



Tazewell County Highway Department

AUTHORIZATION TO BID FORM

Addenda will be published to our Bid Letting page in the same manner as the plans and specifications. It is the sole responsibility of the plan holders to periodically check the website for plan addenda.

ALL BIDDERS PLANNING TO PLACE A BID MUST FILL OUT THIS FORM TO BE AUTHORIZED TO BID.

- This form must be completed, signed and either faxed to (309) 925-5533 or emailed to jsciortino@tazewell-il.gov.
- Failure to submit this completed form will result in the bid not being accepted.
- Contractors may verify we have received their Authorization to Bid form by checking the **Plan Holders List** found under the corresponding letting date.
- If an email address is provided, a Notice of Addenda will be sent when updates are available.
- Bid results are typically posted by noon on the day of the letting and are preliminary until approved by the County Board on the last Wednesday of the month.

Company Name:	
Address:	
Phone:	
Fax:	
Email:	
Bid Letting Date:	

Projects Intending to Bid on:

Section Number:	Description:

COVER SHEET

Proposal Submitted By:

Contractor's Name

Contractor's Address

City

State

Zip Code

STATE OF ILLINOIS

Local Public Agency

County

Section Number

Route(s) (Street/Road Name)

Type of Funds

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

Dan Parr Digitally signed by Dan Parr
Date: 2024.05.06 13:27:33
-05'00'

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)
Tazewell County	Tazewell	24-00099-00-RS	CH 6 & CH 16

NOTICE TO BIDDERS

Sealed proposals for the project described below will be received at the office of the Tazewell County Engineer

21308 IL Route 9, Tremont, IL 61568 until 1:30 PM on 06/17/24
Address Time Date

Sealed proposals will be opened and read publicly at the office of the Tazewell County Engineer

21308 IL Route 9, Tremont, IL 61568 at 1:30 PM on 06/17/24
Address Time Date

DESCRIPTION OF WORK

Location	Project Length
Various Locations in Tazewell County - See Location Map	

Proposed Improvement
 Resurfacing of Dee-Mack Rd.(CH 6) from US 150 southerly to Village of Mackinaw(6.045 miles) and Manito Rd.(CH 16) from Townline Rd. southerly to County Line(2.966 miles).

1. Plans and proposal forms will be available in the office of
the Tazewell County Engineer
21308 IL Route 9
Tremont, IL 61568

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 BLR Forms shall be returned by the bidder to the Awarding Authority:
 - a. Local Public Agency Formal Contract Proposal (BLR 12200)
 - b. Schedule of Prices (BLR 12201)
 - c. Proposal Bid Bond (BLR 12230) (if applicable)
 - d. Apprenticeship or Training Program Certification (BLR 12325) (do not use for project with Federal funds.)
 - e. Affidavit of Illinois Business Office (BLR 12326) (do not use for project with Federal funds)
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)
Tazewell County	Tazewell	24-00099-00-RS	CH 6 & CH 16

PROPOSAL

1. Proposal of _____ Contractor's Name _____

Contractor's Address _____

2. The plans for the proposed work are those prepared by the Tazewell County Highway Department and approved by the Department of Transportation on _____.

3. The specifications referred to herein are those prepared by the Department of Transportation and designated as "Standard Specifications for Road and Bridge Construction" and the " Supplemental Specifications and Recurring Special Provisions" thereto, adopted and in effect on the date of invitation for bids.

4. The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check Sheet for Recurring Special Provisions" contained in this proposal.

5. The undersigned agrees to complete the work within _____ working days or by 11/15/24 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 Tazewell County _____.

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)
Tazewell County	Tazewell	24-00099-00-RS	CH 6 & CH 16

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.

1. **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.
2. **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.

3. **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.
4. **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.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
Tazewell County	Tazewell	24-00099-00-RS	CH 6 & CH 16

SIGNATURES

(If an individual)

Bidder Signature & Date

Business Address

City

State

Zip Code

(If a partnership)

Firm Name

Signature & Date

Title

Business Address

City

State

Zip Code

Insert the Names and Addresses of all Partners

(If a corporation)

Corporate Name

Signature & Date

Title

Business Address

City

State

Zip Code

Insert Names of Officers

President

Attest:

Secretary

Secretary

Treasurer



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	Section Included in Combinations	Total

Schedule for Single Bid

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

Item Number	Items	Unit	Quantity	Unit Price	Total
1	P BIT MATLS TACK CT	POUND	169166		
2	HMA SURF REM BUTT JT	SQ YD	1460		
3	TEMPORARY RAMP	SQ YD	130		
4	HMA BC IL-9.5FG N50	TON	4141		
5	P HMA SC IL-9.5 C N50	TON	14022		
6	MATL TRANSFER DEVICE	TON	14022		
7	INCIDENTAL HMA SURF	TON	1010		
8	HMA SURF REM 1 1/4	SQ YD	108473		
9	HMA SURF REM 1 1/2	SQ YD	60910		
10	AGGREGATE SHLDS B SPL	TON	4297		
11	SHORT TERM PAVT MKING	FOOT	27316		
12	SHRT TRM PAVT MK REM	SQ FT	2721		
13	RAISED REFL PAVT MKR	EACH	586		
14	RAISED REF PVT MK REM	EACH	586		
15	CL D PATCH T4 6	SQ YD	2900		
16	TRAF CONT & PROT SPL	L SUM	1		
17	MOBILIZATION	L SUM	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 Tazewell County	County Tazewell	Section Number 24-00099-00-RS
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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 []

By: Signature & Date []

By: Signature & Date []

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 []

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

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

Tazewell County

Tazewell

24-00099-00-RS

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

--



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



Local Public Agency	County	Street Name/Road Name	Section Number
Tazewell County	Tazewell	CH 6 & CH 16	24-00099-00-RS

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.

Illinois Department of Transportation policy, adopted in accordance with the provisions of the Illinois Highway Code, requires this contract to be awarded to the lowest responsive and responsible bidder. The award decision is subject to approval by the Department. In addition to all other responsibility factors, this contract or deliver and install proposal requires all bidders and all 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. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

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		
<div style="border: 1px solid black; height: 20px;"></div>	<div style="border: 1px solid black; height: 40px;"></div>		
Title			
<div style="border: 1px solid black; height: 20px;"></div>			
Address	City	State	Zip Code
<div style="border: 1px solid black; height: 20px;"></div>	<div style="border: 1px solid black; height: 20px;"></div>	<div style="border: 1px solid black; height: 20px;"></div>	<div style="border: 1px solid black; height: 20px;"></div>



Affidavit of Illinois Business Office

Local Public Agency	County	Street Name/Road Name	Section Number
Tazewell County	Tazewell	CH 6 & CH 16	24-00099-00-RS

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

(SEAL)

Notary Public Signature & Date

My commission expires _____

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2024

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

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

SUPPLEMENTAL SPECIFICATIONS

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502 Excavation for Structures	7
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Local Public Agency	County	Section Number
Tazewell County	Tazewell	24-00099-00-RS

Check this box for lettings prior to 01/01/2024.

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

Recurring Special Provisions

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2	<input type="checkbox"/> Subletting of Contracts (Federal-Aid Contracts)	62
3	<input type="checkbox"/> EEO	63
4	<input type="checkbox"/> Specific EEO Responsibilities Non Federal-Aid Contracts	73
5	<input checked="" type="checkbox"/> Required Provisions - State Contracts	78
6	<input type="checkbox"/> Asbestos Bearing Pad Removal	84
7	<input type="checkbox"/> Asbestos Waterproofing Membrane and Asbestos HMA Surface Removal	85
8	<input type="checkbox"/> Temporary Stream Crossings and In-Stream Work Pads	86
9	<input type="checkbox"/> Construction Layout Stakes	87
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11	<input type="checkbox"/> Subsealing of Concrete Pavements	92
12	<input type="checkbox"/> Hot-Mix Asphalt Surface Correction	96
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14	<input type="checkbox"/> Patching with Hot-Mix Asphalt Overlay Removal	99
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16	<input type="checkbox"/> Reserved	103
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18	<input type="checkbox"/> Temporary Portable Bridge Traffic Signals	106
19	<input type="checkbox"/> Nighttime Inspection of Roadway Lighting	108
20	<input type="checkbox"/> English Substitution of Metric Bolts	109
21	<input type="checkbox"/> Calcium Chloride Accelerator for Portland Cement Concrete	110
22	<input type="checkbox"/> Quality Control of Concrete Mixtures at the Plant	111
23	<input type="checkbox"/> Quality Control/Quality Assurance of Concrete Mixtures	119
24	<input type="checkbox"/> Reserved	135
25	<input type="checkbox"/> Reserved	136
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Local Public Agency

County

Section Number

Tazewell County

Tazewell

24-00099-00-RS

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

Local Roads And Streets Recurring Special Provisions

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The following Special Provision supplement the "Standard Specifications for Road and Bridge Construction", adopted

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

DESCRIPTION OF WORK: The work of this section consists of hot-mix asphalt surface removal and resurfacing work on Dee-Mack Rd. (CH 6) & Manito Rd. (CH 16) in Tazewell County.

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

At the pre-construction meeting, the Contractor shall furnish the name of the individual in his direct employ who is to be responsible for the installation and maintenance of the traffic control for this project. If the actual installation and maintenance are to be accomplished by a subcontractor, consent shall be requested of the Engineer at the time of the pre-construction meeting in accordance with Article 108.01 of the Standard Specifications for Road and Bridge Construction. This shall not relieve the Contractor of the foregoing requirement for a responsible individual in his direct employ. The County will provide the Contractor the name of its representative who will be responsible for the administration of the Traffic Control Plan. Special attention is called to Articles 107.09, 107.14, 107.15, 1095.06, 1106 of the Standard Specifications for Road and Bridge Construction and the and Bridge Construction and the following Highway Standards and Special Provisions relating to Traffic Control.

Special attention is also called to the Highway Standards, 701006, 701011, 701201, 701301, 701306, and 701901 contained herein.

The entire project shall be kept open to through traffic.

"NO PASSING ZONES NOT STRIPED NEXT ____ MILES" signs shall be posted in accordance with Article 701.17.

The presence of temporary traffic control drawings or standards in the proposal or contract, whether a pay item or not, does not relieve the Contractor of his obligation to the public. The Contractor shall provide, if conditions warrant by the Engineer, all protection deemed necessary beyond that shown in the proposal or Special Provisions.

Construction signs shall meet the current Standard Specifications for Traffic Control Items.

Basis of Payment: All required Traffic Control shall be paid for at the contract-lump sum price for TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

SEQUENCE OF OPERATIONS: The Contractor shall first place CLASS D PATCHES, TYPE IV, 6" (SPECIAL) and leave the patch 1.25" below existing surface. The patches shall then be following by the HOT-MIX ASPHALT SURFACE REMOVAL, 1.25" to bring the entire roadway to the same elevation as the top of the new CLASS D PATCHES, TYPE IV, 6" (SPECIAL). After the surface is milled the roadway and shoulders shall be primed and resurfaced as shown on the typical cross section. This schedule of operations may be changed with the approval of the Engineer. The items of work shall be paid for at the contract unit prices of the various pay items for the work involved and no additional compensation will be allowed if the schedule of operations is changed.

CLASS D PATCHES, TYPE IV, 6" (SPECIAL): Section 442 of the Standard Specifications shall apply with the following changes and stipulations:

The depth of pavement removal shall be 7.25" from the top of the existing surface. The top of the 6 inch patch shall be 1.25" below the existing surface.

INCIDENTAL HOT-MIX ASPHALT SURFACING: Any preparation required prior to construction of INCIDENTAL HOT-MIX ASPHALT SURFACING will not be measured separately but shall be included in the contract unit price per ton for INCIDENTAL HOT-MIX ASPHALT SURFACING. To prevent damage to newly constructed bituminous surfaces, it is understood that an interval of up to one week shall lapse before incidental hot-mix asphalt surfacing operations begin, depending on weather and curing conditions, as directed by the Engineer.

AGGREGATE SHOULDERS, TYPE B (SPECIAL): This work shall be constructed in accordance with Article 481 of the Standard Specifications with the following exceptions and additions:

Revise Note 1 of Article 481.02 to the following: Note 1. Reclaimed asphalt pavement (RAP) may be used as AGGREGATE SHOULDERS, TYPE B (SPECIAL).

This work will include entrance radii and transitions to existing aggregate and earth entrances. Material placed at entrances shall be of the same type and gradation as the existing entrance except in the case of earth field entrances where a transition of aggregate shall be placed to provide safe entrance to the bituminous roadway.

Areas that are not accessible by mechanical spreader during normal shoulder operations will be constructed by handwork as necessary by any method that provides a usable surface and has a uniform and neat appearance and shall be compacted by a means approved by the Engineer.

No extra compensation will be allowed for handwork required to complete shoulders along roadway, entrances, or at driveway transitions.

To prevent damage to newly constructed bituminous surfaces, it is understood that an interval of up to two weeks shall lapse before shoulder operations begin, depending on weather and curing conditions.

Revise Article 481.10 to read: Basis of Payment. This work will be paid for at the contract unit price per ton for AGGREGATE SHOULDERS, TYPE B (SPECIAL).

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SHORT TERM PAVEMENT MARKING: Section 703 of the Standard Specifications shall apply with the following changes and stipulations:

Permanent pavement markings will be applied by others, therefore the Contractor will not be responsible for replacing short - term markings with temporary or permanent pavement markings. The Contractor will be responsible for maintaining short term markings for 30 days or until permanent pavement markings are applied whichever is first.

Article 703.02 Materials. Material shall be pavement marking tape as specified.

Revise Article 703.07 to read: Basis of Payment. This work will be paid for at the contract unit price per foot for SHORT TERM PAVEMENT MARKING.

Removal of short term pavement markings will be paid for at the contract unit price per square foot for SHORT TERM PAVEMENT MARKING REMOVAL.

WEIGHT LIMITS: Legal weight limits shall be observed on Tazewell County highways and the structures they contain at all times. The Contractor shall apply for overweight and over dimension permits in advance to avoid delays in work.

GENERAL NOTES: Where section or subsection monuments are encountered, the Engineer shall be notified before such monuments are removed. The Contractor shall protect and carefully preserve all property markers and monuments until the owner, and authorized surveyor or agent has witnessed or otherwise referenced their location.

WAGES OF EMPLOYEES ON PUBLIC WORKS: Add the following to paragraph #1 of the Special Provision for Wages of Employees on Public Works, Check Sheet LRS#12: Prevailing wage rates may be obtained from the IDOL (Illinois Department of Labor) website at:

<https://www2.illinois.gov/idol/Laws-Rules/CONMED/Pages/Rates.aspx>

COMPLIANCE WITH BUSINESS ENTERPRISE PROGRAM(BEP): Contractor is required to comply with the Business Enterprise Program(BEP) Goal of 1% of dollars going to minority-owned business enterprises(MBEs or WMBEs) and/or women-owned business enterprises (WBEs or WMBEs). Contractor shall fill out Section 1 Utilization of Certified Vendors which is included in this proposal and submit it with their contract proposal. Please note that only subcontractors/suppliers certified through the State of Illinois' Commission on Equity and Inclusion (CEI) Business Enterprise Program will count toward meeting the utilization goals for this project.

ILLINOIS WORKS APPRENTICESHIP INITIATIVE: Contractor is required to comply with the requirements set forth on the BDE Special Provision - ILLINOIS WORKS APPRENTICESHIP INITIATIVE included herein. The Contractor shall fill out the part 3B and 3C of the ILLINOIS WORKS JOBS PROGRAM ACT APPRENTICESHIP INITIATIVE BUDGET SUPPLEMENT which is included in this proposal and submit it with their contract proposal.

HOT-MIX ASPHALT SURFACE REMOVAL

Effective: March 1, 1993

Revised: January 1, 2022

Description: This work shall consist of removing a portion of the existing hot-mix asphalt concrete surface course in accordance with the applicable portions of Section 440 and 1101 of the Standard Specifications, this special provision, details in the plans and as directed by the Engineer. The cold milled salvaged aggregate resulting from Item 1: Dee-Mack Rd. (CH 6) shall be disposed of according to Article 202.03. The cold milled salvaged aggregate resulting from Item 2: Manito Rd.(CH 16) shall remain the property of the Tazewell County Highway Department and shall be transported to the 6903 Townline Rd. Manito, IL 61546 - Spring Lake Township maintenance yard. Other sites may be determined by mutual agreement between the Contractor and the County. If other sites are approved, the Contractor will be responsible for preventing theft of milled material or unauthorized removal of said material from sites other than County property.

Equipment: The machine used for milling and planing shall be a self-propelled grinding machine having a minimum 12' (3.6 m) wide drum at least 28" (710 mm) in diameter. When a milling width in excess of 12' is required and the Contractor's milling machine is less than the required width shown in the plans, the remaining area shall be milled with a machine capable of meeting the requirements of this special provision. Milling attachments used with skid steer tractors will not be allowed for longitudinal areas to mill additional widths.

When the teeth become worn so that they do not produce a uniform surface texture, they shall all be changed at the same time (as a unit). Occasionally, individual teeth may be changed if they lock up or break, but this method shall not be used to avoid changing the set of teeth as a unit. Occasional gouges, due to deteriorated pavement condition, or separation of lifts will not be cause to replace all teeth. The Engineer will be the sole judge of the cause of the pavement gouging and the corrective work required. Corrective work due to negligence or poor workmanship shall be at the Contractor's expense.

