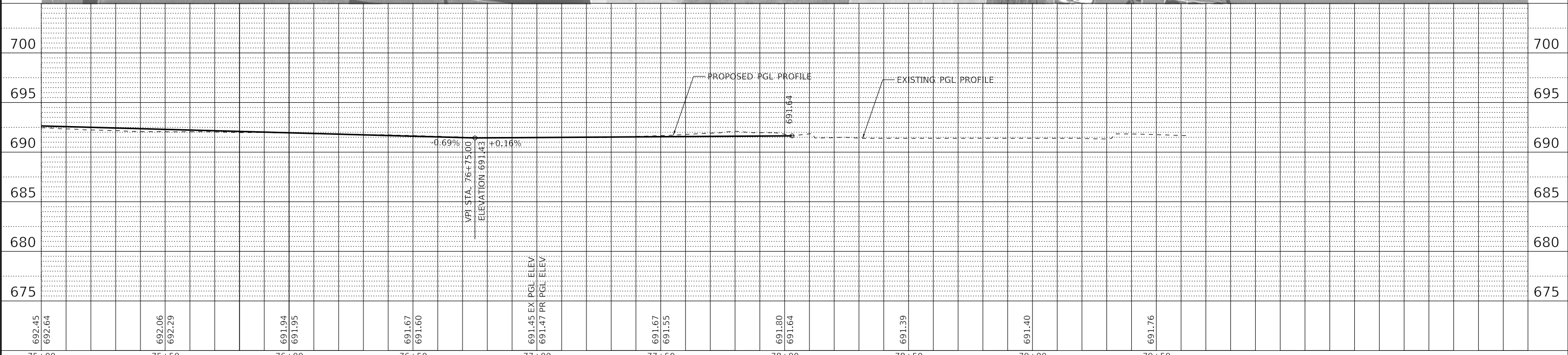
END IMPROVEMENTS GRAND AVENUE SOUTH SIDEWALK STA 78+03

PROFILE GRADE LINE (PGL)

SB-20

EX ROW

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2023
 MODEL: Default
 FILE NAME: P:\DPCD\211233-DPDC\Various Design\CAD\W\1\Sheets\211233_SHT-PlnPrf11_Grand.dgn



USER NAME = kroberson	DESIGNED - JDM	REVISED -
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**DuPAGE COUNTY
 DIVISION OF TRANSPORTATION
 2023 SIDEWALK IMPROVEMENTS**


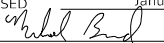
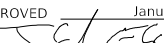
**PLAN AND PROFILE
 GRAND AVENUE SOUTH**

SCALE: H:1"=20';V:1"=5' SHEET 2 OF 2 SHEETS STA. 75+00 TO STA. 79+63

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	26	17
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



ABV	ABOVE	CU YD	CUBIC YARD	HATCH	HATCHING	PM	PAVEMENT MARKING	STD	STANDARD
A/C	ACCESS CONTROL	CULV	CULVERT	HD	HEAD	PED	PEDESTAL	SBI	STATE BOND ISSUE
AC	ACRE	C&G	CURB & GUTTER	HDW	HEADWALL	PNT	POINT	SR	STATE ROUTE
ADJ	ADJUST	D	DEGREE OF CURVE	HDUTY	HEAVY DUTY	PC	POINT OF CURVATURE	STA	STATION
AS	AERIAL SURVEYS	DC	DEPRESSED CURVE	ha	HECTARE	PI	POINT OF INTERSECTION OF HORIZONTAL CURVE	SPBGR	STEEL PLATE BEAM GUARDRAIL
AGG	AGGREGATE	DET	DETECTOR	HMA	HOT MIX ASPHALT			SS	STORM SEWER
AH	AHEAD	DIA	DIAMETER	HWY	HIGHWAY	PRC	POINT OF REVERSE CURVE	STY	STORY
APT	APARTMENT	DIST	DISTRICT	HORIZ	HORIZONTAL	PT	POINT OF TANGENCY	ST	STREET
ASPH	ASPHALT	DOM	DOMESTIC	HSE	HOUSE	POT	POINT ON TANGENT	STR	STRUCTURE
AUX	AUXILIARY	DBL	DOUBLE	IL	ILLINOIS	POLYETH	POLYETHYLENE	e	SUPERELEVATION RATE
AGS	AUXILIARY GAS VALVE (SERVICE)	DSEL	DOWNSTREAM ELEVATION	IMP	IMPROVEMENT	PCC	PORTLAND CEMENT CONCRETE	S.E. RUN.	SUPERELEVATION RUNOFF LENGTH
AVE	AVENUE	DSFL	DOWNSTREAM FLOWLINE	IN DIA	INCH DIAMETER	PP	POWER POLE OR PRINCIPAL POINT	SURF	SURFACE
AX	AXIS OF ROTATION	DR	DRAINAGE OR DRIVE	INL	INLET	PRM	PRIME	SMK	SURVEY MARKER
BK	BACK	DI	DRAINAGE INLET OR DROP INLET	INST	INSTALLATION	PE	PRIVATE ENTRANCE	T	TANGENT DISTANCE
B-B	BACK TO BACK	DRV	DRIVEWAY	IDS	INTERSECTION DESIGN STUDY	PROF	PROFILE	T.R.	TANGENT RUNOUT DISTANCE
BKPL	BACKPLATE	DCT	DUCT	INV	INVERT	PGL	PROFILE GRADELINE	TEL	TELEPHONE
B	BARN	EA	EACH	IP	IRON PIPE	PROJ	PROJECT	TB	TELEPHONE BOX
BARR	BARRICADE	EB	EASTBOUND	IR	IRON ROD	P.C.	PROPERTY CORNER	TP	TELEPHONE POLE
BL	BASELINE	EOP	EDGE OF PAVEMENT	JT	JOINT	PL	PROPERTY LINE	TEMP	TEMPORARY
BGN	BEGIN	E-CL	EDGE TO CENTERLINE	kg	KILOGRAM	PR	PROPOSED	TBM	TEMPORARY BENCH MARK
BM	BENCHMARK	E-E	EDGE TO EDGE	km	KILOMETER	R	RADIUS or RESIDENTIAL	TD	TILE DRAIN
BIND	BINDER	ELEC	ELECTRICAL	LS	LANDSCAPING	RR	RAILROAD	TBE	TO BE EXTENDED
BIT	BITUMINOUS	EL	ELEVATION	LN	LANE	RRS	RAILROAD SPIKE	TBR	TO BE REMOVED
BTM	BOTTOM	ENTR	ENTRANCE	LT	LEFT	RPS	REFERENCE POINT STAKE	TBS	TO BE SAVED
BLVD	BOULEVARD	EXC	EXCAVATION	LIDAR	LIGHT DETECTION AND RANGING	REF	REFLECTIVE	TWP	TOWNSHIP
BRK	BRICK	EX	EXISTING	LP	LIGHT POLE	RCCP	REINFORCED CONCRETE CULVERT PIPE	TR	TOWNSHIP ROAD
BBOX	BUFFALO BOX	EXPWAY	EXPRESSWAY	LGT	LIGHTING	REINF	REINFORCEMENT	TS	TRAFFIC SIGNAL
BLDG	BUILDING	E	EXTERNAL DISTANCE OF HORIZONTAL CURVE	LF	LINEAL FEET OR LINEAR FEET	REM	REMOVAL	TSCB	TRAFFIC SIGNAL CONTROL BOX
CATV	CABLE	E	OFFSET DISTANCE TO VERTICAL CURVE	L	LITER OR CURVE LENGTH	RC	REMOVE CROWN	TSC	TRAFFIC SYSTEMS CENTER
CIP	CAST IRON PIPE	F-F	FACE TO FACE	LC	LONG CHORD	REP	REPLACEMENT	TRVS	TRANSVERSE
CB	CATCH BASIN	FA	FEDERAL AID	LNG	LONGITUDINAL	REST	RESTAURANT	TRVL	TRAVEL
C-C	CENTER TO CENTER	FAI	FEDERAL AID INTERSTATE	L SUM	LUMP SUM	RESURF	RESURFACING	TRN	TURN
CL	CENTERLINE OR CLEARANCE	FAP	FEDERAL AID PRIMARY	MACH	MACHINE	RET	RETAINING	TY	TYPE
CL-E	CENTERLINE TO EDGE	FAS	FEDERAL AID SECONDARY	MB	MAIL BOX	RT	RIGHT	T-A	TYPE A
CL-F	CENTERLINE TO FACE	FAUS	FEDERAL AID URBAN SECONDARY	MH	MANHOLE	ROW	RIGHT-OF-WAY	TYP	TYPICAL
CTS	CENTERS	FP	FENCE POST	MATL	MATERIAL	RD	ROAD	UNDGND	UNDERGROUND
CERT	CERTIFIED	OPT	FIBER OPTIC	MED	MEDIAN	RDWY	ROADWAY	USGS	U.S. GEOLOGICAL SURVEY
CHSLD	CHISELED	FE	FIELD ENTRANCE	m	METER	RTE	ROUTE	USEL	UPSTREAM ELEVATION
CS	CITY STREET	FH	FIRE HYDRANT	METH	METHOD	SAN	SANITARY	USFL	UPSTREAM FLOWLINE
CP	CLAY PIPE	FL	FLOW LINE	M	MID-ORDINATE	SANS	SANITARY SEWER	UTIL	UTILITY
CLSD	CLOSED	FB	FOOT BRIDGE	mm	MILLIMETER	SEC	SECTION	VBOX	VALVE BOX
CLID	CLOSED LID	FDN	FOUNDATION	mm DIA	MILLIMETER DIAMETER	SEED	SEEDING	VV	VALVE VAULT
CT	COAT OR COURT	FR	FRAME	MIX	MIXTURE	SHAP	SHAPING	VL	VAULT
COMB	COMBINATION	F&G	FRAME & GRATE	MBH	MOBILE HOME	S	SHED	VEH	VEHICLE
C	COMMERCIAL BUILDING	FRWAY	FREEWAY	MOD	MODIFIED	SH	SHEET	VP	VENT PIPE
CE	COMMERCIAL ENTRANCE	GAL	GALLON	MFT	MOTOR FUEL TAX	SHLD	SHOULDER	VERT	VERTICAL
CONC	CONCRETE	GALV	GALVANIZED	N & BC	NAIL & BOTTLE CAP	SW	SIDEWALK OR SOUTHWEST	VC	VERTICAL CURVE
CONST	CONSTRUCT	G	GARAGE	N & C	NAIL & CAP	SIG	SIGNAL	VPC	VERTICAL POINT OF CURVATURE
CONTD	CONTINUED	GM	GAS METER	N & W	NAIL & WASHER	SOD	SODDING	VPI	VERTICAL POINT OF INTERSECTION
CONT	CONTINUOUS	GV	GAS VALVE	NC	NORMAL CROWN	SM	SOLID MEDIUM	VPT	VERTICAL POINT OF TANGENCY
COR	CORNER	GIS	GEOGRAPHICAL INFORMATION SYSTEM	NB	NORTHBOUND	SB	SOUTHBOUND	WM	WATER METER
CORR	CORRUGATED	GRAN	GRANULAR	NE	NORTHEAST	SE	SOUTHEAST	VV	WATER VALVE
CMP	CORRUGATED METAL PIPE	GR	GRATE	NW	NORTHWEST	SPL	SPECIAL	WMAIN	WATER MAIN
CNTY	COUNTY	GRVL	GRAVEL	O/S	OFFSET	SD	SPECIAL DITCH	WB	WESTBOUND
CH	COUNTY HIGHWAY	GND	GROUND	O&C	OIL AND CHIP	SQ FT	SQUARE FEET	WILDFL	WILDFLOWERS
CSE	COURSE	GUT	GUTTER	OLID	OPEN LID	m ²	SQUARE METER	W	WITH
XSECT	CROSS SECTION	GP	GUY POLE	PAT	PATTERN	mm ²	SQUARE MILLIMETER	WO	WITHOUT
m ³	CUBIC METER	GW	GUY WIRE	PVD	PAVED	SQ YD	SQUARE YARD		
mm ³	CUBIC MILLIMETER	HH	HANDHOLE	PVMT	PAVEMENT	STB	STABILIZED		

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APPROVED <u>January 1, 2021</u>  ENGINEER OF DESIGN AND ENVIRONMENT	


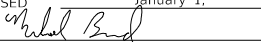
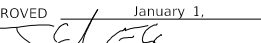
DATE	REVISIONS
1-1-21	Updated fonts, abbreviations and symbols.
1-1-19	Added new symbols.

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 1 of 9)

STANDARD 000001-08

<u>ADJUSTMENT ITEMS</u>		<u>EX</u>	<u>PR</u>	<u>ALIGNMENT ITEMS</u>		<u>EX</u>	<u>PR</u>	<u>DRAINAGE ITEMS</u>		<u>EX</u>	<u>PR</u>
Structure To Be Adjusted			ADJ	Baseline	_____	_____		Channel or Stream Line	-----	-----	
Structure To Be Cleaned			C	Centerline	-----	-----		Culvert Line	-----	-----	
Main Structure To Be Filled			FM	Centerline Break Circle	o	o		Grading & Shaping Ditches	-----	-----	
Structure To Be Filled			F	Baseline Symbol	BL	BL		Drainage Boundary Line	////	////	
Structure To Be Filled Special			FSP	Centerline Symbol	CL	CL		Paved Ditch	=====	=====	
Structure To Be Removed			R	PI Indicator	Δ	Δ		Aggregate Ditch	=====	=====	
Structure To Be Reconstructed			REC	Point Indicator	o	o		Pipe Underdrain	=====	=====	
Structure To Be Reconstructed Special			RSP	Horizontal Curve Data (Half Size)	EX. CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=	CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=		Storm Sewer	=====	=====	
Frame and Grate To Be Adjusted			A	<u>BOUNDARIES ITEMS</u>		<u>EX</u>	<u>PR</u>	Flowline	FL	FL	
Frame and Lid To Be Adjusted			A	Dashed Property Line	-----	-----		Ditch Check	◆	◆	
Domestic Service Box To Be Adjusted			A	Solid Property/Lot Line	_____	_____		Headwall	-	∩	
Valve Vault To Be Adjusted			A	Section/Grant Line	-----	-----		Inlet	□	■	
Special Adjustment			SP	Quarter Section Line	-----	-----		Manhole	⊙	⊙	
Item To Be Abandoned			AB	Quarter/Quarter Section Line	-----	-----		Summit	↔	↔	
Item To Be Moved			M	County/Township Line	-----	-----		Roadway Ditch Flow	~→	~→	
Item To Be Relocated			REL	State Line	-----	-----		Swale	→	→	
Pavement Removal and Replacement				Chiseled Square Found	□	□		Catch Basin	○	●	
				Iron Pipe Found	○	○		Culvert End Section	◁	◁	
				Iron Pipe Set	●	●		Water Surface Indicator	▽	▽	
				Survey Marker	◐	◐		Riprap	▒	▒	
				Property Line Symbol	PL	PL		<u>HYDRAULICS ITEMS</u>		<u>EX</u>	<u>PR</u>
				Same Ownership Symbol (Half Size)	↗	↗		Overflow	↪	↪	
				Northwest Quarter Corner (Half Size)	⊙	⊙		Sheet Flow	→	→	
				Section Corner (Half Size)	⊙	⊙		Hydrant Outlet	→	→	
				Southeast Quarter Corner (Half Size)	⊙	⊙		STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 2 of 9) STANDARD 000001-08			


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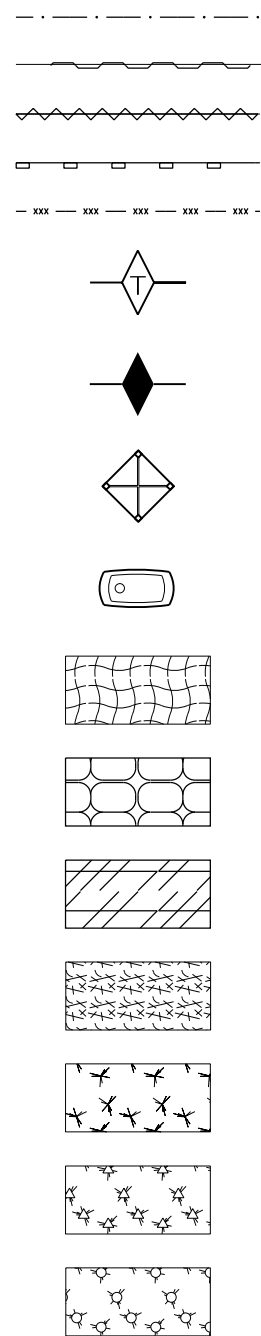
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EROSION & SEDIMENT CONTROL ITEMS

EX

PR

- Cleaning & Grading Limits
- Dike
- Erosion Control Fence
- Perimeter Erosion Barrier
- Temporary Fence
- Ditch Check Temporary
- Ditch Check Permanent
- Inlet & Pipe Protection
- Sediment Basin
- Erosion Control Blanket
- Fabric Formed Concrete Revetment Mat
- Turf Reinforcement Mat
- Mulch Temporary
- Mulch Method 1
- Mulch Method 2 Stabilized
- Mulch Method 3 Hydraulic

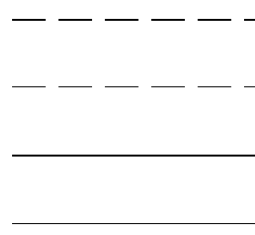


CONTOUR ITEMS

EX

PR

- Approx. Index Line
- Approx. Intermediate Line
- Index Contour
- Intermediate Contour

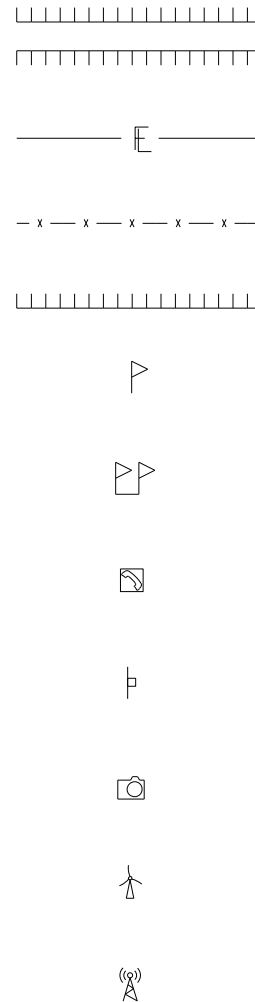


NON-HIGHWAY IMPROVEMENT ITEMS

EX

PR

- Noise Attn./Levee
- Field Line
- Fence
- Base of Levee
- Mailbox
- Multiple Mailboxes
- Pay Telephone
- Advertising Sign
- ITS* Camera
- Wind Turbine
- Cellular Tower



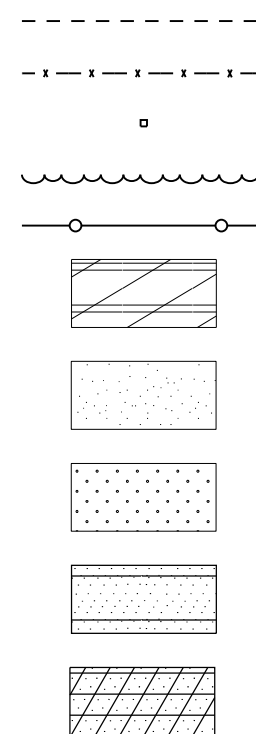
*Intelligent Transportation Systems

LANDSCAPING ITEMS

EX

PR

- Contour Mounding Line
- Fence
- Fence Post
- Shrubs
- Mowline
- Perennial Plants
- Seeding Class 2
- Seeding Class 2A
- Seeding Class 4
- Seeding Class 4 & 5 Combined

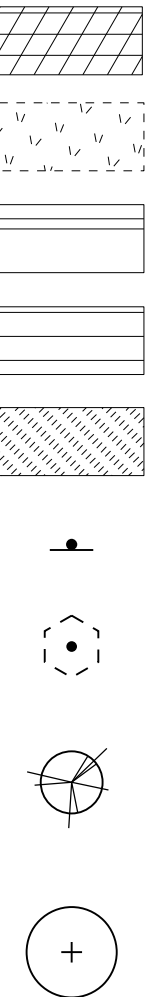


EXISTING LANDSCAPING ITEMS (contd.)

EX

PR

- Seeding Class 5
- Seeding Class 7
- Seedlings Type 1
- Seedlings Type 2
- Sodding
- Mowstake w/Sign
- Tree Trunk Protection
- Evergreen Tree
- Shade Tree

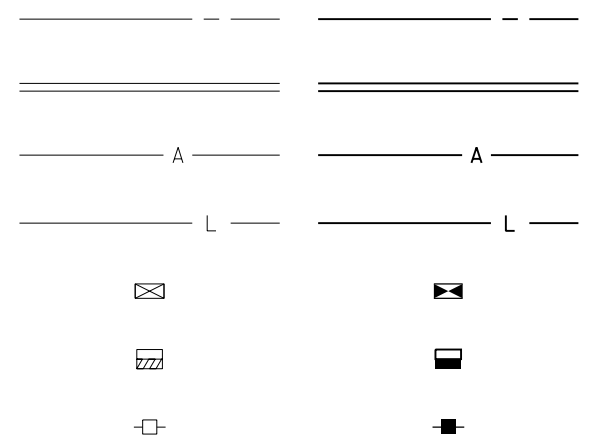


LIGHTING

EX

PR

- Duct
- Conduit
- Electrical Aerial Cable
- Electrical Buried Cable
- Controller
- Underpass Luminaire
- Power Pole



STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 3 of 9)

STANDARD 000001-08

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**LIGHTING
(contd.)**

EX

PR

Pull Point



Handhole



Heavy Duty Handhole



Junction Box



Light Unit Comb.



Electrical Ground



Traffic Flow Arrow



High Mast Pole
(Half Size)



Light Unit-1

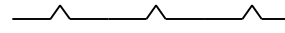


PAVEMENT (MISC.)

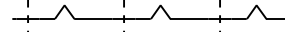
EX

PR

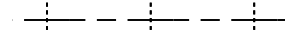
Keyed Long. Joint



Keyed Long. Joint w/Tie Bars



Sawed Long. Joint w/Tie Bars



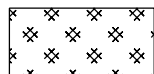
Bituminous Shoulder



Bituminous Taper



Stabilized Driveway



Widening



PAVEMENT MARKINGS

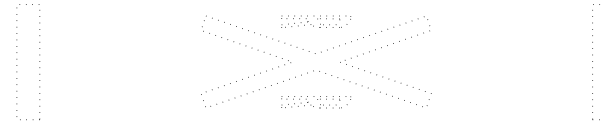
EX

PR

Handicap Symbol



RR Crossing



Raised Marker Amber 1 Way



Raised Marker Amber 2 Way



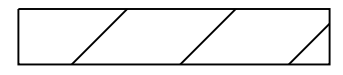
Raised Marker Crystal 1 Way



Two Way Turn Left



Shoulder Diag. Pattern



Skip-Dash White



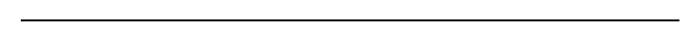
Skip-Dash Yellow



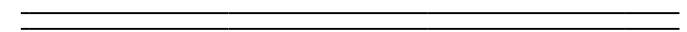
Stop Line



Solid Line



Double Centerline



Dotted Lines



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**STANDARD SYMBOLS,
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AND PATTERNS**
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STANDARD 000001-08

PAVEMENT MARKINGS
(contd.)

CL 2Ln 2Way
RRPM 12.2 m (40') o.c.

CL 2Ln 2Way
RRPM 80' (24.4 m) o.c.

CL Multilane Div.
RRPM 40' (12.2 m) o.c.

CL Multilane Div.
RRPM 80' (24.4 m) o.c.

CL Multilane Div. Dbl.
RRPM 80' (24.4 m) o.c.

CL Multilane Undiv.

Two Way Turn Left Line

Urban Combination Left

Urban Combination Right

Urban Left Turn Arrow

Urban Right Turn Arrow

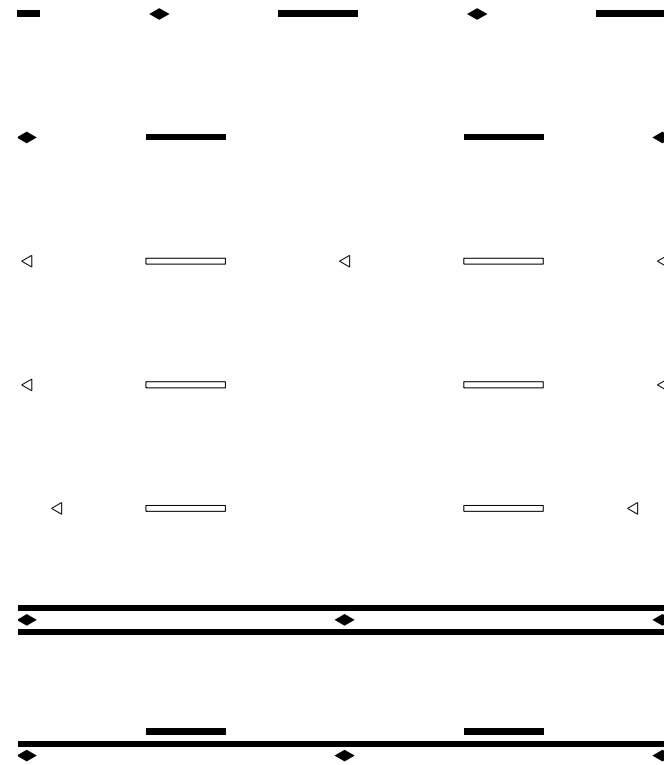
Urban Left Turn Only

Urban Right Turn Only

Urban Thru Only

EX

PR



ONLY
ONLY
ONLY



RAILROAD ITEMS

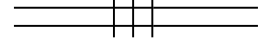
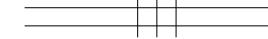
EX

PR

Abandoned Railroad



Railroad



Railroad Point



Control Box



Crossing Gate



Flashing Signal



Railroad Cant. Mast Arm



Crossbuck

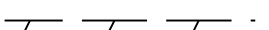


REMOVAL ITEMS

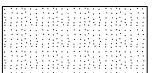
EX

PR

Removal Tic



Bituminous Removal



Hatch Pattern



Tree Removal Single



RIGHT OF WAY ITEMS

EX

PR

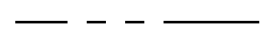
Future ROW Corner Monument



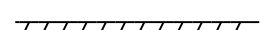
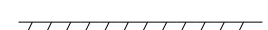
ROW Marker



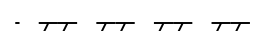
ROW Line



Easement



Temporary Easement



**STANDARD SYMBOLS,
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Urban LT & RT Turn Arrow

Urban Thru Arrow

PAVEMENT MARKINGS
(contd.)

EX

PR

Urban U-Turn



Urban Combined U-Turn



Rural Combination Left



Rural Combination Right



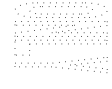
Rural Left Turn Arrow



Rural Right Turn Arrow



Rural Left Turn Only



ONLY ONLY ONLY



Rural Right Turn Only



Rural Thru Only



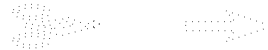
Rural Thru Arrow



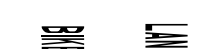
Rural Lt & Rt Turn Arrow



Bike Lane Symbol



Bike Lane Text



Bike Path Shared



Bike Shared Roadway



Lane Drop Symbol



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Wrong Way Arrow



**STANDARD SYMBOLS,
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RIGHT OF WAY ITEMS
(contd.)

	EX	PR
Access Control Line	—	— AC —
Access Control Line & ROW	— AC —	— AC —
Access Control Line & ROW with Fence	— x — AC —	— x — AC — x —
Excess ROW Line		— XS —

ROADWAY PLAN
ITEMS

	EX	PR
Cable Barrier		
Concrete Barrier		
Edge of Pavement	---	---
Bit Shoulders, Medians and C&G Line	---	---
Aggregate Shoulder	---	---
Sidewalks, Driveways	---	---
Guardrail		
Guardrail Post	□	
Traffic Sign	⊥	⊥
Corrugated Median		
Impact Attenuator		
North Arrow with District Office (Half Size)		
Match Line		STA. 45+00
Slope Limit Line	---	
Typical Cross-Section Line	---	---

ROADWAY PROFILES

	EX	PR
P.I. Indicator	△	△
Point Indicator	○	○
Earthworks Balance Point		
Begin Point		
Vert. Curve Data	VPI = ELEV = L = E =	VPI = ELEV = L = E =
Ditch Profile Left Side	----	----
Ditch Profile Right Side	----	----
Roadway Profile Line	----	----
Storm Sewer Profile Left Side	----	----
Storm Sewer Profile Right Side	----	----

SIGNING ITEMS

	EX	PR
Cone, Drum or Barricade		○
Barricade Type II		
Barricade Type III		TT
Barricade With Edge Line		
Flashing Light Sign		○
Panels I		
Panels II		
Direction of Traffic		
Sign Flag (Half Size)		

SIGNING ITEMS
(contd.)

	EX	PR
Reverse Left W1-4L (Half Size)		
Reverse Right W1-4R (Half Size)		
Two Way Traffic Sign W6-3 (Half Size)		
Detour Ahead W20-2(O) (Half Size)		
Left Lane Closed Ahead W20-5L(O) (Half Size)		
Right Lane Closed Ahead W20-5R(O) (Half Size)		
Road Closed Ahead W20-3(O) (Half Size)		
Road Construction Ahead W20-1(O) (Half Size)		
Single Lane Ahead (Half Size)		
Transition Left W4-2L (Half Size)		
Transition Right W4-2R (Half Size)		

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**STANDARD SYMBOLS,
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**SIGNING ITEMS
(contd.)**

EX

PR

One Way Arrow Lrg. W1-6-(O)
(Half Size)



Two Way Arrow Large W1-7-(O)
(Half Size)



Detour M4-10L-(O)
(Half Size)



Detour M4-10R-(O)
(Half Size)



One Way Left R6-1L
(Half Size)



One Way Right R6-1R
(Half Size)



Left Turn Lane R3-I100L
(Half Size)



Keep Left R4-7AL
(Half Size)



Keep Left R4-7BL
(Half Size)



Keep Right R4-7AR
(Half Size)



Keep Right R4-7BR
(Half Size)



Stop Here On Red R10-6-AL
(Half Size)



Stop Here On Red R10-6-AR
(Half Size)



No Left Turn R3-2
(Half Size)



No Right Turn R3-1
(Half Size)



Road Closed R11-2
(Half Size)



Road Closed Thru Traffic R11-2
(Half Size)

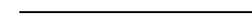


STRUCTURES ITEMS

EX

PR

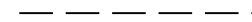
Box Culvert Barrel



Box Culvert Headwall



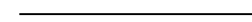
Bridge Pier



Bridge



Retaining Wall



Temporary Sheet Piling



**TRAFFIC SHEET
ITEMS**

EX

PR

Cable Number



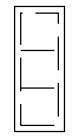
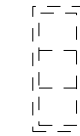
Left Turn Green



Left Turn Yellow



Signal Backplate



Signal Section 8" (200 mm)



Signal Section 12" (300 mm)



Walk/Don't Walk Letters



Walk/Don't Walk Symbols



**TRAFFIC SIGNAL
ITEMS**

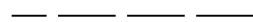
EX

PR

Galv. Steel Conduit



Underground Cable



Detector Loop Line



Detector Loop Large



Detector Loop Small



Detector Loop Quadrapole



**STANDARD SYMBOLS,
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Michael Bond
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
Joe E. Cole
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

TRAFFIC SIGNAL ITEMS (contd.)

EX

PR

Detector Raceway



Aluminum Mast Arm



Steel Mast Arm



Veh. Detector Magnetic



Conduit Splice



Controller



Gulfbox Junction



Wood Pole



Temp. Signal Head



Handhole



Double Handhole



Heavy Duty Handhole



Junction Box



Ped. Pushbutton Detector



Ped. Signal Head



Power Pole Service



Priority Veh. Detector



Signal Head



Signal Head w/Backplate



Signal Post



Closed Circuit TV



Video Detector System



UNDERGROUND UTILITY ITEMS

EX

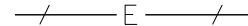
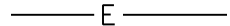
PR

ABANDONED

Cable TV



Electric Cable



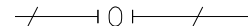
Fiber Optic



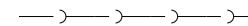
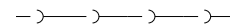
Gas Pipe



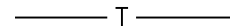
Oil Pipe



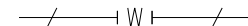
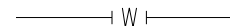
Sanitary Sewer



Telephone Cable



Water Pipe



UTILITIES ITEMS

EX

PR

Controller



Double Handhole



Fire Hydrant



GuyWire or Deadman Anchor



Handhole



Heavy Duty Handhole



Junction Box



Light Pole



Manhole



Monitoring Well (Gasoline)



Pipeline Warning Sign



Power Pole



Power Pole with Light



Sanitary Sewer Cleanout



Splice Box Above Ground



Telephone Splice Box Above Ground



Telephone Pole



UTILITY ITEMS (contd.)

EX

PR

Traffic Signal



Traffic Signal Control Box



Water Meter



Water Meter Valve Box



Profile Line



Aerial Power Line



VEGETATION ITEMS

EX

PR

Deciduous Tree



Bush or Shrub



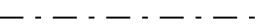
Evergreen Tree



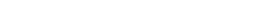
Stump



Orchard/Nursery Line



Vegetation Line



Woods & Bush Line

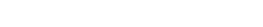
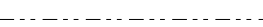


WATER FEATURE ITEMS

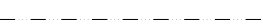
EX

PR

Stream or Drainage Ditch



Waters Edge



Water Surface Indicator



Water Point



Disappearing Ditch



Marsh



Marsh/Swamp Boundary



Illinois Department of Transportation

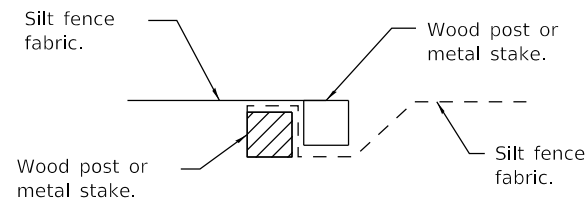
PASSED January 1, 2021
Michael Bond
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APPROVED January 1, 2021
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ISSUED 1-1-97

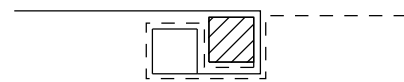
STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
 (Sheet 9 of 9)

STANDARD 000001-08



Place end-post (stake) of first silt fence adjacent to end-post (stake) of second silt fence with fabric positioned as shown.

STEP 1

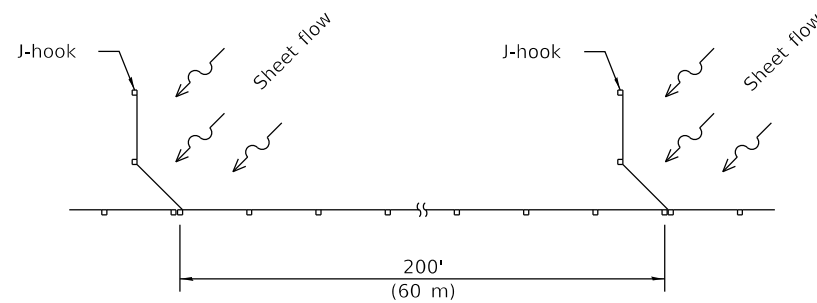


Rotate posts (stakes) together 180° clockwise and drive both posts (stakes) 18 (450) into ground.

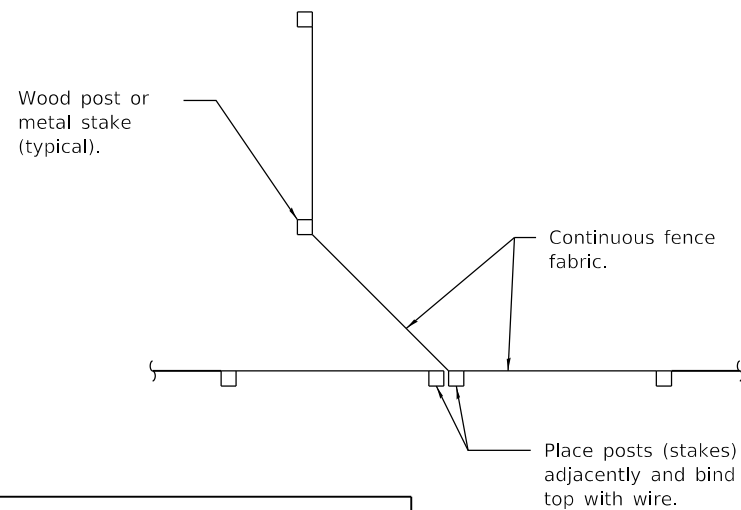
STEP 2

ATTACHING TWO SILT FILTER FENCES

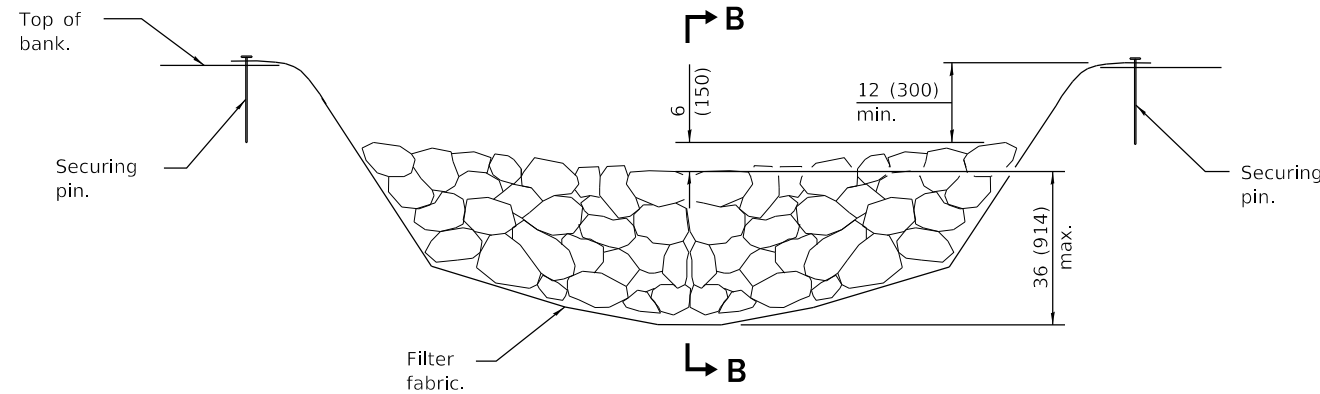
(Not applicable for J-hooks)



SILT FILTER J-HOOK PLACEMENT

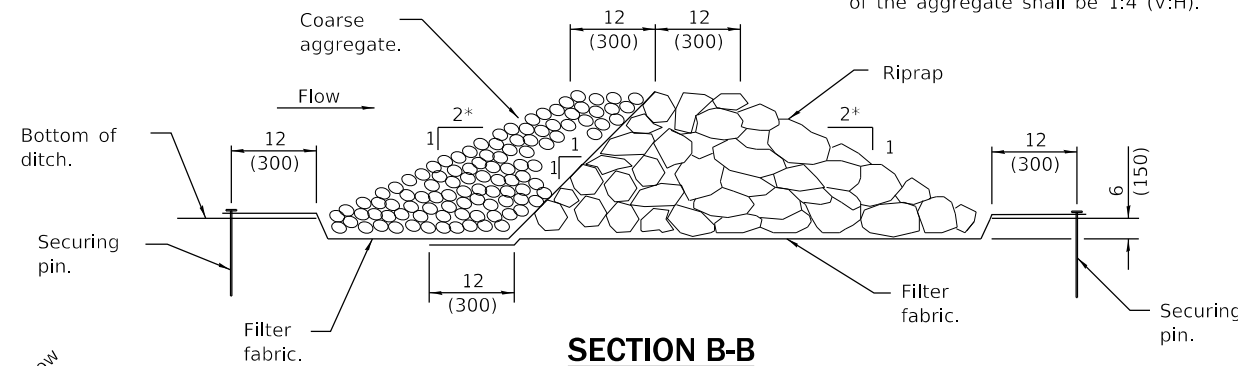


J-HOOK



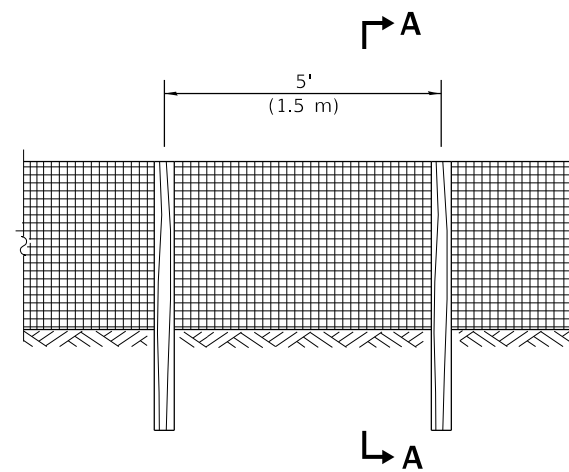
ELEVATION

* When the ditch check is within the clear zone and the road is open to traffic, the traffic approach slope of the aggregate shall be 1:4 (V:H).



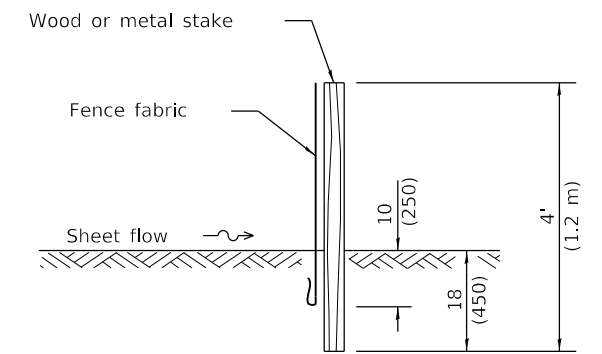
SECTION B-B

AGGREGATE DITCH CHECK

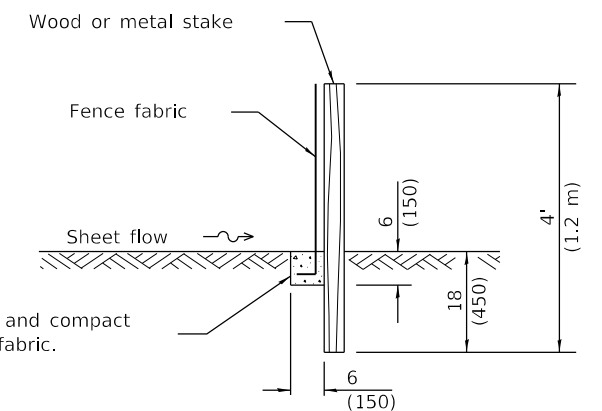


ELEVATION

SILT FILTER FENCE AS A PERIMETER EROSION BARRIER



SLICE METHOD



TRENCH METHOD

SECTION A-A

Excavate, backfill and compact trench to secure fabric.

GENERAL NOTES

The installation details and dimensions shown for perimeter erosion barriers shall also apply for inlet and pipe protection.

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

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PASSED January 1, 2013
Michael Beard
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2013
[Signature]
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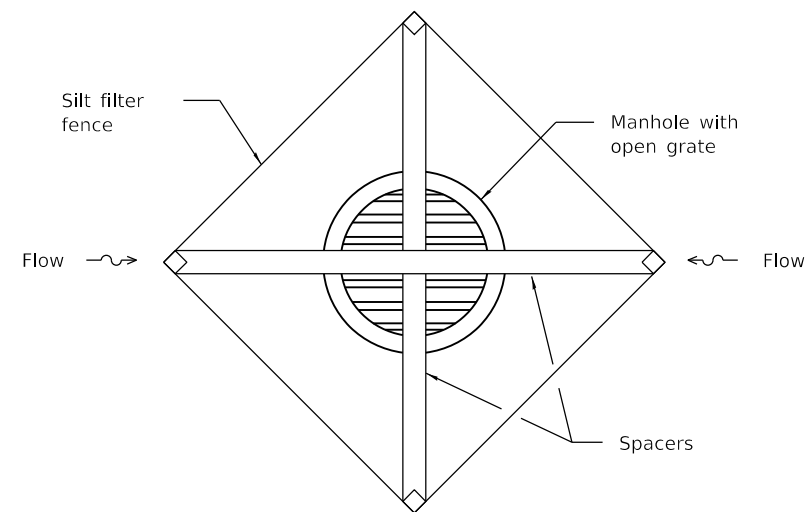
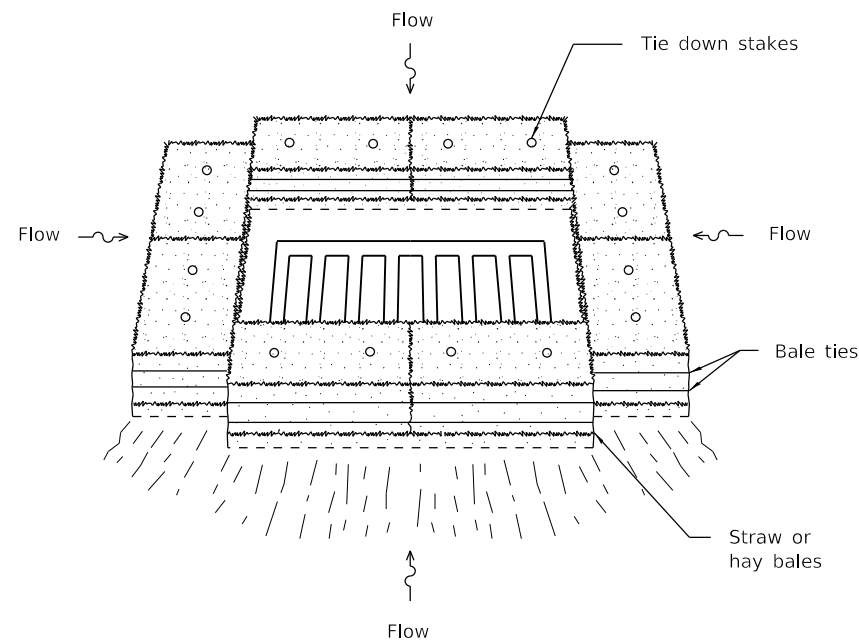
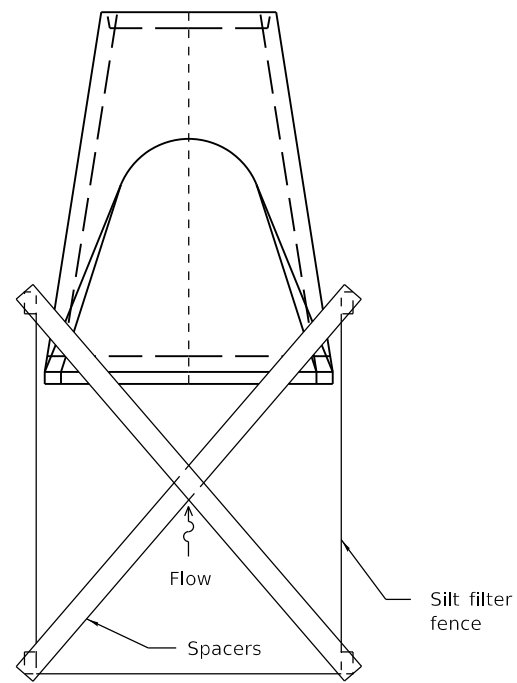
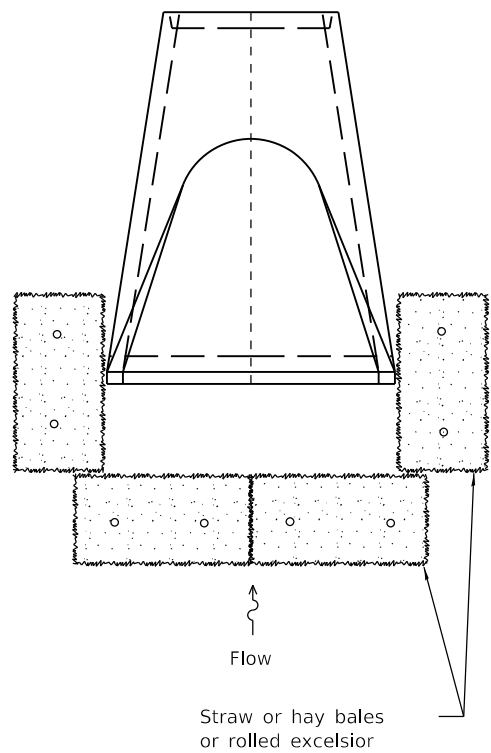
ISSUED 1-1-97

DATE	REVISIONS
1-1-13	Corrected notation for flowline (f _l) on SEDIMENT BASIN ELEVATION.
1-1-12	Omitted hay/straw perimeter barrier. Added SLICE METHOD to SECTION A-A.

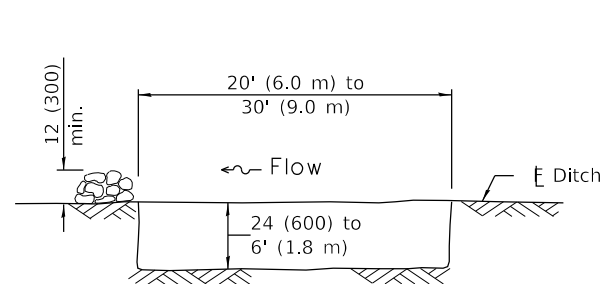
TEMPORARY EROSION CONTROL SYSTEMS

(Sheet 1 of 2)

STANDARD 280001-07

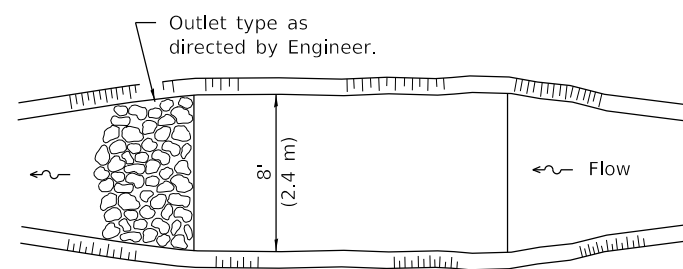


INLET AND PIPE PROTECTION



The performance of the basin will improve if put into a series.

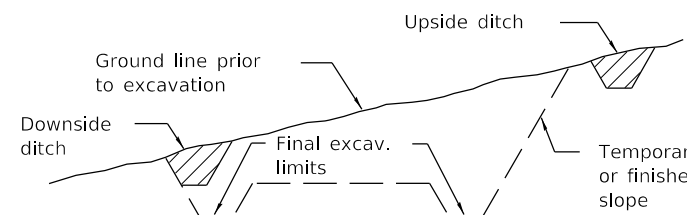
ELEVATION



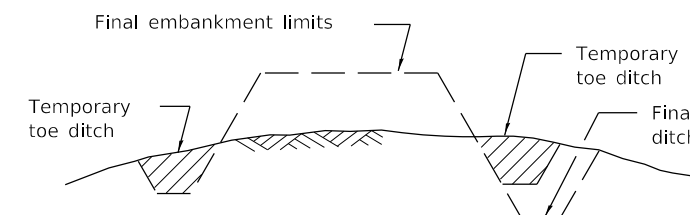
The long dimension should be parallel with the direction of the flow. Accumulated silt shall be removed anytime the basins become 75% filled.

PLAN

SEDIMENT BASIN



TYPICAL CUT CROSS-SECTION



TYPICAL FILL CROSS-SECTION

TEMPORARY DITCHES FOR CUT & FILL SECTIONS

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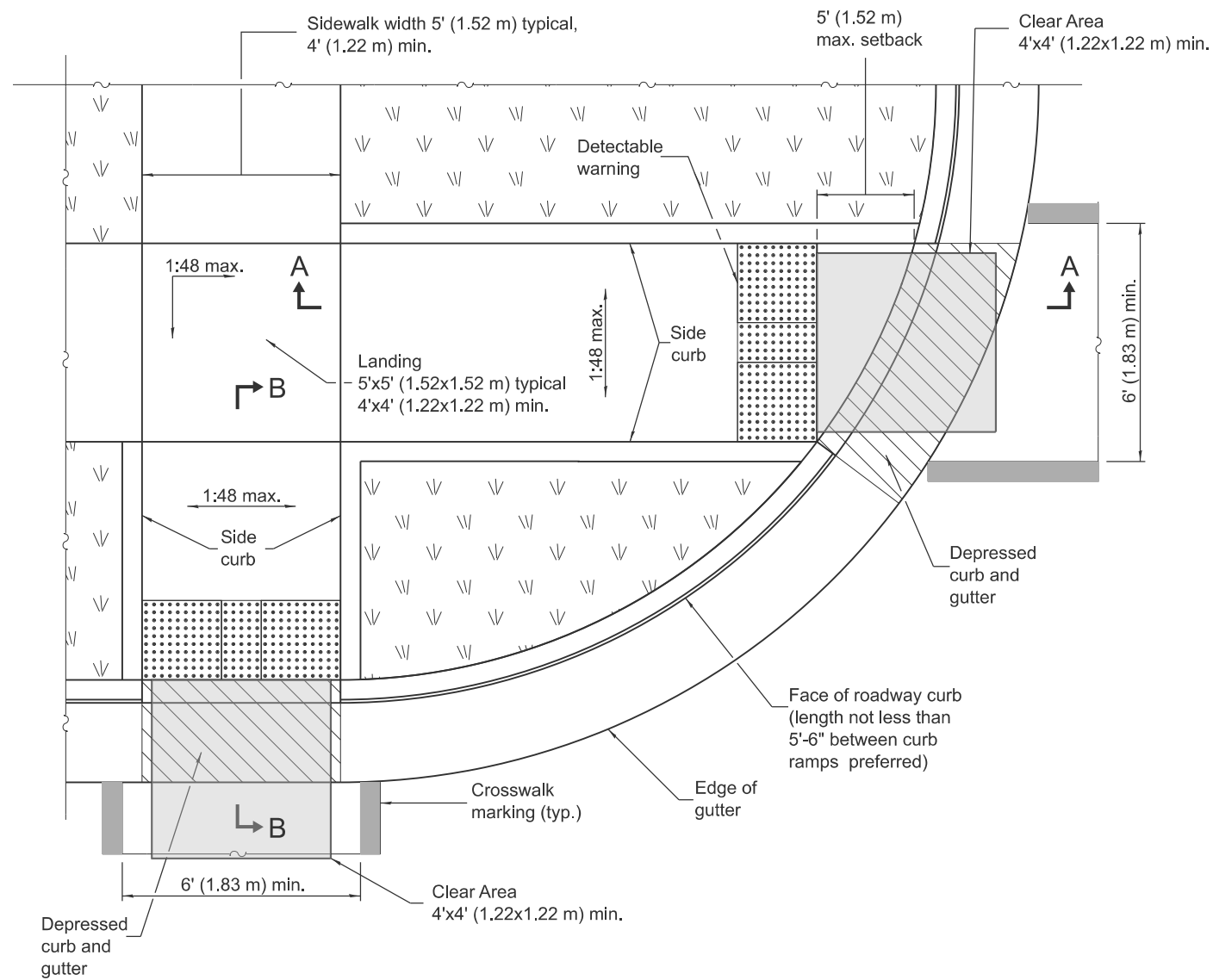
PASSED January 1, 2013
Michael Beard
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2013
ENGINEER OF DESIGN AND ENVIRONMENT

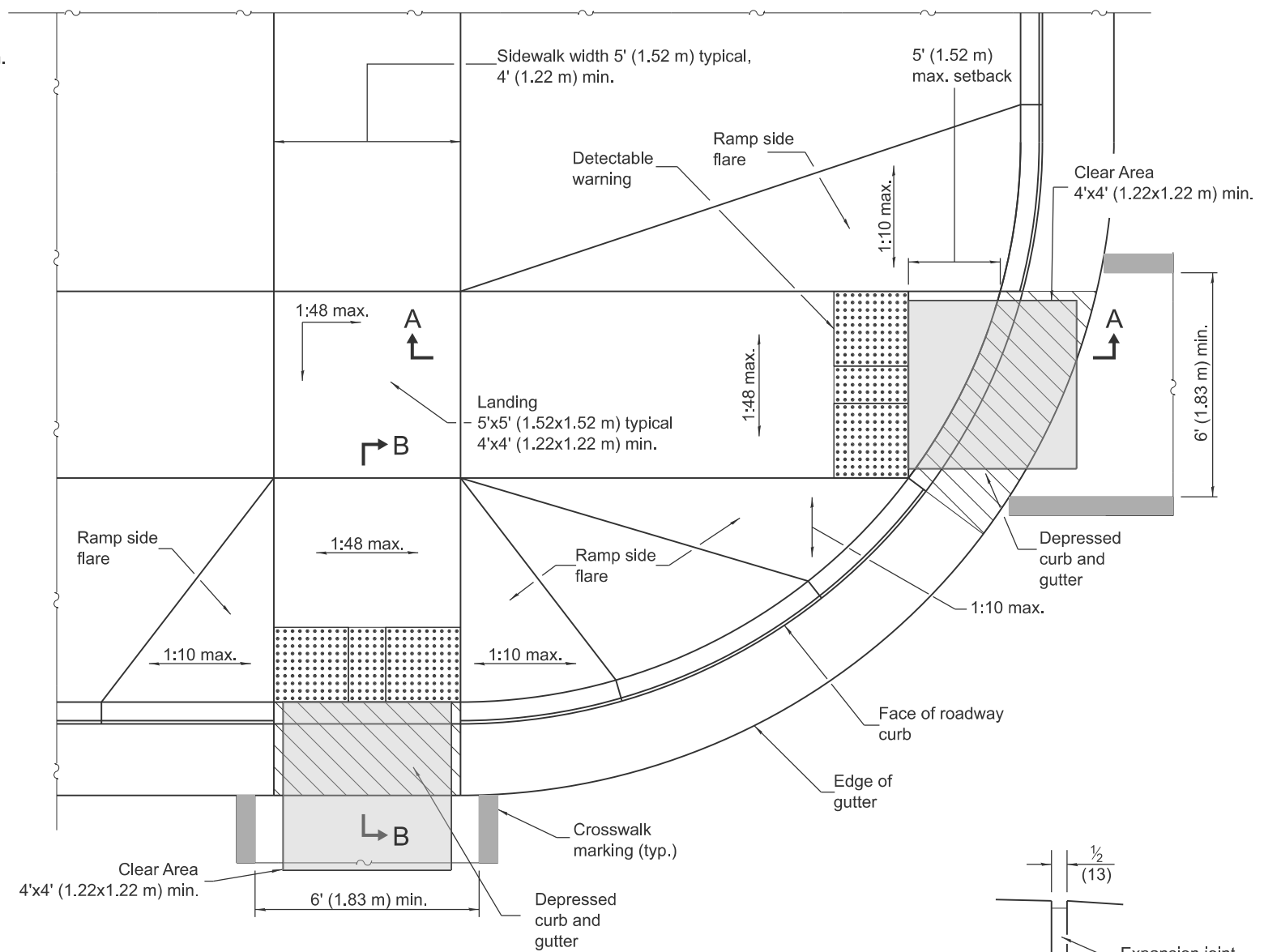
ISSUED 1-1-97

TEMPORARY EROSION CONTROL SYSTEMS
(Sheet 2 of 2)

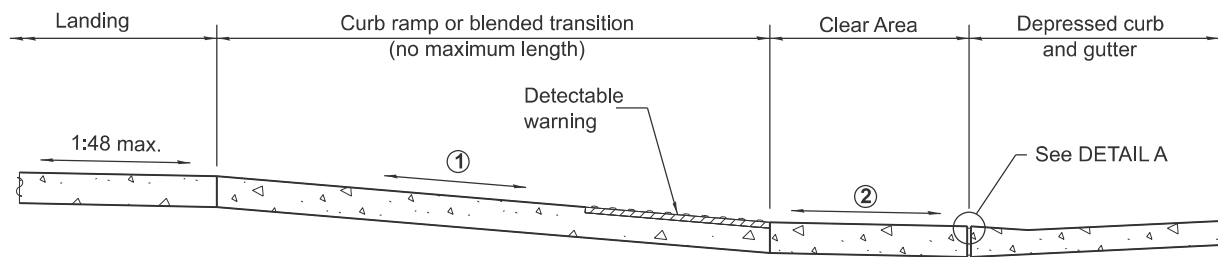
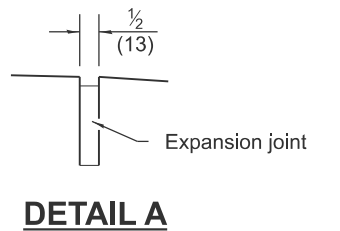
STANDARD 280001-07



**RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'**

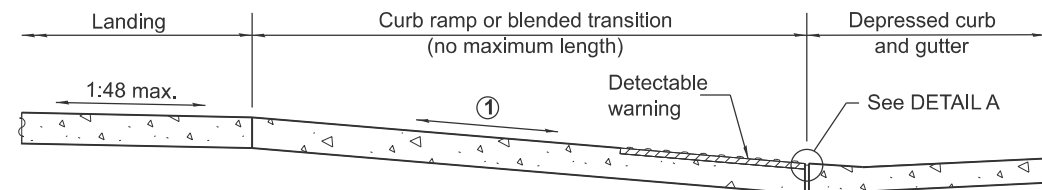


**RAMPS IN PAVED AREA
SETBACK ≤ 5'**



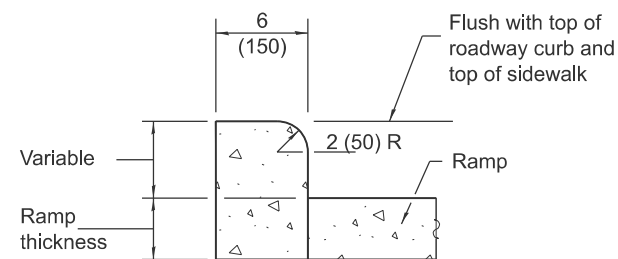
SECTION A-A

- ① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.
- ② Clear Area shall be located outside the travel lane inclusive of any bicycle lanes. The running slope shall be 1:20 max and the cross slope shall be:
 - Signalized/Uncontrolled Intersection - 1:20
 - Yield/Stop Controlled Intersection - 1:48
 - Midblock - grade of the road



SECTION B-B

- ① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



SIDE CURB DETAIL

See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-25	Indicated "Clear Area" Location and updated cross-slopes.
1-1-19	Removed "15-foot rule", added "Blended transitions" and placement tolerances for detectable warnings.

**PERPENDICULAR CURB
RAMPS FOR SIDEWALKS**

(Sheet 1 of 2)

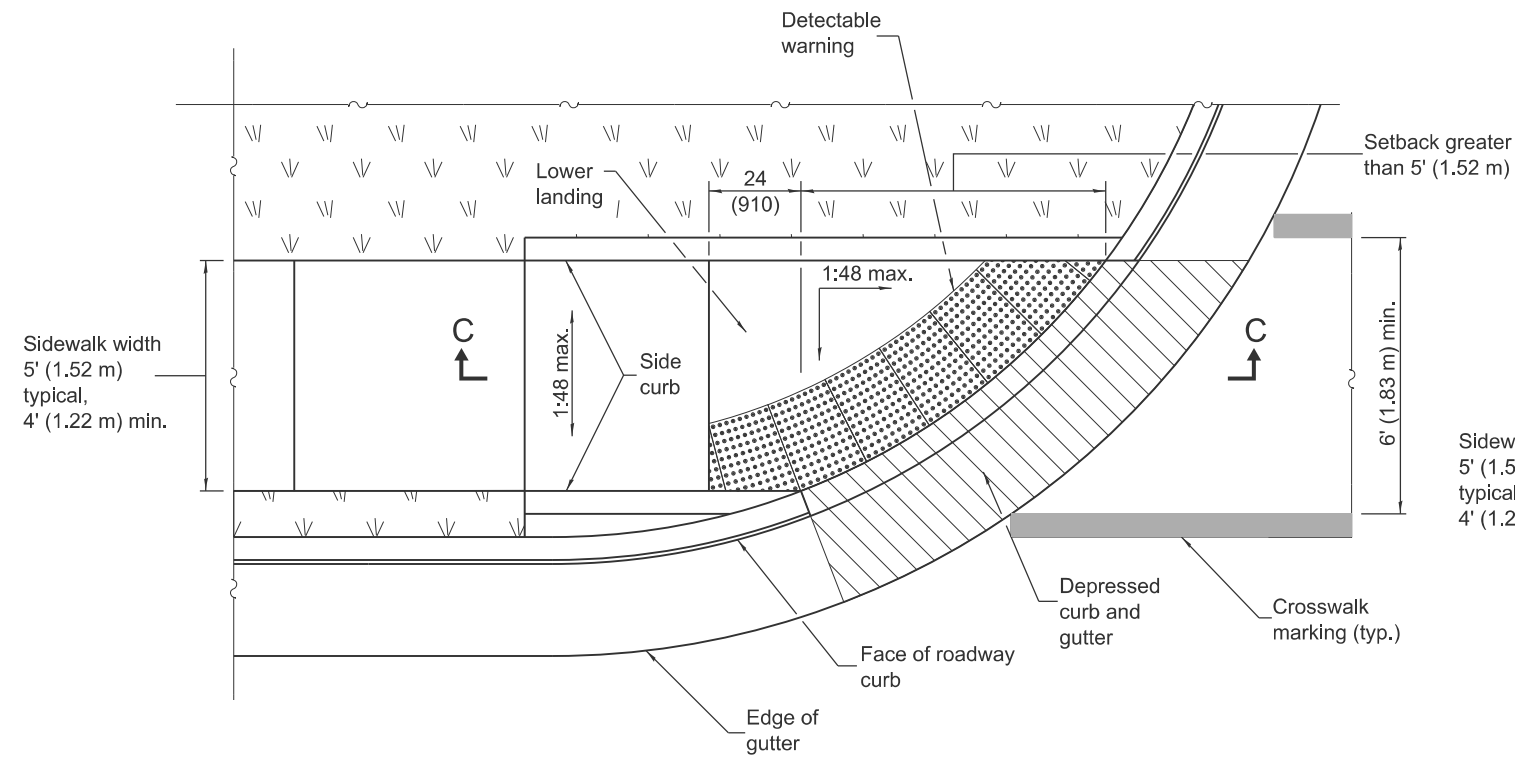
STANDARD 424001-12

Illinois Department of Transportation

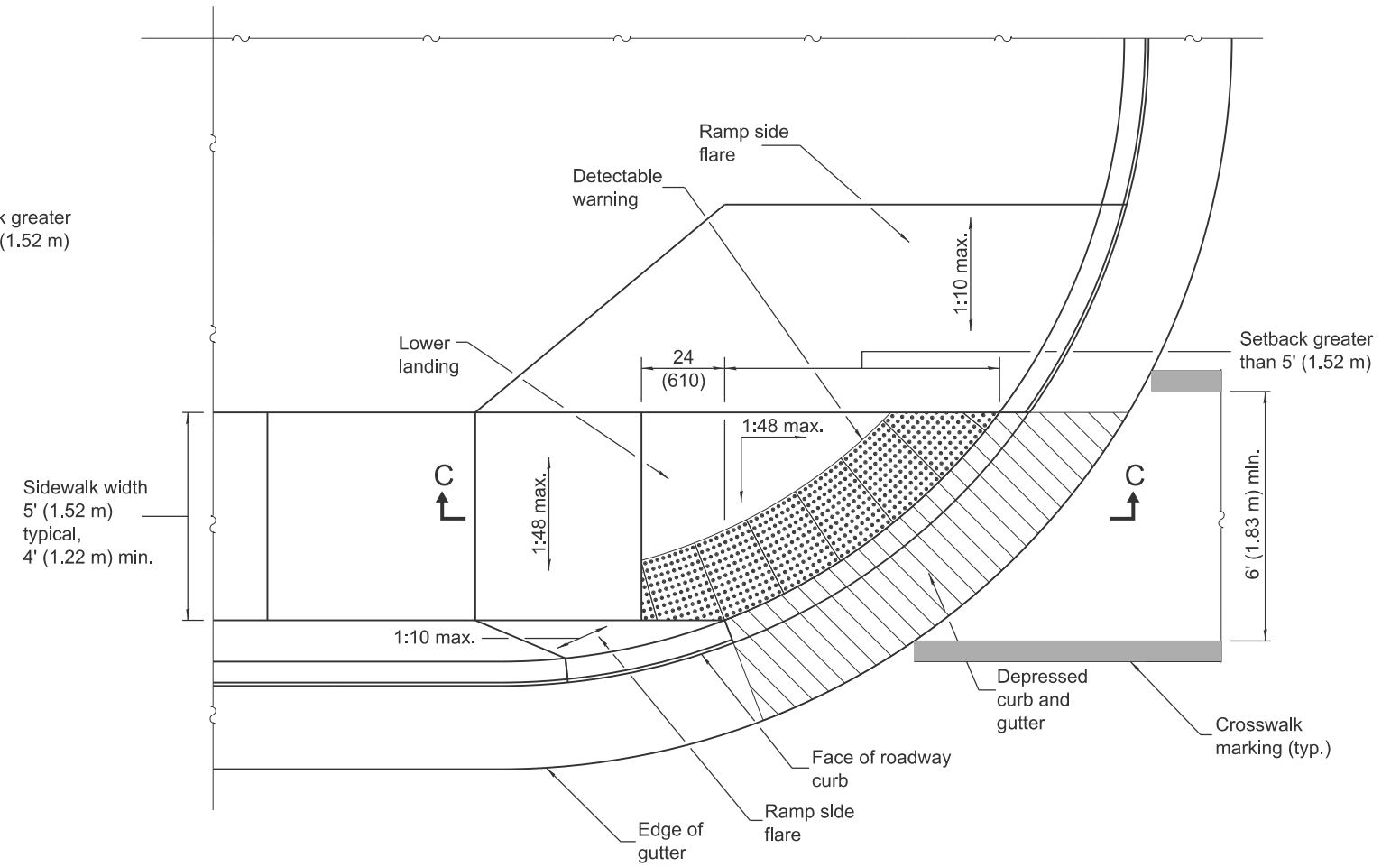
APPROVED January 1, 2025
Marshall K. Wood
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APPROVED January 1, 2025
Subh Chak
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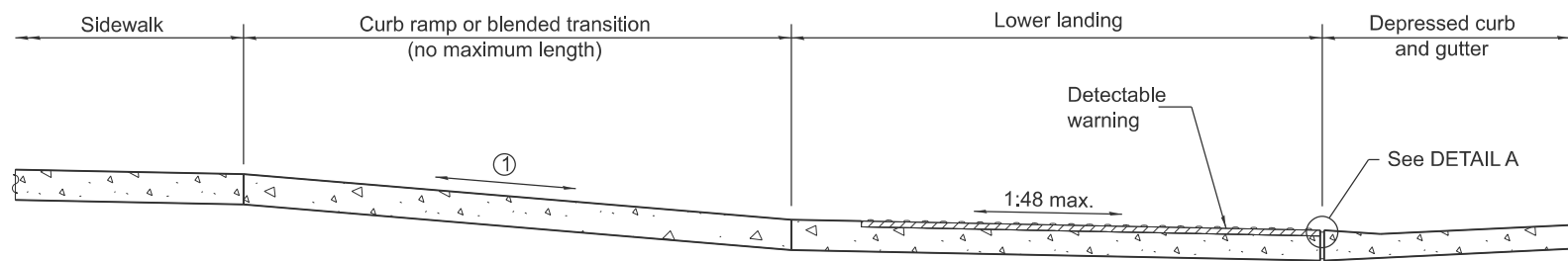
ISSUED 1-1-97



**RAMP IN LANDSCAPED AREA
SETBACK > 5'**



**RAMP IN PAVED AREA
SETBACK > 5'**



SECTION C-C

- ① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

**PERPENDICULAR CURB
RAMPS FOR SIDEWALKS**

(Sheet 2 of 2)

STANDARD 424001-12

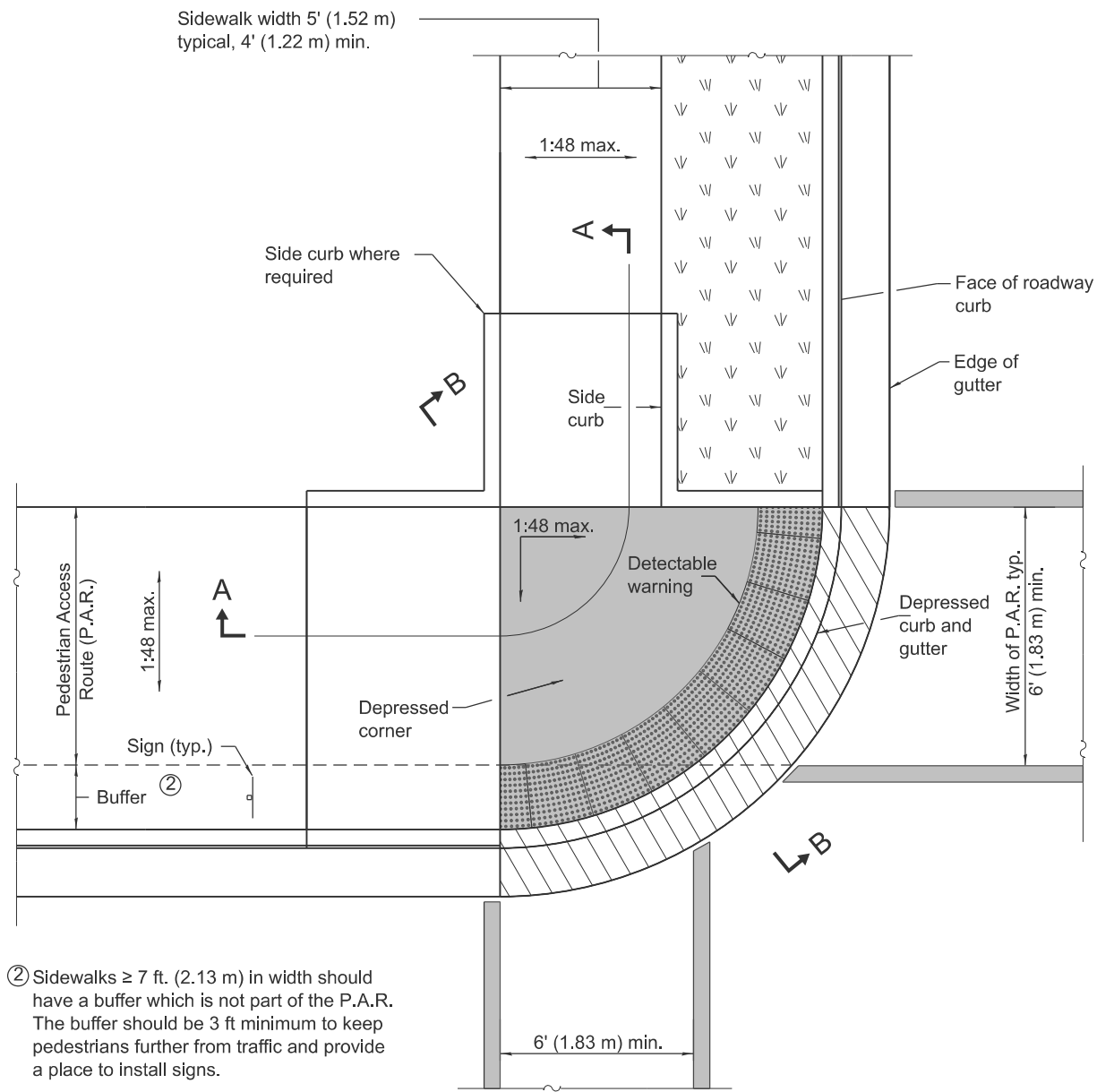
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Marshall K. Matell
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APPROVED January 1, 2025
John C. ...
ENGINEER OF DESIGN AND ENVIRONMENT

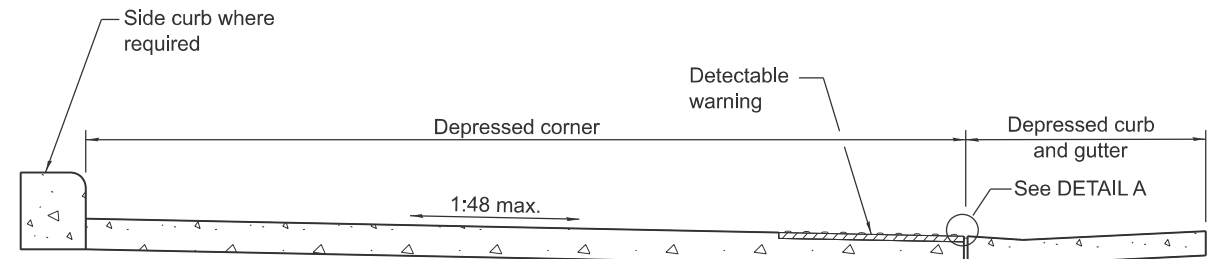
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Sidewalk width 5' (1.52 m) typical, 4' (1.22 m) min.