The moldboard is critical in obtaining the desired surface texture. It shall be straight, true, and free of excessive nicks or wear, and it shall be replaced as necessary to uniformly produce the required surface texture. Gouging of the pavement by more than 1/4 inch (6 mm) shall be sufficient cause to require replacement of all teeth.

Construction Requirements

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

An automatic grade control device shall be used when milling mainline pavement and shall be capable of controlling the elevation of the drum relative to either a preset grade control stringline or a grade reference device traveling on the adjacent pavement surface. The automatic grade control device may be utilized only on one side of the machine with a automatic slope control device controlling the opposite side. The traveling grade reference device shall not be less than 30 feet (9 m) in length. When milling cross roads, turn lanes, intersections, crossovers, or other miscellaneous areas, the Engineer may permit the matching shoe. The Contractor, at his option, may also substitute an approved 6' wide (1.8 m) machine for areas other than mainline pavement.

The Contractor shall mill a depth according to the plans herein at the centerline and project the proposed cross slope to the edge of pavement. In the event the milling at the outer edge of the lane would exceed 2

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inches; then the Contractor shall reduce the cut at the centerline to provide the maximum cut of 1.75 inches at the edge of pavement. If deemed necessary, the Contractor may reduce the cross slope from normal 1.5% to 1%.

Surface tests will be performed in accordance with Article 406.11 of the Standard Specifications. The longitudinal profile will be taken 3 ft. (0.9 m) from and parallel to each edge of pavement and 3 ft. (0.9 m) from and parallel to the centerline on each side. If a shadow area is found at the 3 ft. (0.9 m) points the pavement smoothness tester will be moved sufficient distance either side to measure the Contractor's milling efforts. Any surface variations exceeding the tolerance in Article 406.11 shall be corrected by reprofiling at no additional expense to the Department. In addition, the Contractor shall be responsible for refilling with approved hot-mix asphalt mixtures any area that lowered the pavement profile as a result of faulty milling operations if directed by the Engineer. The Contractor shall be responsible for providing the pavement smoothness tester described elsewhere to retest the pavement profile obtained.

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

The Contractor shall provide a 10 foot (3 m) straightedge equipped with a carpenter's level or a 7 foot (2.1 m) electronic straightedge to check the cross slope of the roadway at regular intervals as directed by the Engineer.

Surface Texture: Each tooth on the cutting drum shall produce a series of discontinuous longitudinal striations. There shall be 16 to 20 striations (tooth marks) for each tooth for each 6 feet (1.8 m) in the longitudinal direction, and each striation shall be 1.7 inches \pm 0.2 inch (43 \pm 5 mm) in length after the area is planed by the moldboard. Thus, the planed length between each pair of striations shall be 2.3 inches \pm 0.2 inch (58 \pm 5 mm). There shall be 80 to 96 rows of discontinuous longitudinal striations for each 5 feet (1.5 m) in the transverse dimension. The areas between the striations in both the longitudinal and transverse directions shall be flat topped and coplaner. The moldboard shall be used to cut this plane; and any time the operation fails to produce this flat plane interspersed with a uniform pattern of discontinuous longitudinal striations, the operation shall be stopped and the cause determined and corrected before recommencing. Other similar patterns of uniform discontinuous longitudinal striations interspersed on a flat plane may be approved by the Engineer. The drawing titled "Hot-Mix Asphalt Surface Removal" showing the desired surface texture is included in the plans.

The start-up milling speed shall be limited to a maximum of 50 foot (15 m) per minute. The Contractor shall limit his operations to this speed to demonstrate his ability to obtain the striations and ride ability as described above. If the Contractor is able to demonstrate that he can consistently obtain the desired striations and ride ability at a greater speed he will be permitted to run at the increased speed.

Cleanup: After cold milling a traffic lane and before opening the lane to traffic, the pavement shall be swept by a mechanical broom to prevent compaction of the cuttings onto the pavement. All loose material shall be removed from the roadway. Before the prime coat is placed, the pavement shall be cleaned of all foreign material to the satisfaction of the Engineer.

This cleanup work shall be considered included in the contract unit price per Square Meter (Square Yard) for HOT-MIX ASPHALT SURFACE REMOVAL of the depth specified, and no additional compensation will be allowed.

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Method of Measurement:

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

(b) Measured Quantities. Cold milling and planing will be measured and the area computed in square yards (square meters) of surface.

Areas not milled (shadowed areas) due to rutting in the existing pavement surface will be included in the area measured for payment.

Basis of Payment: The cold milling and planing will be paid for at the contract unit price per Square Yard (Square Meter) for HOT-MIX ASPHALT SURFACE REMOVAL of the depth specified. Payment as specified will include variations in depth of cuts due to rutting, superelevations, and pavement crown and no additional compensation will be allowed.



Illinois
Department of Commerce
& Economic Opportunity
JB Pritzker, Governor

October 24, 2023

David Zimmerman
Tazewell County Board Chairman
Tazewell County
11 S 4th Street, Suite 120
Pekin, IL 61554

RE: DCEO PROJECT #SD220130

Dear Mr. Zimmerman:

This letter is to inform you that we have reviewed the information provided concerning the above-referenced grant project.

Based on this information, an overall Business Enterprise Program (BEP) Goal of 1% has been determined with grant dollars going to minority-owned business enterprises (MBEs or WMBEs) and/or women-owned business enterprises (WBEs or WMBEs). This utilization goal is based on the availability of State-certified vendors to perform the anticipated direct subcontracting opportunities of the Utilization Plan (UP).

Please Note: Only subcontractors/suppliers certified through the State of Illinois' Commission on Equity and Inclusion (CEI) Business Enterprise Program will count toward meeting the utilization goals for this grant.

Please retain this letter in your files.

If you have any questions or concerns, please contact me at CEO-OGM-BEP@Illinois.gov.

Sincerely,

Zach Wichmann
Office of Grants Management, Exec II, External Requirements Unit
Department of Commerce & Economic Opportunity

Cc: Daniel Parr
Jazmine Brownfield, DCEO Grant Manager
Dana Edwards, Manager, External Requirements Unit

DCEO BEP UTILIZATION PLAN

Minority, Female, Persons with Disability Status and Subcontracting

The Business Enterprise for Minorities, Women, and Persons with Disabilities Act (30 ILCS 575/0.01 *et seq.*) (“BEP Act”) establishes a goal for contracting with businesses that have been certified as Minority-owned Business Enterprises (MBE), Women-owned Business Enterprises (WBE), Women/Minority Business Enterprise (WMBE) and Persons with disabilities-owned Business Enterprises (PBE) (“BEP vendors” collectively).

Goal to be achieved by the Grantee: This utilization plan includes a total Business Enterprise Program (“BEP”) utilization goal of ____%. The goal was based on the availability of certified vendors to perform the anticipated direct subcontracting opportunities of this plan.

Grantee Assurance: The Grantee shall not discriminate on the basis of race, color, national origin, sexual orientation or sex in the performance of this plan. Failure by the Grantee to carry out these requirements is a material breach of this plan, which may result in the termination of the Grant Agreement or such other remedy, as the Agency/ Grantor deems appropriate. This assurance must be included in each contract that the Grantee signs with a contractor, subcontractor or supplier.

Calculating Certified Vendor Participation: The Utilization Plan should include the work anticipated to be performed by all certified vendors and paid for upon satisfactory completion. Only the value of payments made for the work actually performed by certified vendors is counted toward the plan goal. Counting guidelines are summarized below:

- 1) The value of the work actually performed by the certified vendor shall be counted towards the goal. The entire amount of that portion of the Grant Agreement that is performed by the certified vendors, including supplies purchased or equipment leased by the certified vendor shall be counted, except supplies purchased and equipment rented from the Grantee.
- 2) A joint venture shall count the portion of the total dollar value of the Grant Agreement equal to the distinct, clearly defined portion of the work of the Grant Agreement that the certified vendor performs with its forces toward the goal. A joint venture shall also count the dollar value of work subcontracted to other certified vendors. Work performed by the forces of a non-certified joint venture partner shall not be counted toward the goal.
- 3) When a certified vendor subcontracts part of the work to another firm, the value of the subcontracted work shall be counted toward the Grant Agreement goal only if the certified vendor ‘s subcontractor is a certified vendor. Work that a certified vendor subcontracts to a non-certified vendor will not count towards the goal.

- 4) A Grantee shall count towards the goal 100% of its expenditures for materials and supplies required under the Grant Agreement and obtained from a certified vendor manufacturer, regular dealer or supplier.
- 5) A Grantee shall count towards the goal the following expenditures to certified vendors that are not manufacturers, regular dealers or suppliers:
 - a. The fees or commissions charged for providing a bona fide service, such as professional, technical, consultant or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials or supplies required for performance of the Grant Agreement, provided that the fee or commission is determined by the Department of Commerce & Economic Opportunity ("DCEO") to be reasonable and not excessive as compared with fees customarily allowed for similar services.
 - b. The fees charged for delivery of materials and supplies required by the Grant Agreement (but not the cost of the materials and supplies themselves) when the hauler, trucker, or delivery service is not also the manufacturer of or a regular dealer in the materials and supplies, provided that the fee is determined by DCEO to be reasonable and not excessive as compared with fees customarily allowed for similar services. The certified vendor trucking firm must be responsible for the management and supervision of the entire trucking operation for which it is responsible and must itself own and operate at least one fully licensed, insured and operational truck used on the project.
 - c. The fees or commissions charged for providing any bonds or insurance specifically required for the performance on the project, provided that the fee or commission is determined by DCEO to be reasonable and not excessive as compared with fees customarily allowed for similar services.
- 6) A Grantee shall count towards the goal only expenditures to firms that perform a commercially useful function in the work of the Grant Agreement.
 - a. A firm is considered to perform a commercially useful function when it is responsible for the execution of a distinct element of the work on the project and carries out its responsibilities by actually performing, managing, and supervising the work involved. The certified vendor must also be responsible, with respect to materials or supplies used on the project, for negotiating price, determining quality and quantity, ordering the materials or supplies, and installing the materials (where applicable) and paying for the materials or supplies. To determine whether a firm is performing a commercially useful function, DCEO shall evaluate the amount of work subcontracted, whether the amount the firm is to be paid under this plan is commensurate with the work it is actually performing and the credit claimed for its performance of the work, industry practices and other relevant factors.
 - b. A certified vendor does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction through which funds are passed in order to obtain certified vendor participation. In determining whether a certified vendor is such an extra participant, DCEO shall examine similar transactions, particularly those in which the certified vendors do not participate, and industry practices.
- 7) A Grantee shall not count towards the goal expenditures that are not direct, necessary and proximately related to the work of this plan. Only the amount of services or goods that are directly attributable to the performance of the scope of work shall be counted. Ineligible expenditures include general office overhead or other Grantee support activities.

_____ (the Grantee) submits the following Utilization Plan as part of our proposal in accordance with the requirements of the BEP Act. We understand that compliance with the BEP Act is required as part of this plan.

_____ (the Grantee) makes the following assurances and agrees to include the assurance in each contract with a contractor, subcontractor or supplier utilized on this plan: we shall not discriminate on the basis of race, color, national origin, sexual orientation or sex in the performance of this plan. Failure to carry out these requirements is a material breach of this plan, which may result in the termination of this plan or such other remedy, as the Agency/ Grantor deems appropriate.

Grantee's person responsible for compliance

Name: _____
Title: _____
Telephone: _____
E-mail: _____

We submit one (1) of the following statements:

We attach Section I to demonstrate that our Plan fully meets the BEP utilization goal of _____ % through subcontracting.

We attest our Utilization Plan does not fully meet the BEP utilization goal. We request the DCEO Good Faith Effort documentation guidelines and will submit all required forms and supporting documents requested by DCEO and Commission on Equity and Inclusion (CEI) Good Faith Effort Committee.

Grantee Authorized Signature

Date

Grantee Authorized Name and Title

Section I
Utilization of Certified Vendors
(Please submit a separate form for each proposed certified vendor)

To achieve the BEP utilization goal through contracting, the following is proposed:

1) The proposed certified vendor's:

Company Name: _____

Address: _____

Phone: _____ FEIN # _____

At the time of submission, the above vendor is:

Certified with the Commission on Equity and Inclusion (CEI) as: MBE _____ WBE _____ WMBE _____ PBE

Certified with a certifying entity other than CEI: _____

Meets the criteria and has submitted an application for certification with CEI. Application # _____

2) A detailed description of the commercially useful work to be done by this certified vendor is as follows:

3) The total estimated cost to the state for the Grant Agreement is \$ _____. The portion of the Grant Agreement which will be contracted/subcontracted to this certified vendor is \$ _____ or _____ % of the total cost of the Grant Agreement.

4) A joint venture agreement is not required, as the arrangement between _____ and _____ is that of contractor/ sub-contractor and not a joint venture.

5) The Grantee has not prohibited or otherwise limited _____ (certified vendor) from providing contractor/ sub-contractor quotes to other potential bidders/ Grantees.

We understand that DCEO Office of Grants Management may require additional information to verify our compliance and we agree to cooperate immediately in submitting to interviews, allowing entry to any of our office locations, providing further documentation, or soliciting the cooperation of our proposed certified vendor. We will maintain appropriate records relating to our utilization of the certified vendor including: invoices, cancelled checks, books of account and time records.

Grantee Authorized Signature

Date

Section I
Utilization of Certified Vendors
(Please submit a separate form for each proposed certified vendor)

To achieve the BEP utilization goal through contracting, the following is proposed:

1) The proposed certified vendor's:

Company Name: _____

Address: _____

Phone: _____ FEIN # _____

At the time of submission, the above vendor is:

Certified with the Commission on Equity and Inclusion (CEI) as: MBE WBE WMBE PBE

Certified with a certifying entity other than CEI: _____

Meets the criteria and has submitted an application for certification with CEI. Application # _____

2) A detailed description of the commercially useful work to be done by this certified vendor is as follows:

3) The total estimated cost to the state for the Grant Agreement is \$ _____. The portion of the Grant Agreement which will be contracted/subcontracted to this certified vendor is \$ _____ or _____% of the total cost of the Grant Agreement.

4) A joint venture agreement is not required, as the arrangement between _____ and _____ is that of contractor/ sub-contractor and not a joint venture.

5) The Grantee has not prohibited or otherwise limited _____ (certified vendor) from providing contractor/ sub-contractor quotes to other potential bidders/ Grantees.

We understand that DCEO Office of Grants Management may require additional information to verify our compliance and we agree to cooperate immediately in submitting to interviews, allowing entry to any of our office locations, providing further documentation, or soliciting the cooperation of our proposed certified vendor. We will maintain appropriate records relating to our utilization of the certified vendor including: invoices, cancelled checks, books of account and time records.

Grantee Authorized Signature

Date

**STATE OF ILLINOIS
ILLINOIS WORKS JOBS PROGRAM ACT APPRENTICESHIP INITIATIVE BUDGET SUPPLEMENT
FOR PUBLIC WORKS PROJECTS FUNDED BY STATE APPROPRIATED CAPITAL FUNDS**

Grantee Instructions: Please complete this form as soon as: (1) the estimated total project costs (Part I) are known; **and** (2) the prevailing wage classifications and estimated hours are known (**only required if the estimated total project costs are over \$500,000**). See Part III.C. This supplement form should only be completed once and must be submitted to the grant-funding State Agency no later than at the time the first periodic reports are due.*

Part I. Organization and Project Information

Organization Name	<input type="text"/>	NOFO Number (if known)	<input type="text"/>
Grant Number (if known)	<input type="text"/>	Grant Term (if known)	<input type="text"/>
Project Description	<input type="text"/>		
Estimated Total Project Cost	<input type="text"/>	Estimated Project Term	<input type="text"/>

1. Do the State Funding and Non-State Funding on Sections A and B of the Uniform Capital Grant Budget Template **total \$500,000 or more:**

Yes No

If Yes, please complete the remainder of this supplement form.

If No, please only complete Part I and Part IV of this form. The State Agency funding the grant opportunity must maintain this form in its grant file.

*For grants with an estimated total project cost of \$500,000 or more, the grantee will be required to comply with the Illinois Works Apprenticeship Initiative (30 ILCS 559/20-20 to 20-25) and the applicable administrative rules at 14 Ill. Admin. Code Part 680. The “estimated total project cost” is a good faith approximation of the costs of an entire project being paid for in whole or in part by appropriated capital funds to construct a public work. Operational costs are not included in the calculation of estimated total project costs. The goal of the Illinois Apprenticeship Initiative is that apprentices will perform either 10% of the total labor hours actually worked in each prevailing wage classification or 10% of the estimated labor hours in each prevailing wage classification, whichever is less.

Part II. Applicable Apprenticeship Goal

Please respond to question number 1 OR 2 as applicable:

1. For projects estimated to receive \$500,000 or more in appropriated capital funds:

Is the percentage of State contribution of appropriated capital funds to the overall project 50% or more of the estimated total project cost:

Yes No

If Yes, the 10% apprenticeship goal applies to all prevailing wage eligible work performed on the entire project.

If No, the 10% apprenticeship goal applies only to prevailing wage eligible work being funded by State appropriated capital funds.