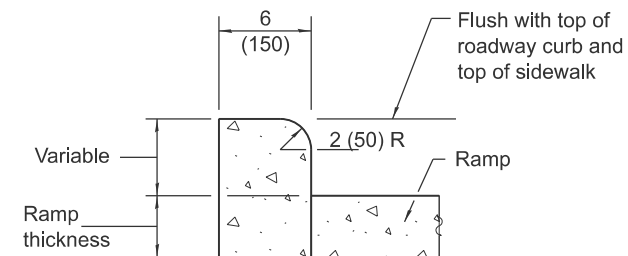


DEPRESSED CORNER

② Sidewalks \geq 7 ft. (2.13 m) in width should have a buffer which is not part of the P.A.R. The buffer should be 3 ft minimum to keep pedestrians further from traffic and provide a place to install signs.



SECTION B-B



SIDE CURB DETAIL

DETAIL A

GENERAL NOTES

This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:48 maximum slope is shown, 1:64 is preferred.

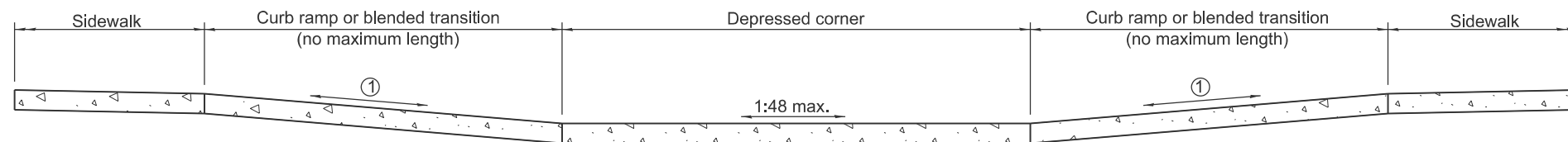
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Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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



SECTION A-A

① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

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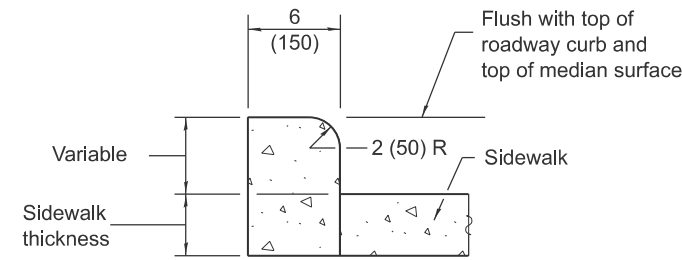
APPROVED January 1, 2025
John Doe
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ISSUED 1-1-12

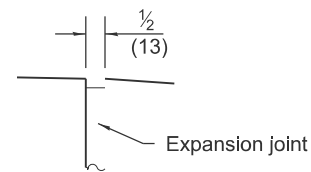
DATE	REVISIONS
1-1-25	Remove min running slope from note 1 and updated cross-slope.
1-1-21	Added crosswalk striping and a "buffer" for wide sidewalks.

DEPRESSED CORNER FOR SIDEWALKS

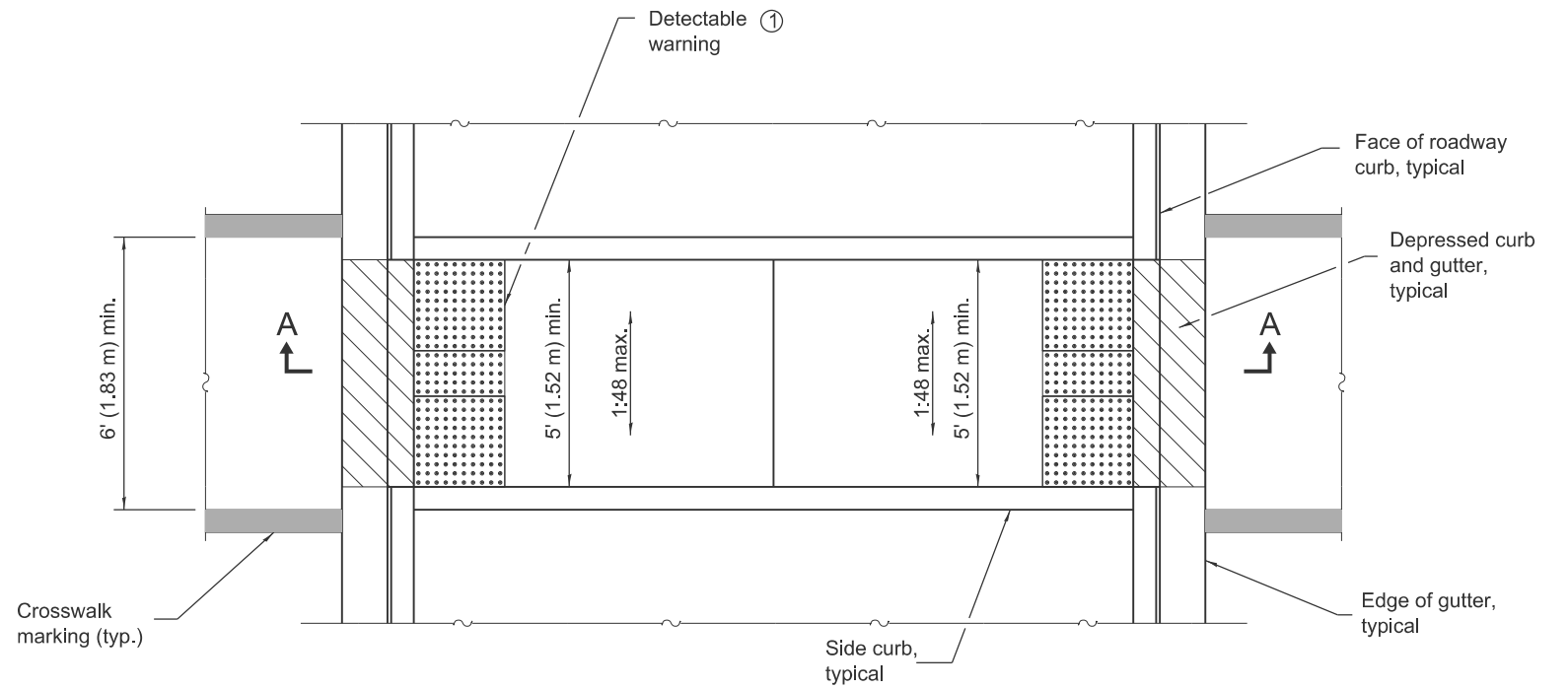
STANDARD 424021-07



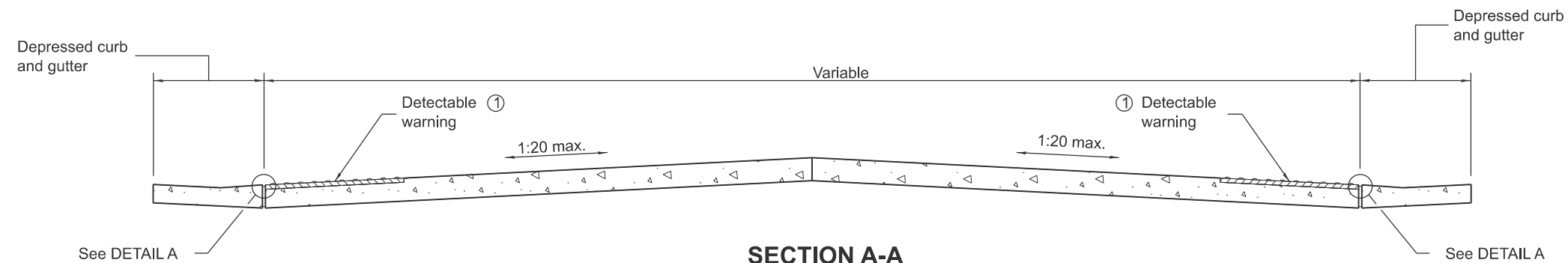
SIDE CURB DETAIL



DETAIL A



MEDIAN PEDESTRIAN CROSSING



SECTION A-A

① Omit detectable warnings when distance between back of curbs is less than 6' (1.83 m).

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

Illinois Department of Transportation

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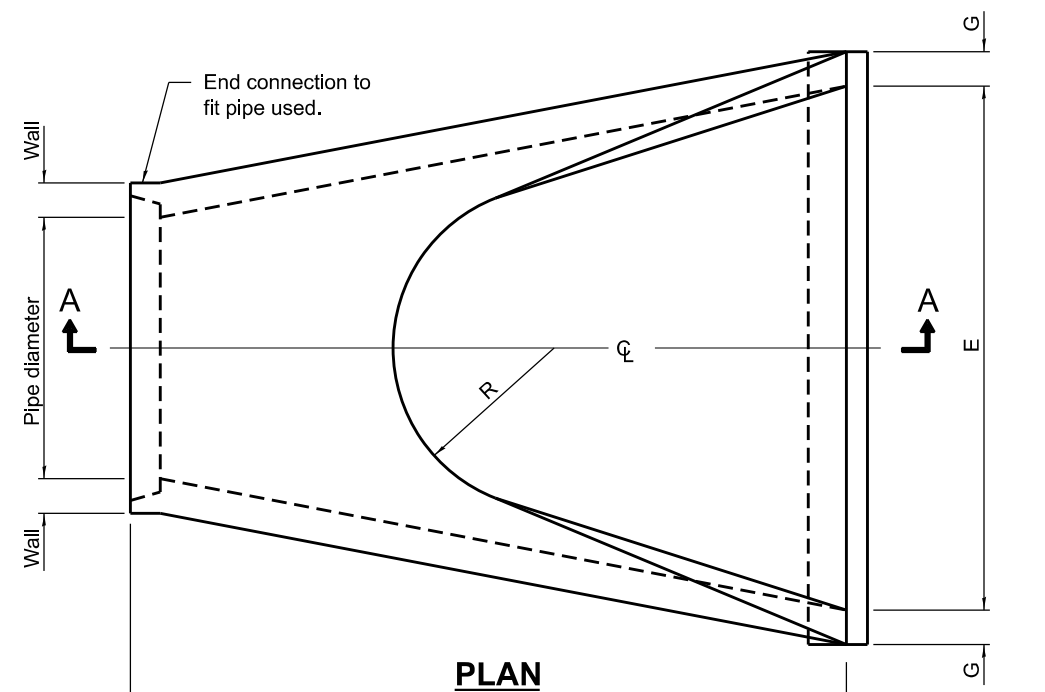
APPROVED January 1, 2025
Scott Choe
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ISSUED 1-1-12

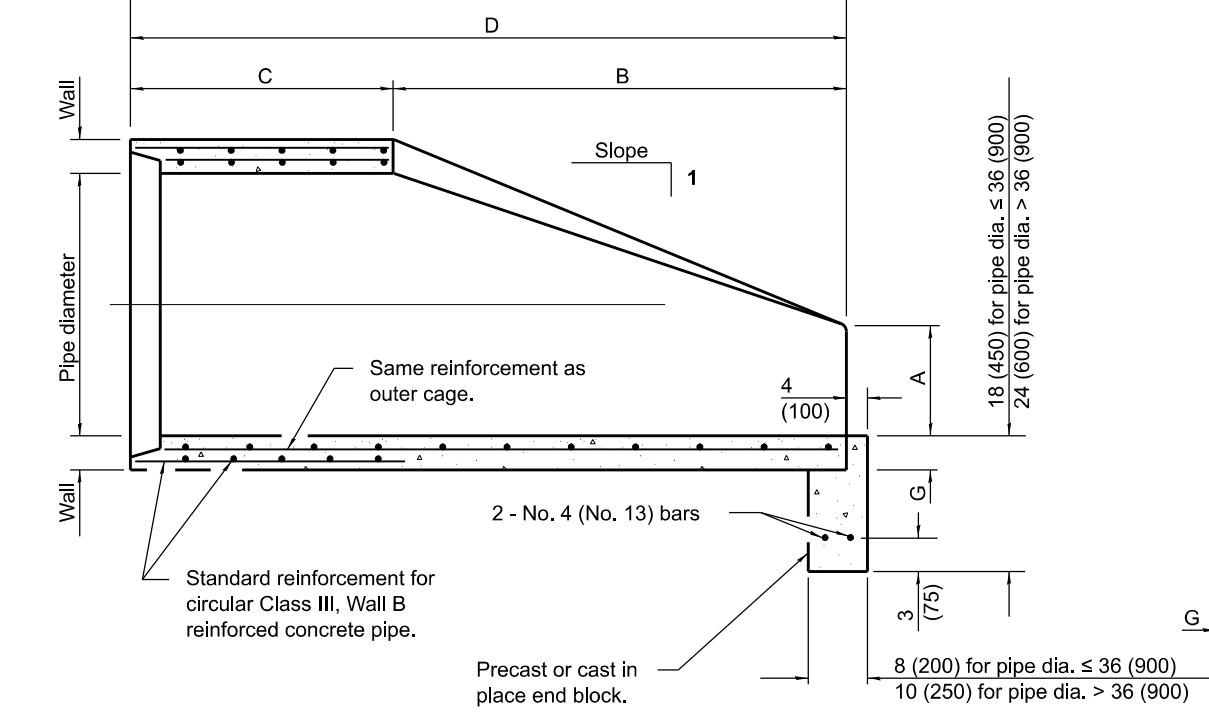
DATE	REVISIONS
1-1-25	Updated cross-slope.
1-1-19	Added placement tolerances for detectable warnings.

MEDIAN PEDESTRIAN CROSSINGS

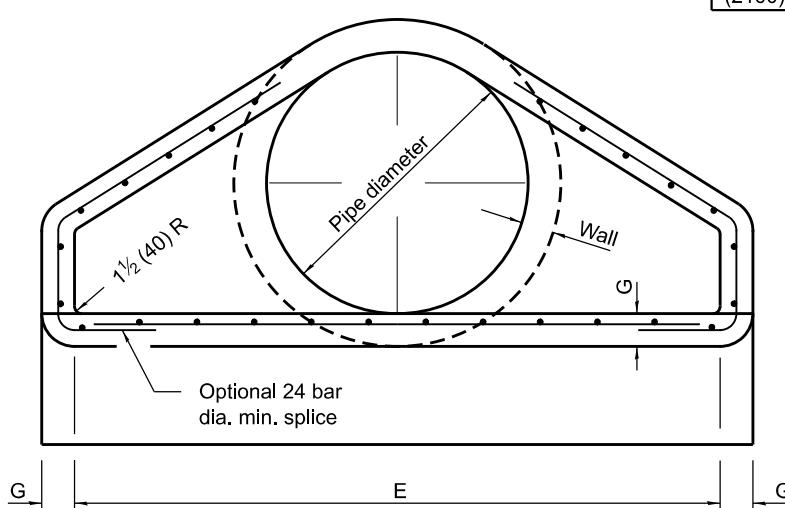
STANDARD 424031-03



PLAN



SECTION A-A



END VIEW

PIPE DIA.	APPROX. QTY. lbs. (kg)	WALL	A	B	C	D	E	G	R	APPROX. SLOPE
12 (300)	530 (240)	2 (51)	4 (102)	24 (610)	4'-0 7/8" (1.241 m)	6'-0 7/8" (1.851 m)	24 (610)	2 (51)	9 (229)	1:2.4
15 (375)	740 (335)	2 1/4 (57)	6 (152)	27 (686)	3'-10" (1.168 m)	6'-1" (1.854 m)	30 (762)	2 1/4 (57)	11 (280)	1:2.4
18 (450)	990 (450)	2 1/2 (64)	9 (229)	27 (686)	3'-10" (1.168 m)	6'-1" (1.854 m)	36 (914)	2 1/2 (64)	12 (305)	1:2.4
21 (525)	1280 (580)	2 3/4 (70)	9 (229)	35 (889)	38 (965)	6'-1" (1.854 m)	3'-6" (1.067 m)	2 3/4 (70)	13 (330)	1:2.4
24 (600)	1520 (690)	3 (76)	9 1/2 (241)	3'-7 1/2" (1.105 m)	30 (762)	6'-1 1/2" (1.867 m)	4'-0" (1.219 m)	3 (76)	14 (356)	1:2.5
27 (675)	1930 (875)	3 1/4 (83)	10 1/2 (267)	4'-0" (1.219 m)	25 1/2 (648)	6'-1 1/2" (1.867 m)	4'-6" (1.372 m)	3 1/4 (83)	14 1/2 (368)	1:2.4
30 (750)	2190 (995)	3 1/2 (89)	12 (305)	4'-6" (1.375 m)	19 3/4 (502)	6'-1 3/4" (1.874 m)	5'-0" (1.524 m)	3 1/2 (89)	15 (381)	1:2.5
33 (825)	3200 (1450)	3 3/4 (95)	13 1/2 (343)	4'-10 1/2" (1.486 m)	39 1/4 (997)	8'-1 1/2" (2.483 m)	5'-6" (1.676 m)	3 3/4 (95)	17 1/2 (445)	1:2.5
36 (900)	4100 (1860)	4 (102)	15 (381)	5'-3" (1.6 m)	34 3/4 (883)	8'-1 3/4" (2.483 m)	6'-0" (1.829 m)	4 (102)	20 (508)	1:2.5
42 (1050)	5380 (2440)	4 1/2 (114)	21 (533)	5'-3" (1.6 m)	35 (889)	8'-2" (2.489 m)	6'-6" (1.981 m)	4 1/2 (114)	22 (559)	1:2.5
48 (1200)	6550 (2970)	5 (127)	24 (610)	6'-0" (1.829 m)	26 (660)	8'-2" (2.489 m)	7'-0" (2.134 m)	5 (127)	22 (559)	1:2.5
54 (1350)	8240 (3740)	5 1/2 (140)	27 (686)	5'-5" (1.651 m)	35 (889)	8'-4" (2.54 m)	7'-6" (2.286 m)	5 1/2 (140)	24 (610)	1:2.0
60 (1500)	8730 (3960)	6 (152)	35 (889)	5'-0" (1.524 m)	39 (991)	8'-3" (2.515 m)	8'-0" (2.438 m)	5 (127)	*	1:1.9
66 (1650)	10710 (4860)	6 1/2 (165)	30 (762)	6'-0" (1.829 m)	27 (686)	8'-3" (2.515 m)	8'-6" (2.591 m)	5 1/2 (140)	*	1:1.7
72 (1800)	12520 (5680)	7 (178)	36 (914)	6'-6" (1.981 m)	21 (533)	8'-3" (2.514 m)	9'-0" (2.743 m)	6 (152)	*	1:1.8
78 (1950)	14770 (6700)	7 1/2 (191)	36 (914)	7'-6" (2.286 m)	21 (533)	9'-3" (2.819 m)	9'-6" (2.896 m)	6 1/2 (165)	*	1:1.8
84 (2100)	18160 (8240)	8 (203)	36 (914)	7'-6 1/2" (2.299 m)	21 (533)	9'-3 1/2" (2.832 m)	10'-0" (3.048 m)	6 1/2 (165)	*	1:1.6

* Radius as furnished by manufacturer

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

DATE	REVISIONS
1-1-11	Clarified ref. to pipe dia. on Section A-A. Changed 'inner' to 'outer' cage. ref.
1-1-09	Switched units to English (metric).

PRECAST REINFORCED CONCRETE FLARED END SECTION

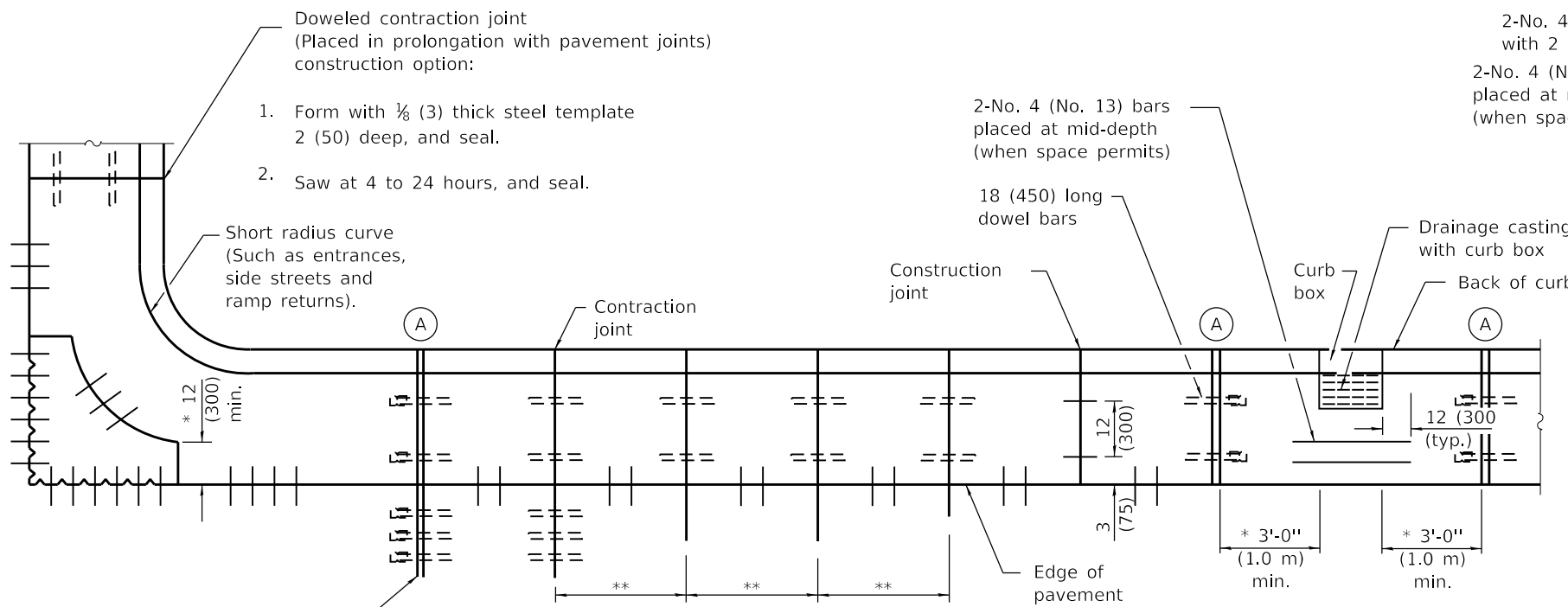
STANDARD 542301-03

Illinois Department of Transportation

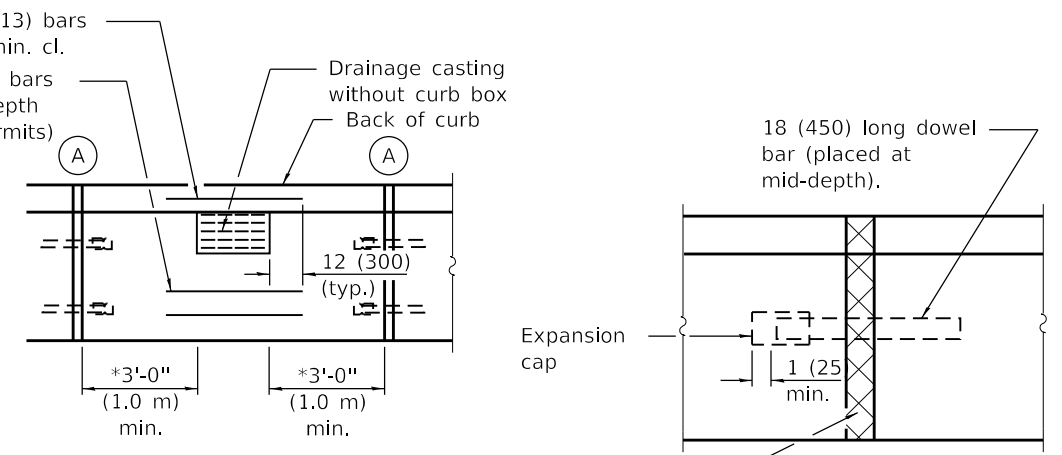
APPROVED January 1, 2011
Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 2011
Scott Schick
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

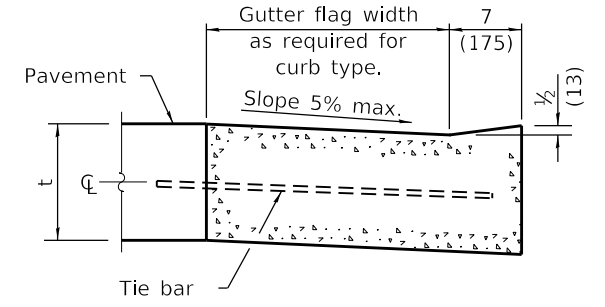


PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

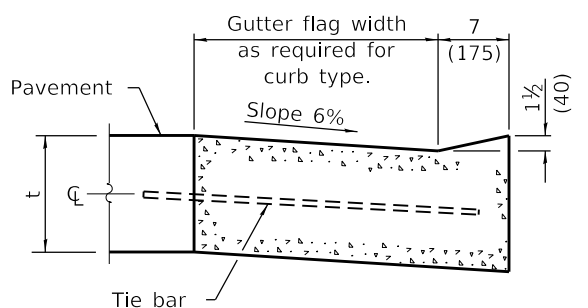


DETAIL A
EXPANSION JOINT

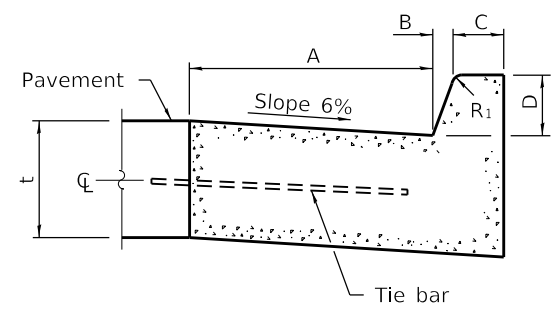
Full depth & width 1 (25) - thick (min.) preformed expansion joint filler.



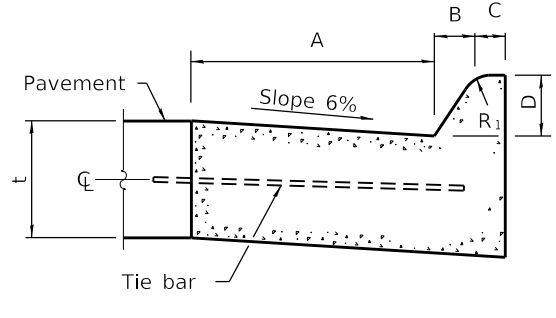
DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



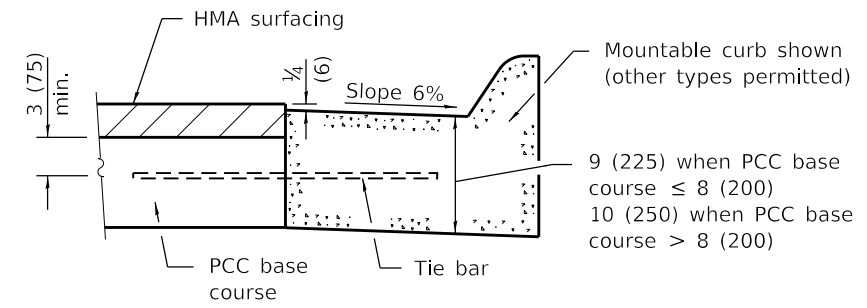
DEPRESSED CURB (TYPICAL)



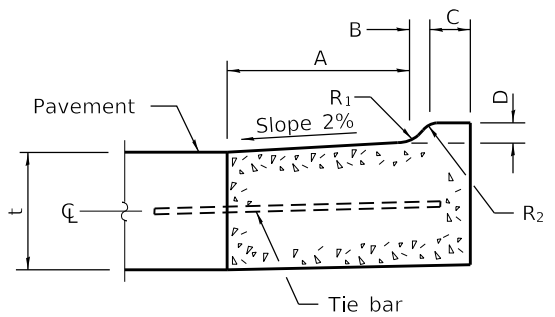
BARRIER CURB



MOUNTABLE CURB



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)

TABLE OF DIMENSIONS BARRIER CURB

TYPE	A	B	C	D	R ₁
B-6.06 *	6	1	6	6	1
(B-15.15)	(150)	(25)	(150)	(150)	(25)
B-6.12	12	1	6	6	1
(B-15.3)	(300)	(25)	(150)	(150)	(25)
B-6.18	18	1	6	6	1
(B-15.45)	(450)	(25)	(150)	(150)	(25)
B-6.24	24	1	6	6	1
(B-15.60)	(600)	(25)	(150)	(150)	(25)
B-9.12	12	2	5	9	1
(B-22.30)	(300)	(50)	(125)	(225)	(25)
B-9.18	18	2	5	9	1
(B-22.45)	(450)	(50)	(125)	(225)	(25)
B-9.24	24	2	5	9	1
(B-22.60)	(600)	(50)	(125)	(225)	(25)

TABLE OF DIMENSIONS MOUNTABLE CURB

TYPE	A	B	C	D	R ₁	R ₂
M-2.06	6	2	4	2	3	2
(M-5.15)	(150)	(50)	(100)	(50)	(75)	(50)
M-2.12	12	2	4	2	3	2
(M-5.30)	(300)	(50)	(100)	(50)	(75)	(50)
M-4.06	6	4	3	4	3	NA
(M-10.15)	(150)	(100)	(75)	(100)	(75)	NA
M-4.12	12	4	3	4	3	NA
(M-10.30)	(300)	(100)	(75)	(100)	(75)	NA
M-4.18	18	4	3	4	3	NA
(M-10.45)	(450)	(100)	(75)	(100)	(75)	NA
M-4.24	24	4	3	4	3	NA
(M-10.60)	(600)	(100)	(75)	(100)	(75)	NA
M-6.06	6	6	2	6	2	NA
(M-15.15)	(150)	(150)	(50)	(150)	(50)	NA
M-6.12	12	6	2	6	2	NA
(M-15.30)	(300)	(150)	(50)	(150)	(50)	NA
M-6.18	18	6	2	6	2	NA
(M-15.45)	(450)	(150)	(50)	(150)	(50)	NA
M-6.24	24	6	2	6	2	NA
(M-15.60)	(600)	(150)	(50)	(150)	(50)	NA

* For corner islands only.

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

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

DATE	REVISIONS
1-1-22	Revised contraction joint spacing adjacent to pcc pavement.
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

STANDARD 606001-08

Illinois Department of Transportation

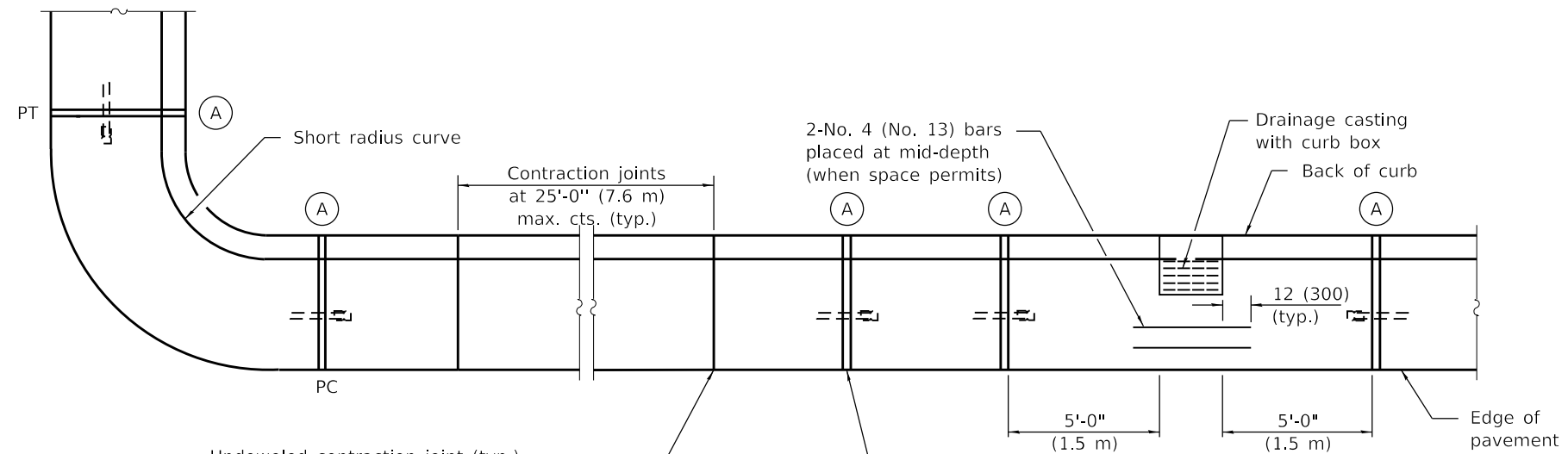
PASSED January 1, 2022

Michael Brand
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2022

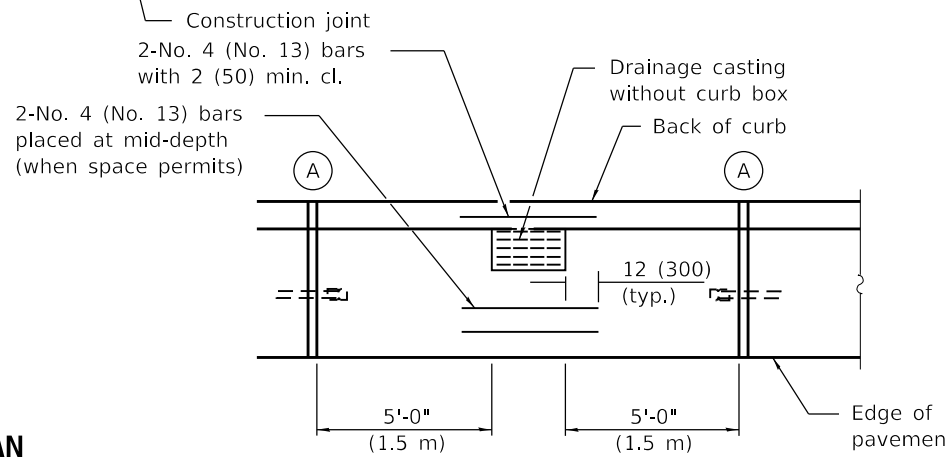
John C. ...
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

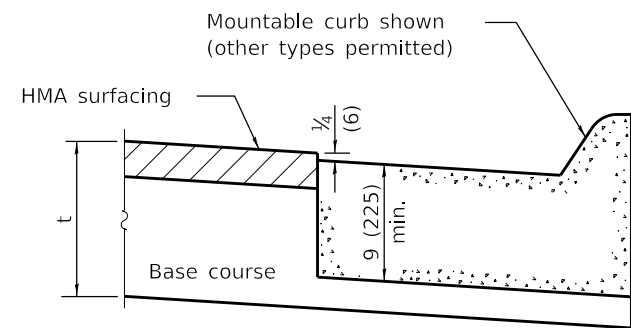


Undoweled contraction joint (typ.) construction options:

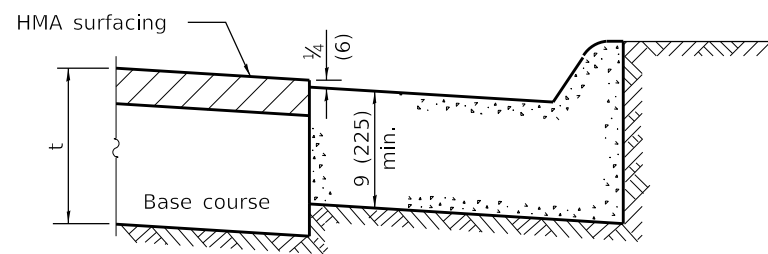
1. Form with $\frac{1}{8}$ (3) thick steel template 2 (50) deep, and seal.
2. Saw 2 (50) deep at 4 to 24 hours, and seal.
3. Insert $\frac{3}{4}$ (20) thick preformed joint filler full depth and width.