2. For projects estimated to receive less than \$500,000 in appropriated capital funds:

Is the percentage of State contribution of appropriated capital funds to the overall project 50% or more of the estimated total project cost:

Yes No

If Yes, the 10% apprenticeship goal applies to all prevailing wage eligible work performed on the entire project.

If No, the 10% apprenticeship goal does not apply.

Part III. Apprenticeship Goal Compliance (Please answer Parts A, B and C as noted.)

A. Based on the answer provided above in number 1 or 2 in Part II:

- the 10% apprenticeship goal applies to all prevailing wage eligible work performed on the entire project. (Complete Parts B and C, below. Provide detailed information on prevailing wage classifications for **both** the State appropriated capital funds and the remainder of the project in Part C.)
- the 10% apprenticeship goal applies only to prevailing wage eligible work being funded by State appropriated capital funds. (Complete Parts B and C, below. Provide detailed information on prevailing wage classifications for **only** the State appropriated capital funds in Part C.)
- the 10% apprenticeship goal does not apply at all. (If this box is checked, please skip Parts B and C.)

B. The Organization:

- Will fully comply with the 10% apprenticeship goal.
- Will seek a partial or complete reduction of the 10% apprenticeship goal. (Submit a reduction/waiver request form to the grant-funding Agency.)
- Will seek a complete waiver of the 10% apprenticeship goal. (Submit a reduction/waiver request form to the grant-funding Agency.)
- Will seek a partial waiver of the 10% apprenticeship goal. (Submit a reduction/waiver request form to the grant-funding Agency.)

Part IV. Organization Certification and State Agency Acknowledgement

1. Organization Certification:

By signing this form, I certify to the best of my knowledge and belief that the form is true, complete and accurate and that any false, fictitious or fraudulent information or the omission of any material fact could result in the immediate termination of my grant award(s).

Institution/Organization Name:

Printed Name (Executive Director or equivalent):

Title (Executive Director or equivalent):

Signature (Executive Director or equivalent):

Date/Time Field

2. State Agency Acknowledgement:

State Agency

Printed Name

Title

Signature:

Date/Time Field

State Agency Instructions: If, after completion of this supplement form, the State Agency reviewing the form determines that an apprenticeship goal does apply to this grant, please forward this form to the Department of Commerce and Economic Opportunity at CEO.ILWorks@illinois.gov. If the State Agency determines that no apprenticeship goal applies to this grant, the State Agency should maintain a copy of this form in its grant file.

BDE SPECIAL PROVISIONS
For the April 26 and June 14, 2024 Lettings

The following special provisions indicated by a “check mark” are applicable to this contract and will be included by the Project Coordination and Implementation Section of the Bureau of Design & Environment (BDE).

File Name	#		Special Provision Title	Effective	Revised	
	80099	1	<input type="checkbox"/>	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
	80274	2	<input type="checkbox"/>	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
	80192	3	<input type="checkbox"/>	Automated Flagger Assistance Devices	Jan. 1, 2008	April 1, 2023
	80173	4	<input type="checkbox"/>	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80426	5	<input type="checkbox"/>	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
*	80241	6	<input type="checkbox"/>	Bridge Demolition Debris	July 1, 2009	
*	50531	7	<input type="checkbox"/>	Building Removal	Sept. 1, 1990	Aug. 1, 2022
*	50261	8	<input type="checkbox"/>	Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
	80449	9	<input type="checkbox"/>	Cement, Type IL	Aug. 1, 2023	
	80384	10	<input checked="" type="checkbox"/>	Compensable Delay Costs	June 2, 2017	April 1, 2019
*	80198	11	<input type="checkbox"/>	Completion Date (via calendar days)	April 1, 2008	
*	80199	12	<input type="checkbox"/>	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80453	13	<input type="checkbox"/>	Concrete Sealer	Nov. 1, 2023	
	80261	14	<input type="checkbox"/>	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
	80434	15	<input type="checkbox"/>	Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
*	80029	16	<input type="checkbox"/>	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Mar. 2, 2019
	80229	17	<input type="checkbox"/>	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80452	18	<input type="checkbox"/>	Full Lane Sealant Waterproofing System	Nov. 1, 2023	
	80447	19	<input type="checkbox"/>	Grading and Shaping Ditches	Jan. 1, 2023	
	80433	20	<input type="checkbox"/>	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
	80443	21	<input type="checkbox"/>	High Tension Cable Median Barrier Removal	April 1, 2022	
	80456	22	<input checked="" type="checkbox"/>	Hot-Mix Asphalt	Jan. 1, 2024	
	80446	23	<input type="checkbox"/>	Hot-Mix Asphalt - Longitudinal Joint Sealant	Nov. 1, 2022	Aug. 1, 2023
	80438	24	<input checked="" type="checkbox"/>	Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	April 2, 2024
	80045	25	<input checked="" type="checkbox"/>	Material Transfer Device	June 15, 1999	Jan. 1, 2022
	80450	26	<input type="checkbox"/>	Mechanically Stabilized Earth Retaining Walls	Aug. 1, 2023	
	80441	27	<input checked="" type="checkbox"/>	Performance Graded Asphalt Binder	Jan. 1, 2023	
	80451	28	<input type="checkbox"/>	Portland Cement Concrete	Aug. 1, 2023	
*	34261	29	<input type="checkbox"/>	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
	80455	30	<input checked="" type="checkbox"/>	Removal and Disposal of Regulated Substances	Jan. 1, 2024	April 1, 2024
	80445	31	<input type="checkbox"/>	Seeding	Nov. 1, 2022	
	80457	32	<input checked="" type="checkbox"/>	Short Term and Temporary Pavement Markings	April 1, 2024	
	80448	33	<input type="checkbox"/>	Source of Supply and Quality Requirements	Jan. 2, 2023	
	80340	34	<input type="checkbox"/>	Speed Display Trailer	April 2, 2014	Jan. 1, 2022
	80127	35	<input type="checkbox"/>	Steel Cost Adjustment	April 2, 2004	Jan. 1, 2022
	80397	36	<input type="checkbox"/>	Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	37	<input type="checkbox"/>	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
	80437	38	<input type="checkbox"/>	Submission of Payroll Records	April 1, 2021	Nov. 2, 2023
	80435	39	<input type="checkbox"/>	Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
	80410	40	<input type="checkbox"/>	Traffic Spotters	Jan. 1, 2019	
*	20338	41	<input type="checkbox"/>	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80429	42	<input type="checkbox"/>	Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	43	<input checked="" type="checkbox"/>	Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
	80302	44	<input type="checkbox"/>	Weekly DBE Trucking Reports	June 2, 2012	Nov. 1, 2021
	80454	45	<input type="checkbox"/>	Wood Sign Support	Nov. 1, 2023	
	80427	46	<input type="checkbox"/>	Work Zone Traffic Control Devices	Mar. 2, 2020	
*	80071	47	<input type="checkbox"/>	Working Days	Jan. 1, 2002	

Highlighted items indicate a new or revised special provision for the letting.

An * indicates the special provision requires additional information from the designer, which needs to be submitted separately. The Project Coordination and Implementation Section will then include the information in the applicable special provision.

The following special provisions are in the 2024 Supplemental Specifications and Recurring Special Provisions.

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location(s)</u>	<u>Effective</u>	<u>Revised</u>
80436	Blended Finely Divided Minerals	Articles 1010.01 & 1010.06	April 1, 2021	
80440	Waterproofing Membrane System	Article 1061.05	Nov. 1, 2021	

COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017

Revised: April 1, 2019

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Add the following to Section 109 of the Standard Specifications.

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

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

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

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

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

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

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

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

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

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

80384

HOT-MIX ASPHALT (BDE)

Effective: January 1, 2024

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

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

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

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

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

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

80456

ILLINOIS WORKS APPRENTICESHIP INITIATIVE – STATE FUNDED CONTRACTS (BDE)

Effective: June 2, 2021

Revised: April 2, 2024

Illinois Works Jobs Program Act (30 ILCS 559/20-1 et seq.). For contracts having an awarded contract value of \$500,000 or more, the Contractor shall comply with the Illinois Works Apprenticeship Initiative (30 ILCS 559/20-20 to 20-25) and all applicable administrative rules. The goal of the Illinois Apprenticeship Works Initiative is that apprentices will perform either 10% of the total labor hours actually worked in each prevailing wage classification or 10% of the estimated labor hours in each prevailing wage classification, whichever is less. Of this goal, at least 50% of the labor hours of each prevailing wage classification performed by apprentices shall be performed by graduates of the Illinois Works Pre-Apprenticeship Program, the Illinois Climate Works Pre-Apprenticeship Program, or the Highway Construction Careers Training Program.

The Contractor may seek from the Department of Commerce and Economic Opportunity (DCEO) a waiver or reduction of this goal in certain circumstances pursuant to 30 ILCS 559/20-20(b). The Contractor shall ensure compliance during the term of the contract and will be required to report on and certify its compliance. An apprentice use plan, apprentice hours, and a compliance certification shall be submitted to the Engineer on forms provided by the Department and/or DCEO.

80438

MATERIAL TRANSFER DEVICE (BDE)

Effective: June 15, 1999
Revised: January 1, 2022

Add the following to Article 406.03 of the Standard Specifications:

“(n) Material Transfer Device 1102.02”

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

“When required, a material transfer device (MTD) shall be used to transfer the HMA from the haul trucks to the spreading and finishing machine. The particular HMA mixtures for which an MTD is required will be specified in the plans. When not required, an MTD may still be used at the Contractor’s option, subject to the requirements and restrictions herein. Use of MTDs shall be according to the following.

MTD Category	Usage
Category I	Any resurfacing application Full-Depth HMA where the in-place binder thickness is ≥ 10 in. (250 mm)
Category II	Full-Depth HMA where the in-place binder thickness is < 10 in. (250 mm)

Category I MTD’s will only be allowed to travel over structures under the following conditions:

- (1) Approval will be given by the Engineer.
- (2) The MTD shall be emptied of HMA material prior to crossing the structure and shall travel at crawl speed across the structure.
- (3) The tires of the MTD shall travel on or in close proximity and parallel to the beam and/or girder lines of the structure.”

Add the following to the end of Article 406.13(b) of the Standard Specifications:

“The required use of an MTD will be measured for payment in tons (metric tons) of the HMA mixtures placed with the MTD. The use of an MTD at the Contractor’s option will not be measured for payment.”

Add the following between the second and third paragraphs of Article 406.14 of the Standard Specifications:

“The required use of an MTD will be paid for at the contract unit price per ton (metric ton) for MATERIAL TRANSFER DEVICE. The HMA mixtures placed with the MTD will be paid for separately according to their respective specifications.”

Revise Article 1102.02 of the Standard Specifications to read:

“1102.02 Material Transfer Device (MTD). The MTD shall be according to the following.

- (a) Requirements. The MTD shall have a minimum surge capacity of 15 tons (13.5 metric tons), shall be self-propelled and capable of moving independent of the paver, and shall be equipped with the following.
 - (1) Front-Dump Hopper and Conveyor. The conveyor shall provide a positive restraint along the sides of the conveyor to prevent material spillage. MTDs having paver style hoppers shall have a horizontal bar restraint placed across the foldable wings which prevents the wings from being folded.
 - (2) Paver Hopper Insert. The paver hopper insert shall have a minimum capacity of 14 tons (12.7 metric tons).
 - (3) Mixer/Agitator Mechanism. This re-mixing mechanism shall consist of a segmented, anti-segregation, re-mixing auger.
- (b) Qualification and Designation. The MTD shall be on the Department’s qualified product list with one of the following designations.
 - (1) Category I. The MTD has a documented maximum HMA carrying capacity contact pressure greater than 25 psi and has a central surge hopper of sufficient capacity to mix upstream HMA with downstream HMA.
 - (2) Category II. The MTD has a documented maximum HMA carrying capacity contact pressure less than or equal to 25 psi.”

80045

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

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

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

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

SPECIAL PROVISION
FOR
INSURANCE

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

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

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

Tazewell County

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

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

SPECIAL PROVISION
FOR
EQUIPMENT RENTAL RATES

Effective: January 1, 2012

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.

Replace Article 109.04(b)(4) with the following:

- "(4) Equipment. For any machinery or special equipment (other than small tools) the use of which has been authorized by the Engineer, the Contractor will be paid according to the latest revision of "SCHEDULE OF AVERAGE ANNUAL EQUIPMENT OWNERSHIP EXPENSE" and latest index factor as issued by the Illinois Department of Transportation. The equipment should be of a type and size reasonably required to complete the extra work."

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 ≥ 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."

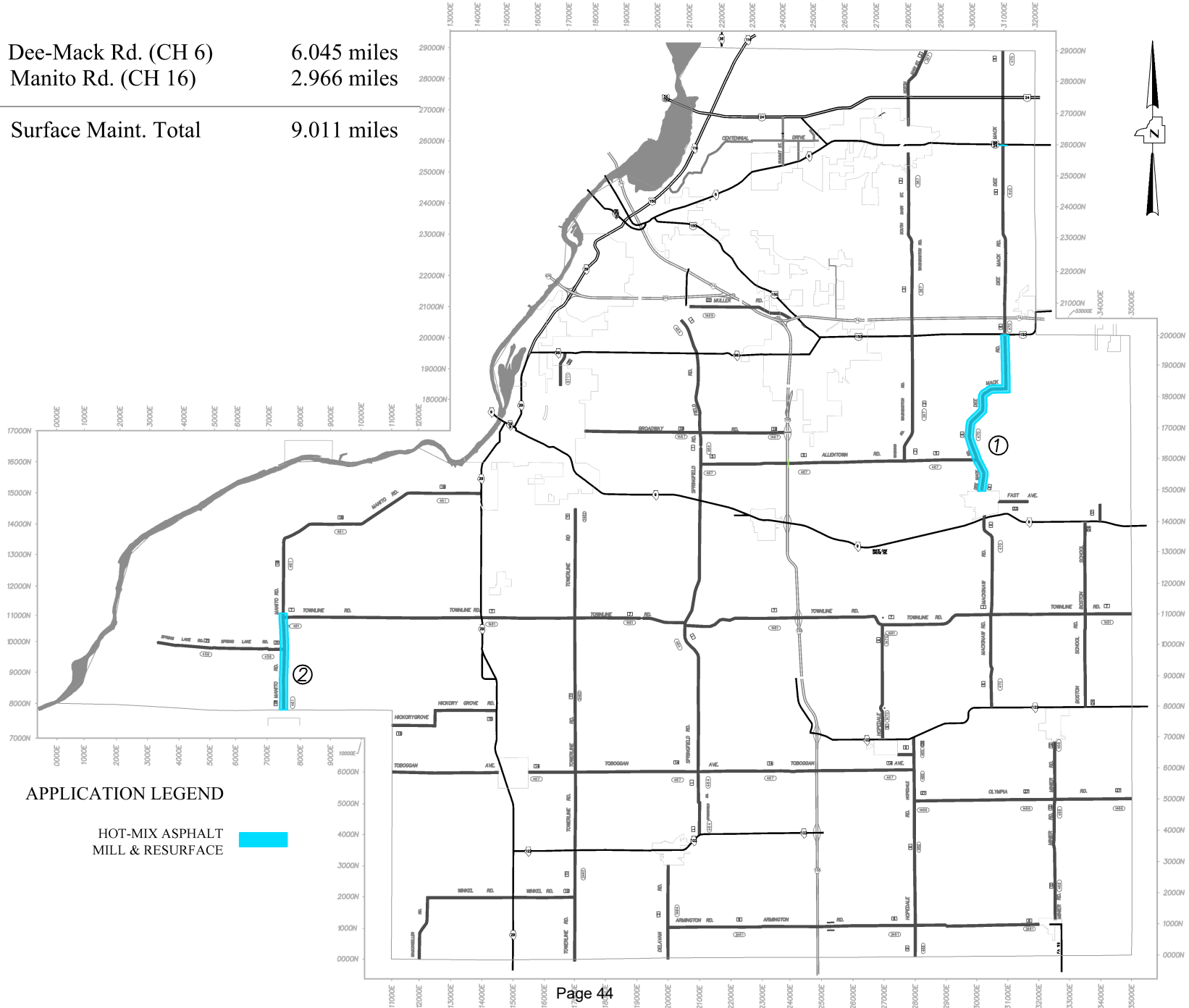
SCHEDULE OF ROADS

1	Dee-Mack Rd. (CH 6) - From US 150 southerly to Village of Mackinaw	6.045 miles
2	Manito Rd. (CH 16): From Townline Rd. (CH 7) southerly to County Line	<u>2.966 miles</u>
	Total	9.011 miles

TAZEWELL COUNTY DCEO PROJECT

24-00099-00-RS

1. Dee-Mack Rd. (CH 6)	6.045 miles
2. Manito Rd. (CH 16)	2.966 miles
Surface Maint. Total	9.011 miles



TAZEWELL COUNTY
Sec. 24-00099-00-RS

TABULATION OF QUANTITIES

Pay Item	Location		Total	
	1	2		
POLYMERIZED BITUMINOUS MATERIALS (TACK COAT)	81,024	88,142	169,166	POUND
HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	1,160	300	1,460	SQ YD
TEMPORARY RAMP	100	30	130	SQ YD
HOT-MIX ASPHALT BINDER COURSE IL 9.5FG N50:	-	4,141	4,141	TON
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "C", N50	9,053	4,969	14,022	TON
MATERIAL TRANSFER DEVICE	9,053	4,969	14,022	TON
INCIDENTAL HOT-MIX ASPHALT SURFACING	666	344	1,010	TON
HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/4"	108,473	-	108,473	SQ YD
HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	-	60,910	60,910	SQ YD
AGGREGATE SHOULDERS, TYPE B (SPECIAL)	2,990	1,307	4,297	TON
SHORT TERM PAVEMENT MARKING	16,020	11,296	27,316	FOOT
SHORT TERM PAVEMENT MARKING REMOVAL	1,780	941	2,721	SQ FT
RAISED REFLECTIVE PAVEMENT MARKER	390	196	586	EACH
RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	390	196	586	EACH
CLASS D PATCH, TYPE IV, 6 INCH	2900	0	2,900	SQ YD
TRAFFIC CONTROL AND PROTECTION, (SPECIAL)			1	L SUM
MOBILIZATION			1	L SUM

**TAZEWELL COUNTY
24-00099-00-RS**

Item 1:
Page 1 of 2

Dee-Mack Rd. (CH 6) - From US 150(Sta. 0+00) South to Village of Mackinaw(Sta. 319+15)

Road Length:		31,915 Feet
Bridge Omissions: (Sta. 280+19 to 283+87 & 291+10 to 294+77):		735 Feet
Net Length:		31,180 Feet
Road Width:		24 Feet
Bituminous Shoulder Width:(Sta. 0+00 to 273+90LT; Sta. 0+00 to 280+19 RT)		4 Feet
Bituminous Shoulder Length: (Total Left & Right)		55,409 Feet
Aggregate Shoulder Width:(Sta. 0+00 to 273+90LT; Sta. 0+00 to 257+65 RT)		3 Feet
Aggregate Shoulder Width:(Sta. 273+90 to 319+15LT; Sta. 257+65 to 319+15RT)		6 Feet
P HMA Surface Course thickness:		1.5 Inches
Bituminous Area:	Roadway, Shoulders:	107,773 SY
	Sideroads, Drives, Etc.:	4,760 SY
	total	112,533 SY

POLYMERIZED BITUMINOUS MATERIALS (TACK COAT):
0.08 lb/SF on Milled Surface **81,024 POUND**

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT: **1,160 SY**
Ends, Sideroads, Bridge Ends, & Entrances

TEMPORARY RAMPS: **100 SY**

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "C", N50:
Roadway & Shoulders **9,053 TON**

MATERIAL TRANSFER DEVICE: **9,053 TON**
HMA Surface Course

INCIDENTAL HOT-MIX ASPHALT SURFACING: **666 TON**
Sideroads, Entrances, etc.:

HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/4": **108,473 SY**

AGGREGATE SHOULDERS, TYPE B (SPECIAL):

Roadway:	2719 TONS	
Radius', Drives, etc.:	271 TONS	
Total	<u>2990 TONS</u>	2,990 TON

SHORT-TERM PAVEMENT MARKING:

Yellow 3 Lifts 4' / 40' =	9360 foot	
White 3 Lifts 4' / 100' x 2 =	6660 foot	
	<u>16020 foot</u>	16,020 FOOT

SHORT TERM PAVEMENT MARKING REMOVAL: **1,780 SQ FT**

Item 1:
Page 2 of 2

Dee-Mack Rd. (CH 6) - From US 150(Sta. 0+00) South to Village of Mackinaw(Sta. 319+15)

RAISED REFLECTIVE PAVEMENT MARKER: **390 EACH**
1 marker / 80'

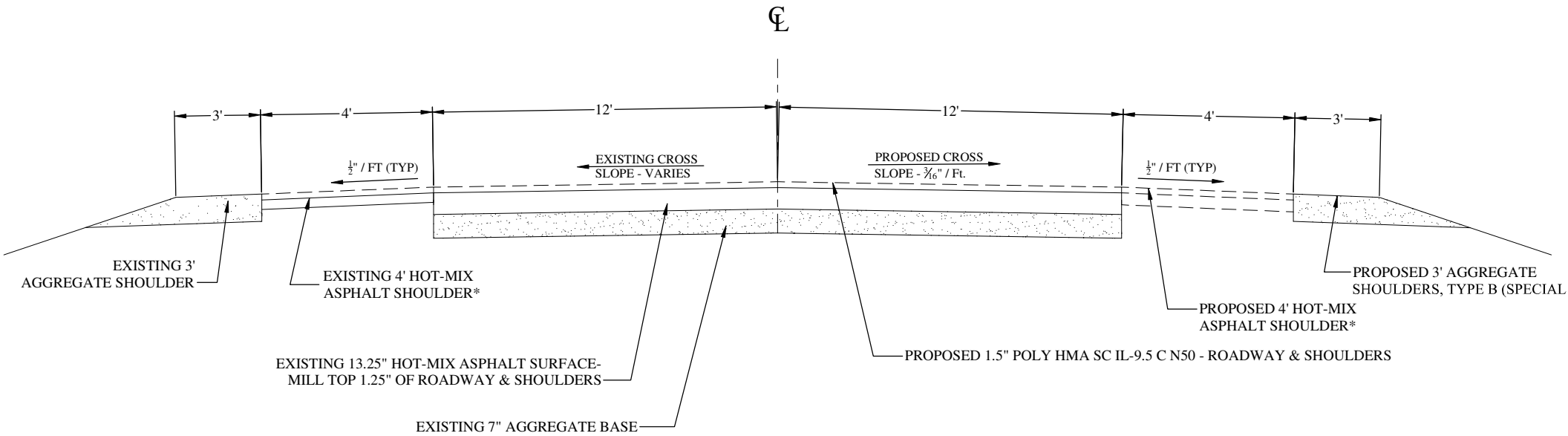
RAISED REFLECTIVE PAVEMENT MARKERS REMOVAL: **390 EACH**

CLASS D PATCH, TYPE IV, 6 INCH: **2,900 SY**

4' HMA Shoulders	Length Feet	Width Feet	SY
Sta. 36+75 to 45+45 LT	870	6	580 SY
Sta. 46+60 to 49+80 LT	320	6	213 SY
Sta. 53+65 to 72+75 LT	1910	6	1273 SY
Sta. 117+70 to 118+00 LT	30	6	20 SY
Sta. 125+30 to 125+85 LT	55	6	37 SY
Sta. 134+00 to 136+80 LT	280	6	187 SY
Sta. 139+70 to 140+95 LT	125	6	83 SY
Sta. 149+20 to 150+45 LT	125	6	83 SY
Sta. 162+15 to 162+85 LT	70	6	47 SY
Sta. 173+40 to 175+55 LT	215	6	143 SY
Sta. 188+00 to 189+30 LT	130	6	87 SY
Sta. 208+50 to 209+70 LT	120	6	80 SY
Sta. 210+10 to 211+10 LT	100	6	67 SY
		Total	2900 SY

TYPICAL CROSS SECTION C.H. 6 - DEE-MACK ROAD

Sta. 0+00 to 251+59



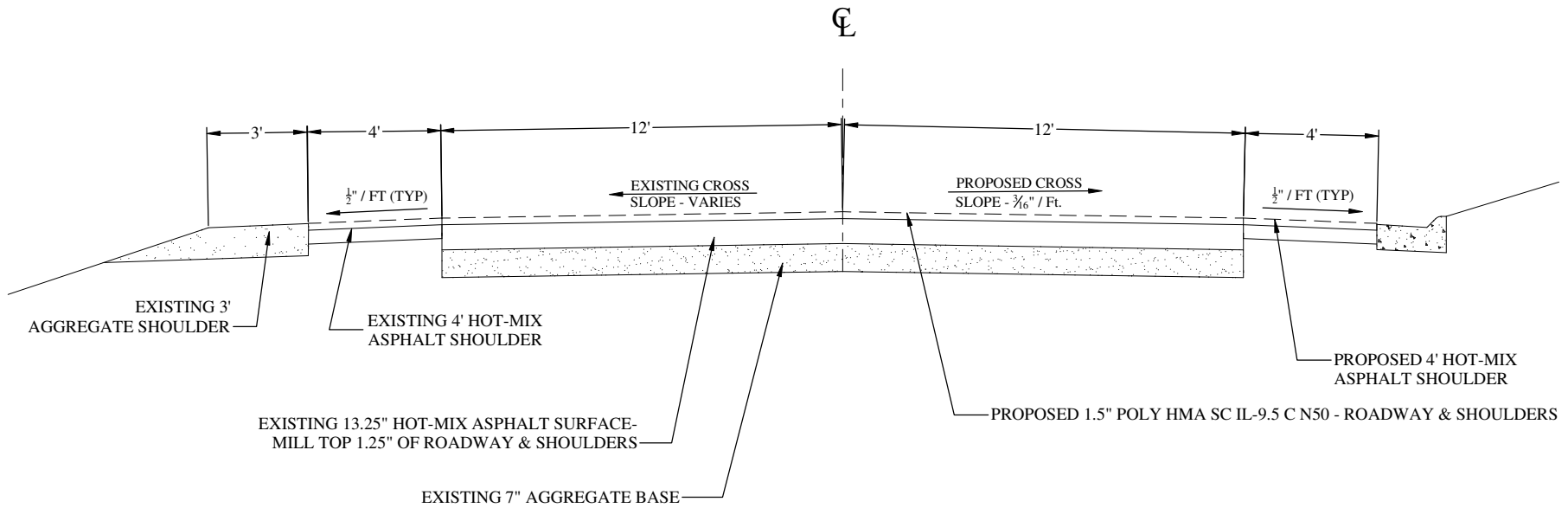
NOTE: *EXISTING 4' HOT-MIX ASPHALT SHOULDER SHALL BE PATCHED WITH CLASS D PATCHES, TYPE IV, 6" AT LOCATIONS/WIDTHS AS SHOWN ON THE QUANTITY SHEET.

LOCATION: DEE-MACK RD. (CH 6)			
MIXTURE USE:	CLASS D PATCHES (TOP LIFT)	CLASS D PATCHES (BOTTOM LIFT)	SURFACE
PG:	PG 64-22	PG 64-22	SBS 70-22
DESIGN AIR VOIDS:	4% @ Ndes 50	4% @ Ndes 50	4% @ Ndes 50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 9.5	IL 19.0	IL 9.5
FRICTION AGGREGATE:	MIXTURE C	NONE	MIXTURE C

Section: 24-00099-00-RS
 Item: 1 (Sheet 1 of 3)
 Route: CH 6 - DEE-MACK RD.
 Location: Sta. 0+00 (US 150) southerly to Sta. 251+59 (Allentown Rd.)

TYPICAL CROSS SECTION C.H. 6 - DEE-MACK ROAD

Sta. 251+59 to 273+90

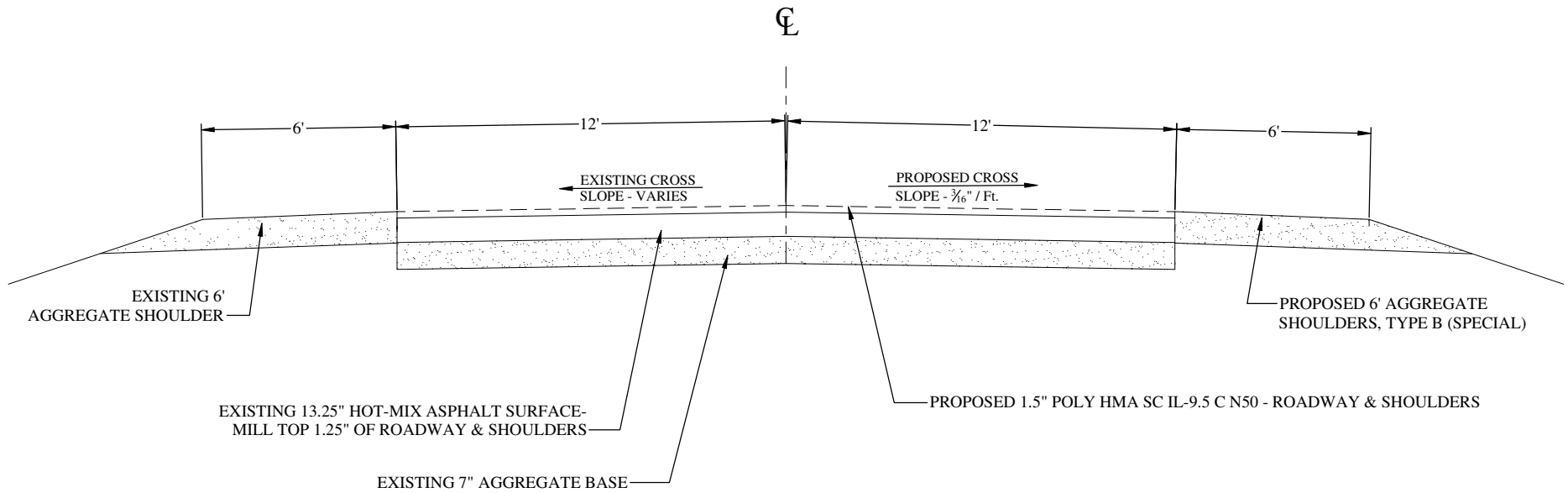


LOCATION:	DEE-MACK RD. (CH 6)
MIXTURE USE:	SURFACE
PG:	SBS 70-22
DESIGN AIR VOIDS:	4% @ Ndes 50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 9.5
FRICTION AGGREGATE:	MIXTURE C

Section: 24-00099-00-RS
 Item: 1 (Sheet 2 of 3)
 Route: CH 6 - DEE-MACK RD.
 Location: Sta. 251+59 southerly
 to Sta. 273+90

TYPICAL CROSS SECTION C.H. 6 - DEE-MACK ROAD

Sta. 273+90 to 319+15



LOCATION:	DEE-MACK RD. (CH 6)
MIXTURE USE:	SURFACE
PG:	SBS 70-22
DESIGN AIR VOIDS:	4% @ Ndes 50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 9.5
FRICTION AGGREGATE:	MIXTURE C

Section: 24-00099-00-RS
 Item: 1 (Sheet 3 of 3)
 Route: CH 6 - DEE-MACK RD.
 Location: Sta. 273+90 southerly
 to Sta. 319+15 (Village of Mackinaw)

**TAZEWELL COUNTY
24-00099-00-RS**

Item 2:
FAS 461 - Manito Rd. (CH 16): From Townline Rd. (CH 7) southerly to County Line

Road Length:	15,660 Feet
Road Width:	24 Feet
Bituminous Shoulder Width:	5 Feet
Aggregate Shoulder Width:	3 Feet

HMA Binder Course thickness:	1.25 inches
P HMA Surface Course thickness:	1.5 Inches

Bituminous Area:	Roadway and Shoulders:	59,160 SY
	Sideroads, Drives, Etc.:	2,050 SY
	total	61,210 SY

POLYMERIZED BITUMINOUS MATERIALS (TACK COAT):
0.08 lb/SF on Milled Surface 0.08 lb/SF between lifts **88,142 POUND**

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT: **300 SY**
Ends, Sideroads, & Entrances

TEMPORARY RAMPS: **30 SY**

HOT-MIX ASPHALT BINDER COURSE, IL 9.5FG, N50: **4,141 TON**
Roadway & Shoulders

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "C", N50: **4,969 TON**
Roadway & Shoulders

MATERIAL TRANSFER DEVICE: **4,969 TON**
HMA Surface Course

INCIDENTAL HOT-MIX ASPHALT SURFACING: **344 TON**
Sideroads, Entrances, etc.:

HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2": **60,910 SY**

AGGREGATE SHOULDERS, TYPE B (SPECIAL):			
Roadway:		1190 TONS	
Radius', Drives, etc.:		117 TONS	
	Total	<u>1307 TONS</u>	1,307 TON

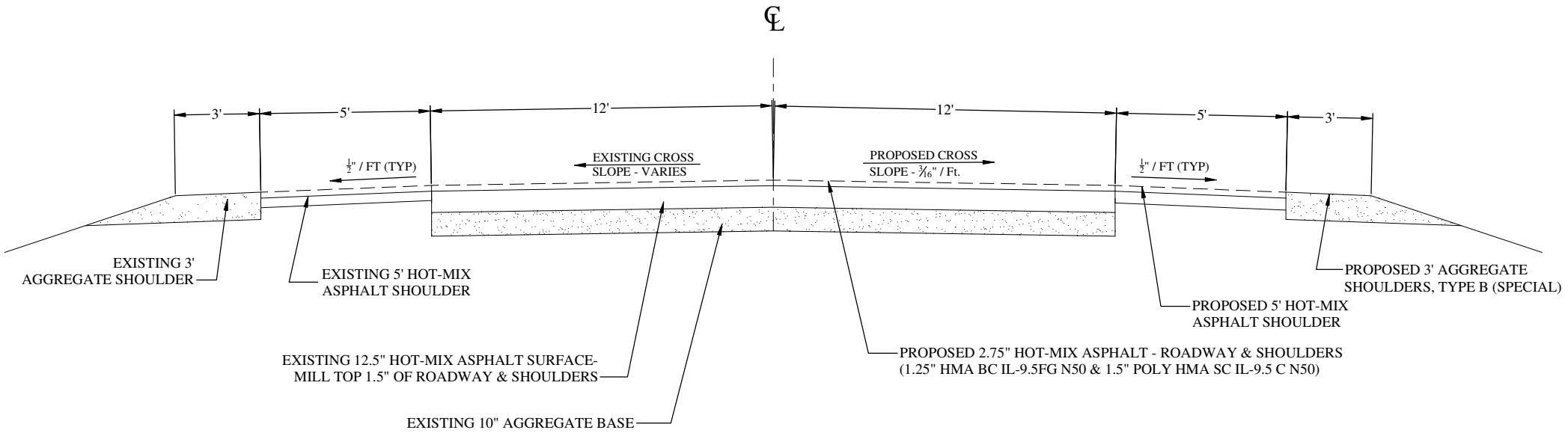
SHORT-TERM PAVEMENT MARKING:			
Yellow 4 Lifts 4' / 40' =		6272 foot	
White 4 Lifts 4' / 100' x 2 =		5024 foot	
		<u>11296 foot</u>	11,296 FOOT