PLAN

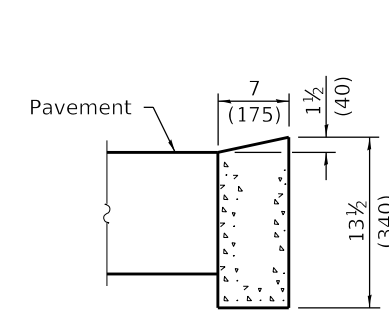


ON DISTURBED SUBGRADE

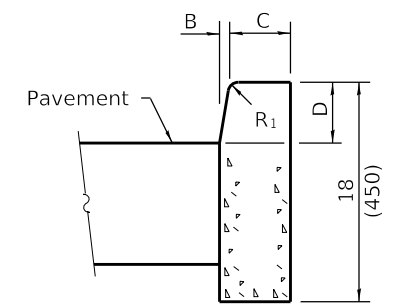


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

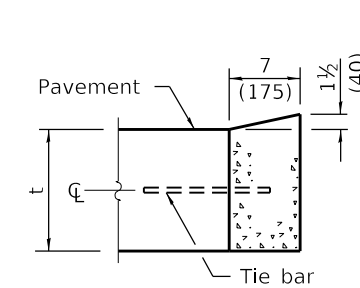


DEPRESSED CURB

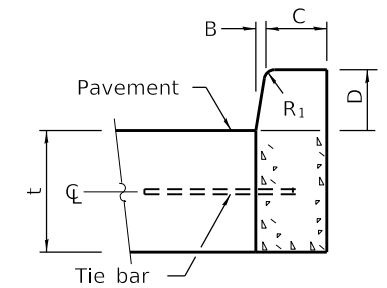


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

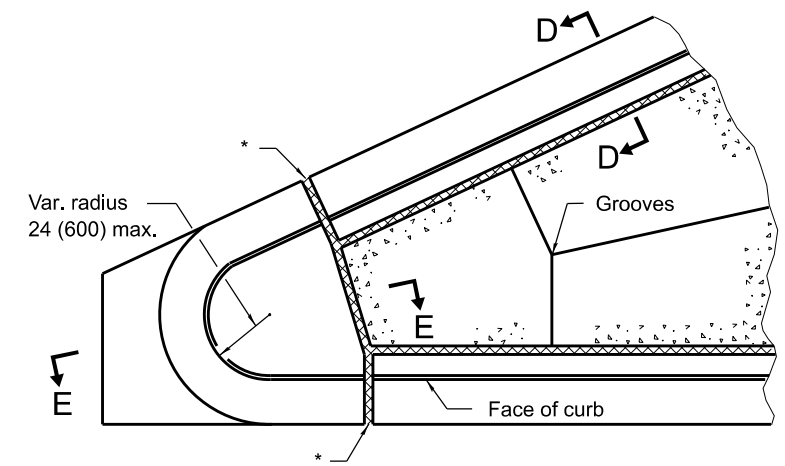
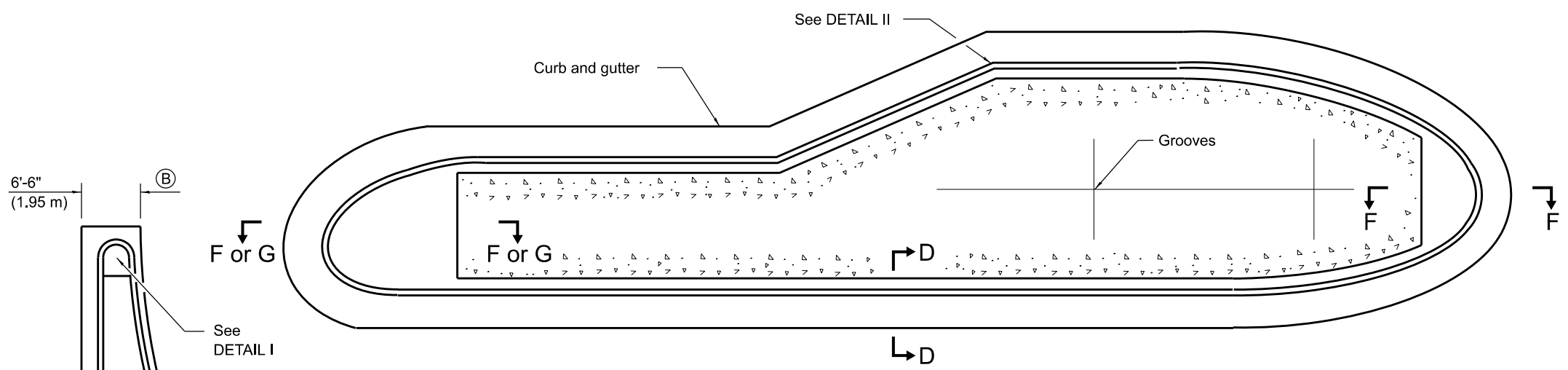
STANDARD 606001-08

Illinois Department of Transportation

PASSED January 1, 2022
Michael Beard
 ENGINEER OF POLICY AND PROCEDURES

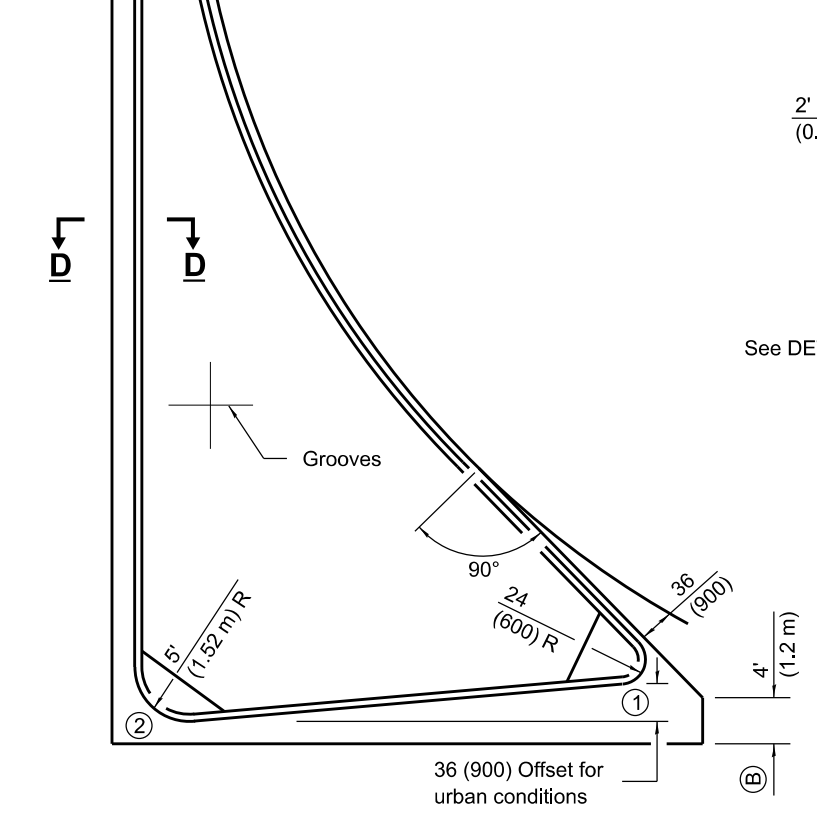
APPROVED January 1, 2022
John C. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

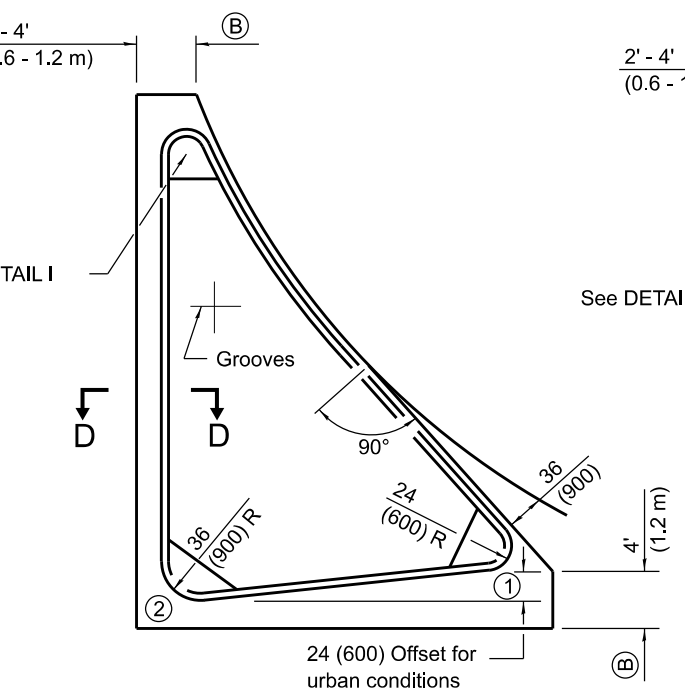


DETAIL I

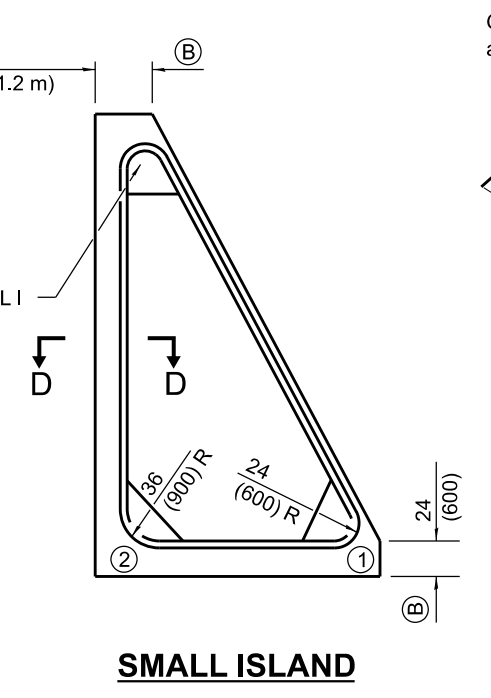
TYPICAL PLAN OF MEDIAN ISLAND
(SEE SHEET 2 FOR DETAILS OF RAMPED NOSES)



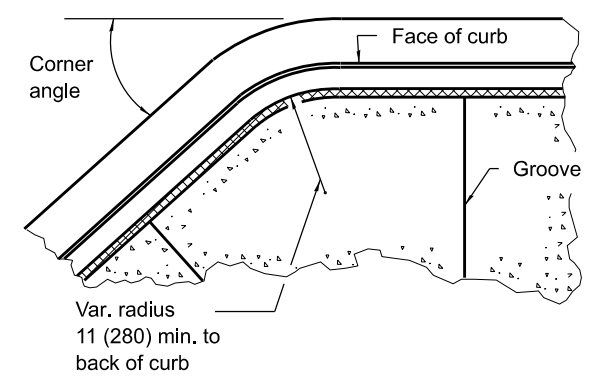
LARGE ISLAND
(FREE FLOW DESIGN)



INTERMEDIATE ISLAND
(FOR RIGHT TURN LANE DESIGN)



SMALL ISLAND



DETAIL II

Typical detail when corner angle is less than 90° and for other corners with radius greater than 24 (600).

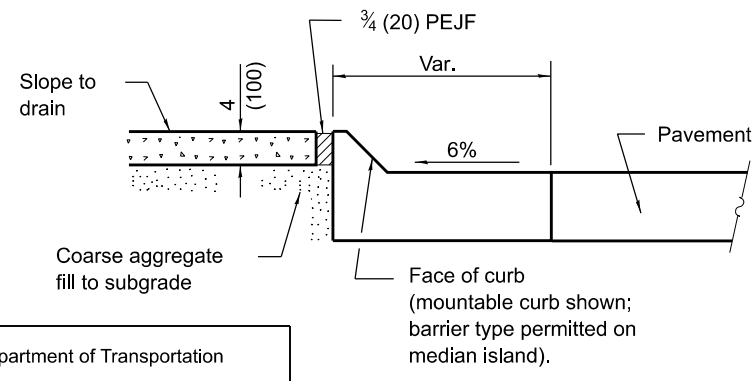
TYPICAL PLANS OF CORNER ISLANDS
(SEE SHEET 2 FOR DETAILS OF RAMPED NOSES)

NOTE:
The blockouts (B) for the islands shall be extended so that the termination will line up with proposed or existing pavement joint.

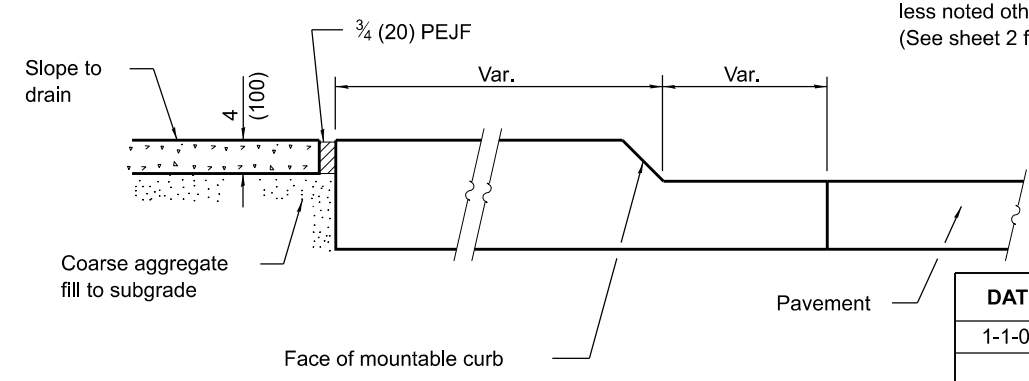
Noses (1) and (2) shall be ramped unless noted otherwise on the plans. (See sheet 2 for length)

GENERAL NOTES

- PEJF = Preformed expansion joint filler.
- Median layout and radii shall be as shown on the plans.
- Keyed longitudinal construction joints shall be constructed without tie bars.
- See Standard 420001 and 606001 for details not shown.
- * 3/4 (20) PEJF conforming to the full cross section of the curb, gutter and median surface.
- X = PCC base course plus HMA thickness.
- t = Pavement or pcc base course thickness.
- All dimensions are in inches (millimeters) unless otherwise shown.



SECTION D-D



SECTION E-E

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Switched to Hot-Mix Asphalt (HMA) terminology.

PC CONCRETE ISLANDS AND MEDIANS

(Sheet 1 of 2)

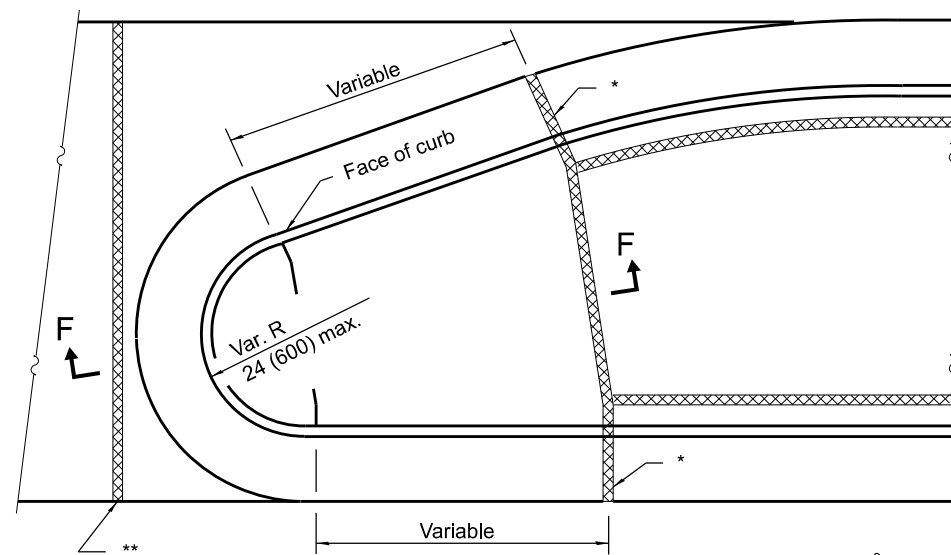
STANDARD 606301-04

Illinois Department of Transportation

APPROVED January 1, 2009
Scott S. ...
ENGINEER OF POLICY AND PROCEDURES

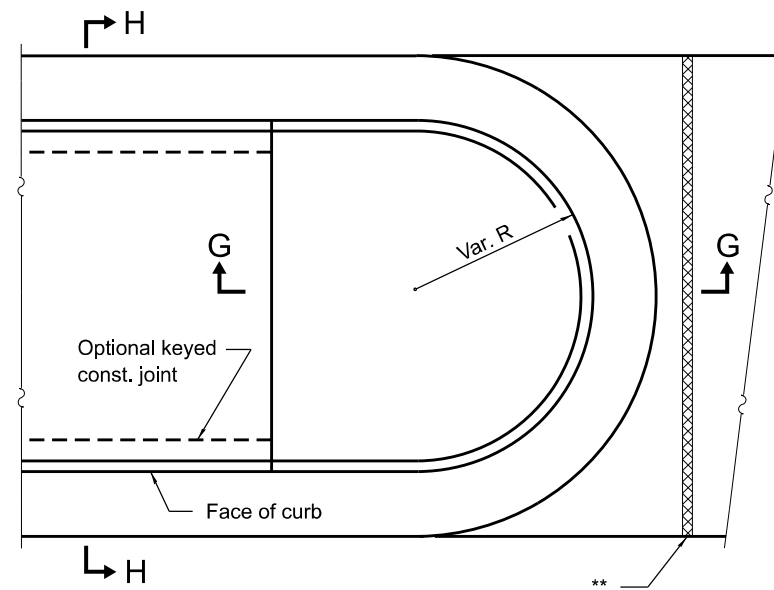
APPROVED January 1, 2009
Lee E. Han
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



TYPE P MEDIAN SURFACE

** 3/4 (20) PEJF between rigid pavement and median end. Align with joint in adjacent pavement.

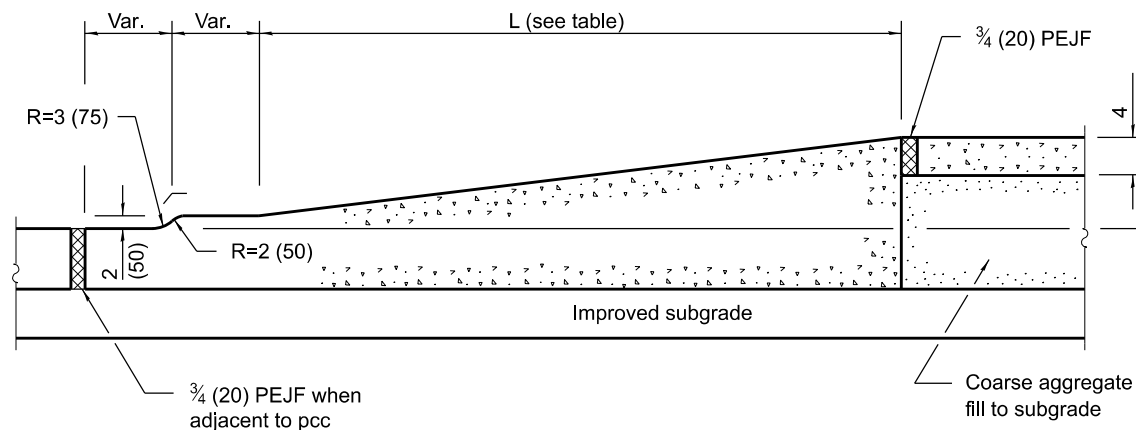


SOLID MEDIAN

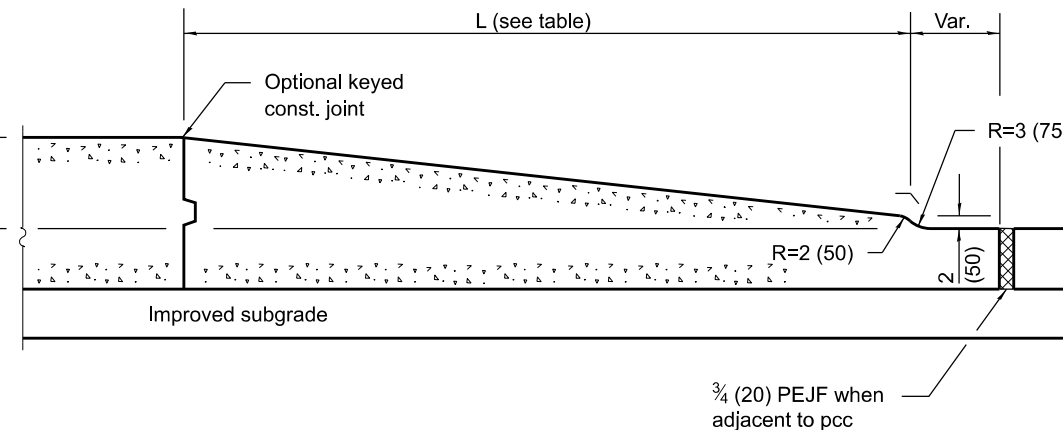
TABLE OF DIMENSIONS					
TYPE SB MEDIANS					
TYPE	A	B	C	D	R ₁
SB-6.06	6	1	6	6	1
(SB-15.15)	(150)	(25)	(150)	(150)	(25)
SB-6.12	12	1	6	6	1
(SB-15.30)	(300)	(25)	(150)	(150)	(25)
SB-6.18	18	1	6	6	1
(SB-15.45)	(450)	(25)	(150)	(150)	(25)
SB-6.24	24	1	6	6	1
(SB-15.60)	(600)	(25)	(150)	(150)	(25)
SB-9.06	6	2	5	9	1
(SB-22.15)	(150)	(50)	(125)	(225)	(25)
SB-9.12	12	2	5	9	1
(SB-22.30)	(300)	(50)	(125)	(225)	(25)
SB-9.18	18	2	5	9	1
(SB-22.45)	(450)	(50)	(125)	(225)	(25)
SB-9.24	24	2	5	9	1
(SB-22.60)	(600)	(50)	(125)	(225)	(25)

TABLE OF DIMENSIONS					
TYPE M AND SM MEDIANS					
TYPE	A	B	C	D	R ₁
M-2.06	6	2	4	2	2
(M-5.15)	(150)	(50)	(100)	(50)	(50)
M-2.12	12	2	4	2	2
(M-5.30)	(300)	(50)	(100)	(50)	(50)
SM-4.06	6	4	3	4	3
(SM-10.15)	(150)	(100)	(75)	(100)	(75)
SM-4.12	12	4	3	4	3
(SM-10.30)	(300)	(100)	(75)	(100)	(75)
SM-4.18	18	4	3	4	3
(SM-10.45)	(450)	(100)	(75)	(100)	(75)
SM-4.24	24	4	3	4	3
(SM-10.60)	(600)	(100)	(75)	(100)	(75)
SM-6.06	6	6	2	6	2
(SM-15.15)	(150)	(150)	(50)	(150)	(50)
SM-6.12	12	6	2	6	2
(SM-15.30)	(300)	(150)	(50)	(150)	(50)
SM-6.18	18	6	2	6	2
(SM-15.45)	(450)	(150)	(50)	(150)	(50)
SM-6.24	24	6	2	6	2
(SM-15.60)	(600)	(150)	(50)	(150)	(50)

PLAN
(RAMPED NOSES)



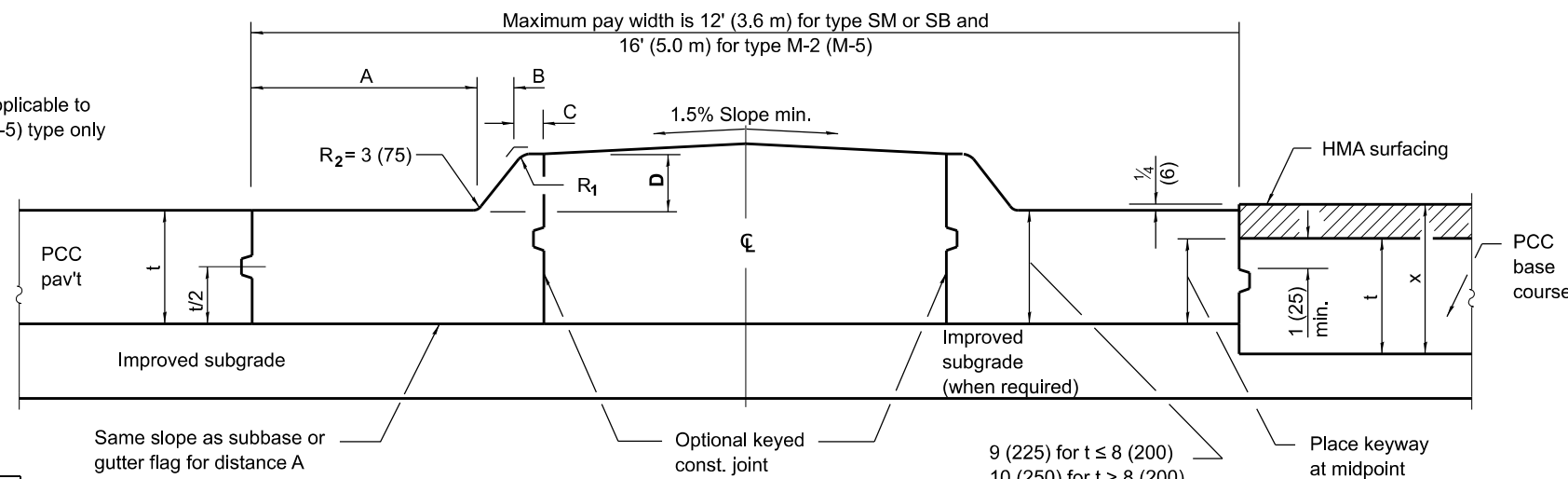
SECTION F-F



SECTION G-G

TABLE OF RAMPED NOSE LENGTHS	
TYPE OF NOSE	L
Median	6' (1.8 m)
Small Island	24 (600)
Intermediate Island	4' (1.2 m)
Large Island	6' (1.8 m)

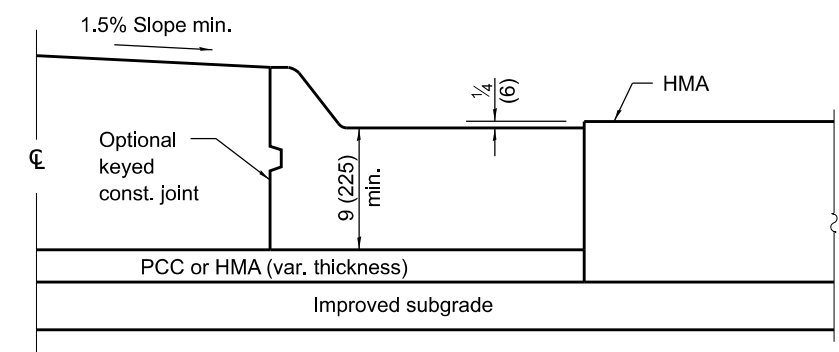
NOTE
R₂ is applicable to M-2 (M-5) type only



HALF SECTION FOR PCC PAVEMENT

HALF SECTION FOR PCC BASE COURSE

SECTION H-H
(TYPE SM, SB & M-5 (M-2) MEDIANS)



HALF SECTION FOR FLEXIBLE PAVEMENT

Illinois Department of Transportation

APPROVED January 1, 2009

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2009

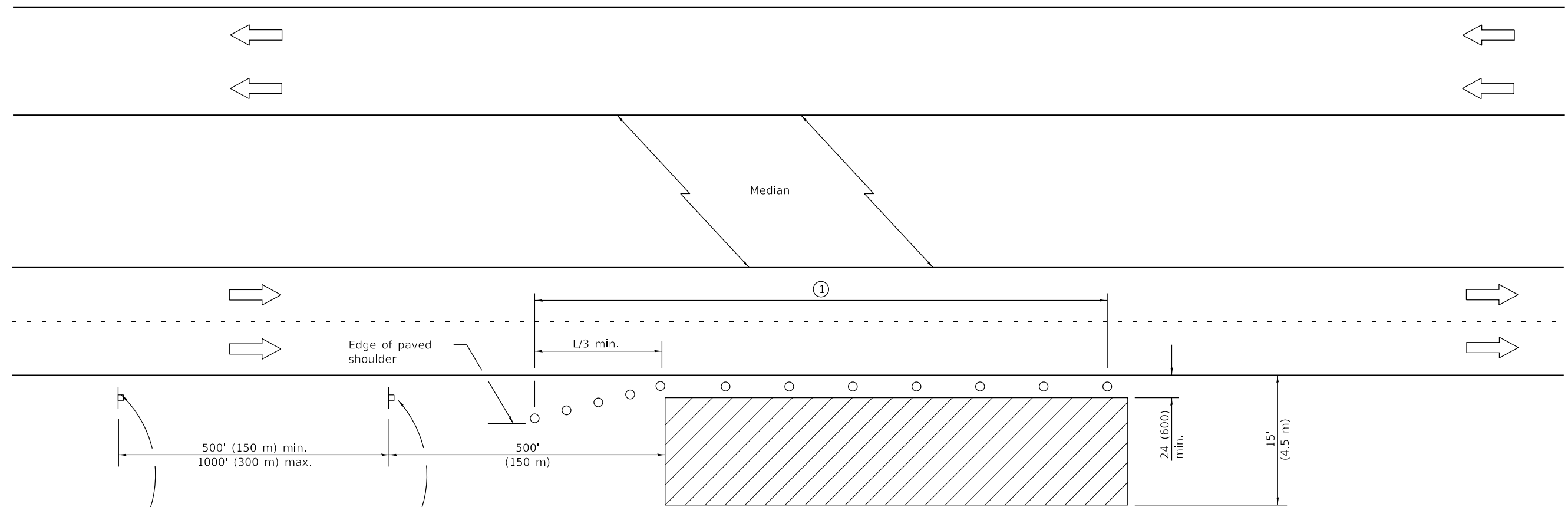
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

PC CONCRETE ISLANDS AND MEDIANS

(Sheet 2 of 2)

STANDARD 606301-04



For contract construction projects



W20-1103(0)-48



W21-1(0)-48

For maintenance and utility projects



W20-1(0)-48

TYPICAL APPLICATIONS

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

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

SYMBOLS

- Work area
- Sign
- Cone, drum or barricade

GENERAL NOTES

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

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$

W = Width of offset in feet (meters).

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

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

DATE	REVISIONS
4-1-16	Corrected typo in title.
1-1-14	Revised workers sign number to agree with current MUTCD.

OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE

STANDARD 701101-05

Illinois Department of Transportation

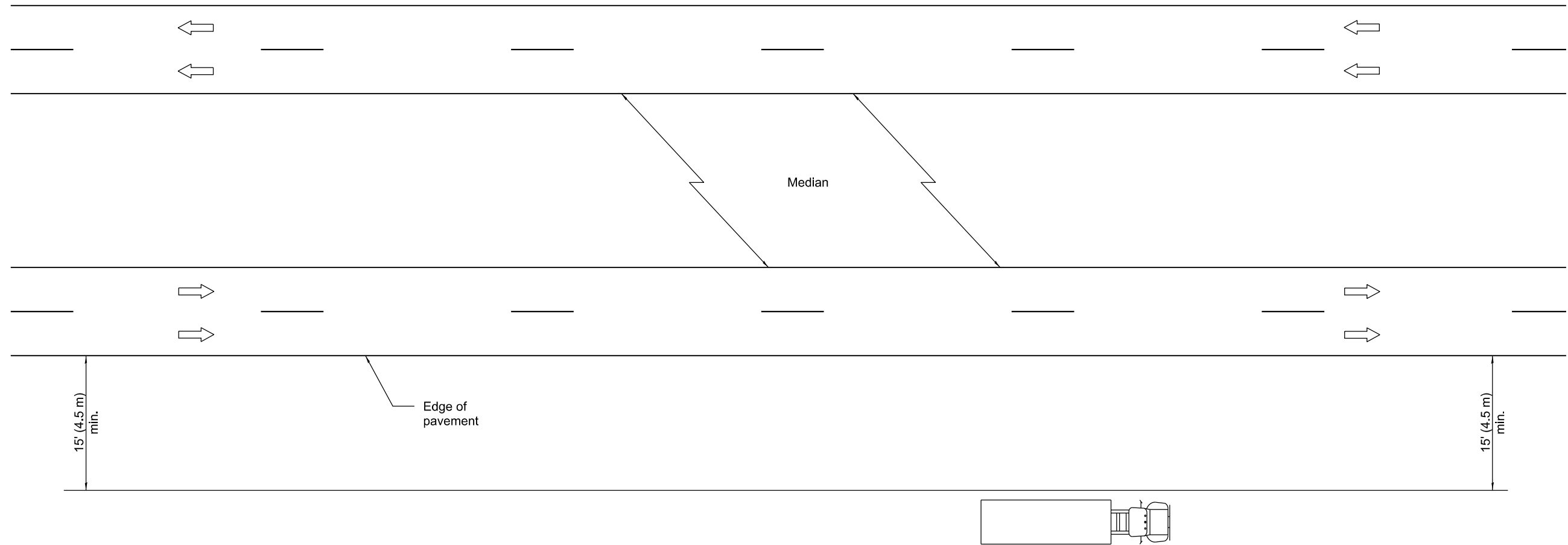
PASSED April 1, 2016

 ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Fencing contracts

GENERAL NOTES

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

When the work operation requires that two or more work vehicles cross the 15' (4.5 m) clear zone in any one hour, traffic control shall be according to Standard 701101.

This Standard also applies to work performed in the median more than 15' (4.5 m) from either pavement.

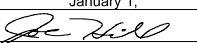
All dimensions are in inches (millimeters) unless otherwise shown.

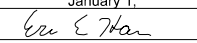
DATE	REVISIONS
1-1-05	Switched units to English (metric). Revised title.
1-1-97	Renum. Standard 2313-6.

**OFF-RD OPERATIONS, MULTILANE,
MORE THAN 15' (4.5 m) AWAY**

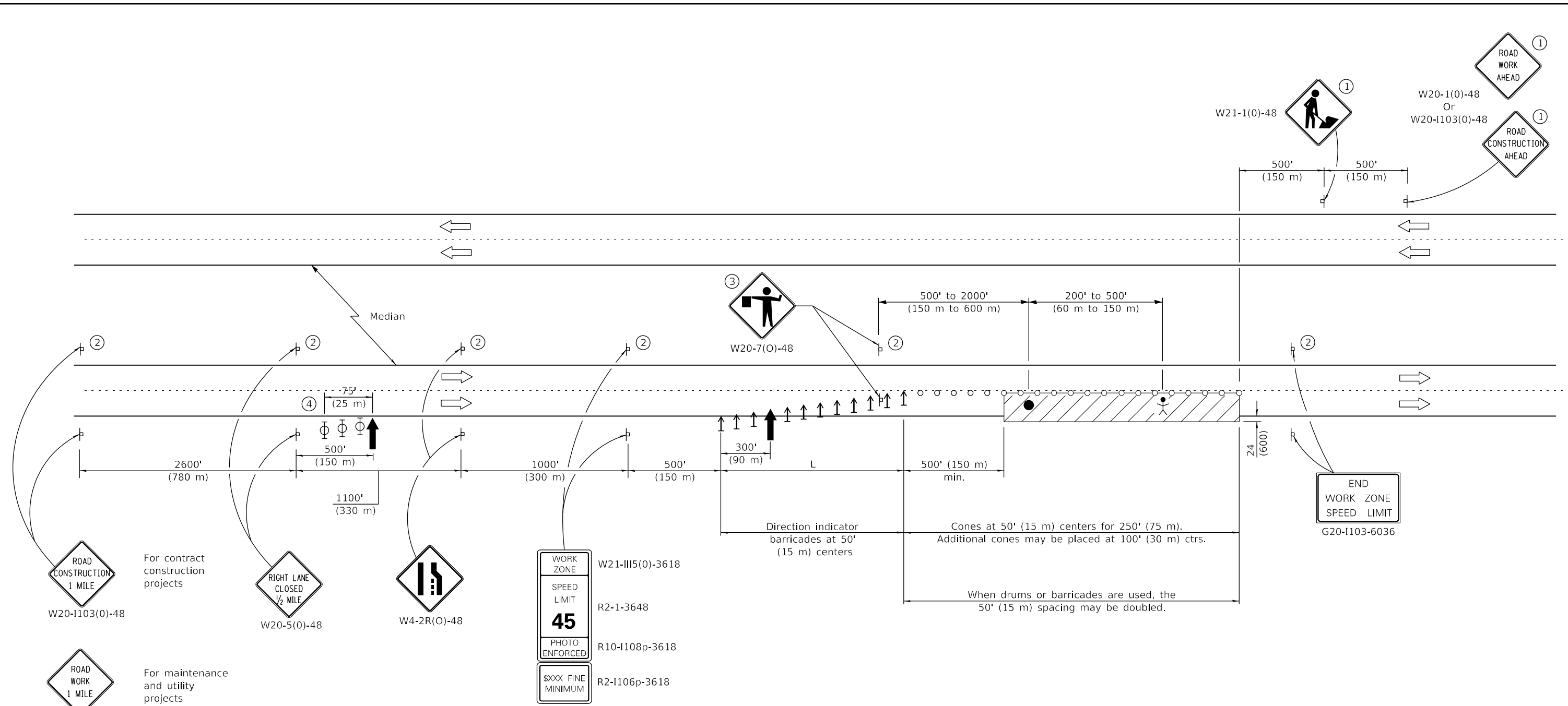
STANDARD 701106-02

Illinois Department of Transportation

APPROVED January 1, 2009

 ENGINEER OF OPERATIONS

APPROVED January 1, 2009

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



ROAD CONSTRUCTION 1 MILE
W20-1103(0)-48

For contract construction projects

RIGHT LANE CLOSED 1/2 MILE
W20-5(0)-48

W4-2R(0)-48

WORK ZONE W21-III5(0)-3618
SPEED LIMIT R2-1-3648
45
PHOTO ENFORCED R10-1108p-3618
\$XXX FINE MINIMUM R2-1106p-3618

ROAD WORK 1 MILE
W20-1(0)-48

For maintenance and utility projects

TYPICAL APPLICATIONS

Pavement patch
Utility operations
Bituminous resurfacing

L = lane width X taper ratio	
Normal Posted Speed	Taper Ratio
mph	
55	55/1
45	45/1

SYMBOLS

- ↑ Arrow board
- ▨ Work area
- ⊥ Sign
- ↑ Direction indicator barricade
- Cone, drum or barricade
- Flagger with traffic control sign
- ⚧ Worker
- ⊕ Type II barricade, drum, or vertical barricade with monodirectional flashing light

- ① Undivided roadway only with left lane closure in opposite direction.
- ② Omitted when median is less than 10' (3 m).
- ③ FLAGGER signs shall be moved as necessary to maintain the required spacing between the sign and each separate work activity.
- ④ Three Type II barricades, drums, or vertical barricades at 25' (8 m) centers.

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities will encroach on the lane adjacent to the shoulder, or on the shoulder within 24 (600) of the edge of pavement.

This Standard also applies when work is being performed in the left lane. Under these conditions, LEFT LANE CLOSED signs shall be substituted for RIGHT LANE CLOSED signs. On undivided highways, signs shall be added in the opposite direction as shown.

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

DATE	REVISIONS
1-1-17	Rev. END WORK ZONE SPEED LIMIT sign. Changed device spacing at first arr. brd.
1-1-15	Revised END WORK ZONE SPEED LIMIT sign dimensions.

LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH

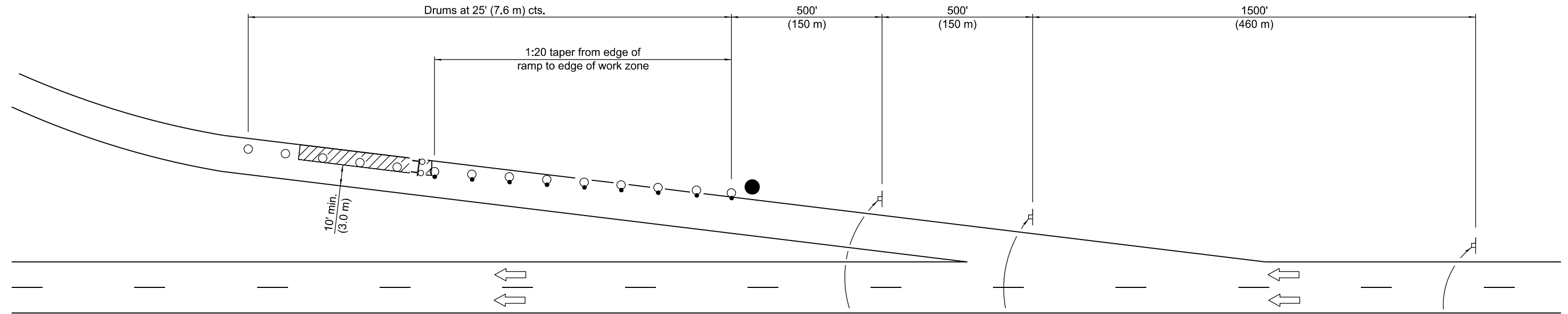
STANDARD 701421-08

Illinois Department of Transportation

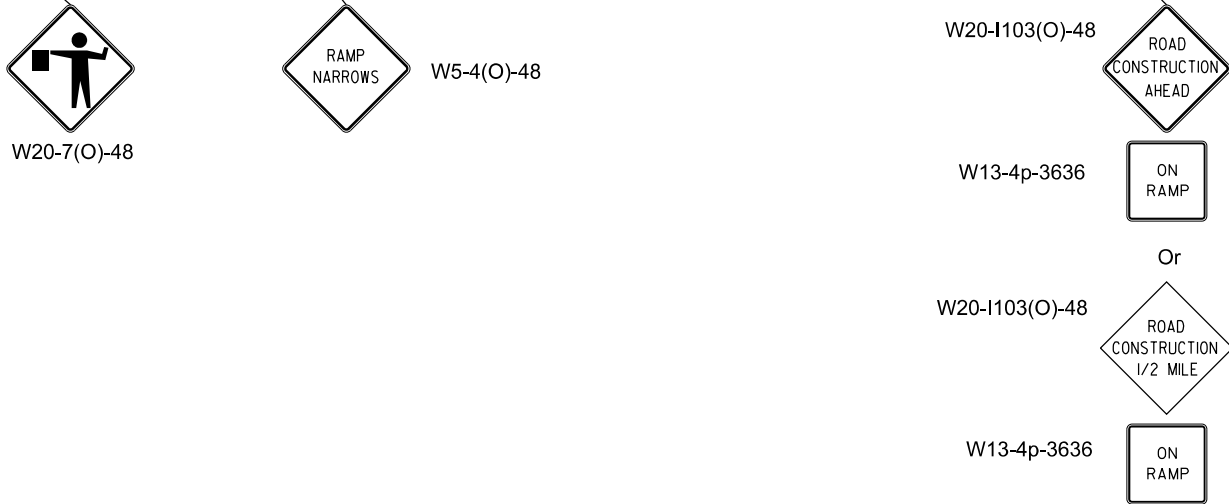
PASSED January 1, 2017
Paul L. ...
ENGINEER OF SAFETY PROG. AND ENGINEERING

ISSUED 4-1-04







APPROVED January 1, 2017
Maureen M. ...
ENGINEER OF DESIGN AND ENVIRONMENT



PARTIAL EXIT RAMP CLOSURE



SYMBOLS

-  Sign
-  Type III barricade with flashing lights
-  Drum with steady burning light
-  Work area
-  Flagger with traffic control sign
-  Drum

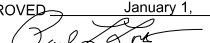
All dimensions are in inches (millimeters) unless otherwise shown.

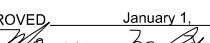
DATE	REVISIONS
1-1-18	Omitted lights on drums in tangent.
1-1-17	Added flashing lights to Type III barricade.

PARTIAL EXIT RAMP CLOSURE, FREEWAY/EXPRESSWAY

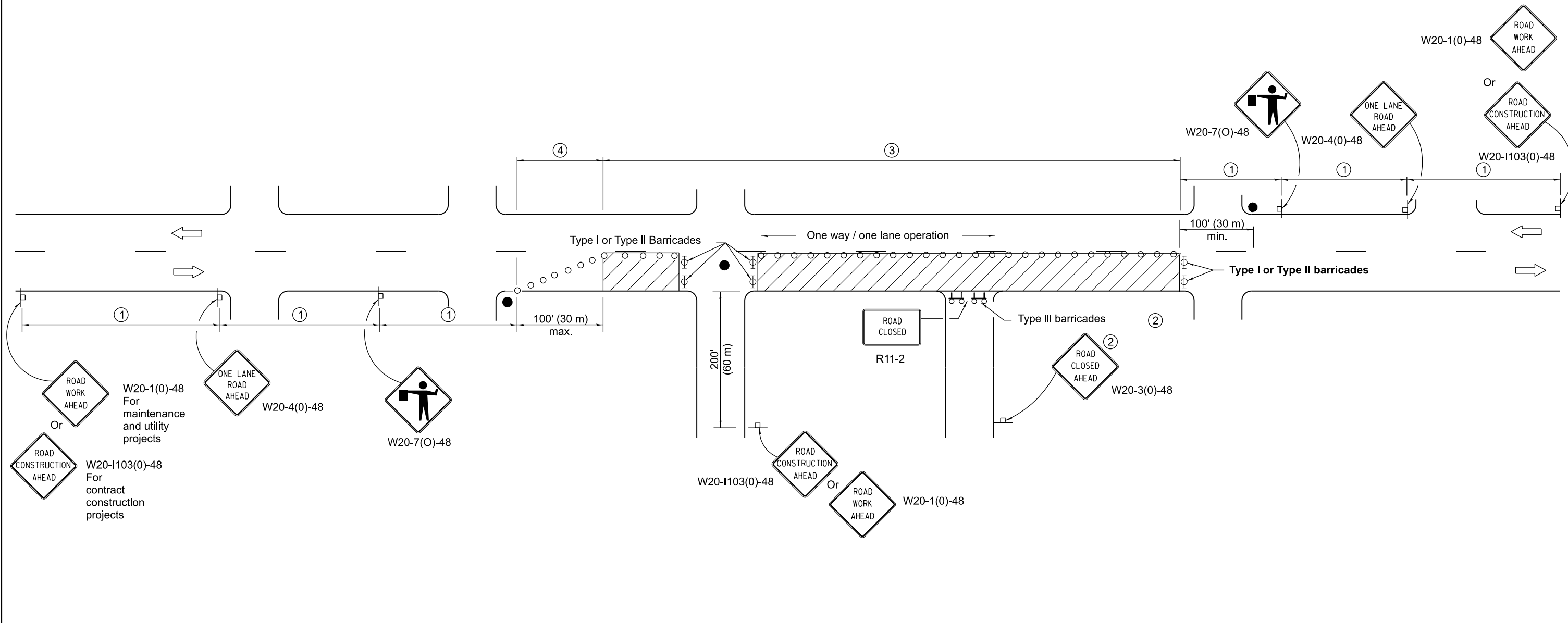
STANDARD 701456-05

Illinois Department of Transportation

APPROVED January 1, 2018

 ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2018

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-09



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights

- ① Refer to SIGN SPACING TABLE for distances.
- ② For approved sideroad closures.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

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

Illinois Department of Transportation

APPROVED January 1, 2011
Amelia A. Davis
 ENGINEER OF SAFETY ENGINEERING

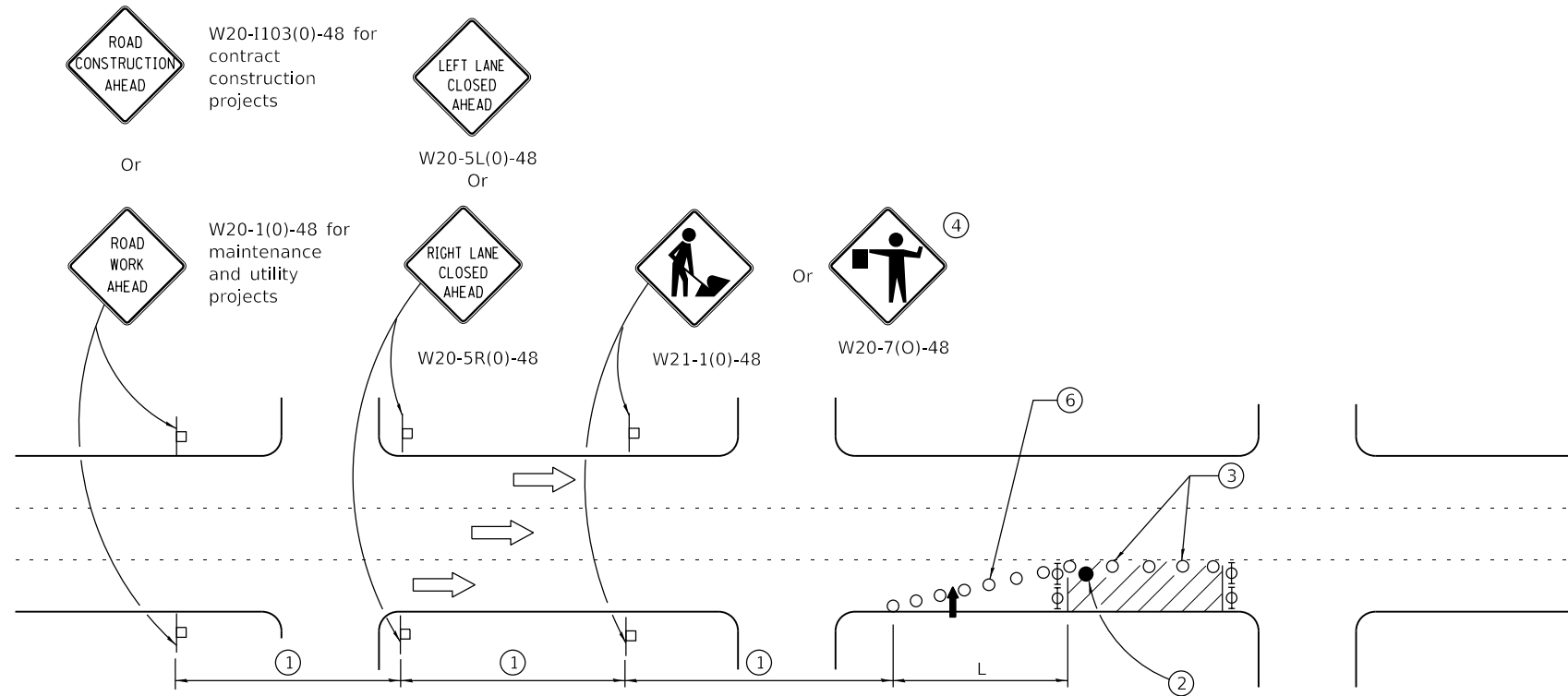
APPROVED January 1, 2011
Scott Schickel
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

**URBAN LANE CLOSURE,
2L, 2W, UNDIVIDED**

STANDARD 701501-06



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Arrow board
- Cone, drum or barricade
- Sign on portable or permanent support
- Work area
- Barricade or drum with flashing light
- Type III barricade with flashing lights
- Flagger with traffic control sign.

- ① Refer to SIGN SPACING TABLE for distances.
- ② Required for speeds > 40 MPH
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Use flagger sign only when flagger is present.
- ⑤ For approved sideroad closures.
- ⑥ Cones, drums or barricades at 20' (6 m) in taper.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in urban areas.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$

W = Width of offset in feet (meters).

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

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

Illinois Department of Transportation

PASSED January 1, 2014

 ENGINEER OF SAFETY ENGINEERING

ISSUED 1-1-97

APPROVED January 1, 2014

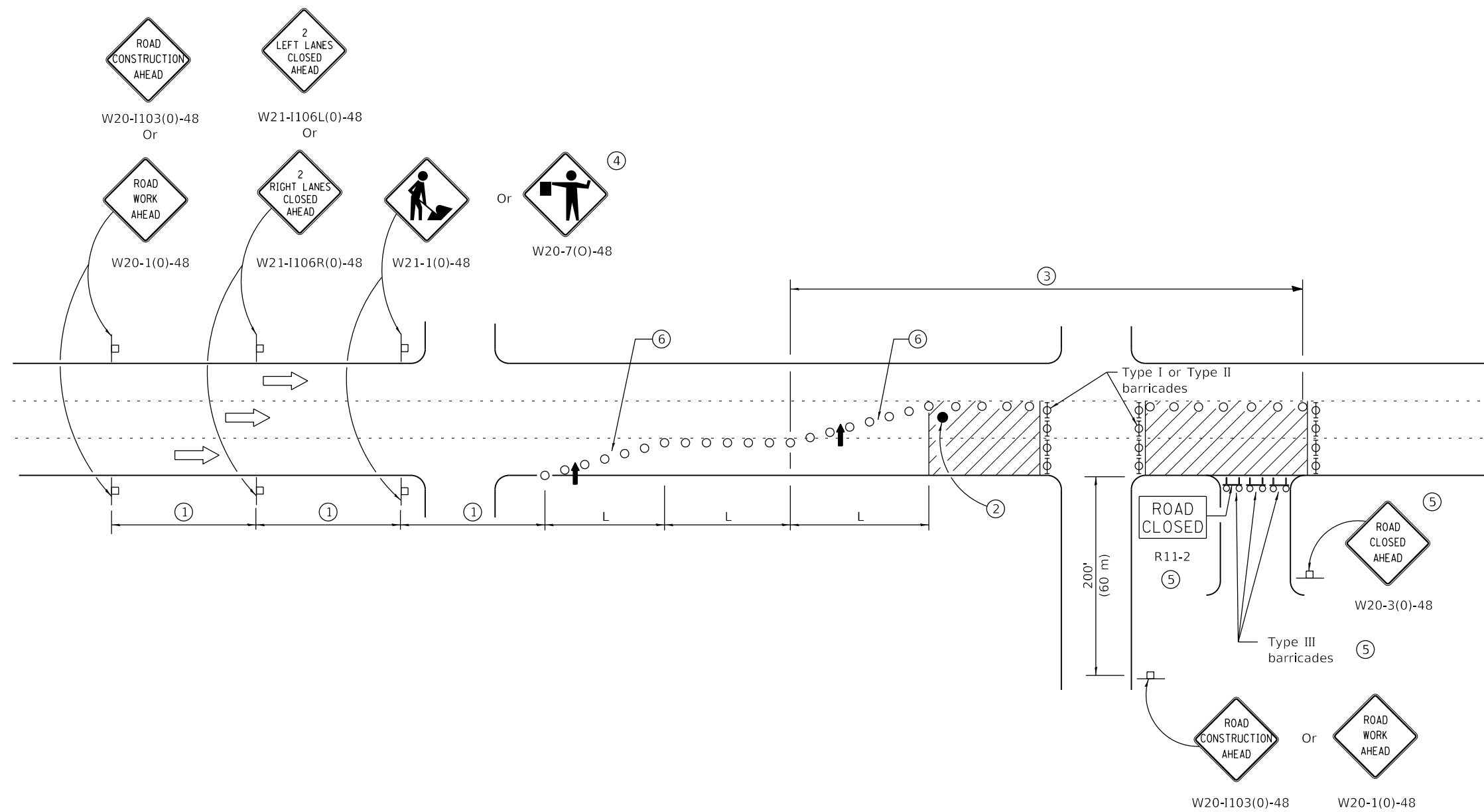
 ENGINEER OF DESIGN AND ENVIRONMENT


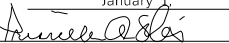

DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Omitted text 'WORKERS' sign.

URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN

(Sheet 1 of 2)

STANDARD 701601-09



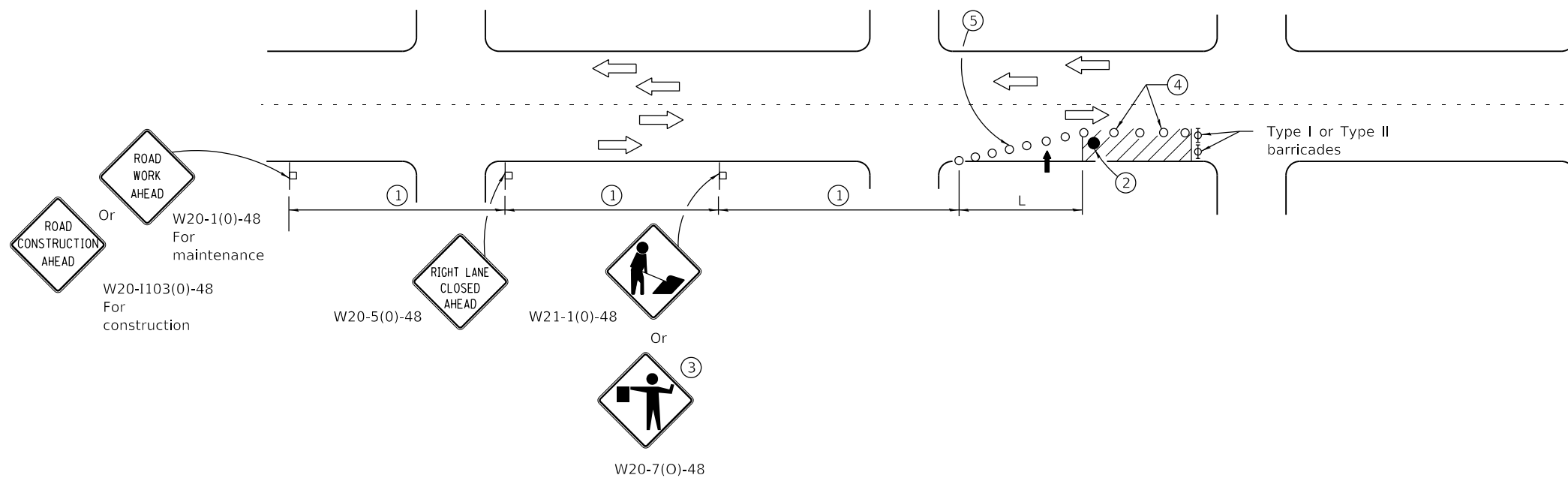
 Illinois Department of Transportation
 PASSED January 1, 2014

 ENGINEER OF SAFETY ENGINEERING
 APPROVED January 1, 2014

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

**URBAN LANE CLOSURE,
 MULTILANE, 1W OR 2W WITH
 NONTRAVERSABLE MEDIAN**

(Sheet 2 of 2)

STANDARD 701601-09



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

- SYMBOLS**
- Arrow board
 - Cone, drum or barricade
 - Sign on portable or permanent support
 - Work area
 - Barricade or drum with flashing light
 - Flagger with traffic control sign.

- ① Refer to SIGN SPACING TABLE for distances.
- ② Required for speeds > 40 mph.
- ③ Use flagger sign only when flagger is present.
- ④ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ⑤ Cones, drums or barricades at 20' (6 m) centers in taper.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an Urban area.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$

W = Width of offset in feet (meters).

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

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

DATE	REVISIONS
1-1-15	Renamed standard. Moved case on Sheet 2 to new Highway Standard.
1-1-14	Revised workers sign number to agree with current MUTCD.

URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN

STANDARD 701606-10

Illinois Department of Transportation

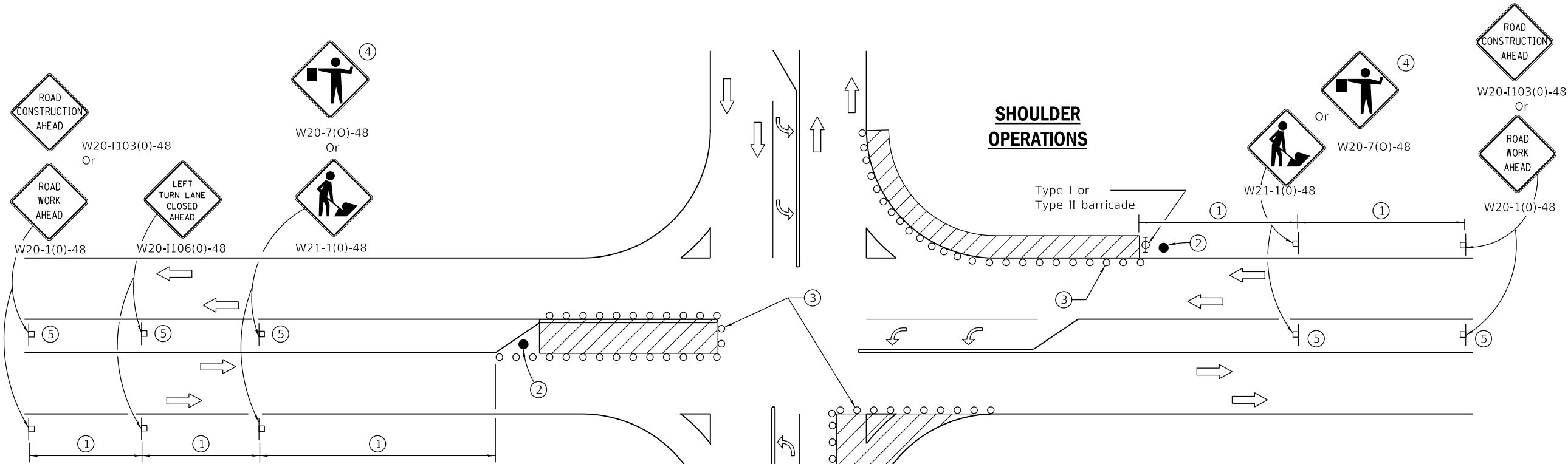
PASSED January 1, 2015

 ENGINEER OF SAFETY ENGINEERING

ISSUED 1-1-97

APPROVED January 1, 2015

 ENGINEER OF DESIGN AND ENVIRONMENT



LEFT TURN LANE OR CENTER MEDIAN OPERATIONS

- ① Refer to SIGN SPACING TABLE for distance.
- ② Required for speed > 40 mph.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Use flagger sign only when flagger is present.
- ⑤ Omit this sign when median is less than 10' (3 m) or for bi-directional turn lanes.
- ⑥ Cones, drums or barricades at 20' (6 m) centers in taper.
- ⑦ Advanced arrow board required for speeds > 45 mph.
- ⑧ Three Type II barricades, drums or vertical barricades at 50' (15 m) centers.

SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Work area
- Cone, drum or barricade
- Sign on portable or permanent support
- Arrow board
- Barricade or drum with flashing light
- Flagger with traffic control sign

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in an urban area.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$

W = Width of offset in feet (meters).

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

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

DATE	REVISIONS
4-1-16	Corrected sign number for LEFT TURN LANE CLOSED AHEAD.
1-1-14	Added devices at arrow board upstream from taper.
	Rev. workers sign number.

URBAN LANE CLOSURE, MULTILANE INTERSECTION

STANDARD 701701-10

Illinois Department of Transportation

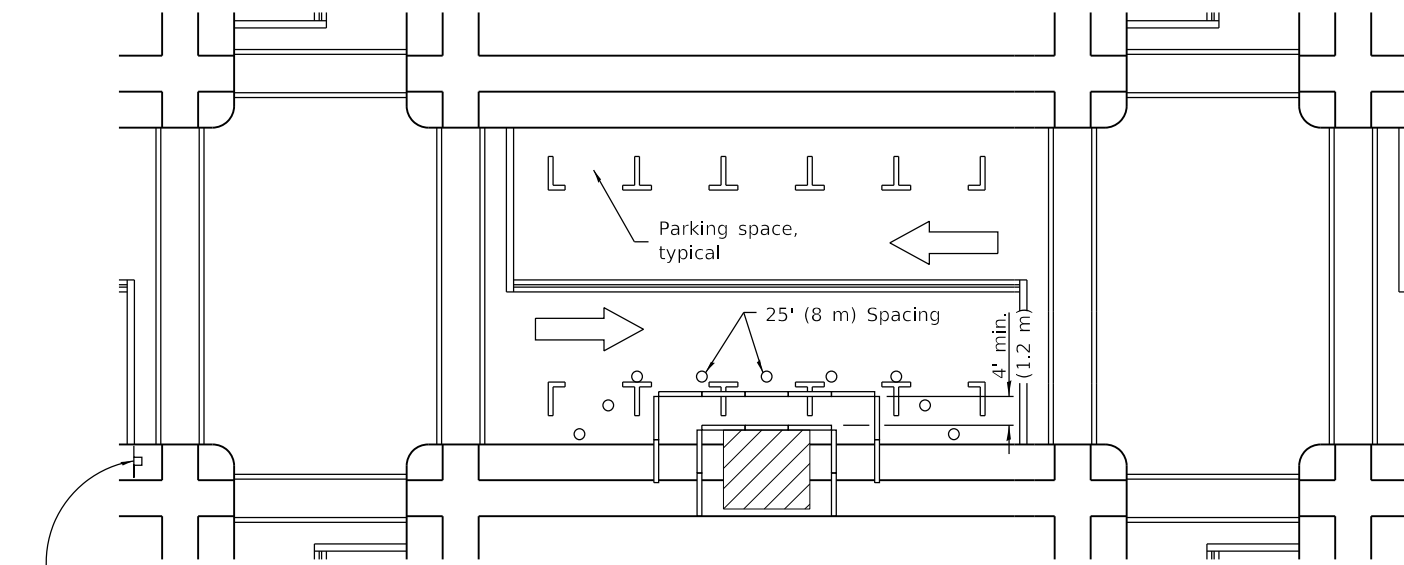
PASSED April 1, 2016

[Signature]
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016

[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

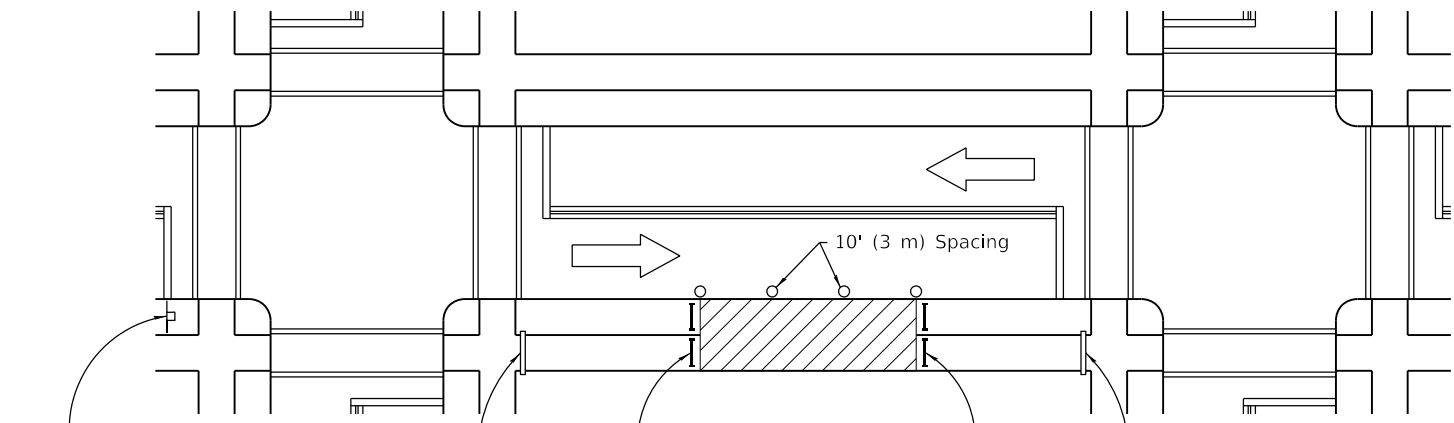
ISSUED 1-1-97



① ROAD CONSTRUCTION AHEAD
W20-1103(0)-48 for contract construction projects

Or
① ROAD WORK AHEAD
W20-1(0)-48 for maintenance and utility projects

SIDEWALK DIVERSION



① ROAD CONSTRUCTION AHEAD
W20-1103(0)-48 for contract construction projects

Or
① ROAD WORK AHEAD
W20-1(0)-48 for maintenance and utility projects

R11-1102-2430

R11-1101-2418

R11-1102-2430

SIDEWALK CLOSURE

① Omit whenever duplicated by road work traffic control.

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

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

SYMBOLS

- Work area
- Sign on portable or permanent support
- Barricade or drum
- Cone, drum or barricade
- Type III barricade
- Detectable pedestrian channelizing barricade

Illinois Department of Transportation

PASSED April 1, 2016
[Signature]
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

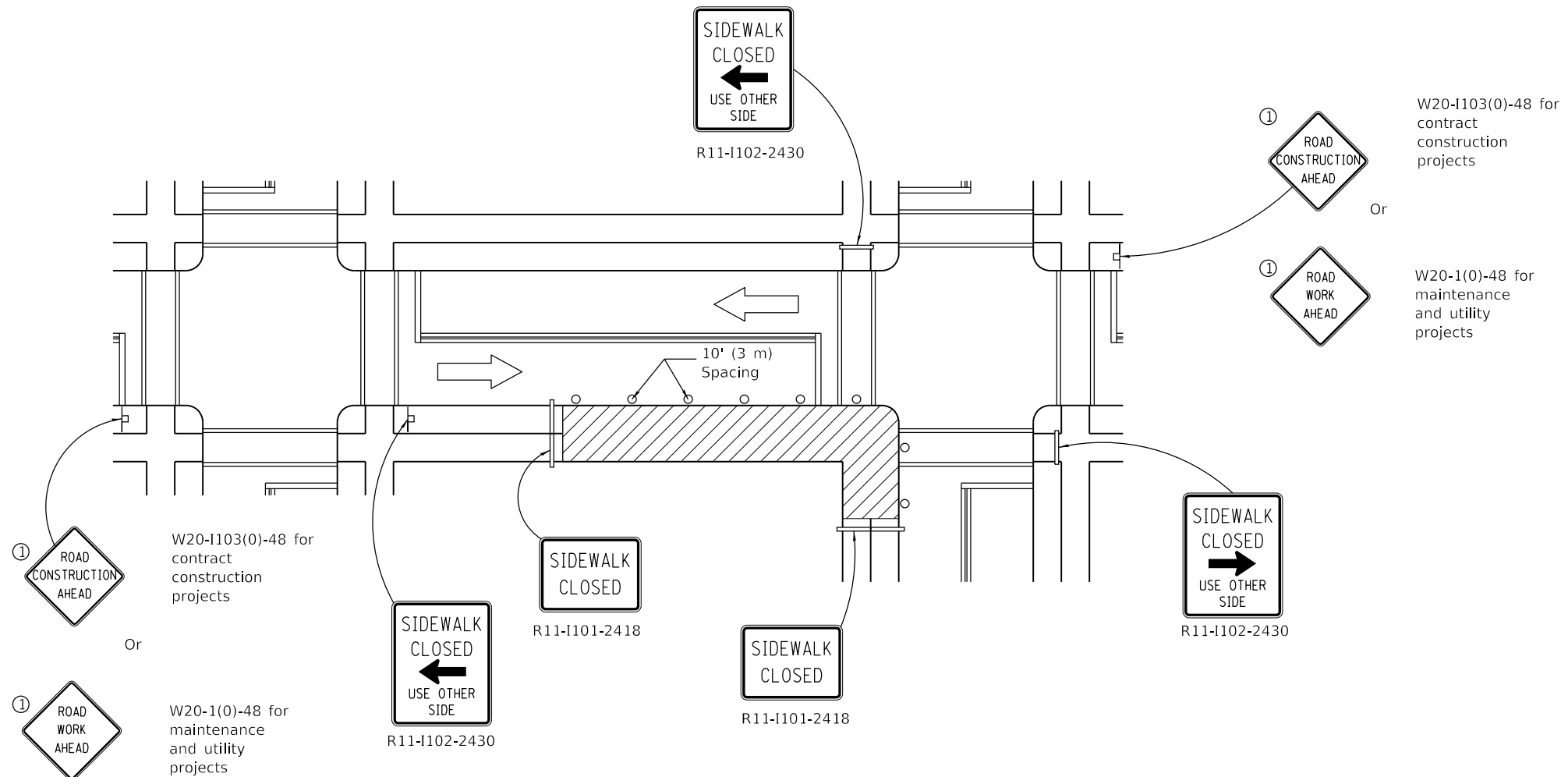
ISSUED 1-1-97

DATE	REVISIONS
4-1-16	Omitted orange safety fence from standard as this is covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION. Modified appearance of plan views. Renamed Std.

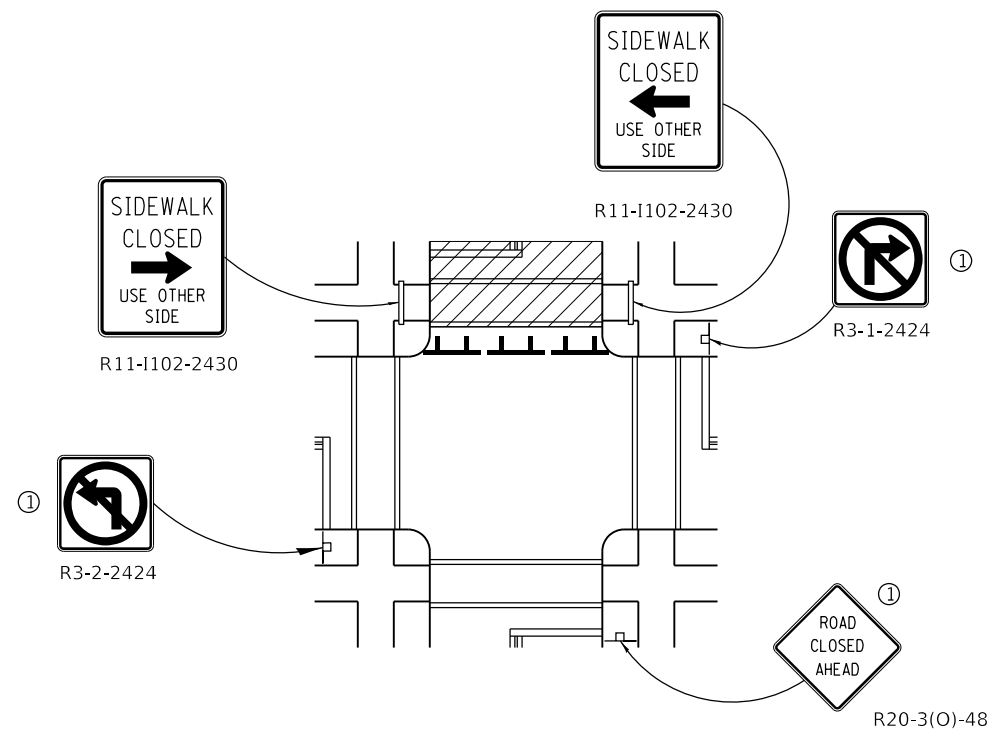
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



CORNER CLOSURE



CROSSWALK CLOSURE

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

STANDARD 701801-06

Illinois Department of Transportation

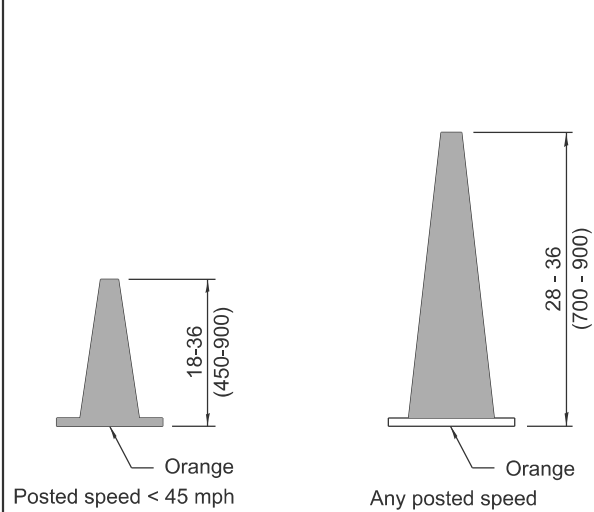
PASSED April 1, 2016

[Signature]
ENGINEER OF SAFETY ENGINEERING

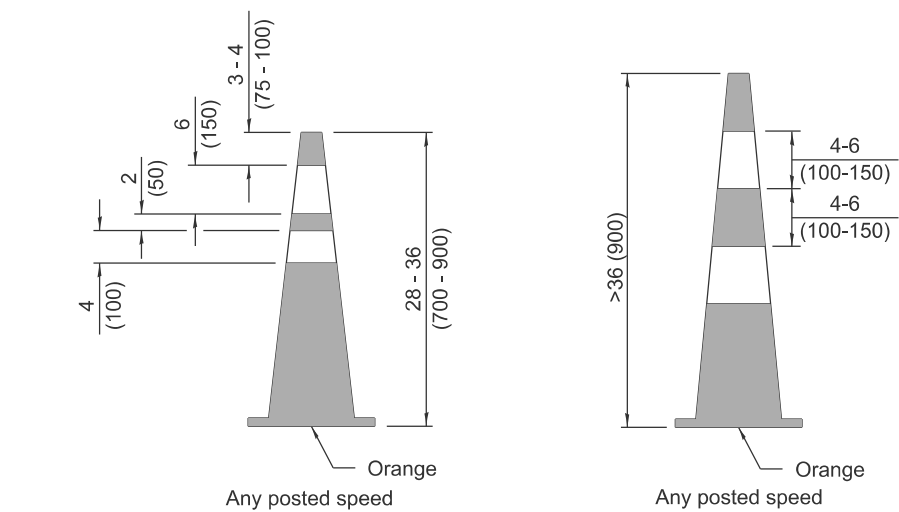
APPROVED April 1, 2016

[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

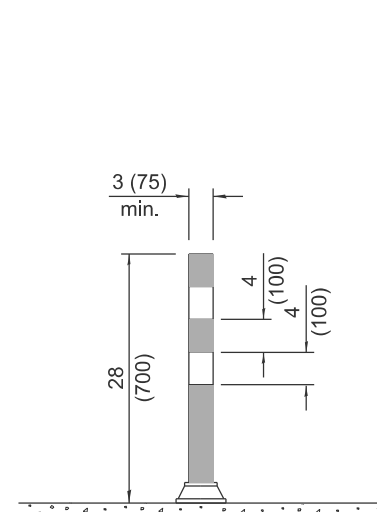


DAYTIME USE

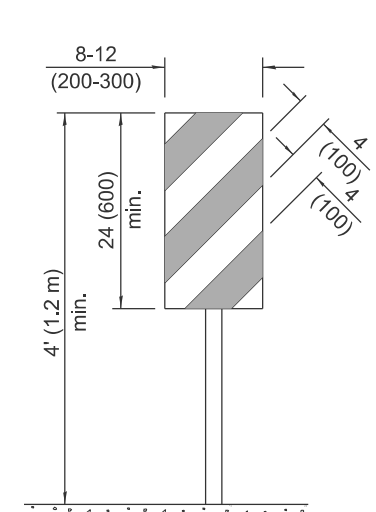


DAY OR NIGHTTIME USE

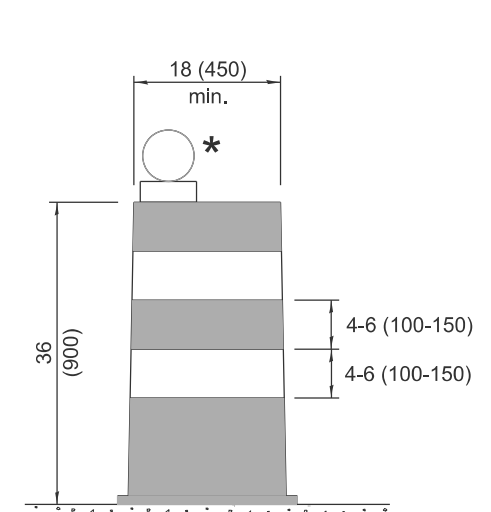
CONES



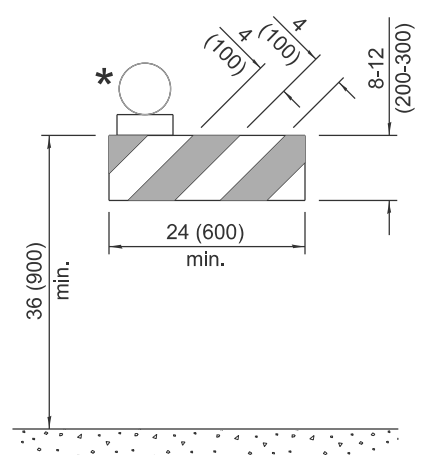
TUBULAR MARKER



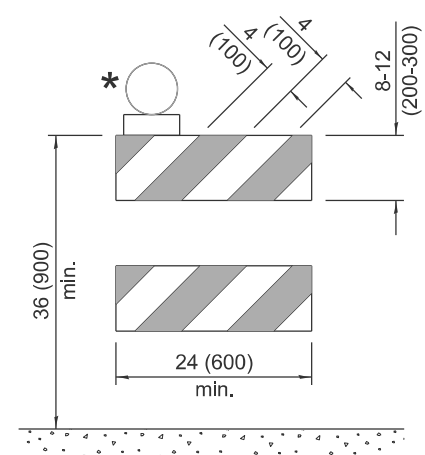
**VERTICAL PANEL
POST MOUNTED**



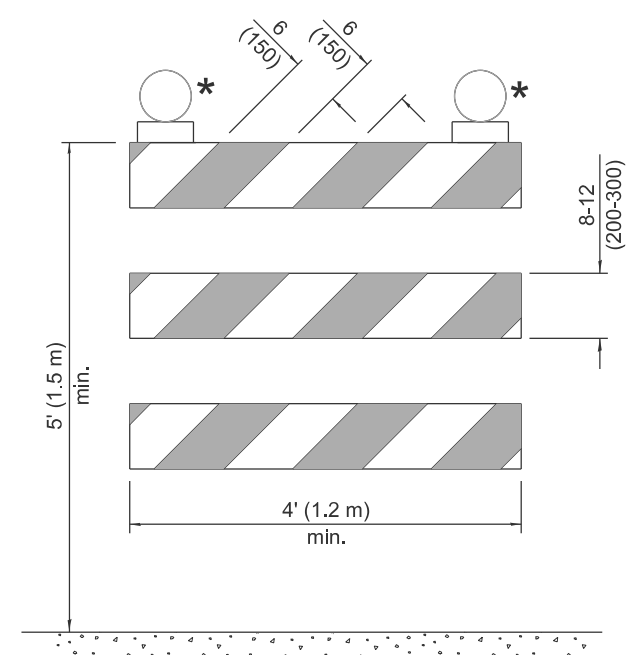
DRUM



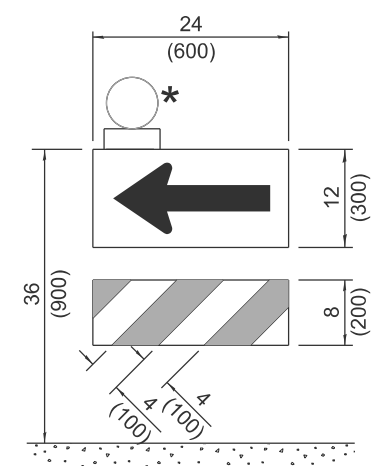
TYPE I BARRICADE



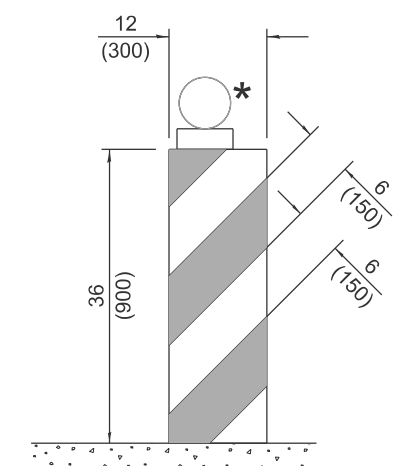
TYPE II BARRICADE



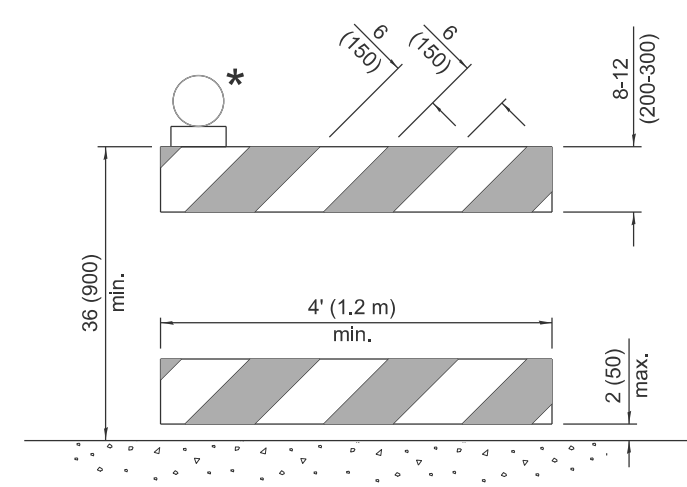
TYPE III BARRICADE



**DIRECTION INDICATOR
BARRICADE**



VERTICAL BARRICADE



**DETECTABLE PEDESTRIAN
CHANNELIZING BARRICADE**

* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

Illinois Department of Transportation

APPROVED January 1, 2025

ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2025

ENGINEER OF DESIGN AND ENVIRONMENT

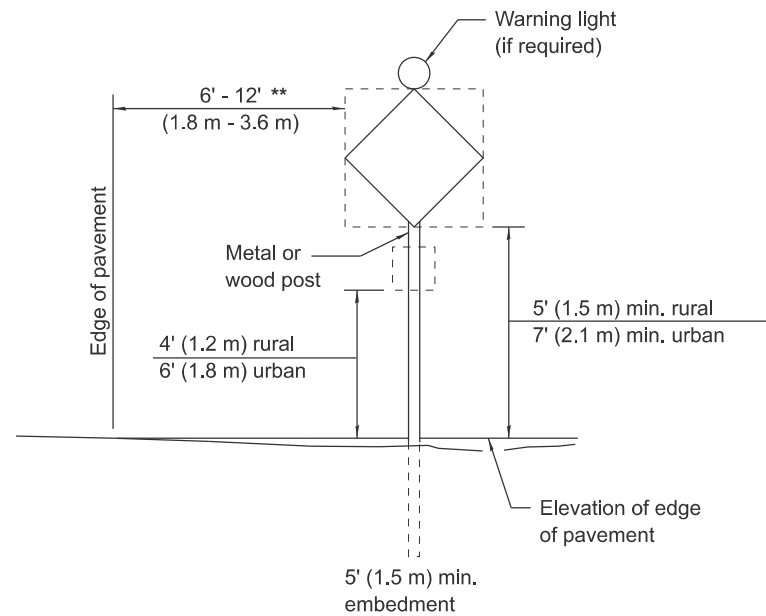
ISSUED 1-1-13

DATE	REVISIONS
1-1-25	Updated Temporary Rumble Strip Detail (sht. 3).
1-1-24	Revised Type III Barricade notes (sht. 3) & moved warning light on post mounted signs to top center.

**TRAFFIC CONTROL
DEVICES**

(Sheet 1 of 3)

STANDARD 701901-10



POST MOUNTED SIGNS

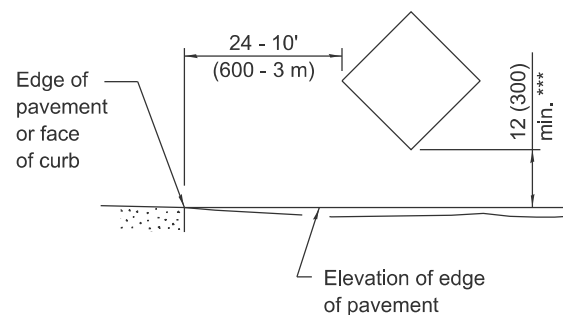
** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



W12-1103-4848

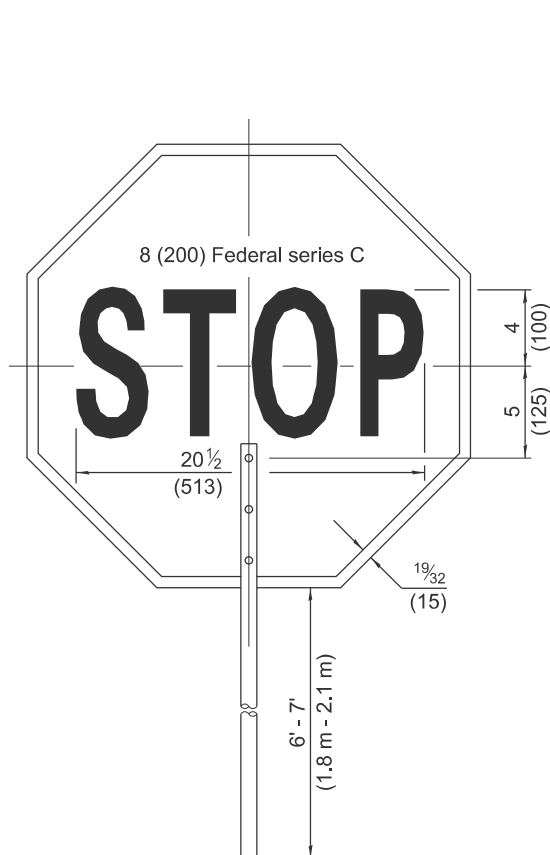
WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.

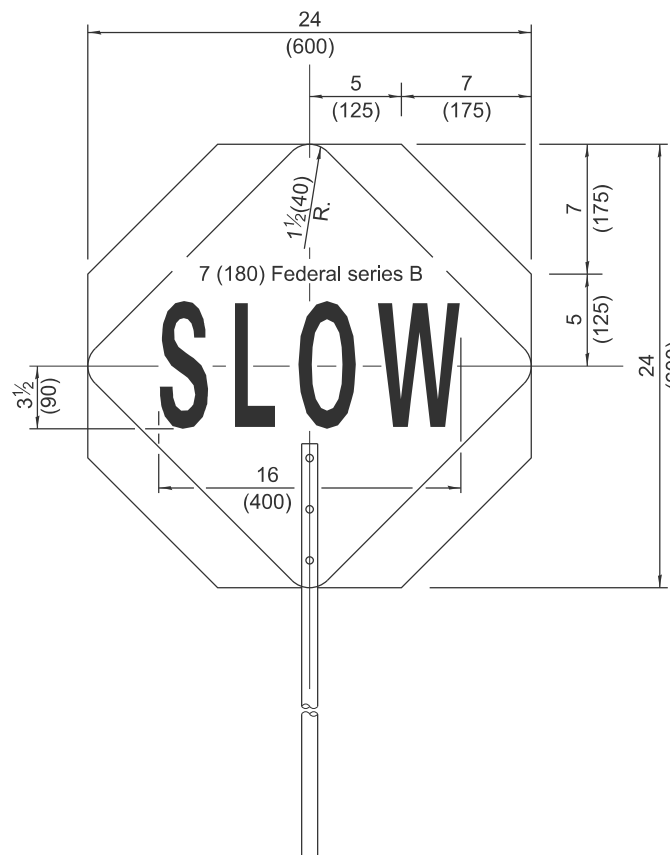


SIGNS ON TEMPORARY SUPPORTS

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

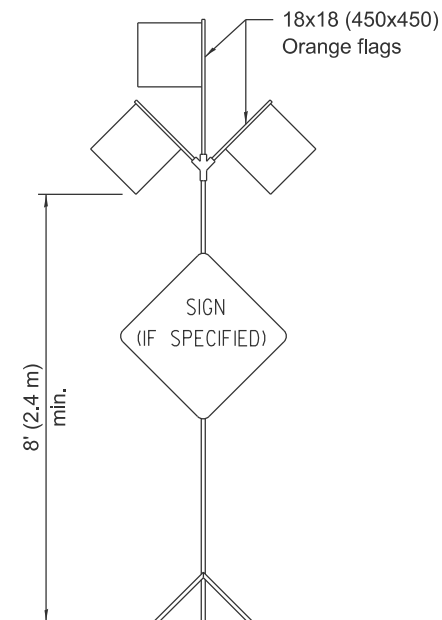


FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN



HIGH LEVEL WARNING DEVICE

ROAD CONSTRUCTION NEXT X MILES

G20-1104(0)-6036

END CONSTRUCTION

G20-1105(0)-6024

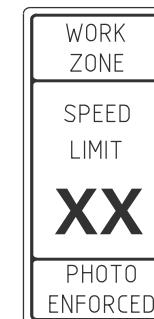
This signing is required for all projects 2 miles (3200 m) or more in length.

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

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

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

WORK LIMIT SIGNING



W21-1115(0)-3618

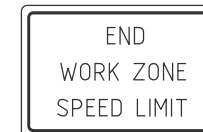
R2-1-3648

R10-1108p-3618 ****



R2-1106p-3618

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



G20-1103-6036

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

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

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

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901-10

Illinois Department of Transportation

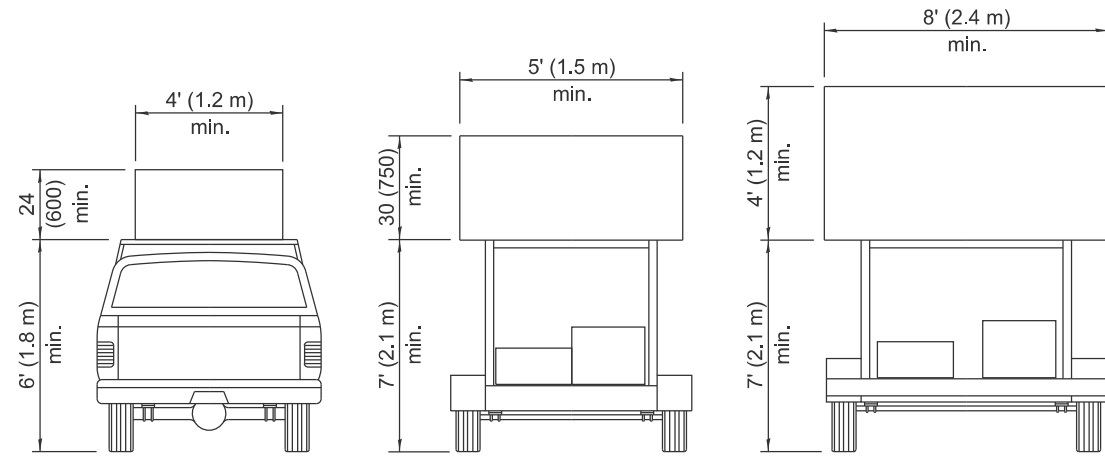
APPROVED January 1, 2025

ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2025

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

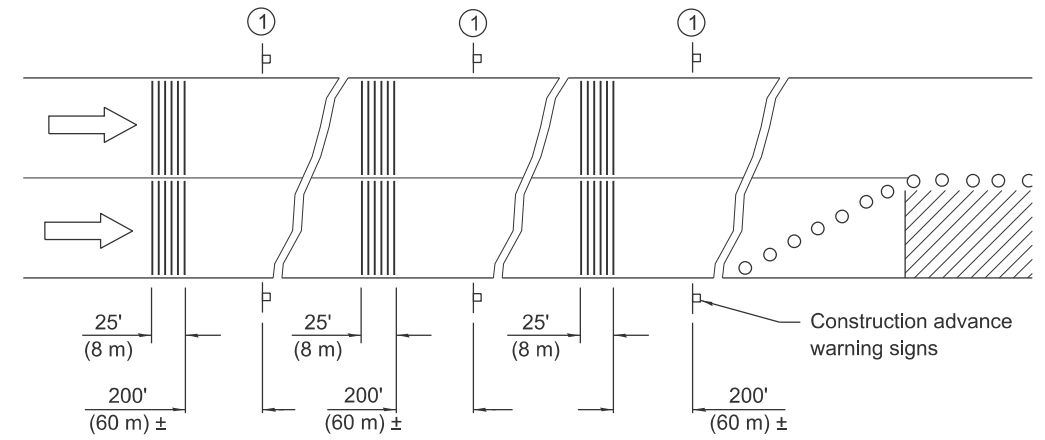


**TYPE A
ROOF
MOUNTED**

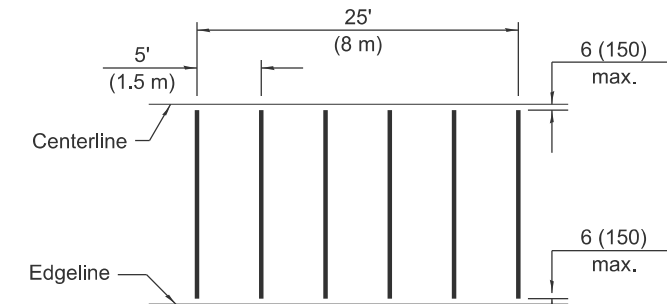
**TYPE B
ROOF OR TRAILER
MOUNTED**

**TYPE C
TRAILER
MOUNTED**

ARROW BOARDS

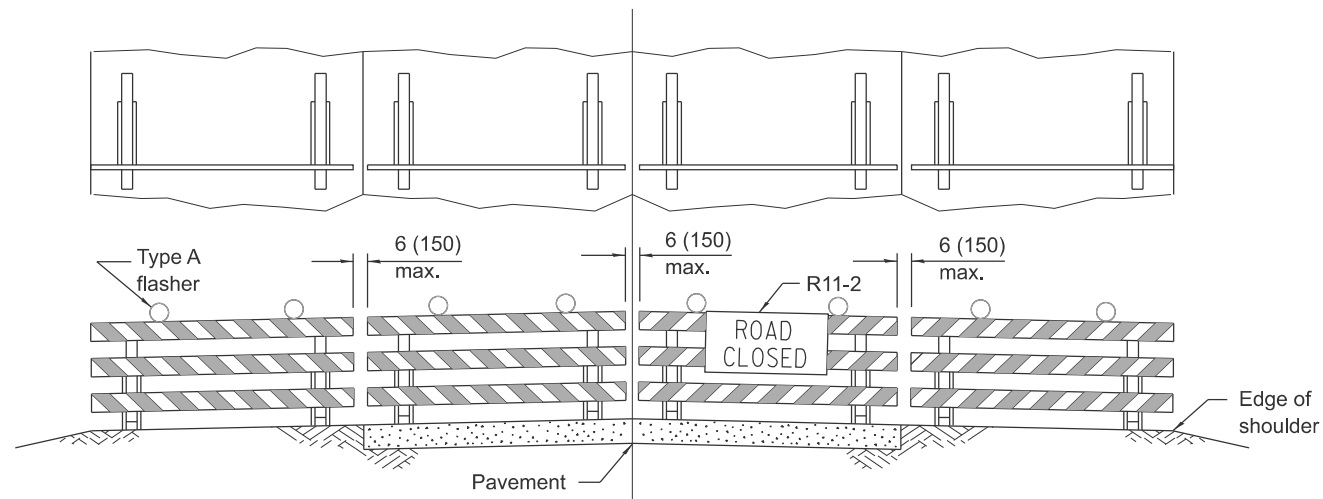


① This sign shall be omitted when median width is less than 10' (3 m).

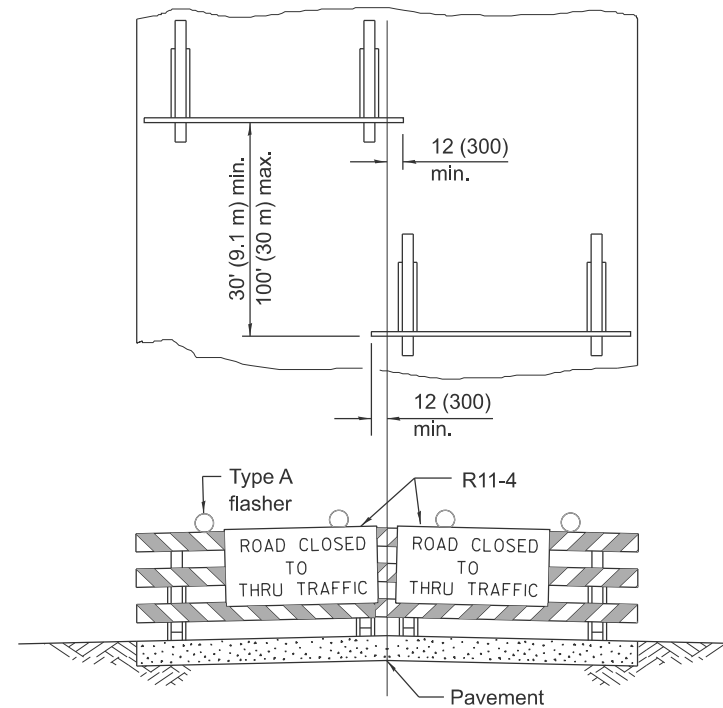


TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



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



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

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

If a Type III barricade with an attached sign panel which meets NCHRP 350 or MASH is not available, the sign may be mounted on an NCHRP 350 or MASH temporary sign support directly in front of the barricade.

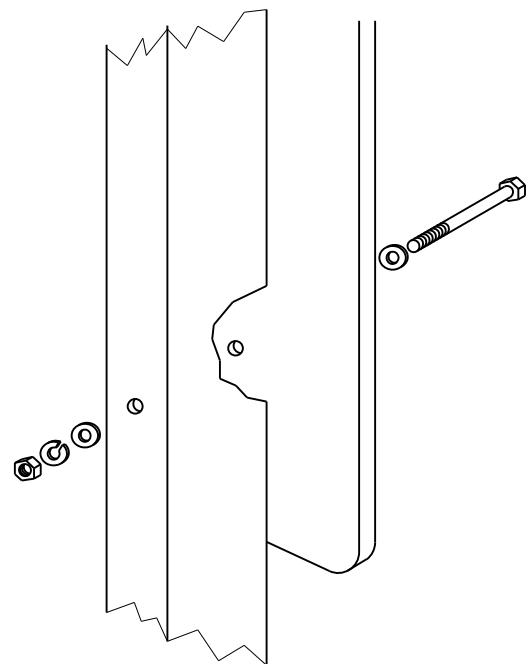
Illinois Department of Transportation
 APPROVED January 1, 2025
 ENGINEER OF SAFETY PROG. AND ENGINEERING
 APPROVED January 1, 2025
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

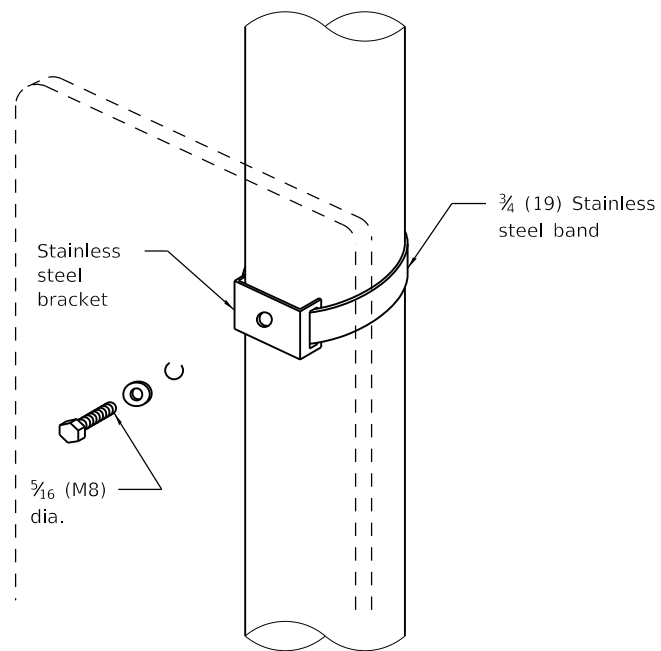
**TRAFFIC CONTROL
DEVICES**

(Sheet 3 of 3)

STANDARD 701901-10

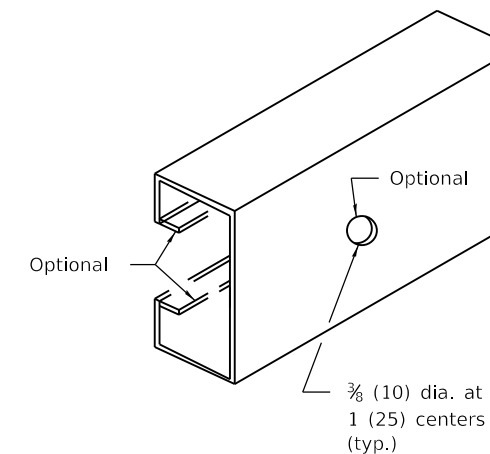
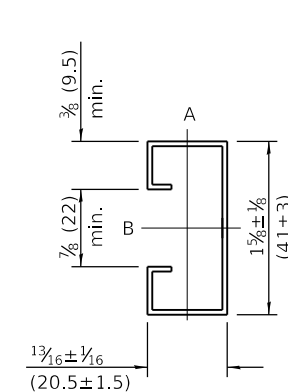


Sign panel 36 (900) wide or less

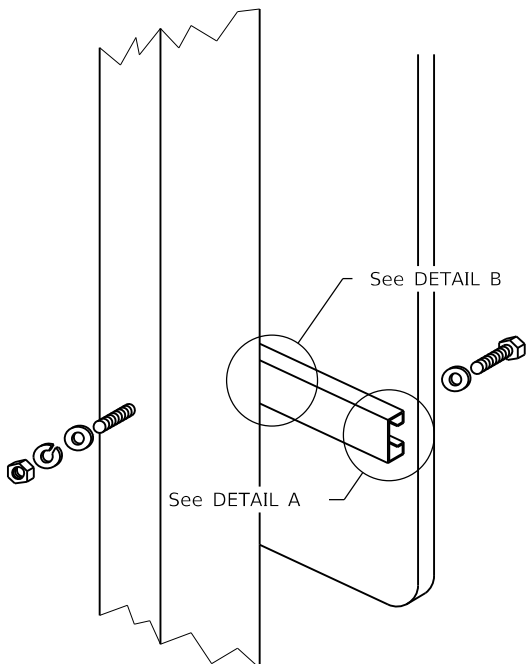


Sign panel 36 (900) wide or less

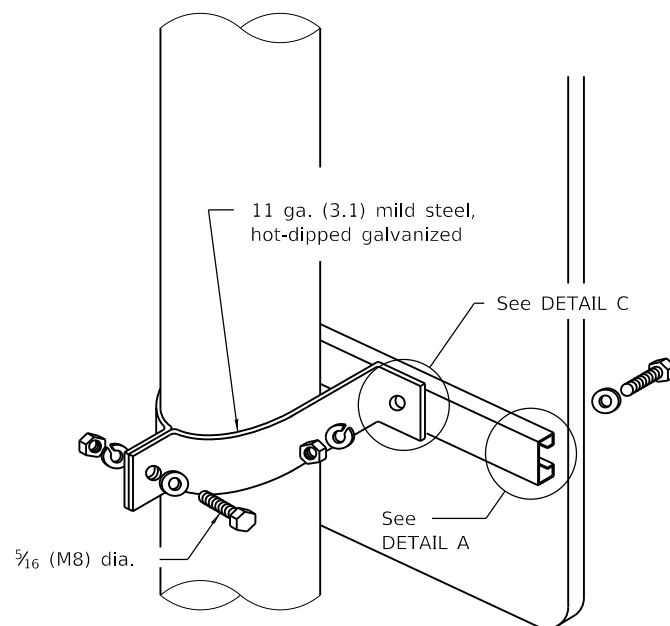
Section modulus (minimum)	Axis A	Axis B
Steel	0.050 in. ³ (819 mm ³)	0.105 in. ³ (1720 mm ³)
Aluminum	0.150 in. ³ (2458 mm ³)	0.315 in. ³ (5162 mm ³)



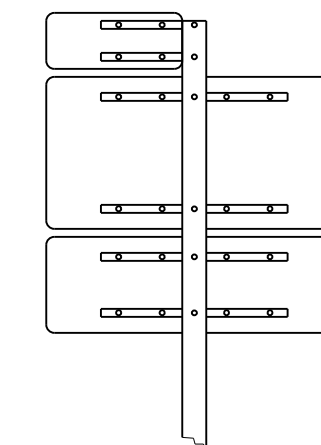
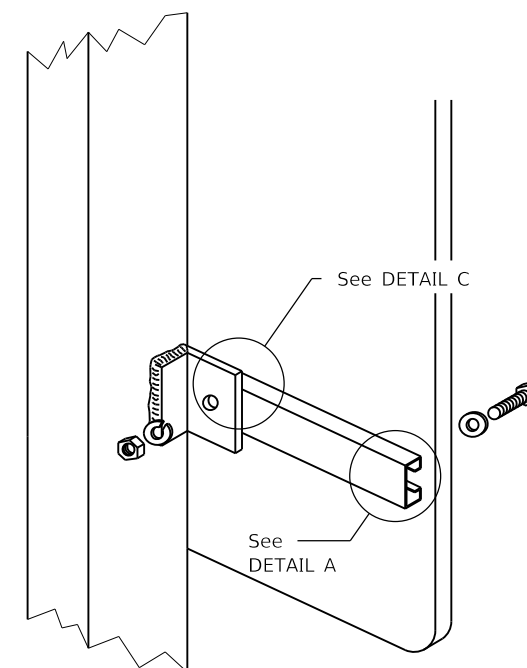
SUPPORTING CHANNEL DETAILS



Sign panel over 36 (900) wide



Sign panel over 36 (900) wide

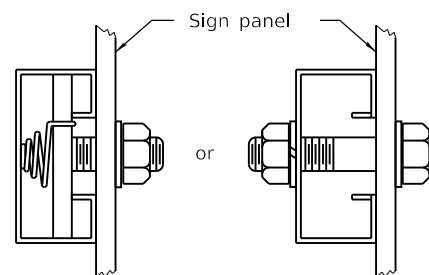


ROUTE MARKER ASSEMBLY

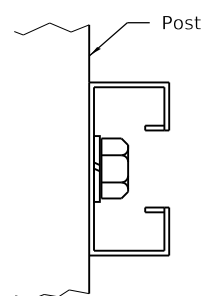
WOOD OR TELESCOPING STEEL POSTS

LIGHT OR SIGNAL STANDARDS

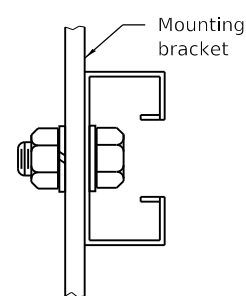
BREAKAWAY STEEL TUBING POSTS
(All sign panel sizes)



DETAIL A



DETAIL B



DETAIL C

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

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

SIGN PANEL MOUNTING DETAILS

STANDARD 720001-01

Illinois Department of Transportation

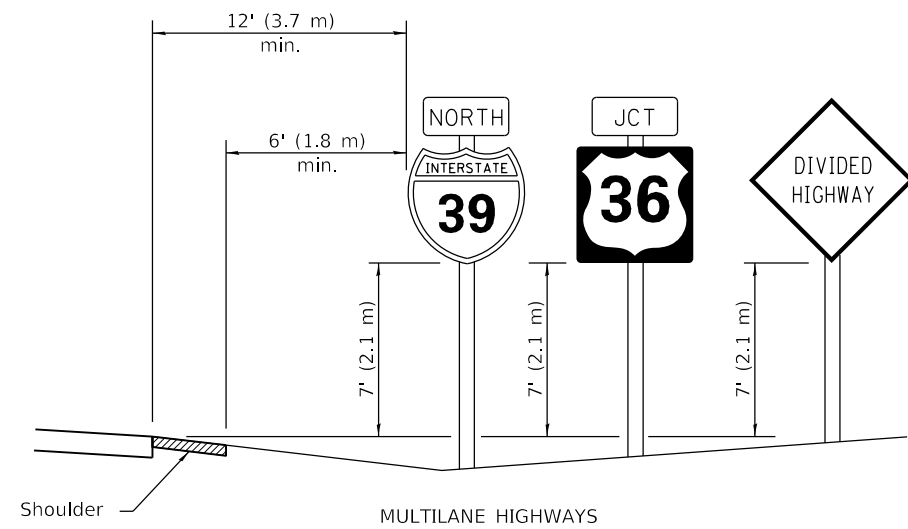
PASSED January 1, 2009

ENGINEER OF OPERATIONS

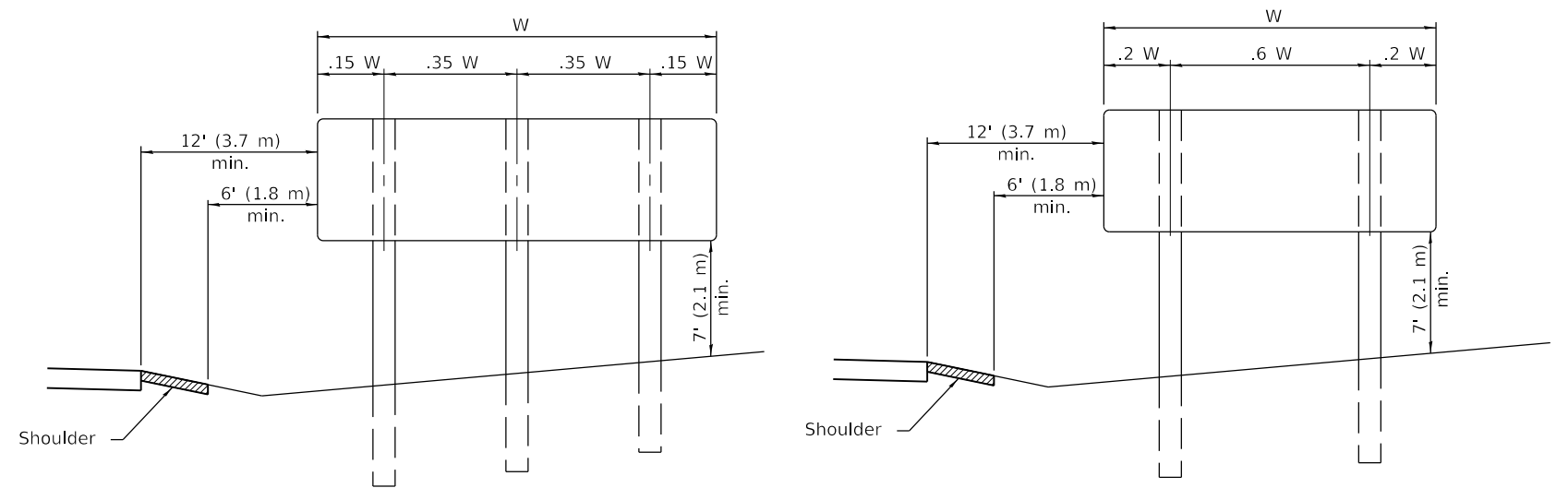
APPROVED January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT

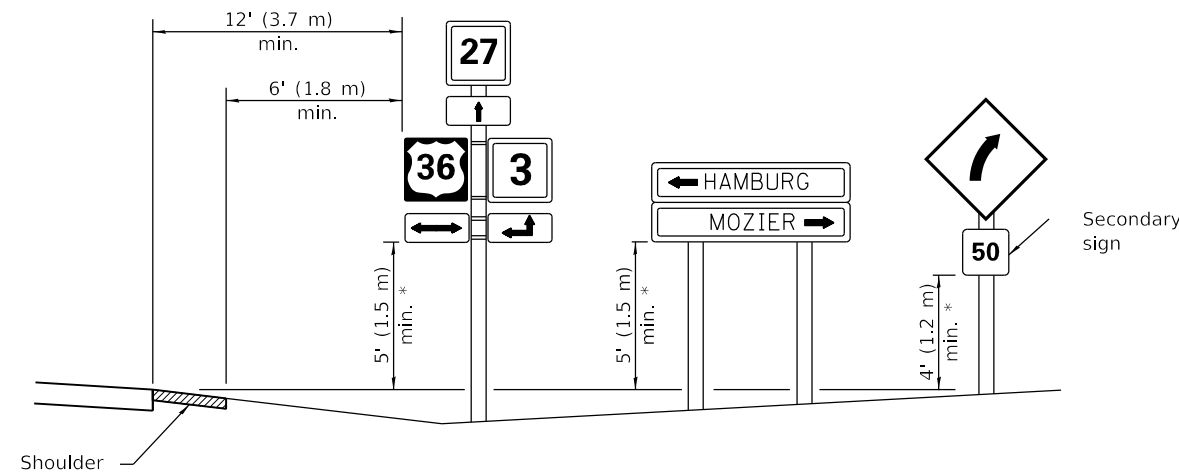
ISSUED 1-1-97



MULTILANE HIGHWAYS

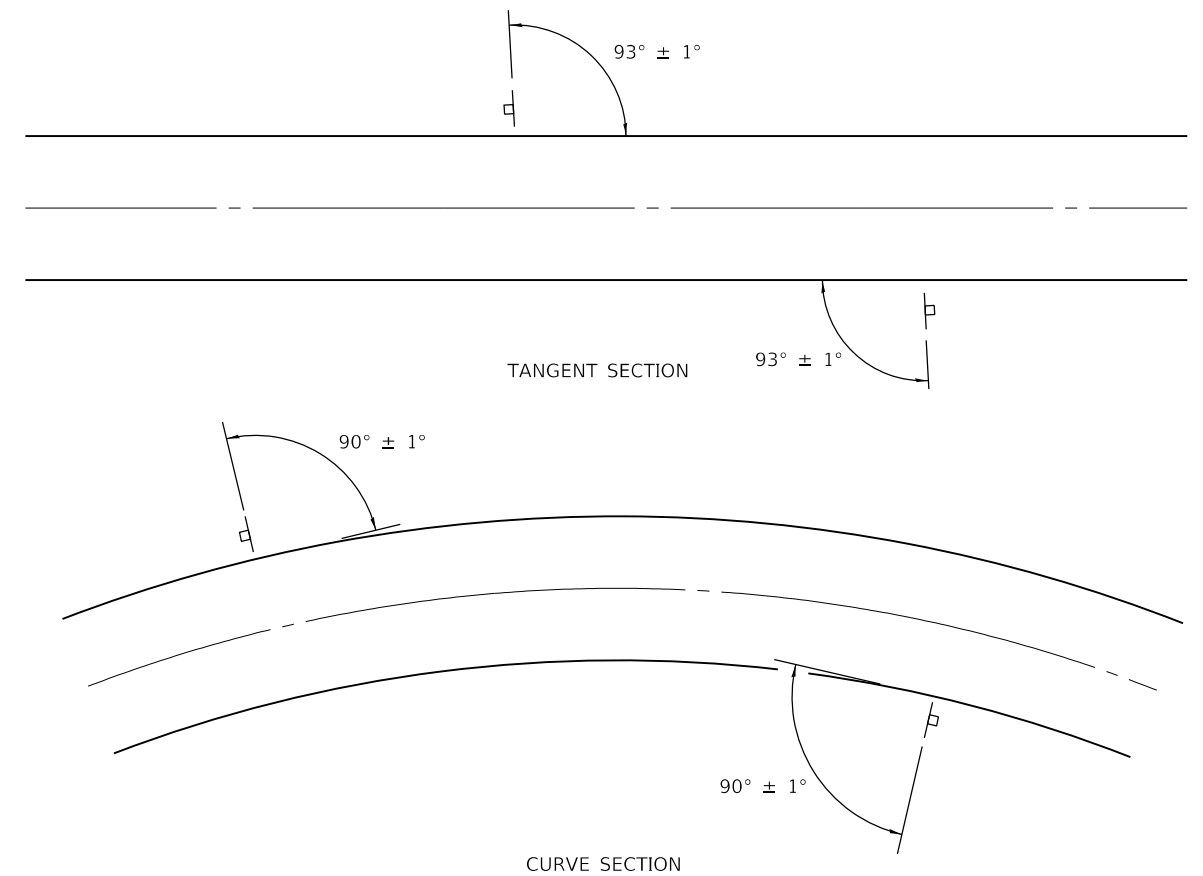


POST SPACING FOR NON-FREEWAY SIGN PANELS

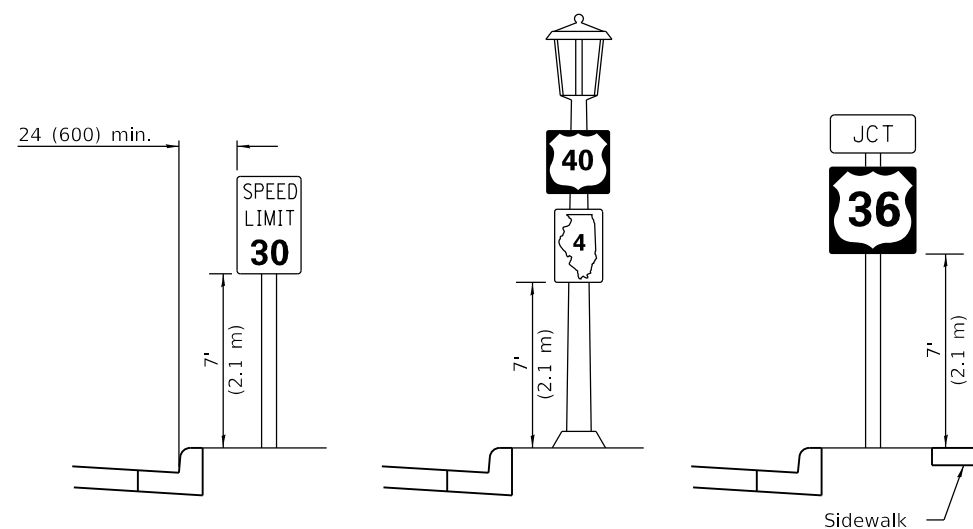


* In any area where parking is likely to occur or where there are obstructions to view or where signs are located over sidewalks, the height shall be at least 7' (2.1 m).