SHORT TERM PAVEMENT MARKING REMOVAL: **941 SQ FT**

RAISED REFLECTIVE PAVEMENT MARKER: **196 EACH**
1 marker / 80'

RAISED REFLECTIVE PAVEMENT MARKERS REMOVAL: **196 EACH**

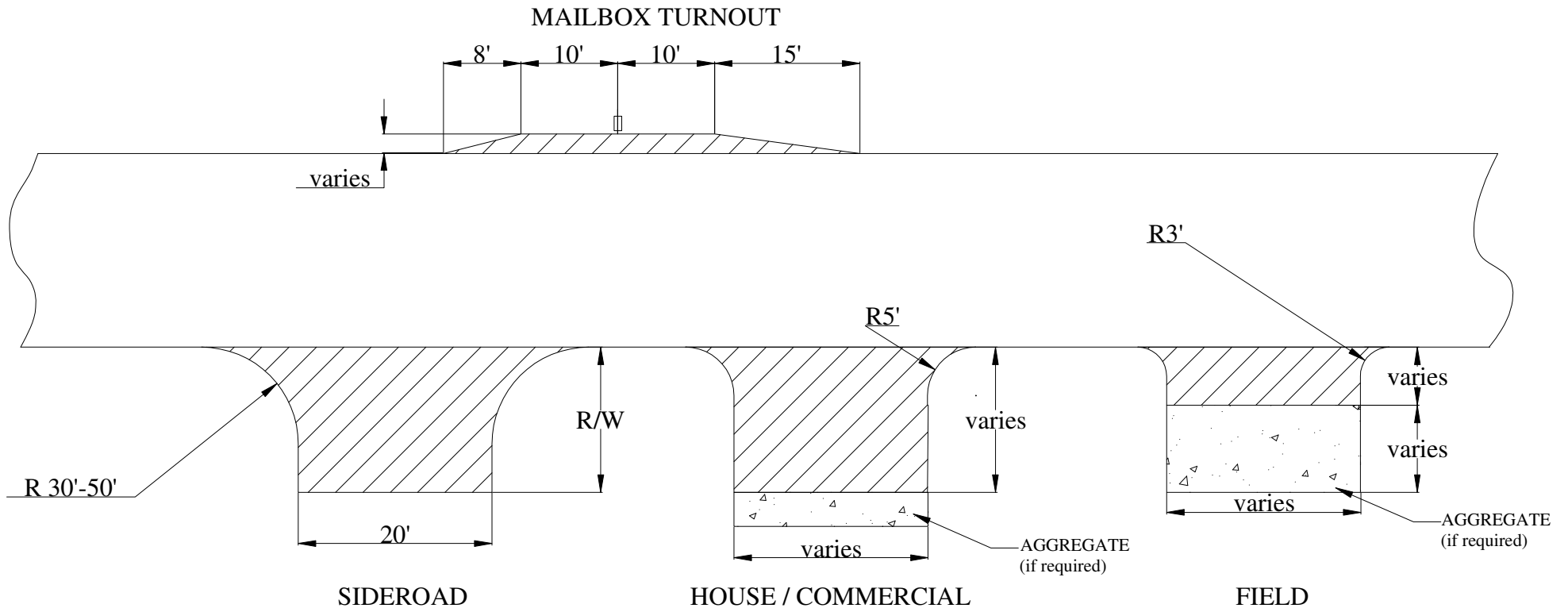
TYPICAL CROSS SECTION C.H. 16 - MANITO ROAD



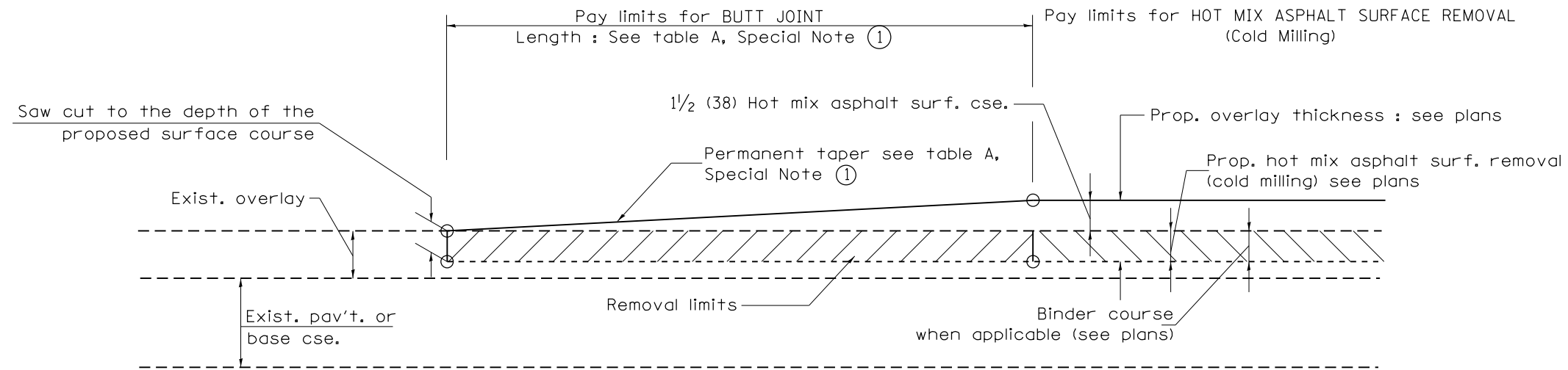
LOCATION: MANITO RD. (CH 16)		
MIXTURE USE:	BINDER	SURFACE
PG:	PG 58-28	SBS 70-22
DESIGN AIR VOIDS:	4% @ Ndes 50	4% @ Ndes 50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 9.5FG	IL 9.5
FRICTION AGGREGATE:	NONE	MIXTURE C

Section: 24-00099-00-RS
 Item: 2
 Route: CH 16 - MANITO RD.
 Location: Townline Rd. (CH 7)
 southerly to County Line

**STANDARD FOR HOT-MIX ASPHALT SURFACING
AT SIDEROADS, ENTRANCES AND MAILBOXES**



- Notes:
1. Dimensions are approximate and may be adjusted in the field by the Engineer
 2. The cost of preparing driveways will be considered included in the type of surface being constructed and will not be measured separately for payment. (See Spec. Prov.)
 3. Place AGGREGATE SHOULDERS, TYPE B (SPECIAL) behind drives to blend into existing aggregate drives.



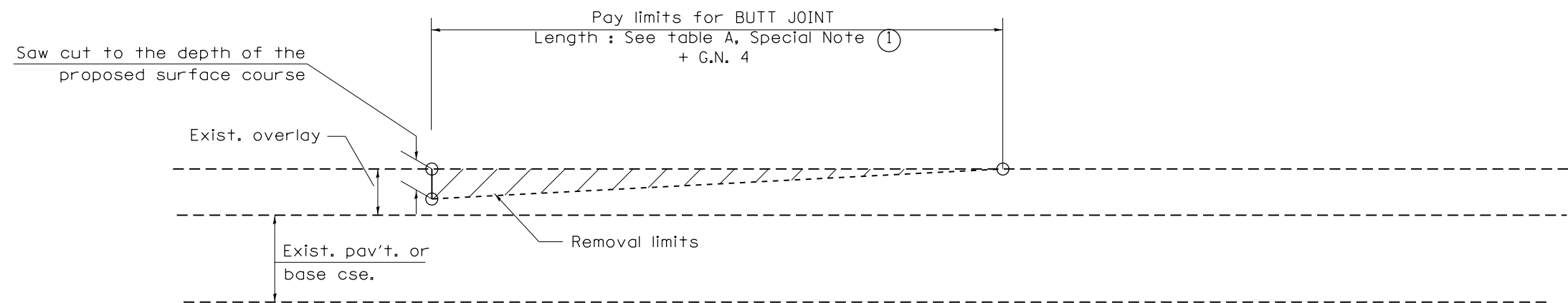
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

**TABLE A
TAPER RATES**

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	BUTT JOINT TAPER RATE	1:480	1:240
②	TEMPORARY RAMP TAPER RATE	1:80	1:40

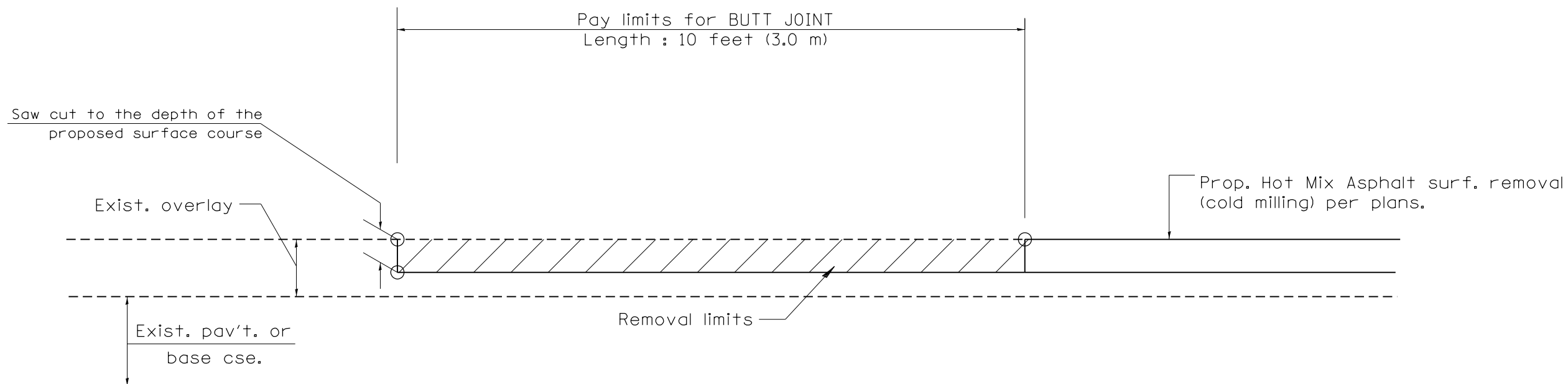
GENERAL NOTES

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.
4. The length of butt joint is based on the taper rate times change in cold milling depth within the butt joint pay limits, unless otherwise indicated.
5. Temporary ramps are paid for separately and not included in the cost of the butt joints.



CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

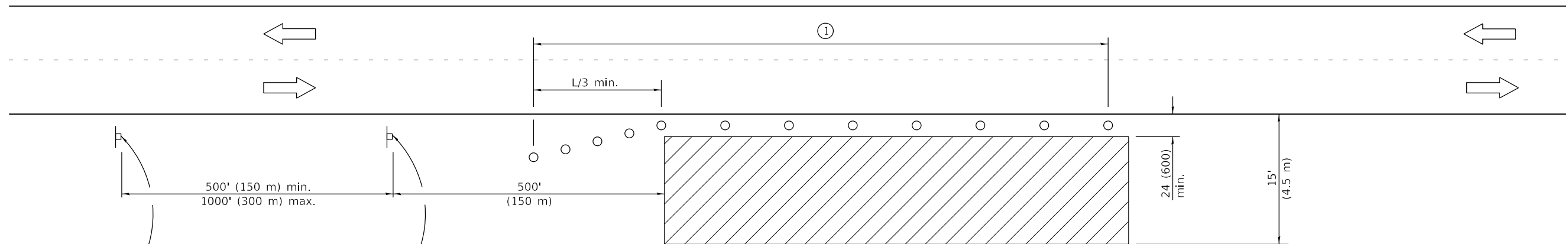
All dimensions are in inches (millimeters) unless otherwise noted.




CASE 4 : SINGLE LIFT OVERLAY WITH EQUIVALENT DEPTH
HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER

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

				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BUTT JOINTS		SHT. 3 OF 3 CADD STD. 406101-D4	
				Page 56		NOT TO SCALE		CONTRACT NO.	
								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	




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

SYMBOLS

-  Work area
-  Sign
-  Cone, drum or barricade

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.

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.

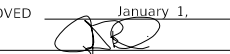
DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Omitted text 'WORKERS' sign.

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

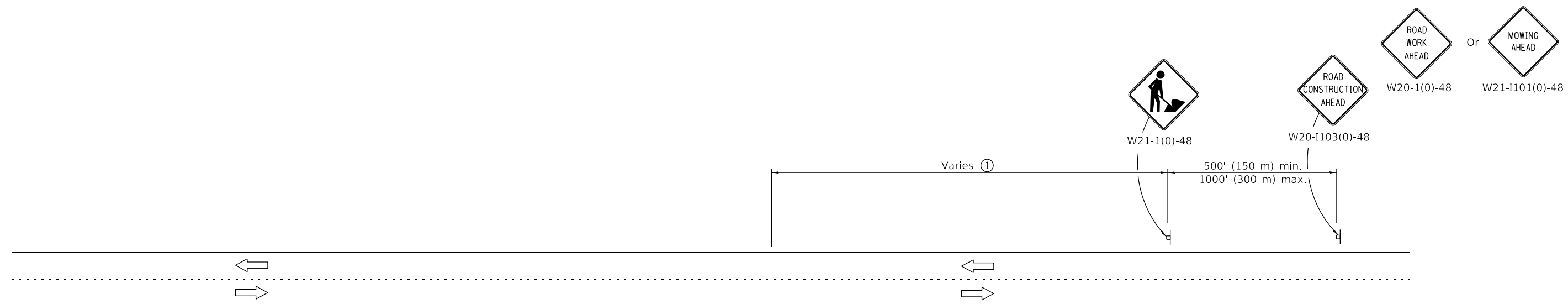
STANDARD 701006-05

Illinois Department of Transportation

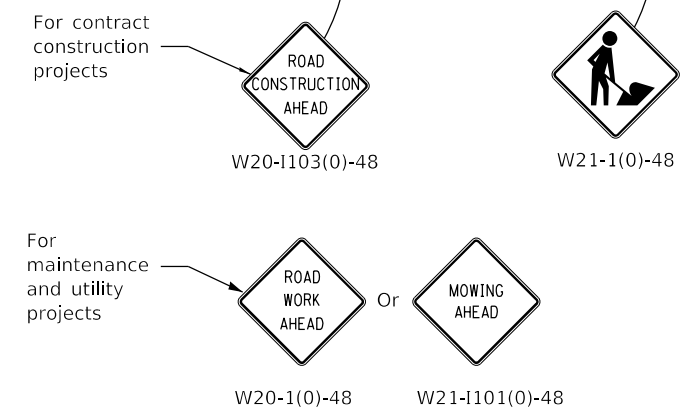
PASSED January 1, 2014

 ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2014

 ENGINEER OF DESIGN AND ENVIRONMENT

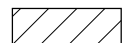


ISSUED 1-1-97



TYPICAL APPLICATIONS
Shoulder work
Utility operations



SYMBOLS

-  Work area
-  Sign
-  Flagger with traffic control sign when required

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

GENERAL NOTES

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

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

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

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

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

STANDARD 701011-04

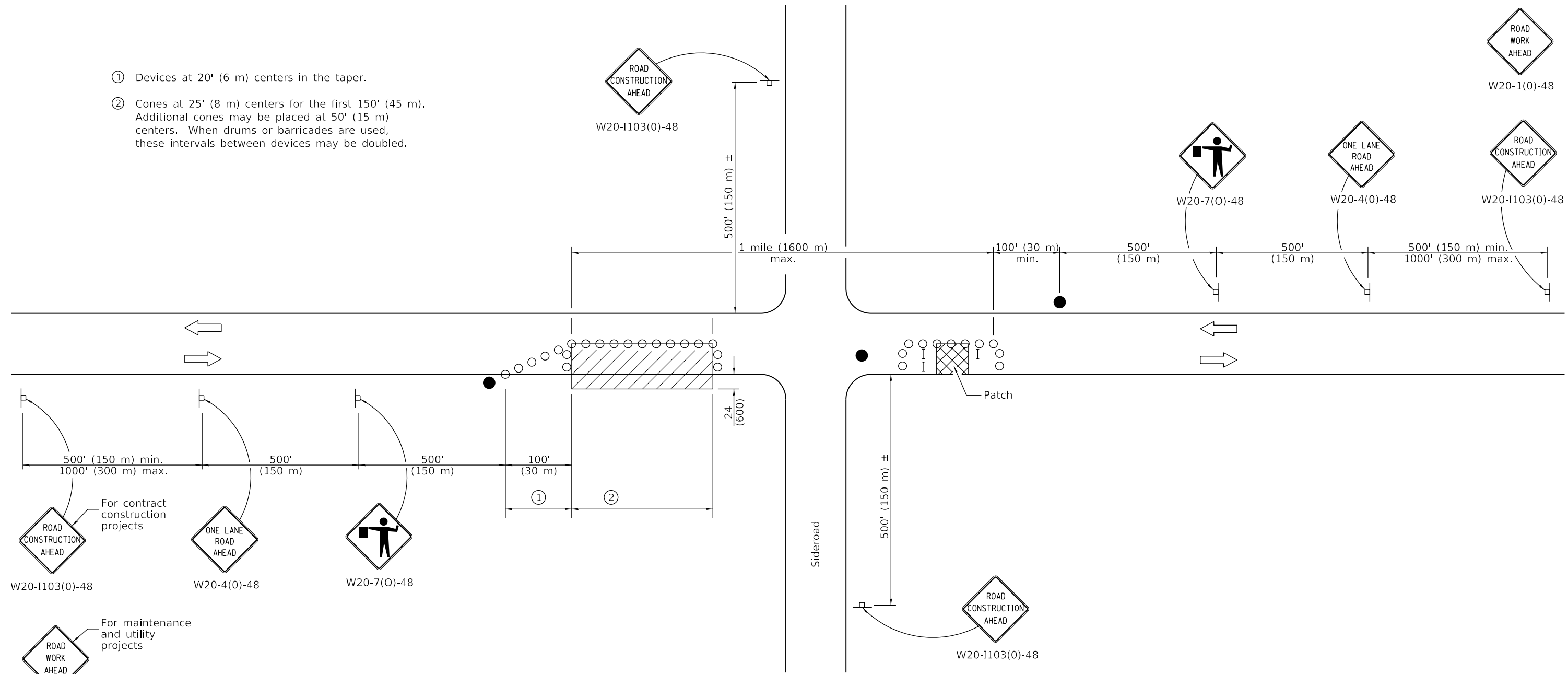
Illinois Department of Transportation

PASSED January 1, 2014
[Signature]
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2014
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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



TYPICAL APPLICATIONS

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

SYMBOLS

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

GENERAL NOTES

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

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

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

Illinois Department of Transportation

APPROVED January 1, 2019

 ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019

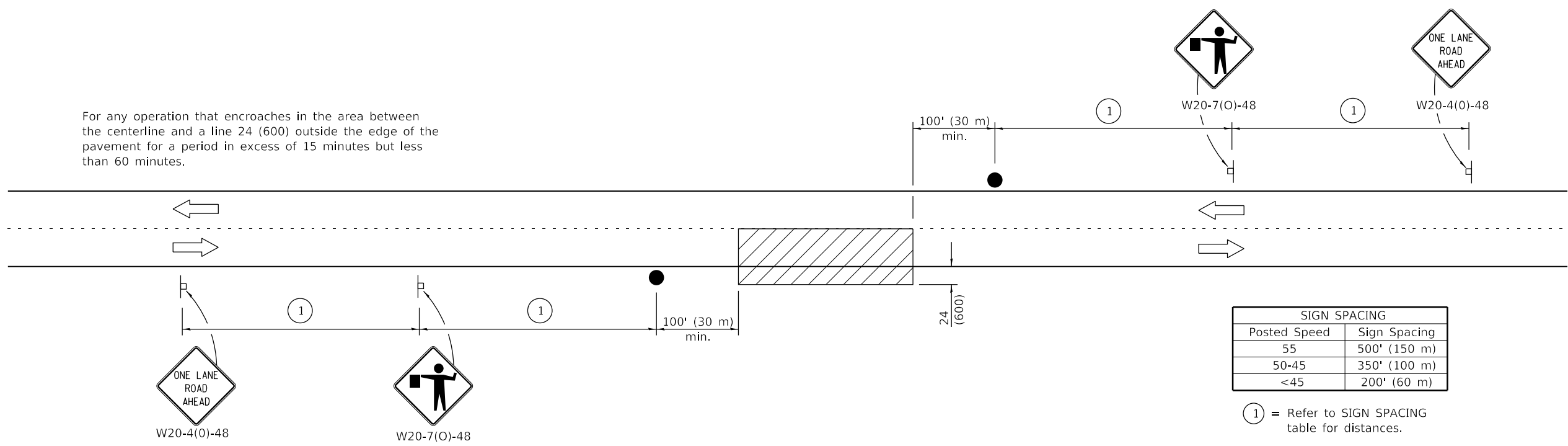
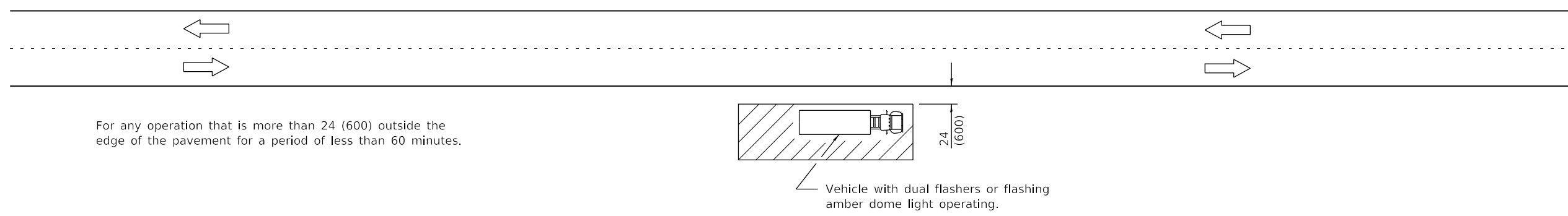
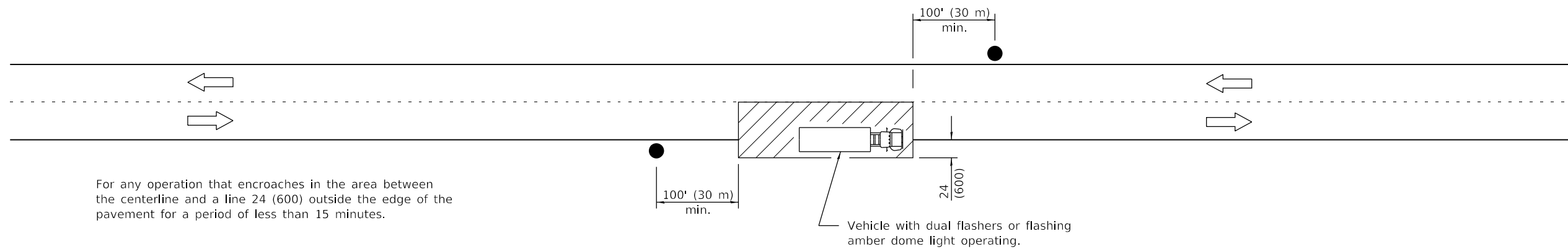
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

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

STANDARD 701201-05



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

① = Refer to SIGN SPACING table for distances.

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

TYPICAL APPLICATIONS

- Marking patches
- Field survey
- String line
- Utility operations
- Cleaning up debris on pavement

SYMBOLS

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

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).

**LANE CLOSURE, 2L, 2W,
SHORT TIME OPERATIONS**

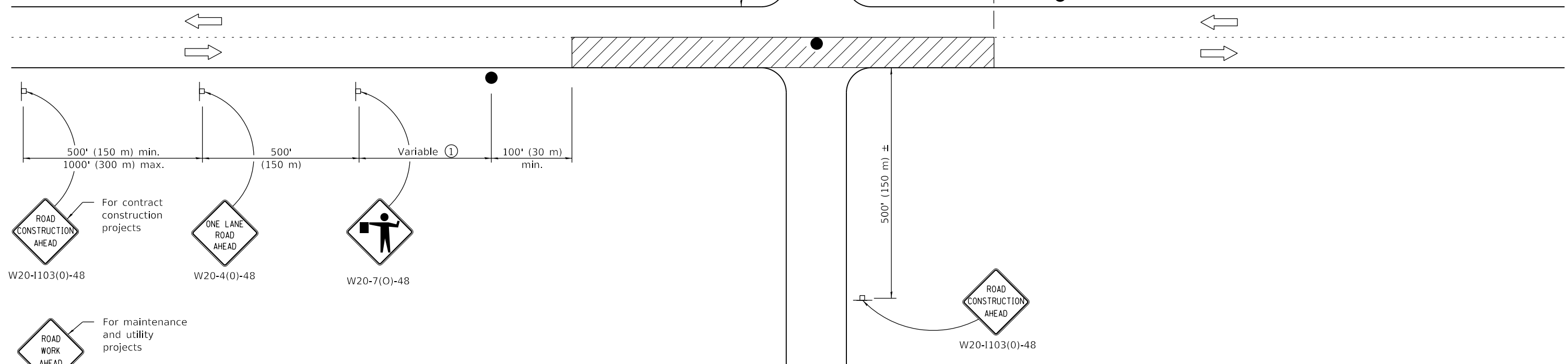
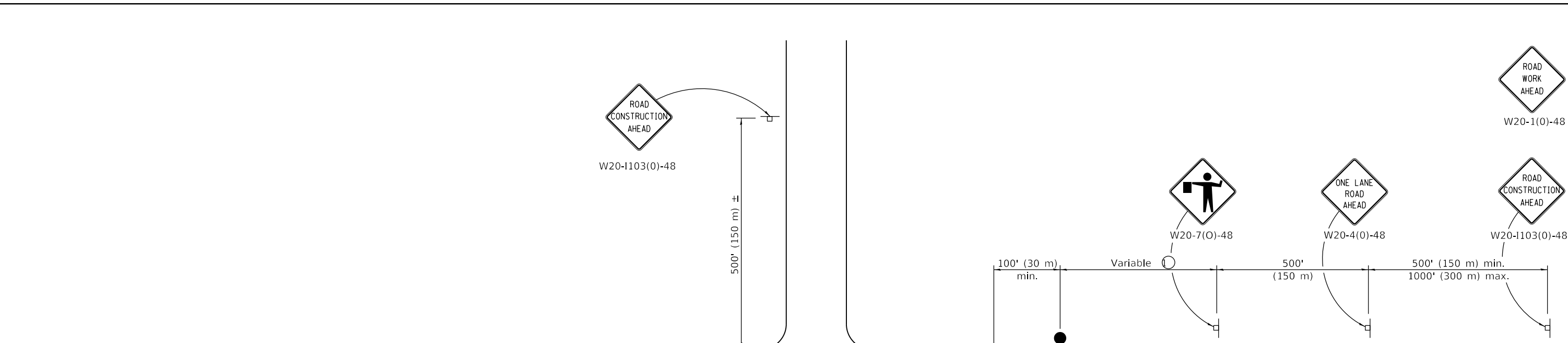
STANDARD 701301-04

Illinois Department of Transportation

PASSED January 1, 2011
Amelia Adams
 ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2011
Scott Schick
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



- For contract construction projects
W20-1103(0)-48
- W20-4(0)-48
- W20-7(0)-48
- For maintenance and utility projects
W20-1(0)-48

TYPICAL APPLICATIONS

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

SYMBOLS

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

① Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but should not exceed ½ the length required for one normal working day's operation or 2 miles (3200 m), whichever is less.

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require an intermittent or continuous moving operation on the pavement where the average speed of movement is greater than ½ mph (1 km/h) and less than 4 mph (6 km/h).

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

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

DATE	REVISIONS
1-1-18	Revised lower speed limit for operation to ½ mph.
1-1-11	Revised flagger sign.

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

STANDARD 701306-04

Illinois Department of Transportation

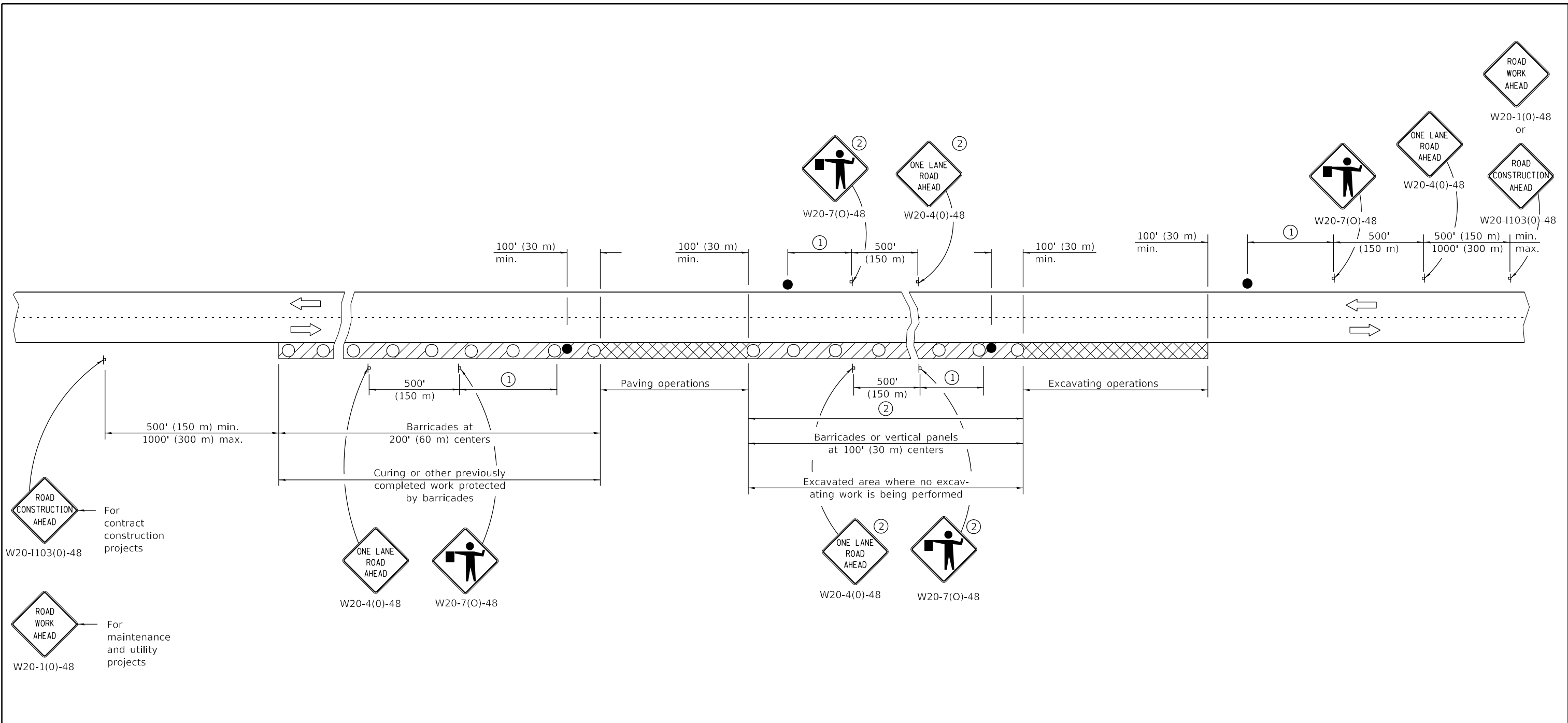
PASSED January 1, 2018

 ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2018

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



SYMBOLS

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

- ① Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but in no case to exceed the length of ½ day's normal operation or 2 miles (3200 m) whichever is less.
- ② Signs are not required if distance between work operations is less than 2000' (600 m) unless restricted sight distance exists.

GENERAL NOTES

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

Two flaggers are required for each separate operation.

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

Illinois Department of Transportation

PASSED January 1, 2011
[Signature]
 ENGINEER OF SAFETY ENGINEERING

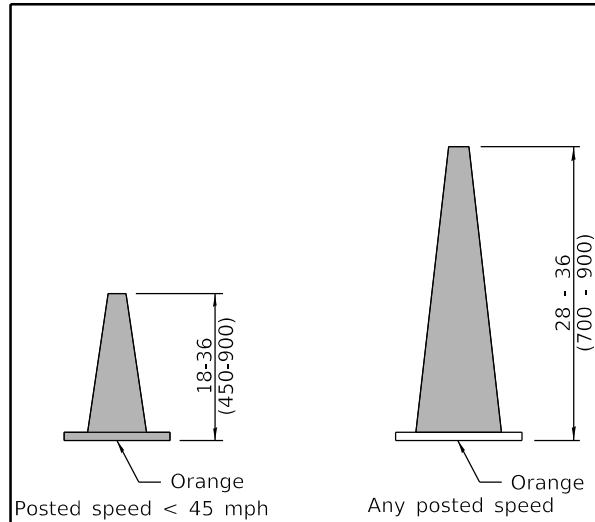
APPROVED January 1, 2011
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

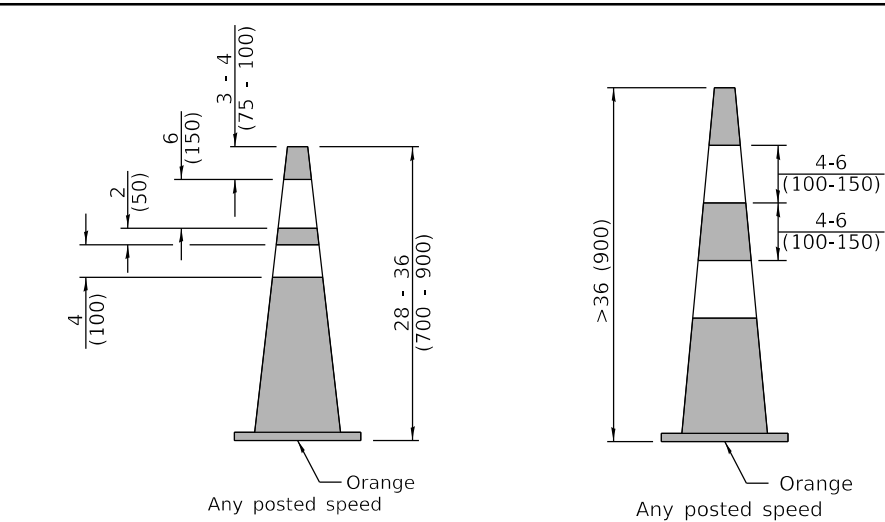
DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.