TWO LANE RURAL HIGHWAYS



GROUND MOUNT SIGN POSITIONING



URBAN LOCATIONS

TYPICAL INSTALLATIONS

Signs in any area shall be erected to a uniform height above the edge of the pavement.

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

Illinois Department of Transportation

PASSED January 1, 2014
Justin Mann
 ENGINEER OF OPERATIONS

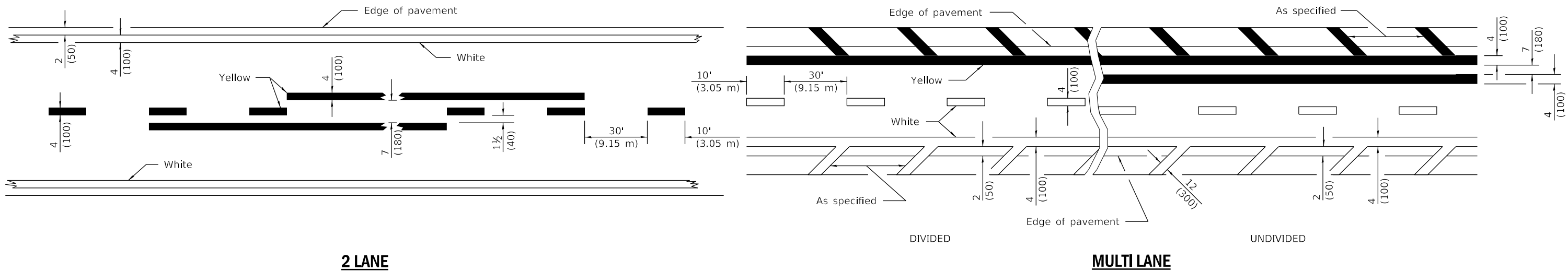
APPROVED January 1, 2014
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

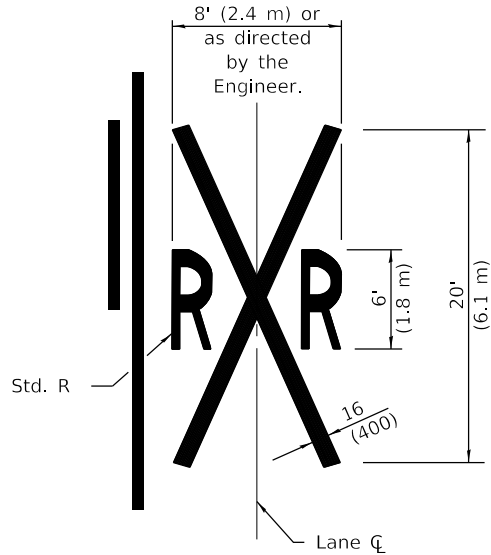
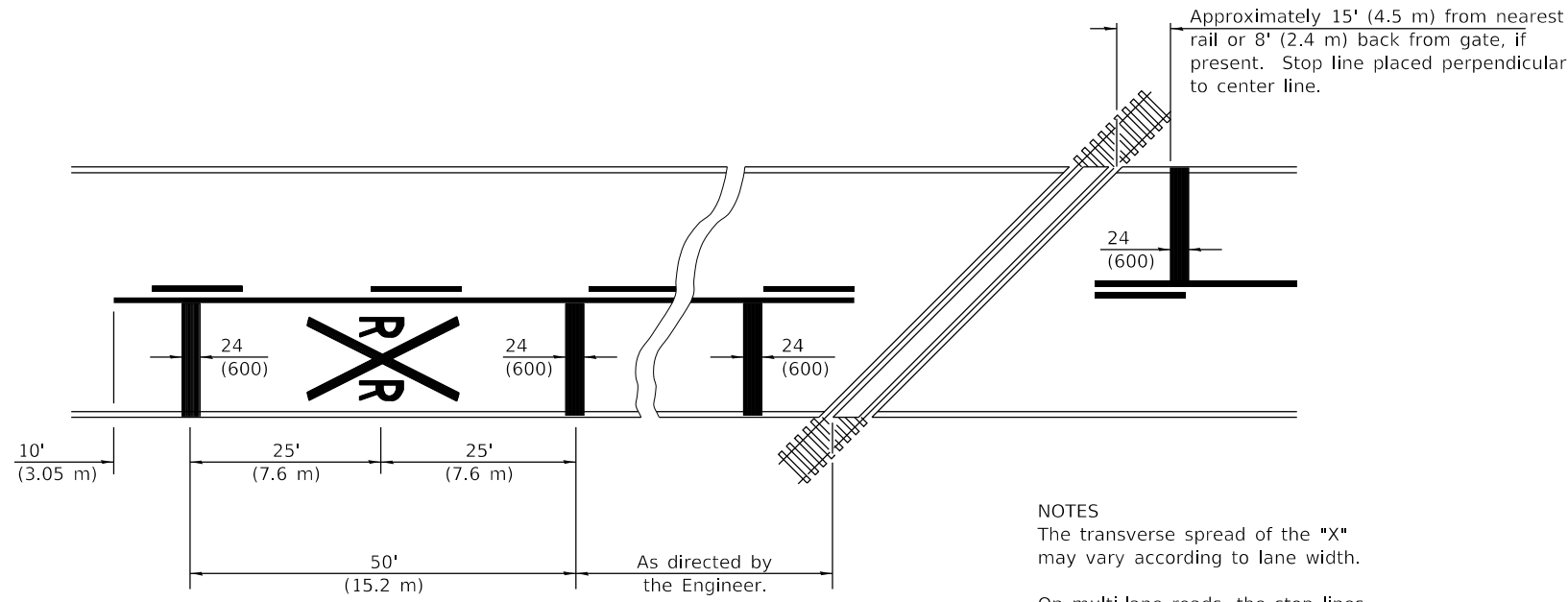
DATE	REVISIONS
1-1-14	Added shoulders and slopes. Changed sign distances from roadway and shoulder.
1-1-12	Rev. sign elev. for multilane hwy's. Revised sign elev. and dist. to curb for rural loc.

**SIGN PANEL
ERECTION DETAILS**

STANDARD 720006-04



LANE AND EDGE LINES



NOTES

The transverse spread of the "X" may vary according to lane width.

On multi-lane roads, the stop lines shall extend across all approach lanes and separate RXR symbols shall be placed adjacent to each other in each lane.

When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table 2C-4, Condition B of the MUTCD.

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

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

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

TYPICAL PAVEMENT MARKINGS

(Sheet 1 of 3)

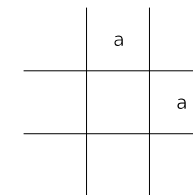
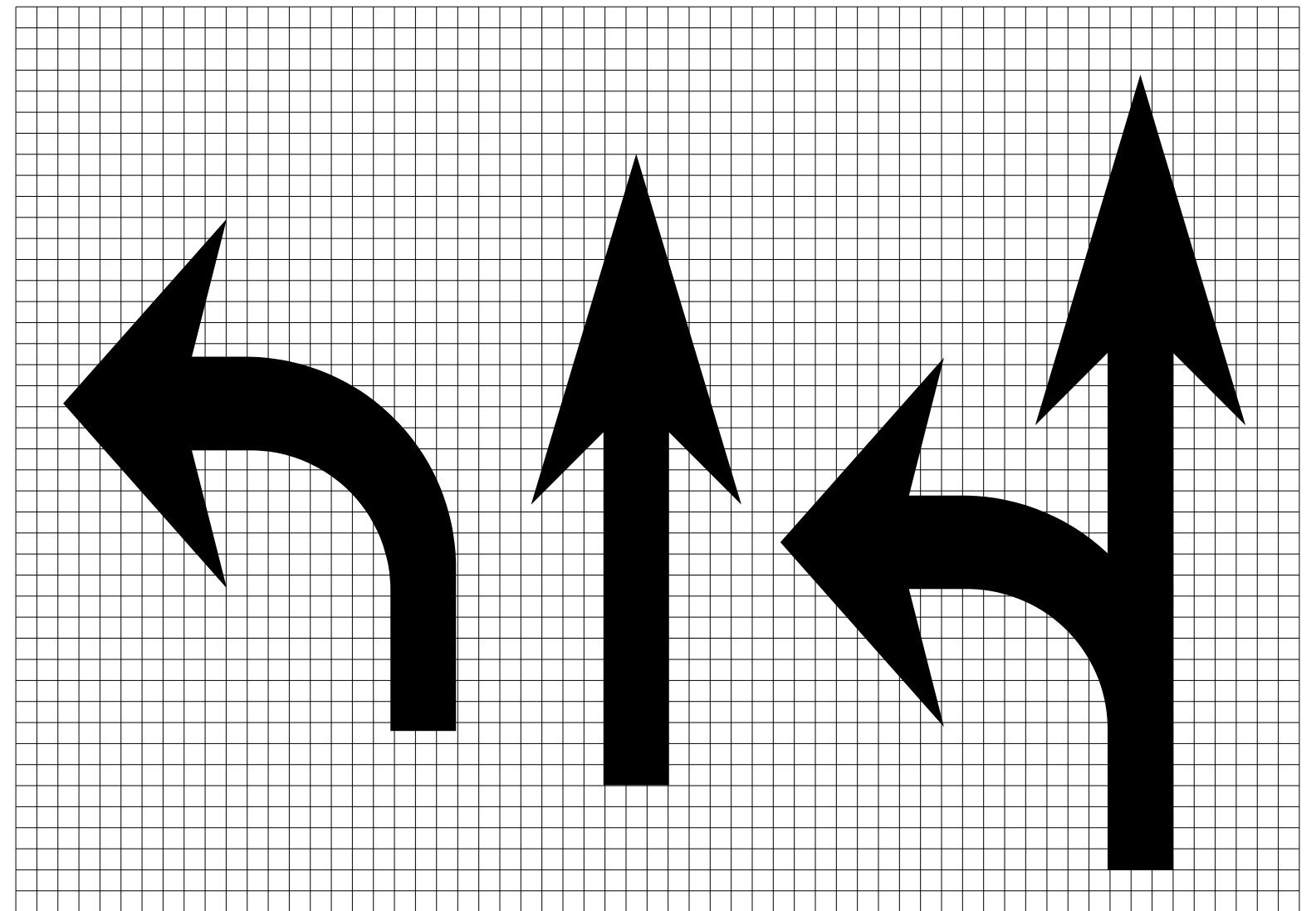
STANDARD 780001-05

Illinois Department of Transportation

PASSED January 1, 2015
Amy Allen
 ENGINEER OF OPERATIONS

APPROVED January 1, 2015
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT


ISSUED 1-1-97



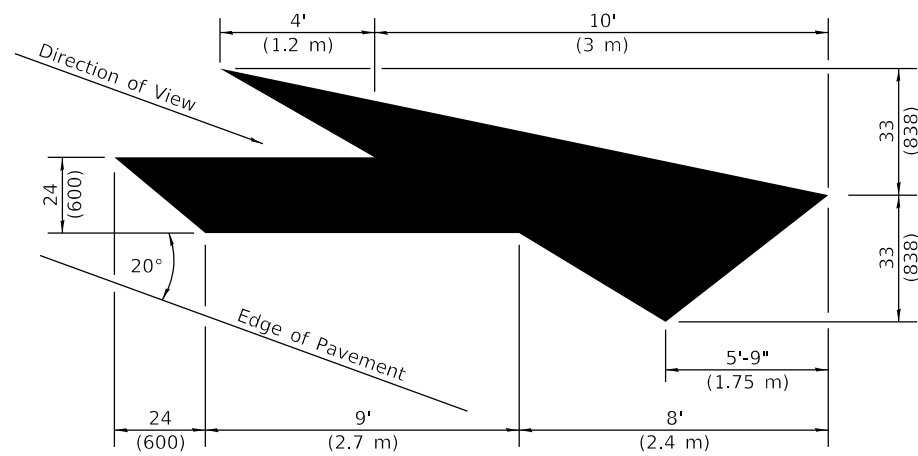
Legend Height	Arrow Size	a
6' (1.8 m)	Small	2.9 (74)
8' (2.4 m)	Large	3.8 (96)

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

LETTER AND ARROW GRID SCALE

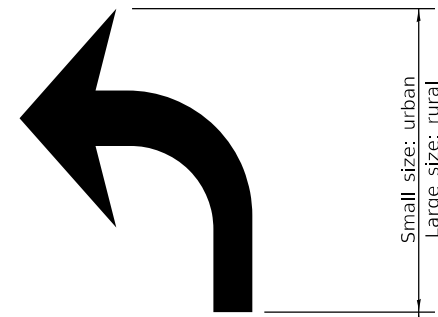

 Illinois Department of Transportation
 PASSED January 1, 2015
Amy Eller
 ENGINEER OF OPERATIONS
 APPROVED January 1, 2015
RE
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-97

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



LANE-REDUCTION ARROW

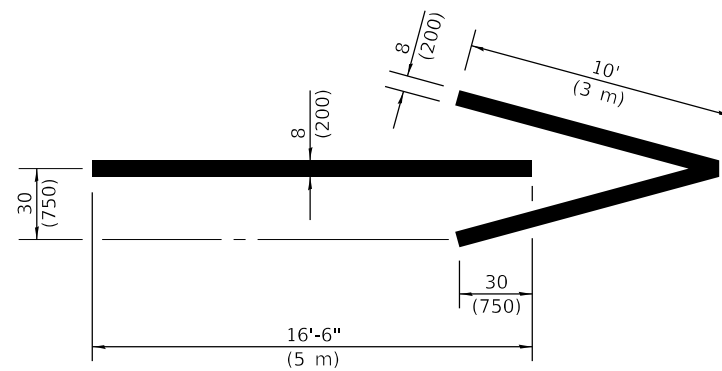
Right lane-reduction arrow shown.
Use mirror image for left lane.



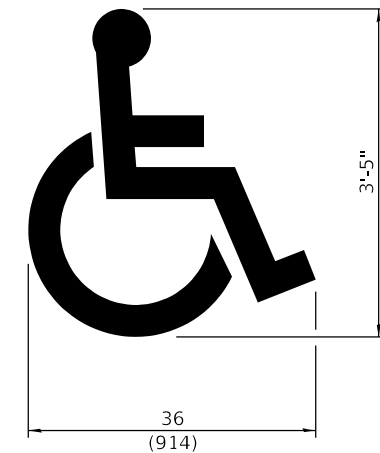
20' (6 m): urban
50' (15 m): rural
(Between arrow
and word or
between words)



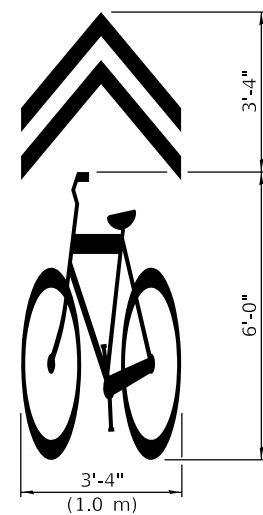
WORD AND ARROW LAYOUT



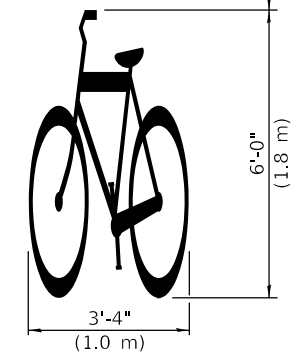
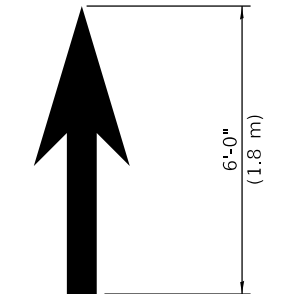
WRONG WAY ARROW



**INTERNATIONAL
SYMBOL OF
ACCESSIBILITY**



**SHARED LANE
SYMBOL**



BIKE SYMBOL
(Arrow is optional.)

Illinois Department of Transportation

PASSED January 1, 2015
Amy Eller
 ENGINEER OF OPERATIONS

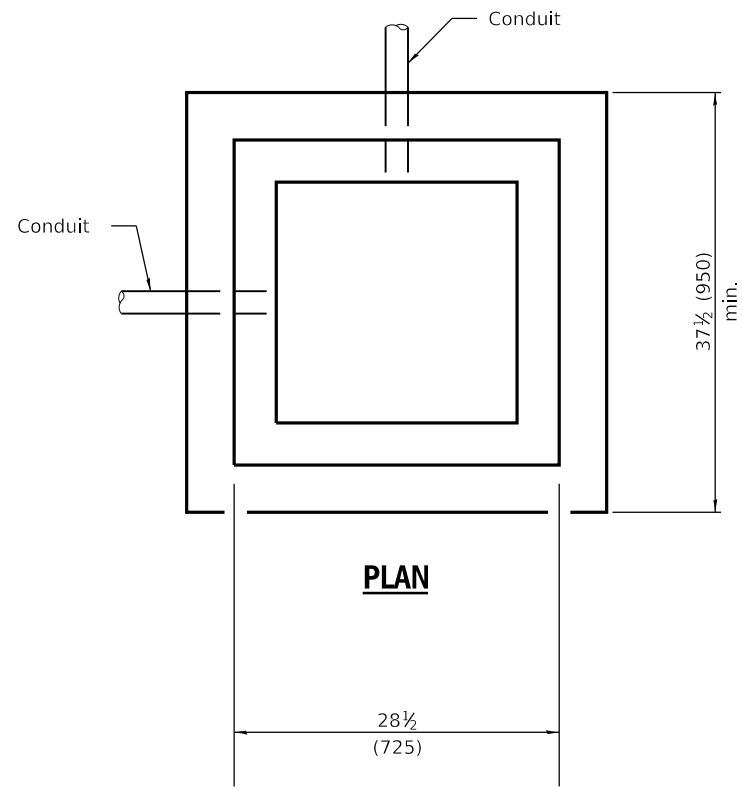
APPROVED January 1, 2015
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

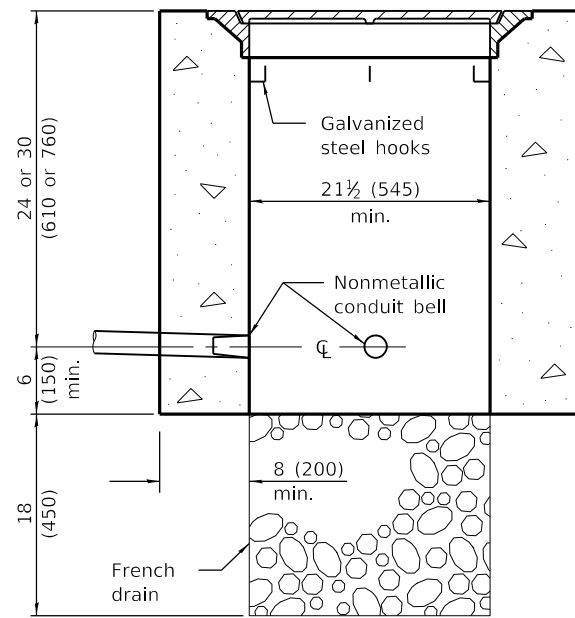
**TYPICAL PAVEMENT
MARKINGS**

(Sheet 3 of 3)

STANDARD 780001-05

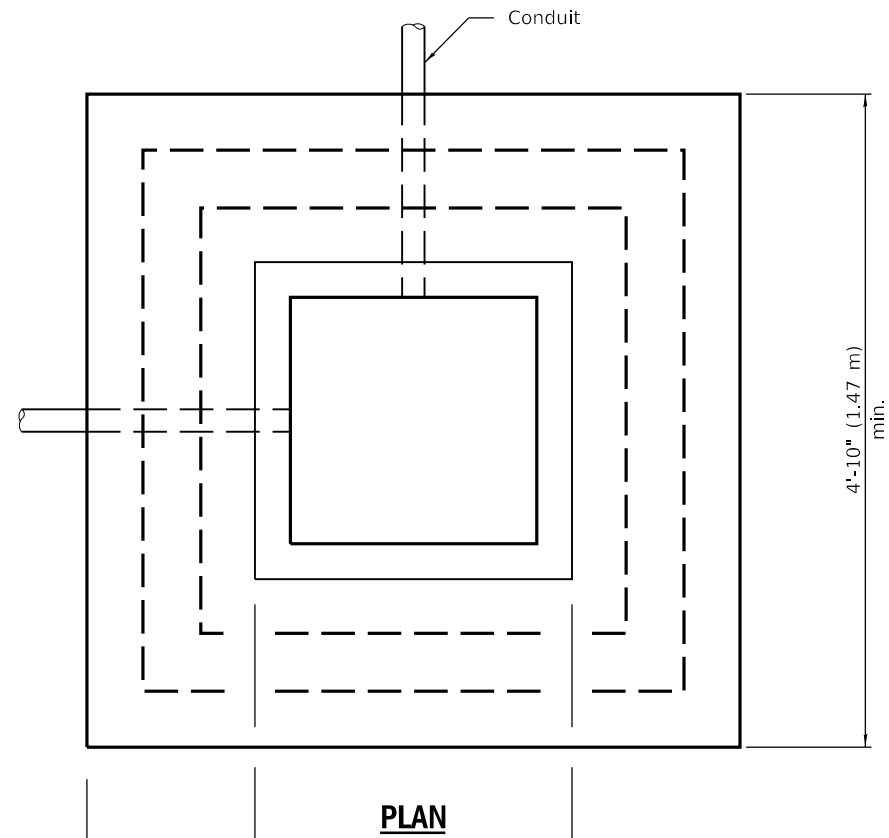


PLAN

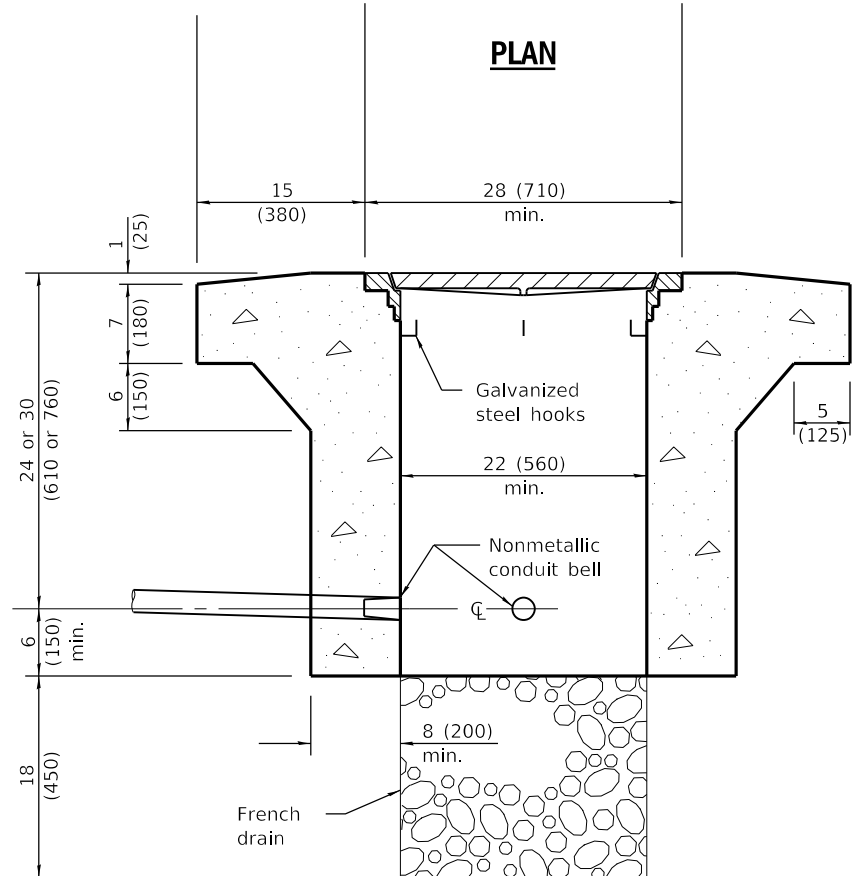


ELEVATION

PORTLAND CEMENT CONCRETE

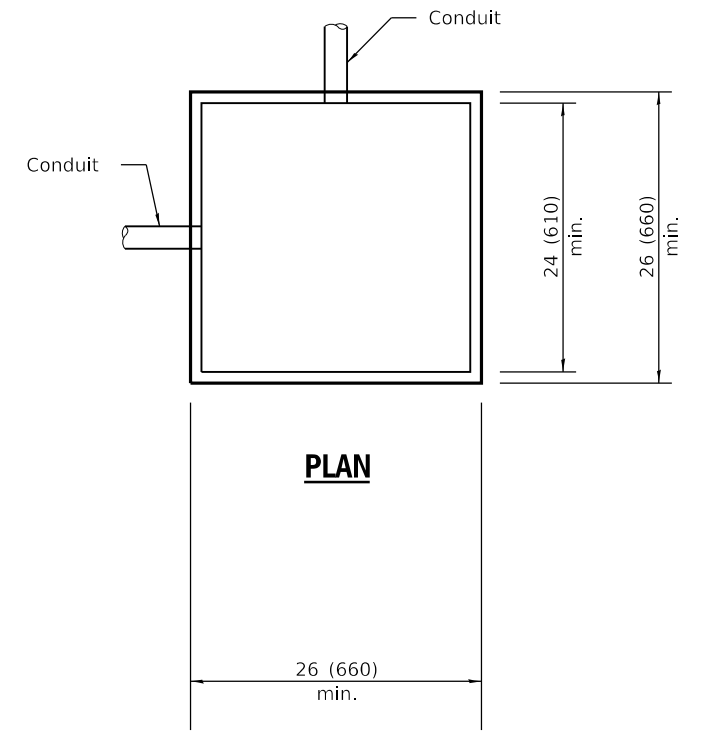


PLAN

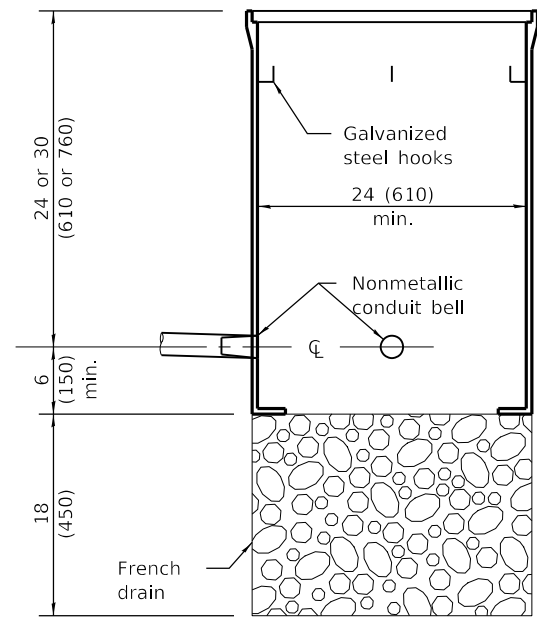


ELEVATION

**PORTLAND CEMENT CONCRETE
HEAVY DUTY**



PLAN



ELEVATION

COMPOSITE CONCRETE

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

QUANTITIES

Depth	Concrete yd ³ (m ³)	
	Handhole	Heavy Duty Handhole
30 (762)	0.61 (0.47)	0.98 (0.75)
36 (914)	0.73 (0.56)	1.10 (0.84)

DATE	REVISIONS
1-1-15	Corrected dimension on heavy duty handhole. Added concrete quantities table.
1-1-09	Switched units to English (metric).

HANDHOLES

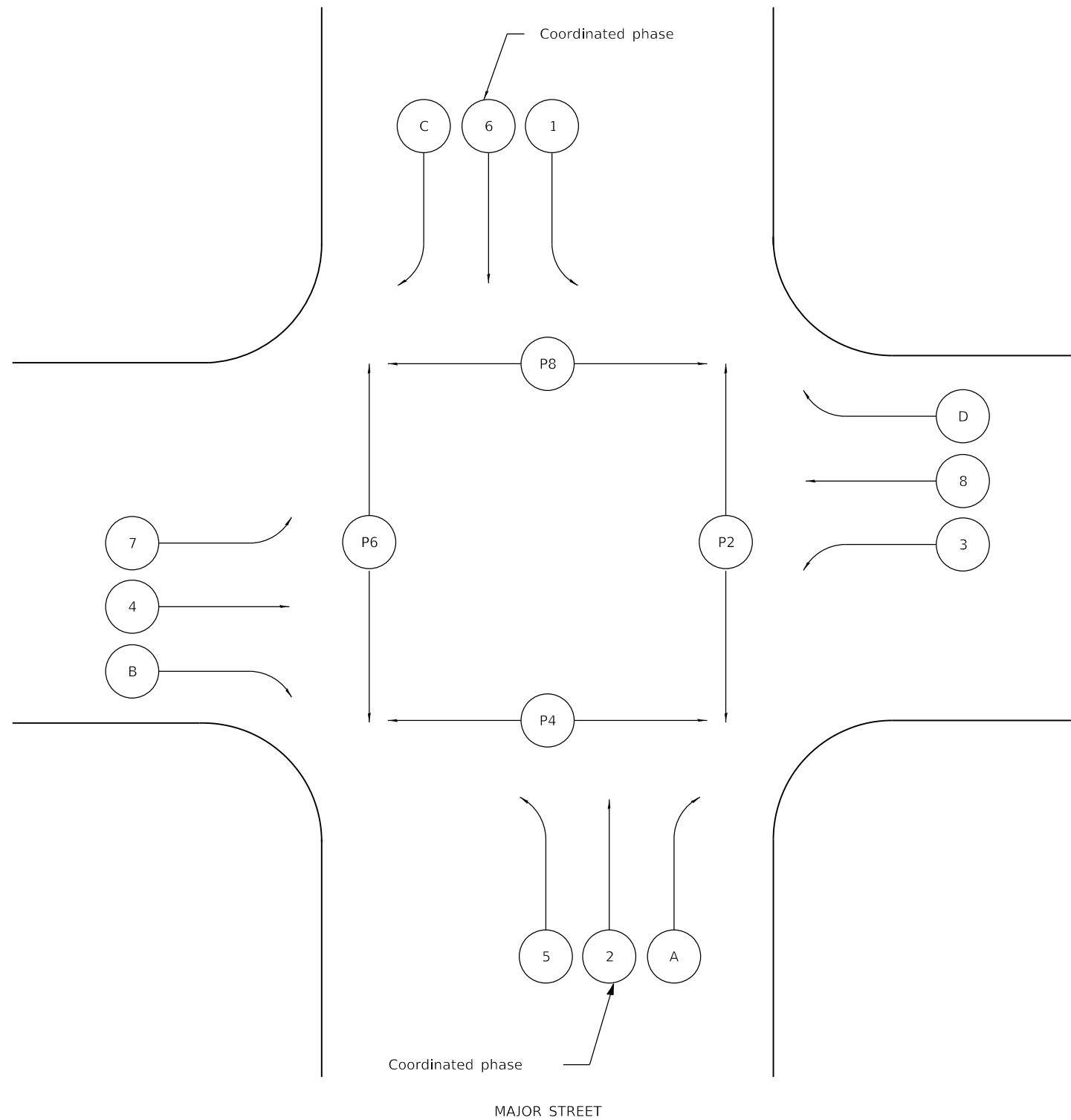
STANDARD 814001-03

Illinois Department of Transportation

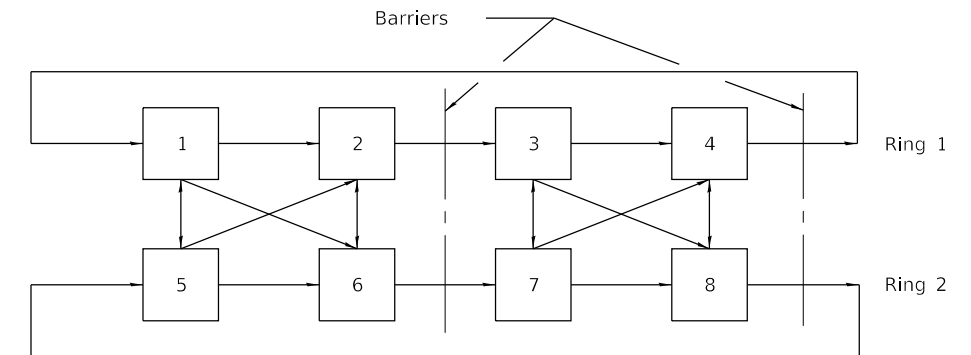
PASSED January 1, 2015
Amy Allen
 ENGINEER OF OPERATIONS

APPROVED January 1, 2015
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



STANDARD PHASE DESIGNATION DIAGRAM (NEMA)



**NEMA EIGHT PHASE DUAL RING
ACTUATED CONFIGURATION**

LEGEND

- (X), [X] Vehicular phase no. x
- (PX) Pedestrian phase no. x
- (A), (B), (C), (D) Right turn overlaps where:
 - (A) = (2) + (3)
 - (B) = (4) + (5)
 - (C) = (6) + (7)
 - (D) = (8) + (1)
- NEMA National Electrical Manufacturers Association

Illinois Department of Transportation

PASSED January 1, 2009

ENGINEER OF OPERATIONS

APPROVED January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT

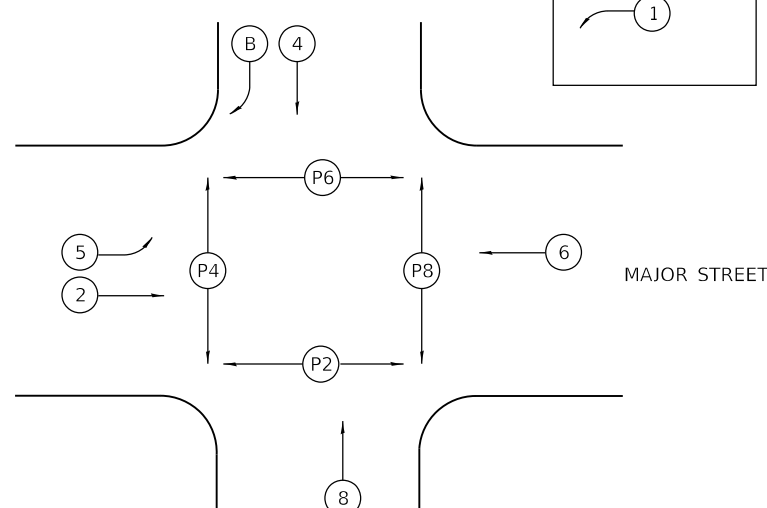
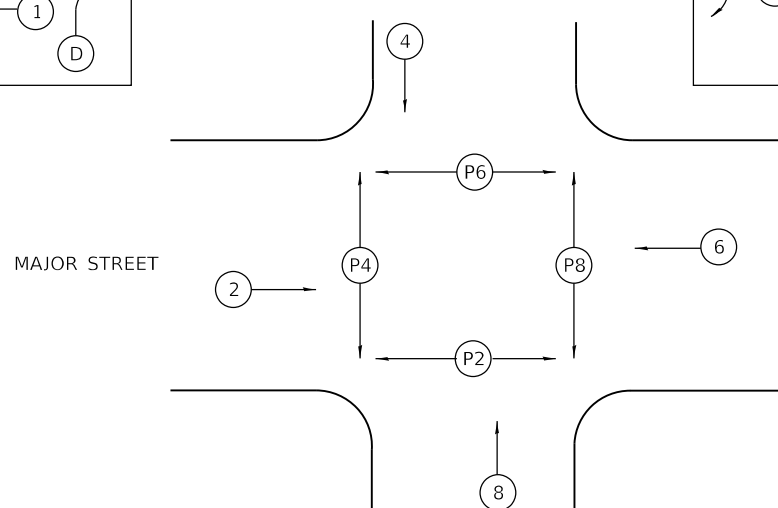
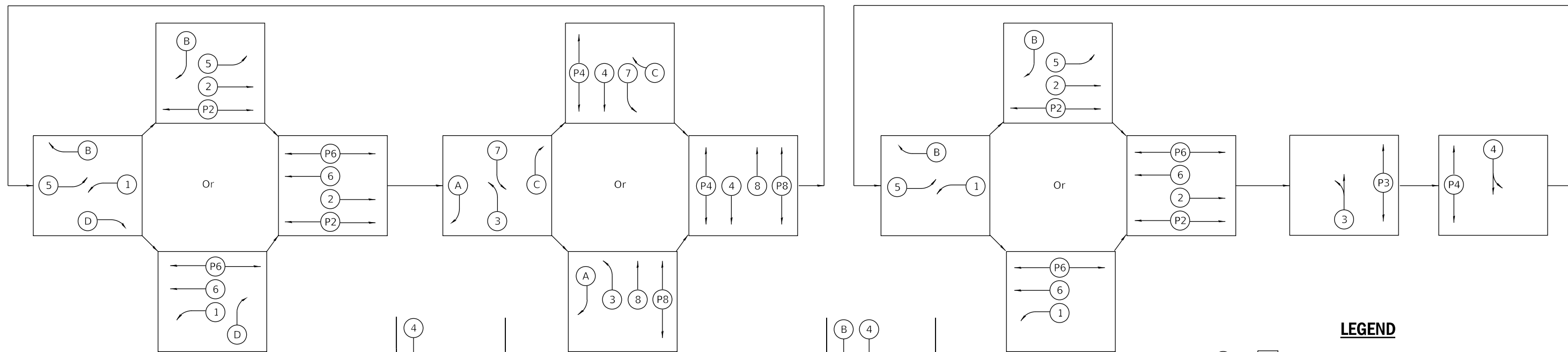
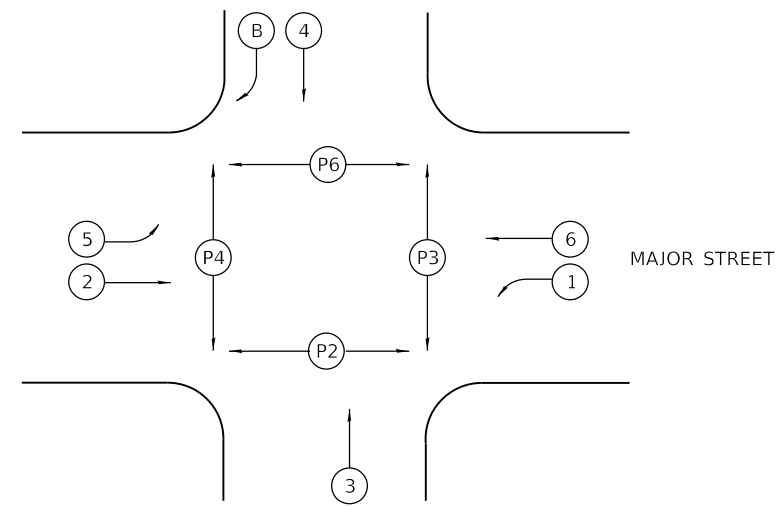
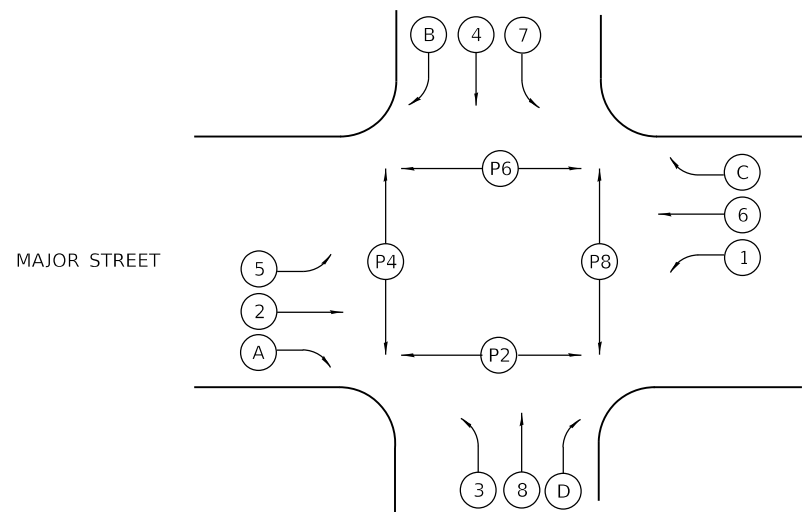
ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Omitted note regarding units of length.
1-1-97	Renum. Standard 2393-2.