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

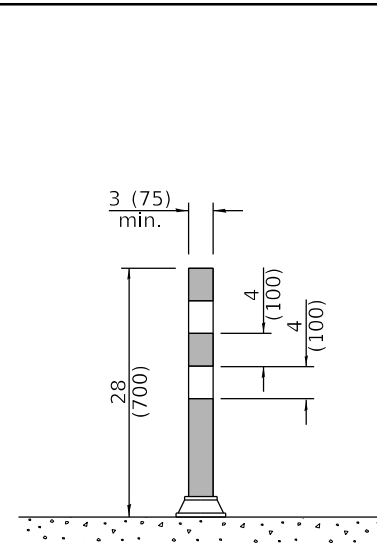
STANDARD 701326-04



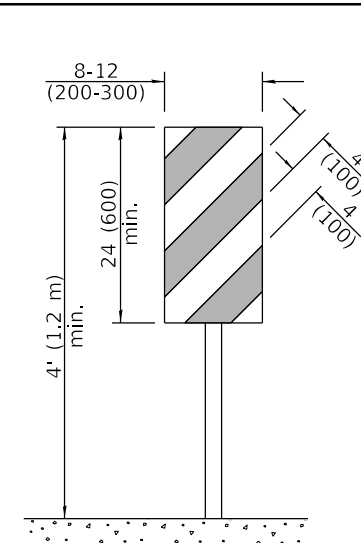
DAYTIME USE



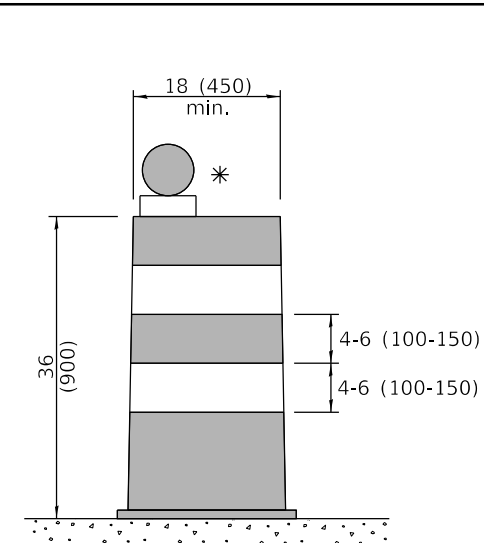
DAY OR NIGHTTIME USE



TUBULAR MARKER

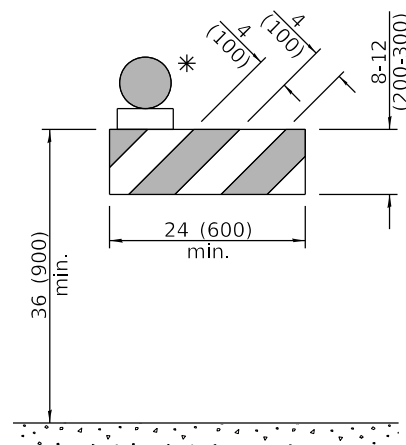


**VERTICAL PANEL
POST MOUNTED**

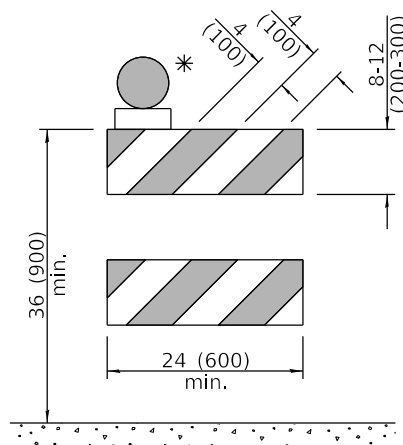


DRUM

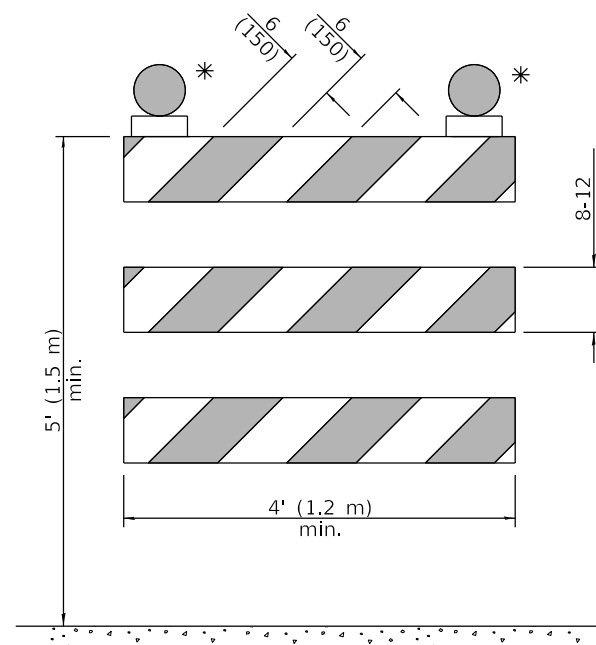
CONES



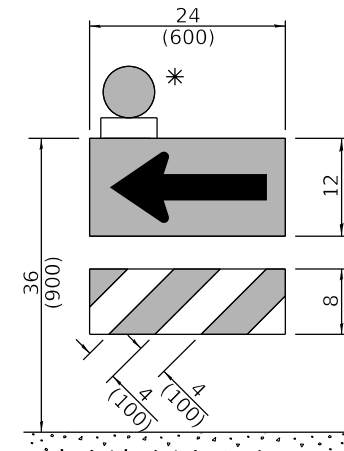
TYPE I BARRICADE



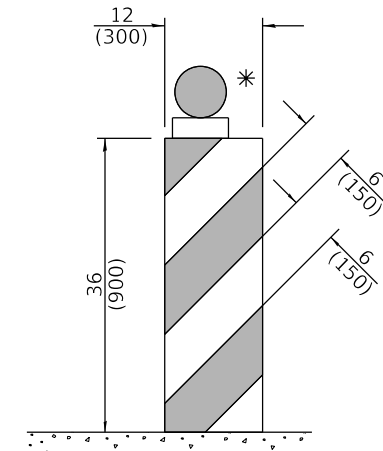
TYPE II BARRICADE



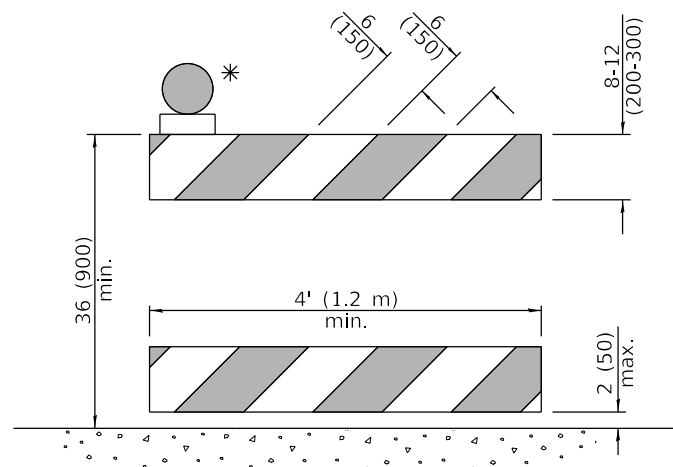
TYPE III BARRICADE



**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.

DATE	REVISIONS
1-1-19	Revised cone usage and added cones >36" (900 m) height.
1-1-18	Revised END WORK ZONE SPEED LIMIT sign from orange to white background.

TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

STANDARD 701901-08

Illinois Department of Transportation

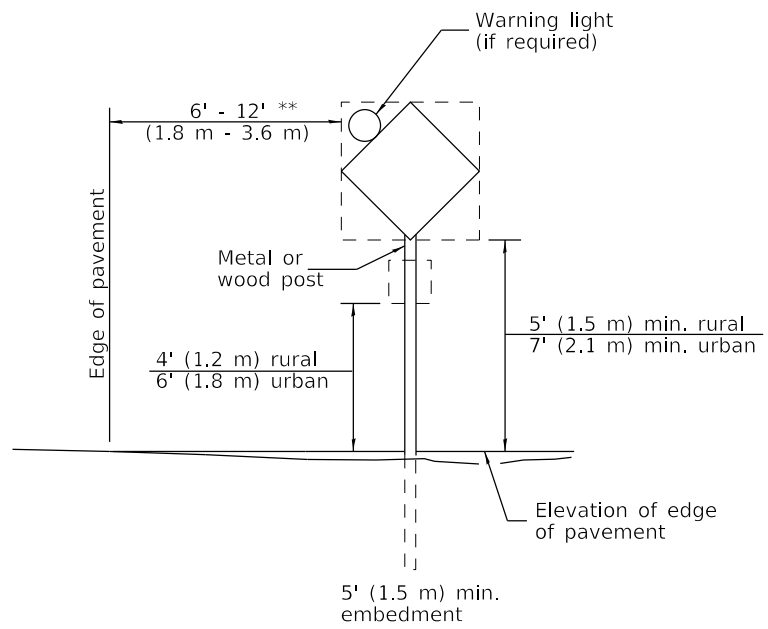
APPROVED January 1, 2019

 ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019

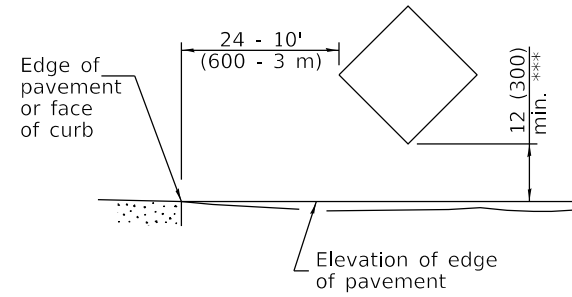
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED
 ET-1-1



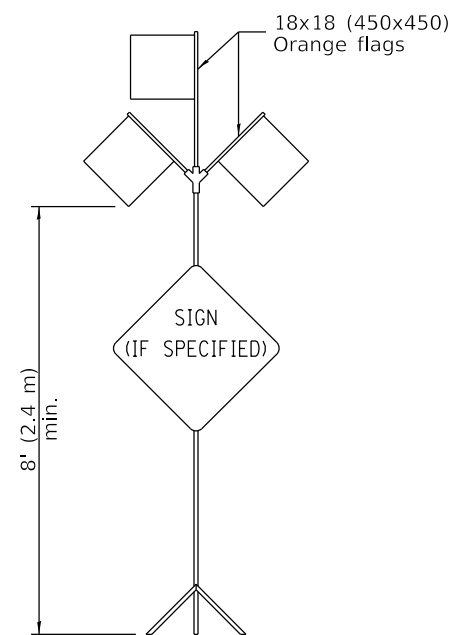
POST MOUNTED SIGNS

** 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.



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.



HIGH LEVEL WARNING DEVICE

ROAD CONSTRUCTION NEXT X MILES	END CONSTRUCTION
G20-I104(0)-6036	G20-I105(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

WORK ZONE	W21-III5(0)-3618
SPEED LIMIT XX	R2-1-3648
PHOTO ENFORCED	R10-I108p-3618 ****
\$XXX FINE MINIMUM	R2-I106p-3618

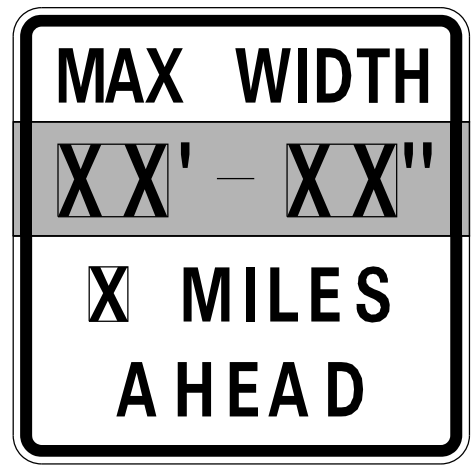
Sign assembly as shown on Standards or as allowed by District Operations.

END WORK ZONE SPEED LIMIT	G20-I103-6036
---------------------------	---------------

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

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

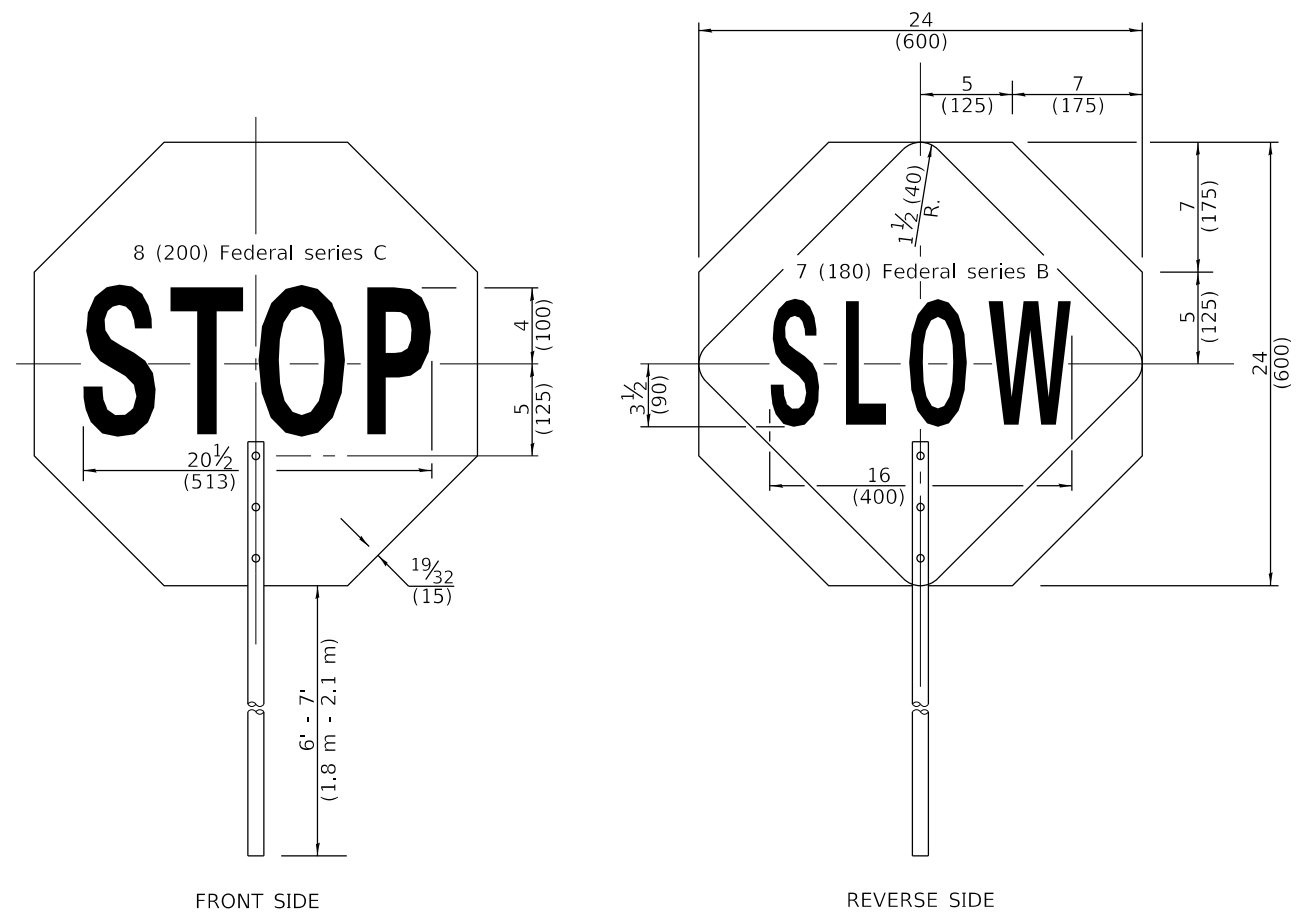
**** R10-I108p shall only be used along roadways under the jurisdiction of the State.



W12-I103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.



FRONT SIDE

REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation

APPROVED January 1, 2019
[Signature]
 ENGINEER OF SAFETY PROG. AND ENGINEERING

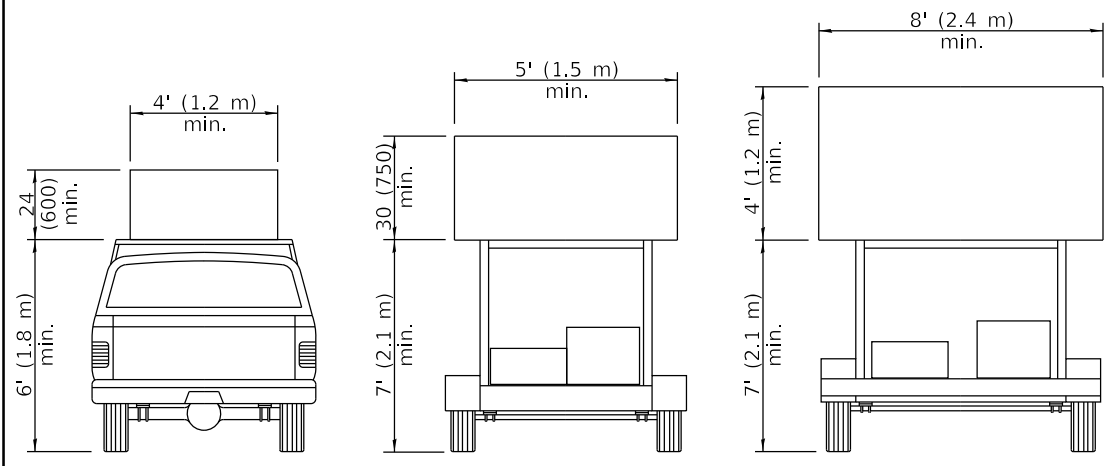
APPROVED January 1, 2019
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

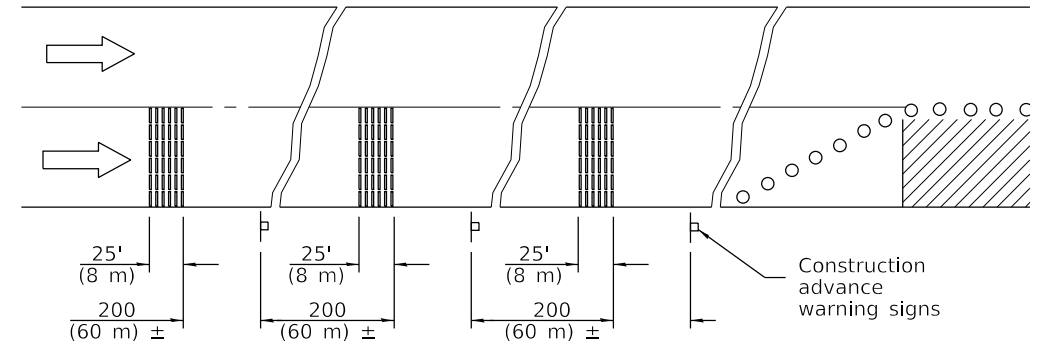
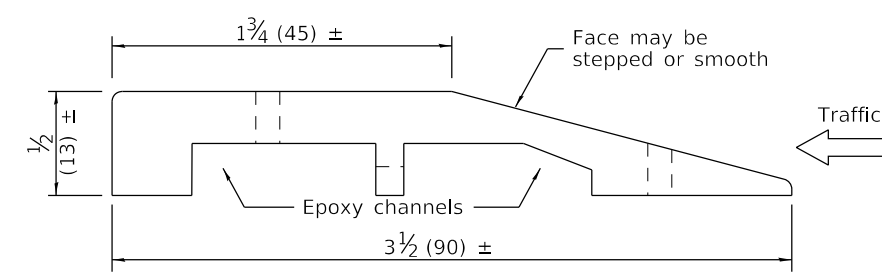
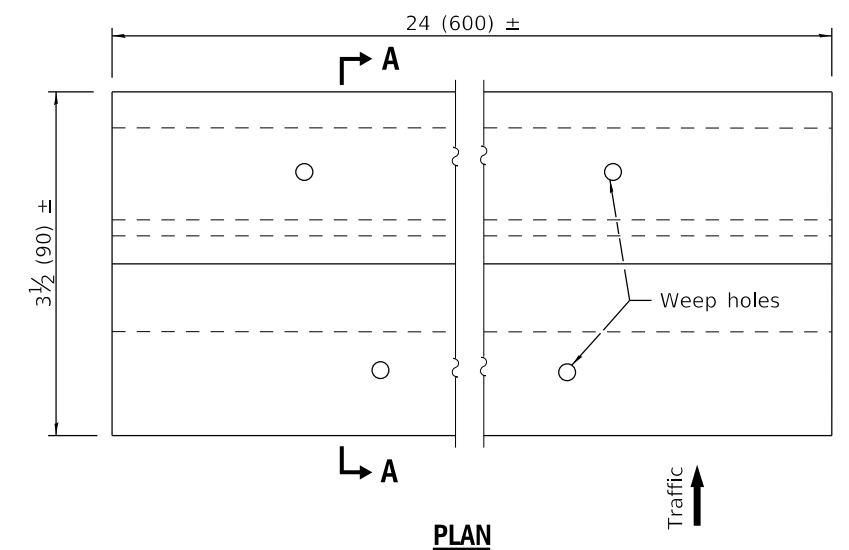
TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

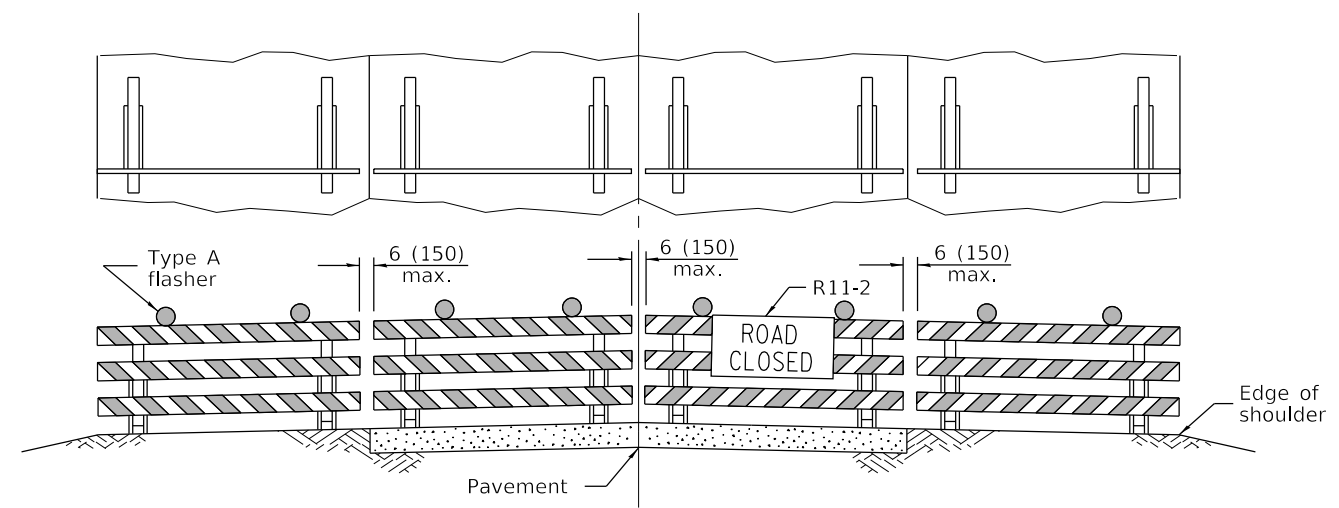
STANDARD 701901-08



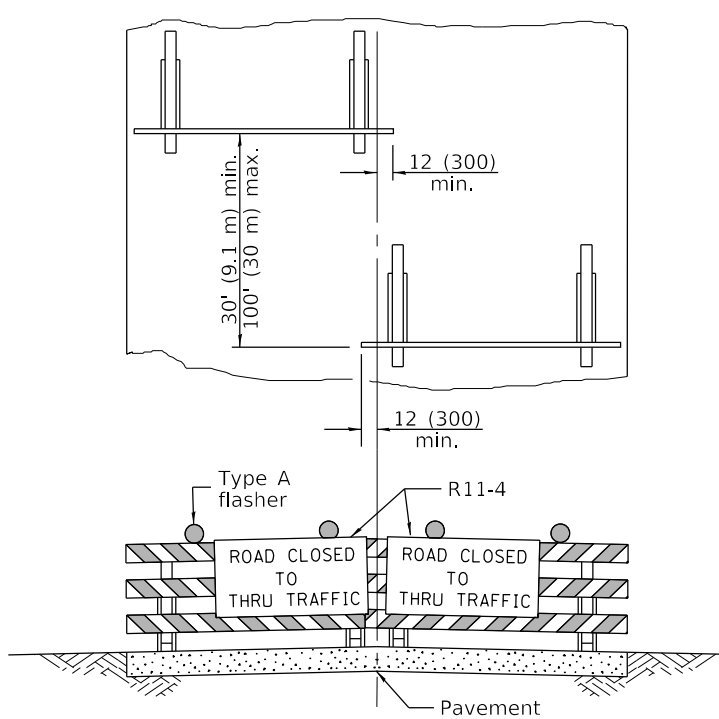
ARROW BOARDS



TEMPORARY RUMBLE STRIPS



Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.



Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

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

**TRAFFIC CONTROL
DEVICES**

(Sheet 3 of 3)

STANDARD 701901-08

Illinois Department of Transportation

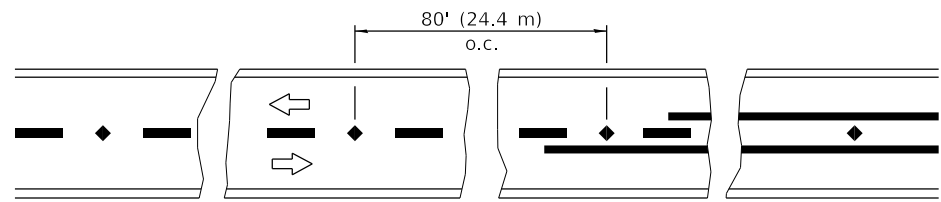
APPROVED January 1, 2019

Cynthia Watt
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019

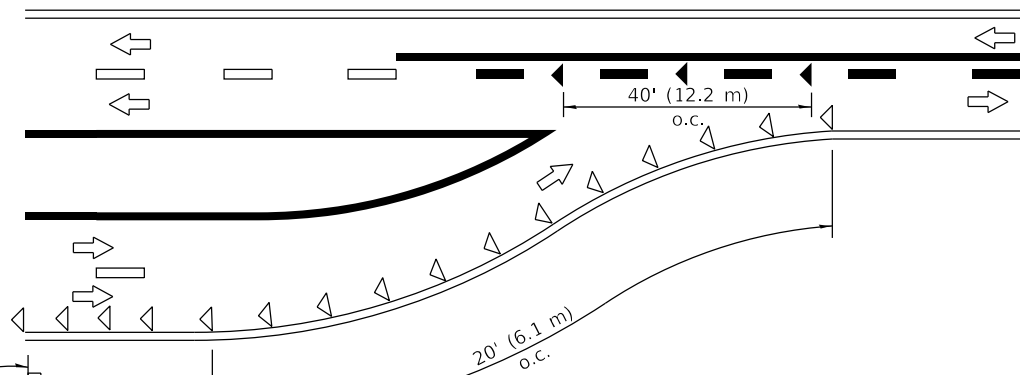
Joe E. ...
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUES
E1-1-1 Q3551

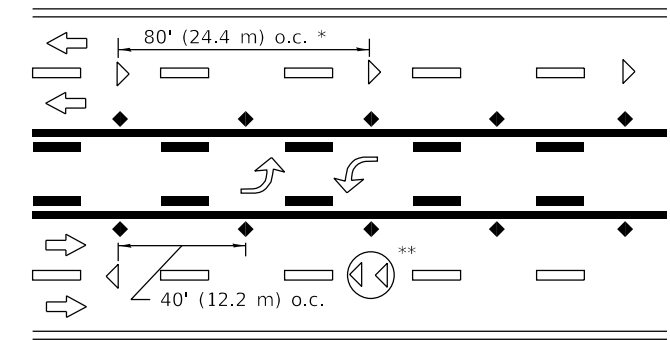


Reduce to 40' (12.2 m) o.c. on curves with posted or advisory speeds of 45 mph (70 km/h) or less.

TWO-LANE / TWO-WAY

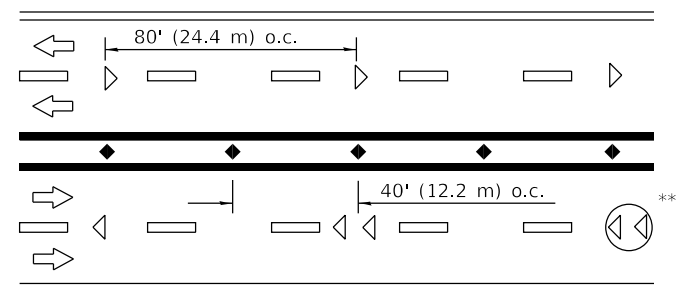


LANE REDUCTION TRANSITION



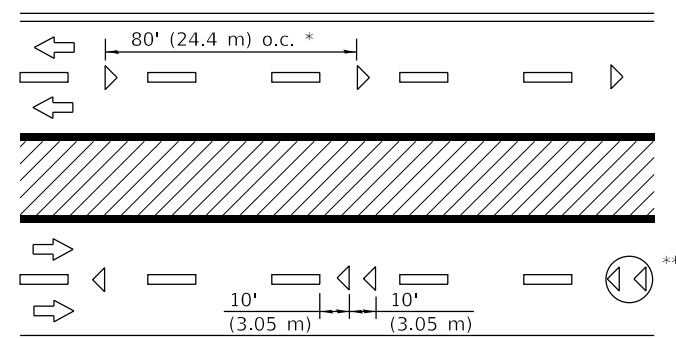
*,** See MULTI LANE DIVIDED detail for lane marker notes.

TWO-WAY LEFT TURN



*,** See MULTI LANE DIVIDED detail for lane marker notes.

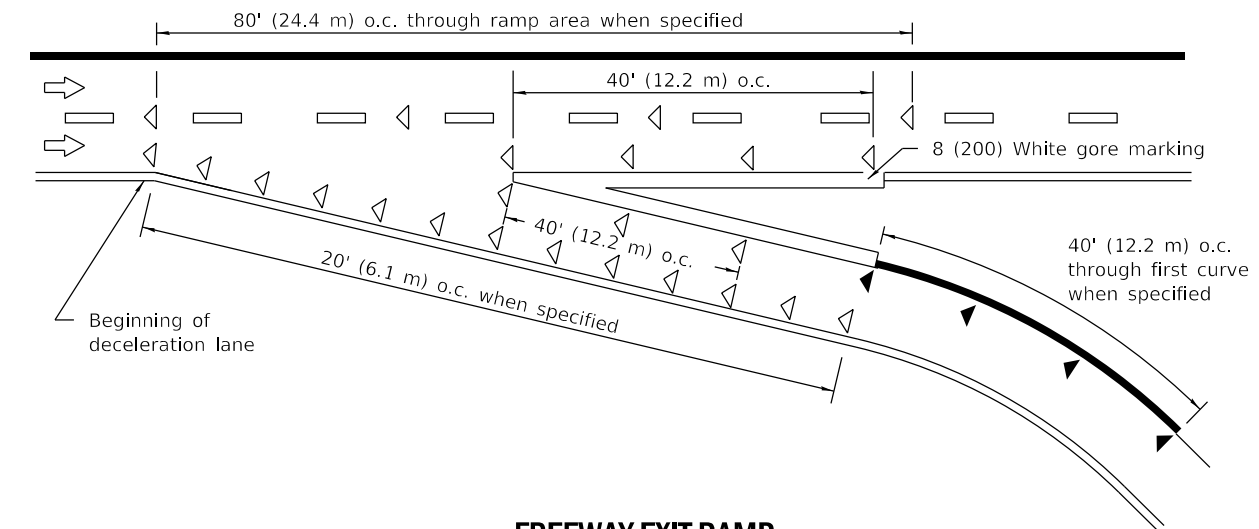
MULTI-LANE UNDIVIDED



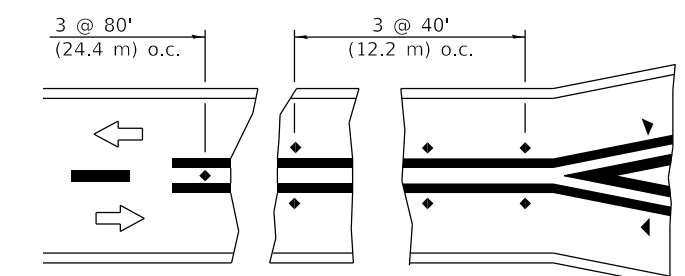
* Reduce to 40' (12.2 m) o.c. on curves where advisory speeds are 10 mph (15 km/h) lower than posted speeds.

** Where double lane line markers are specified, they shall be spaced as shown.

MULTI-LANE DIVIDED



FREEWAY EXIT RAMP



RURAL LEFT TURN

SYMBOLS

- Yellow stripe
- White stripe
- One-way amber marker
- One-way crystal marker
- Two-way amber marker

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

**TYPICAL APPLICATIONS
RAISED REFLECTIVE
PAVEMENT MARKERS**

STANDARD 781001-04

DATE	REVISIONS
4-1-16	Revised LANE ENDS sign
	W4-2 to agree with current MUTCD.
1-1-09	Switched units to English (metric).

Illinois Department of Transportation

PASSED April 1, 2016

 ENGINEER OF OPERATIONS

APPROVED April 1, 2016

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97