**STANDARD PHASE
DESIGNATION DIAGRAMS
AND PHASE SEQUENCES**

(Sheet 1 of 2)

STANDARD 857001-01



LEGEND

(X), [X] Vehicular phase no. x

(PX) Pedestrian phase no. x

(A), (B), (C), (D) Right turn overlaps where:

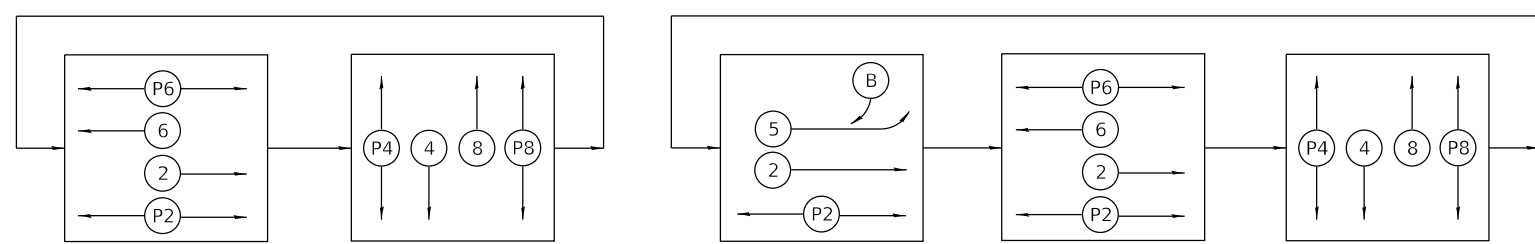
(A) = (2) + (3)

(B) = (4) + (5)

(C) = (6) + (7)

(D) = (8) + (1)

NEMA National Electrical Manufacturers Association



PHASE DESIGNATION DIAGRAMS AND CORRESPONDING PHASE SEQUENCES

Illinois Department of Transportation

PASSED January 1, 2009

ENGINEER OF OPERATIONS

APPROVED January 1, 2009

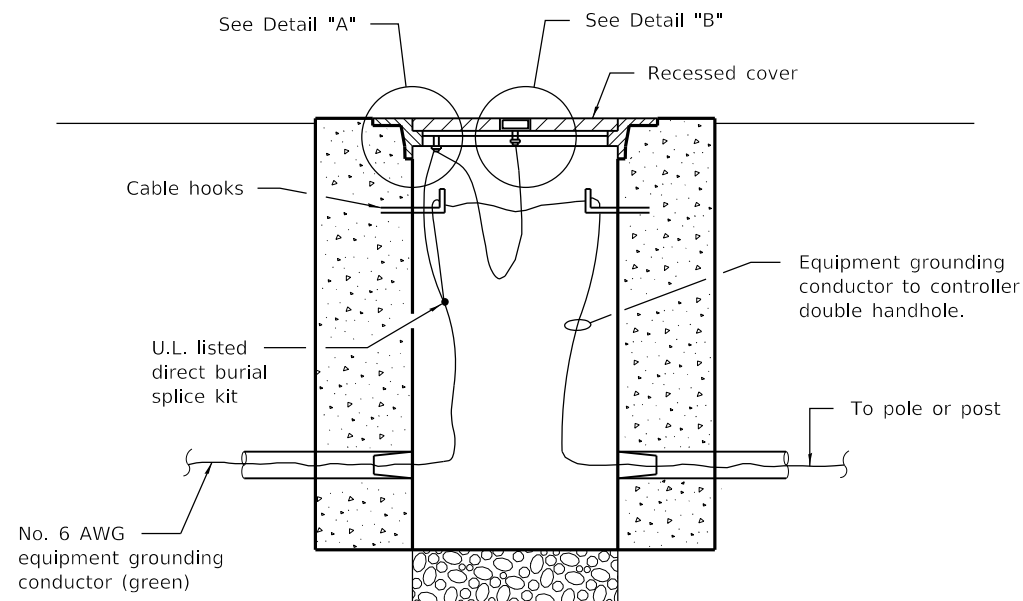
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

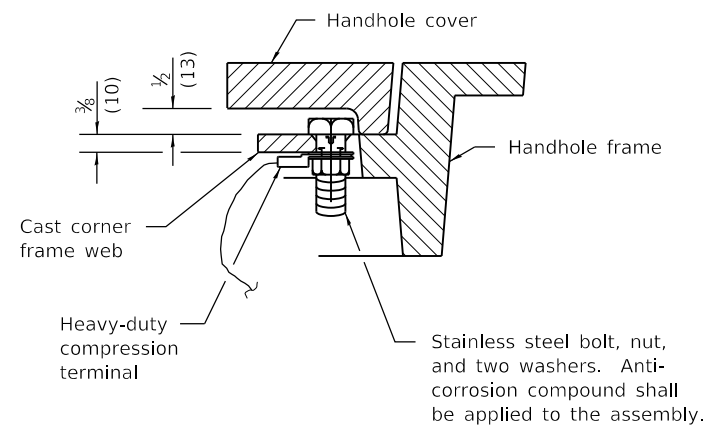
STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES

(Sheet 2 of 2)

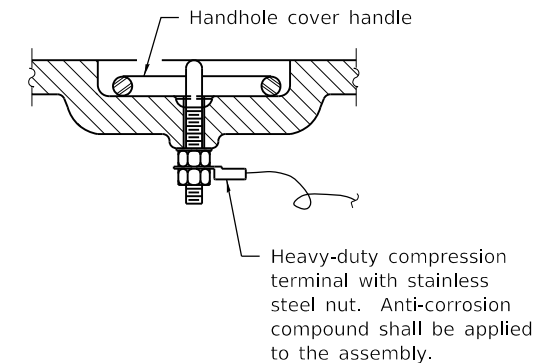
STANDARD 857001-01



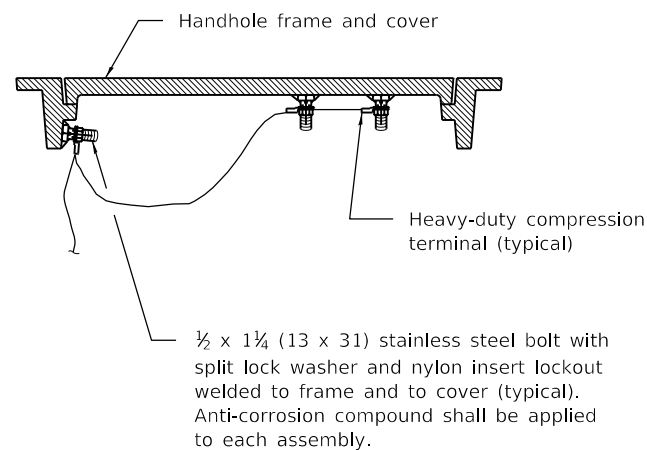
BONDING A HANDHOLE COVER & FRAME



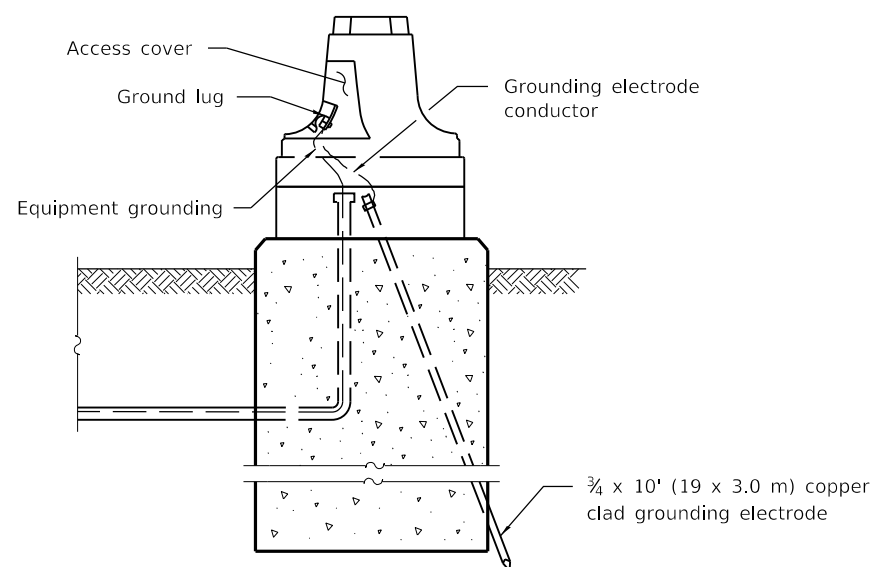
DETAIL "A"



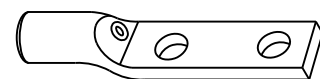
DETAIL "B"



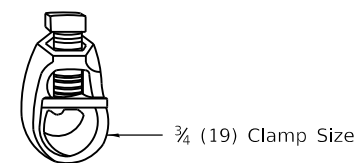
BONDING AN EXISTING HANDHOLE COVER & FRAME



GROUNDING A MAST ARM POLE/POST



HEAVY-DUTY COMPRESSION TERMINAL



HEAVY-DUTY GROUND ROD CLAMP

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

Illinois Department of Transportation

PASSED January 1, 2009
[Signature]
 ENGINEER OF OPERATIONS

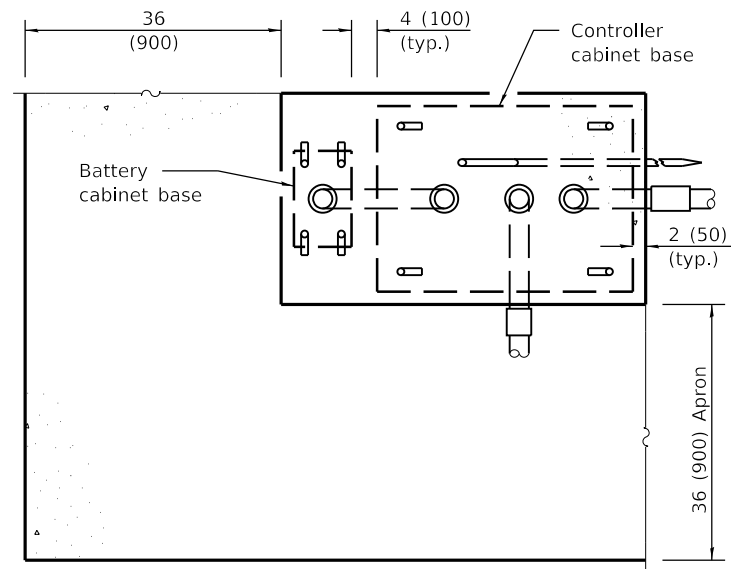
APPROVED January 1, 2009
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 4-1-06

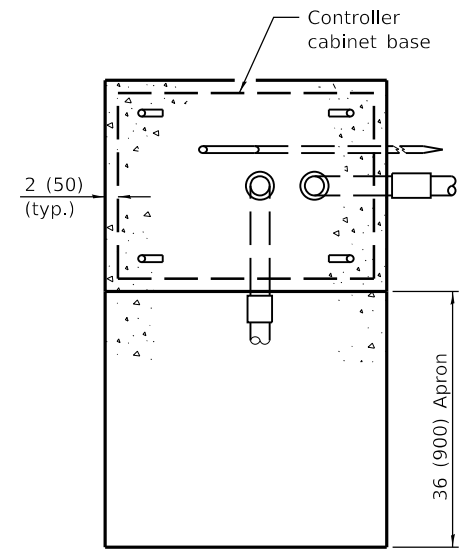
DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Revised terminology.

**TRAFFIC SIGNAL
GROUNDING & BONDING**

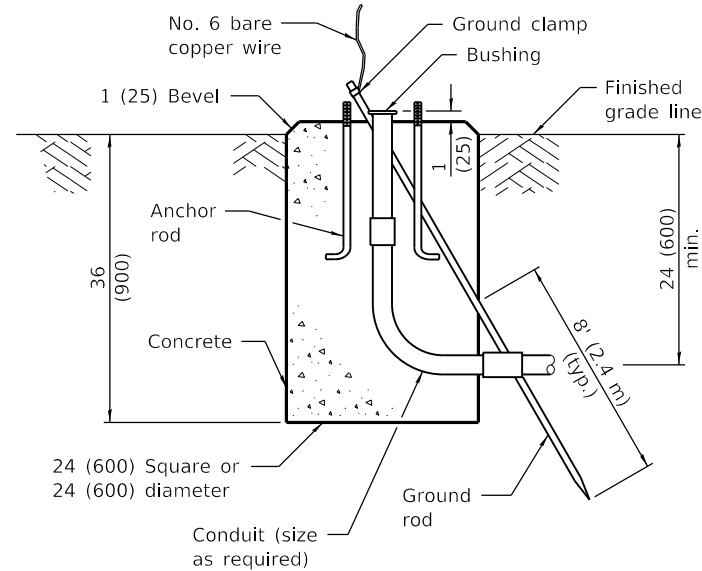
STANDARD 873001-02



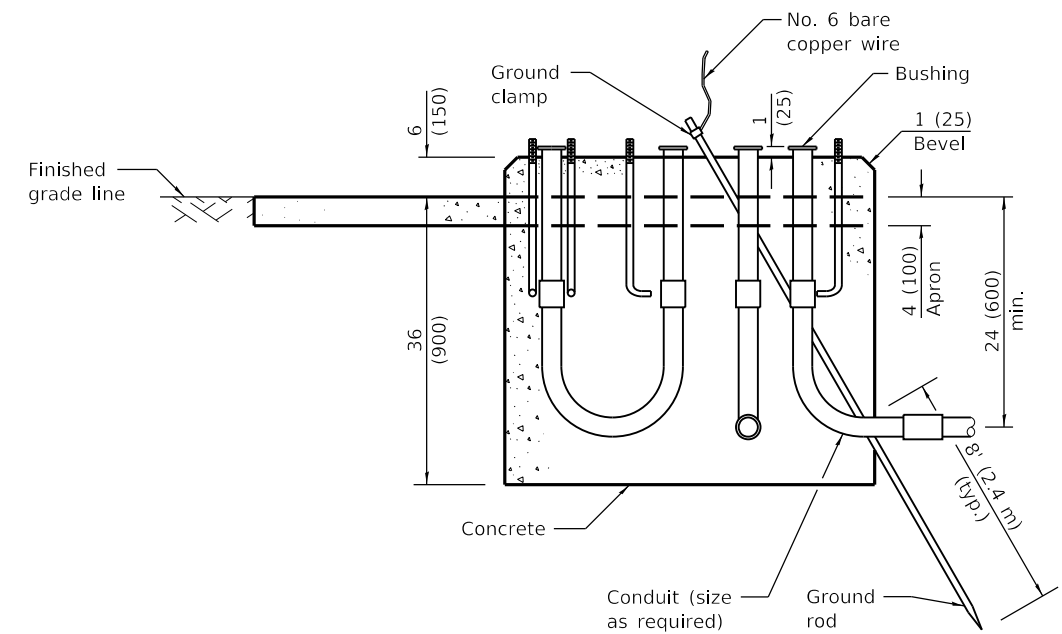
TOP VIEW



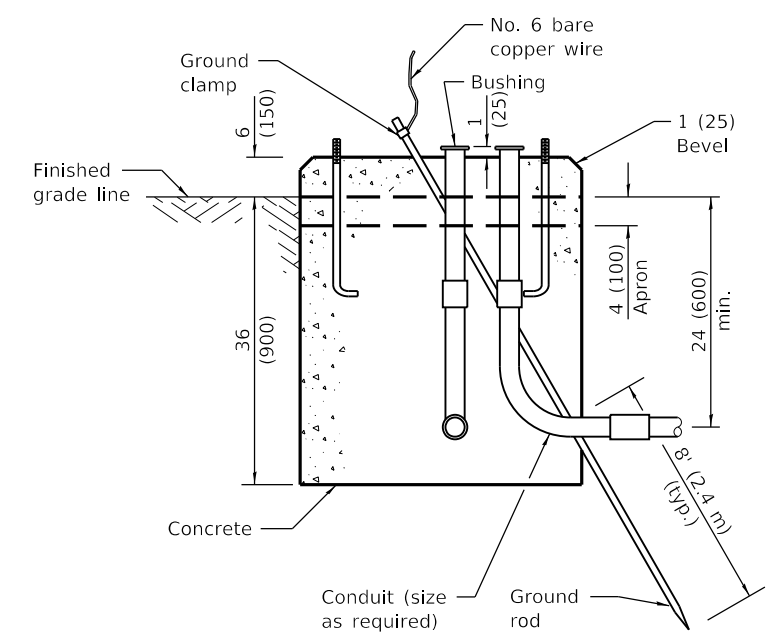
TOP VIEW



TYPE A



**TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET**

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

Illinois Department of Transportation

PASSED January 1, 2021
Amy Ellis
 ENGINEER OF OPERATIONS

APPROVED January 1, 2021
S. E. EG
 ENGINEER OF DESIGN AND ENVIRONMENT

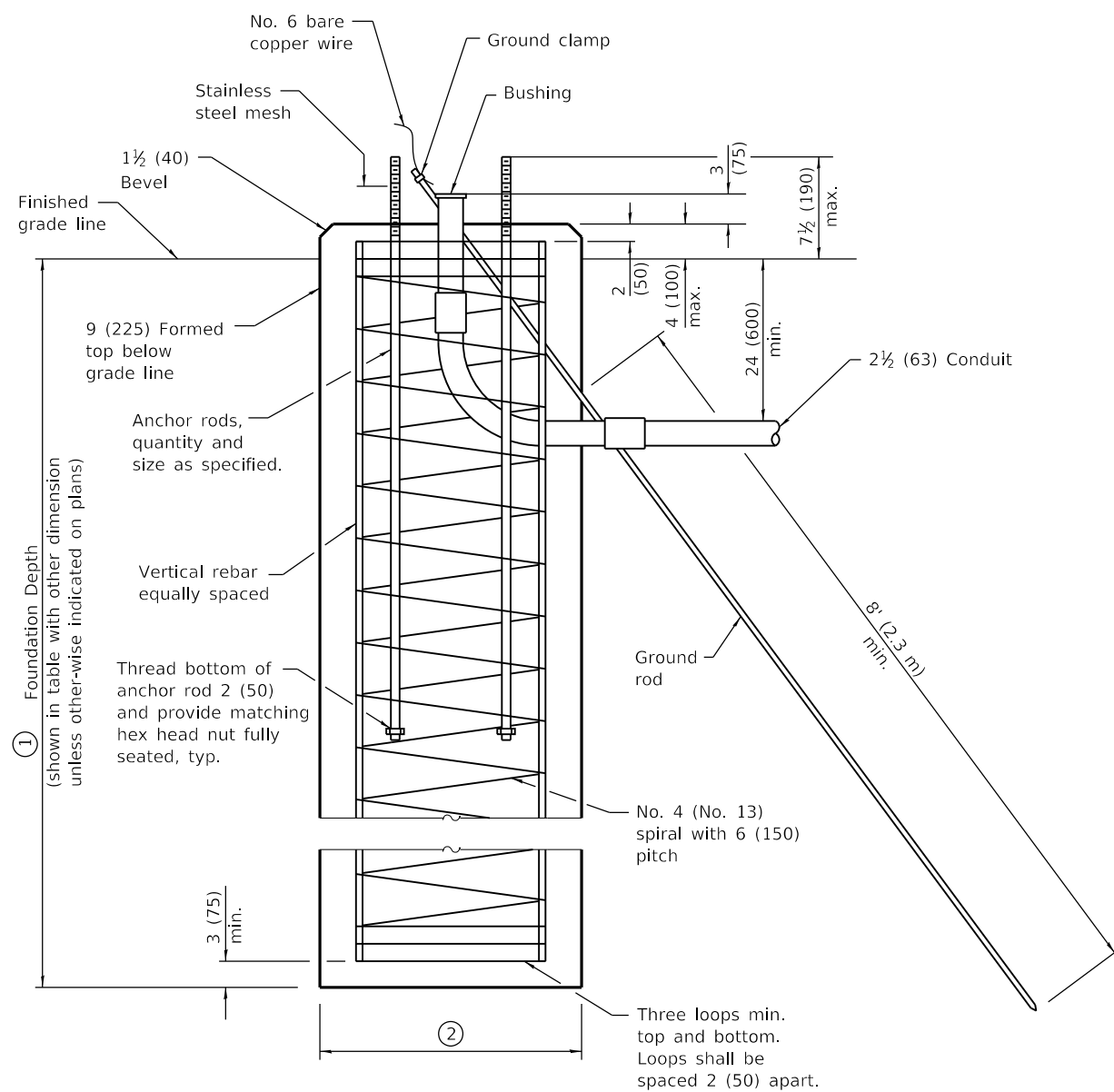
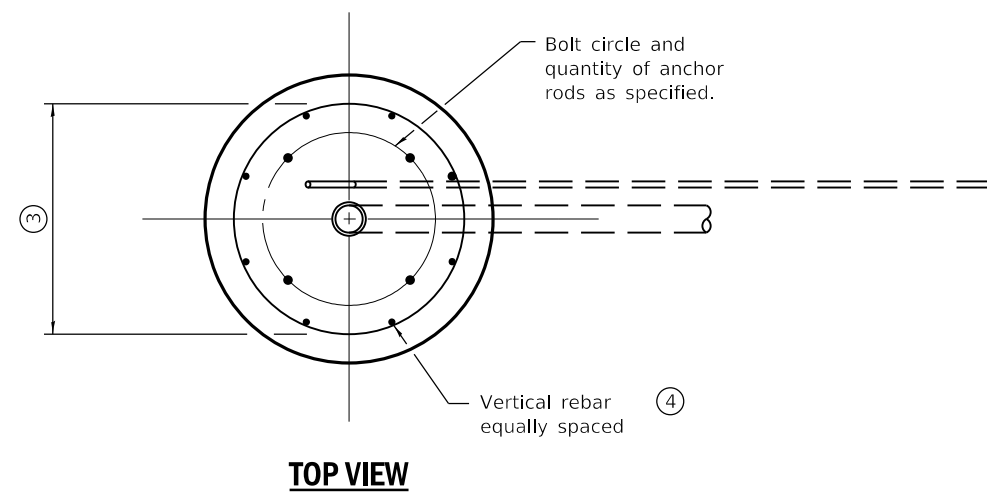
ISSUED 1-1-02

DATE	REVISIONS
1-1-21	Revised anchor rod end in Type E detail.
1-1-15	Revised TYPE E detail.

**CONCRETE
FOUNDATION DETAILS**

(Sheet 1 of 2)

STANDARD 878001-11



Mast Arm Length	① Foundation Depth *	② Foundation Diameter	③ Spiral Diameter	④ Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30 (750)	24 (600)	8	6 (19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30 (750)	24 (600)	8	6 (19)
	11'-0" (3.4 m)	36 (900)	30 (750)	12	7 (22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36 (900)	30 (750)	12	7 (22)
	15'-0" (4.6 m)	36 (900)	30 (750)	12	7 (22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	21'-0" (6.4 m)	42 (1060)	36 (900)	16	8 (25)
Greater than or equal to 55' (16.8 m) and up to 65' (19.8 m)	25'-0" (7.6 m)	42 (1060)	36 (900)	16	8 (25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)					

* For standard and combination mast arm assemblies. Foundation depths for standard dual mast arms with the longest arm length upto and including 55' (16.8 m) shall be increased by 1' (0.3 m) of that shown in the table, based on the longer of the two arms.

These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Q_u) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.

Illinois Department of Transportation

PASSED January 1, 2021
Amy Ellis
 ENGINEER OF OPERATIONS

APPROVED January 1, 2021
S. E. EG
 ENGINEER OF DESIGN AND ENVIRONMENT

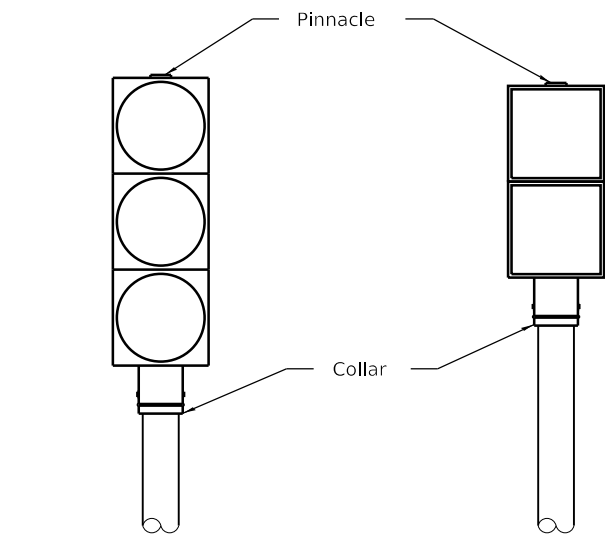
ISSUED 1-1-02

TYPE E

**CONCRETE
FOUNDATION DETAILS**

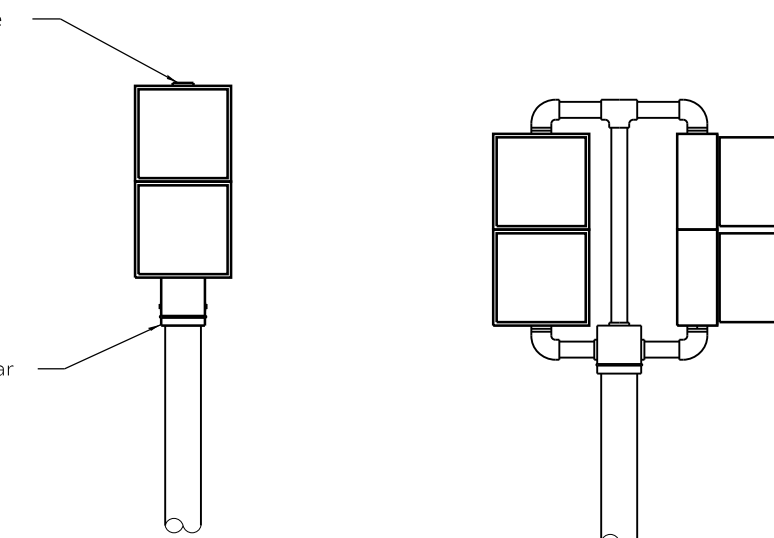
(Sheet 2 of 2)

STANDARD 878001-11



**POST MOUNTED
TRAFFIC SIGNAL HEAD**

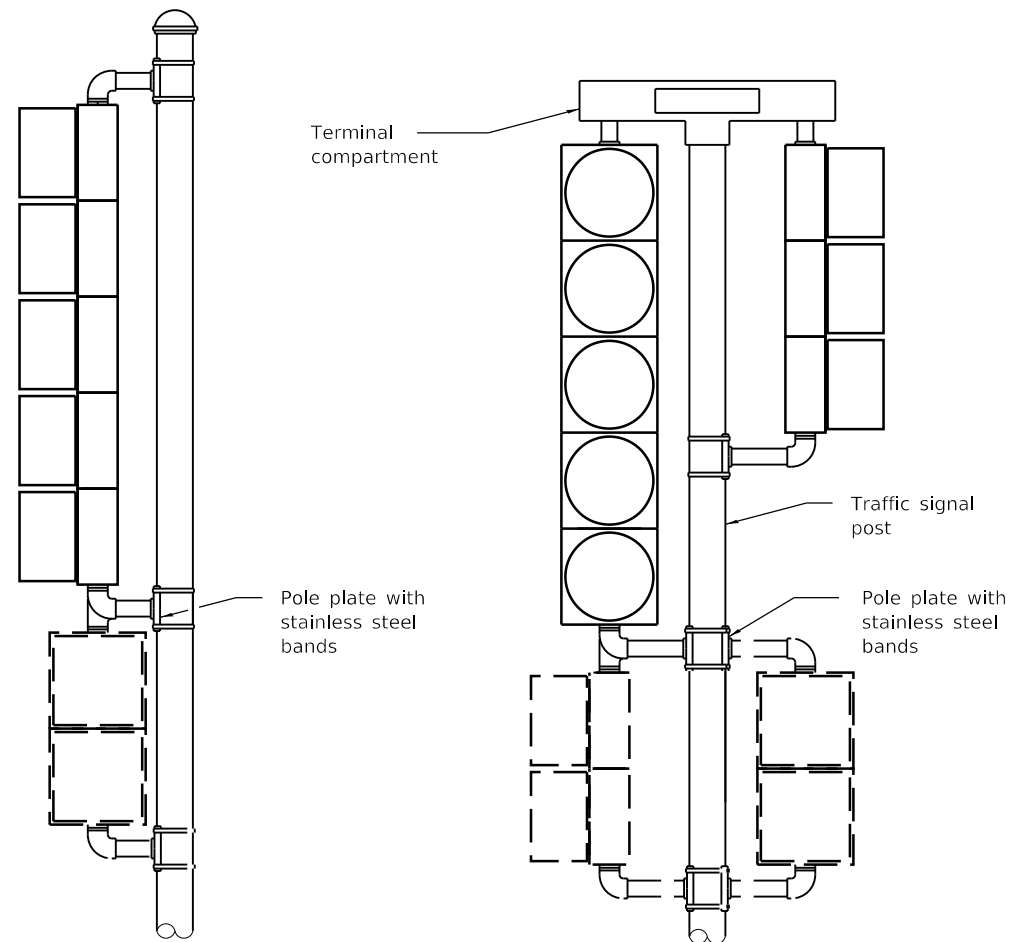
ONE WAY



**POST MOUNTED
PEDESTRIAN SIGNAL HEAD**

**POST MOUNTED
PEDESTRIAN SIGNAL HEAD**

TWO WAY

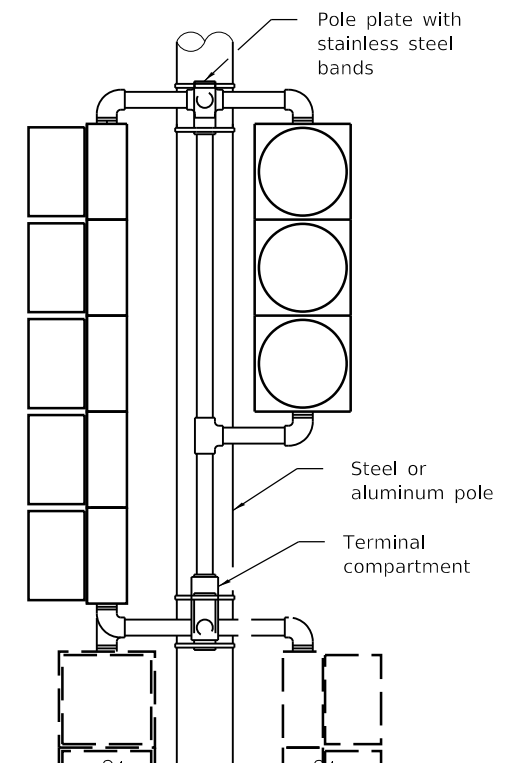


**BRACKET MOUNTED
TRAFFIC SIGNAL HEAD**

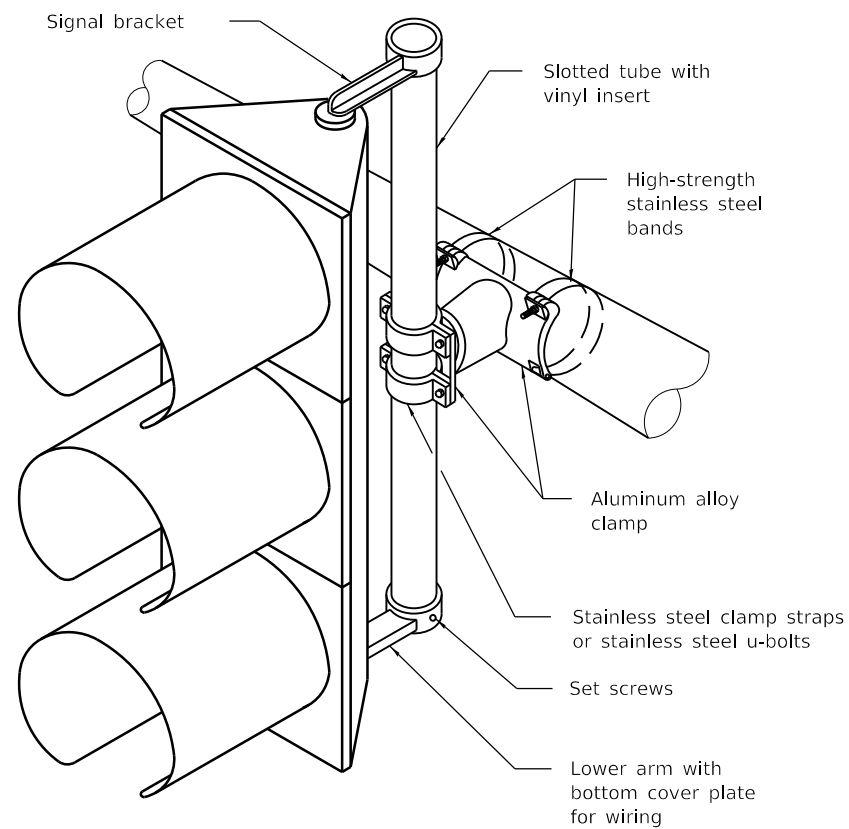
ONE WAY

**BRACKET MOUNTED
TRAFFIC SIGNAL HEAD**

TWO WAY



**BRACKET MOUNTED
TRAFFIC SIGNAL HEAD**



STEEL MAST ARM MOUNTING

Illinois Department of Transportation

PASSED January 1, 2009

ENGINEER OF OPERATIONS

APPROVED January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-02

DATE	REVISIONS
1-1-09	Omitted note regarding units of length.
1-1-02	Renum. Standard 840006.

**TRAFFIC SIGNAL
MOUNTING DETAILS**

STANDARD 880006-01