RETURN WITH BID

Illinois Department of Transportation

Local Public Agency Formal Contract Proposal

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

STATE OF ILLINOIS

COUNTY OF Champaign

Village of Rantoul

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

FOR THE IMPROVEMENT OF

STREET NAME OR ROUTE NO. Willow Pond Road Reconstruction

SECTION NO. N/A

TYPES OF FUNDS Local Funds

☒ SPECIFICATIONS (required) ☒ PLANS (required)

For Municipal Projects

Submitted/Approved/Passed

☐ Mayor ☐ President of Board of Trustees ☒ Municipal Official

Director of Public Works Date 5-4-18

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

Illinois Department of Transportation

Estimate of Time Required

Route Willow Pond Road
Section
County Champaign
Project

Item	Unit (Check One) ☑ English ☐ Metric	Quantity	Rate Per Day	Days	Days Not Affecting Time	Total Days Required
EARTH EXCAVATION	CU YD	1,085.00	750.00	1.00		1.00
TOPSOIL PLACEMENT	SQ YD	2,533.00	500.00	5.00		5.00
SEEDING	ACRE	1.00	1.00	1.00		1.00
AGGREGATE SUBGRADE IMPROV	CU YD	750.00	1,000.00	1.00		1.00
AGGREGATE BASE COURSE	SQ YD	4,571.00	800.00	6.00		6.00
AGGREGATE SHOULDERS	SQ YD	167.00	500.00	1.00		1.00
HMA BINDER	TON	737.00	750.00	1.00		1.00
HMA SURFACE	TON	1,219.00	500.00	2.00		2.00
PCC SIDEWALK	SQ YD	298.44	700.00	1.00		1.00
PAVEMENT REMOVAL	SQ YD	5,041.00	1,500.00	3.00		3.00
HMA SURFACE REMOVAL	SQ YD	8,319.00	3,000.00	3.00		3.00
CURB / CURB & GUTTER REM	FOOT	1,315.00	800.00	2.00		2.00
SIDEWALK REMOVAL	SQ FT	2,833.00	2,000.00	1.00		1.00
STORM SEWER	FOOT	50.00	100.00	1.00		1.00
CURB / CURB & GUTTER	FOOT	1,619.00	1,200.00	1.00		1.00
TCP & DETOUR SETUP	LSUM	1.00	1.00	1.00		1.00
THERMO PVMT MARK	FOOT	5,906.00	4,500.00	1.00		1.00
REM DISP OF UNSUIT. MATERIAL	CU YD	1,175.00	500.00	2.00		2.00
STORM SEWER STRUCTURES	EACH	7.00	2.00	4.00		4.00
ADJUST FRAMES & GRATES	EACH	18.00	5.00	4.00		4.00
AREA REF CR CON TREAT	SQ YD	8,321.00	572.00	15.00		15.00
				Total Actual Working Days Required		55.00

Made by CAC Date 5/4/2018 Checked by RWL Date 5/4/2018

Regional Engineer

RETURN WITH BID

NOTICE TO BIDDERS

County Champaign
Local Public Agency Village of Rantoul
Section Number N/A
Route Willow Pond Rd

Sealed proposals for the improvement described below will be received at the office of the Village of Rantoul
333 South Tanner, Rantoul, IL 61866 (Address) until 2:00 PM (Time) on May 23, 2018 (Date)

Sealed proposals will be opened and read publicly at the office of the Village of Rantoul
333 South Tanner, Rantoul, IL 61866 (Address) at 2:00 PM (Time) on May 23, 2018 (Date)

DESCRIPTION OF WORK

Name Willow Pond Road Reconstruction and Resurfacing Length: 2769.00 feet (0.52 miles)
Location Willow Pond Road from 300 ft north of Birdie Dr to Golfview Rd, Rantoul Township, Champaign County
Proposed Improvement Hot-mix Asphalt Binder and Surface, Earth Excavation, Storm Sewers, Concrete Curb & Gutter, HMA Patching, Pavement Markings, Parkway Restoration, Traffic Control and Protection and other misc. items of work.

1. Plans and proposal forms will be available in the office the Village of Rantoul
or on the Village's website at www.village.rantoul.il.us/Bids.aspx

2. ☒ Prequalification
If checked, the 2 low bidders must file within 24 hours after the letting an "Affidavit of Availability" (Form BC 57), in duplicate, 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 one original 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. BLR 12200: Local Public Agency Formal Contract Proposal
   b. BLR 12200a Schedule of Prices
   c. BLR 12230: Proposal Bid Bond (if applicable)
   d. BLR 12325: Apprenticeship or Training Program Certification (**do not use for federally funded projects**)
   e. BLR 12326: Affidavit of Illinois Business Office

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.

RETURN WITH BID

PROPOSAL

County Champaign
Local Public Agency Village of Rantoul
Section Number N/A
Route Willow Pond Rd

1. Proposal of _____

for the improvement of the above section by the construction of Hot-mix Asphalt Binder and Surface, Earth Excavation, Storm Sewers, Concrete Curb & Gutter, HMA Patching, Pavement Markings, Parkway Restoration, Traffic Control and Protection and other misc. items of work.

a total distance of 2769.00 feet, of which a distance of 2769.00 feet, (0.52 miles) are to be improved.

2. The plans for the proposed work are those prepared by Baxter & Woodman, Inc. 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 _____ unless additional time is granted in accordance with the specifications.
6. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will 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:

Village Treasurer of Rantoul

The amount of the check is five percent (5%) of the total bid amount (_____).

7. In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to the sum of the proposal guaranties, which would be required for each individual proposal. If the proposal guaranty check is placed in another proposal, it will be found in the proposal for: Section Number _____.
8. 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 or check shall be forfeited to the Awarding Authority.
9. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
10. A bid will be declared unacceptable if neither a unit price nor a total price is shown.
11. The undersigned submits herewith the schedule of prices on BLR 12200a covering the work to be performed under this contract.
12. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12200a, 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.

RETURN WITH BID

Illinois Department of Transportation

SCHEDULE OF PRICES

County Champaign
Local Public Agency Village of Rantoul
Section N/A
Route Willow Pond Road

Schedule for Multiple Bids

Combination Letter	Sections Included in Combinations	Total

Schedule for Single Bid

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

Bidder's Proposal for making Entire Improvements

Item No.	Items	Unit	Quantity	Unit Price	Total
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	45		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	75		
20101200	TREE ROOT PRUNING	EACH	10		
20101100	TREE TRUNK PROTECTION	EACH	10		
20200100	EARTH EXCAVATION	CU YD	1085		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1175		
20800150	TRENCH BACKFILL	CU YD	40		
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1065		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2533		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	51		
25000500	PHOSPHOROUS FERTILIZER NUTRIENT	POUND	51		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	51		
25100630	EROSION CONTROL BLANKET	SQ YD	2533		

Bidder's Proposal for making Entire Improvements

Item No.	Items	Unit	Quantity	Unit Price	Total
25200200	SUPPLEMENTAL WATERING	UNIT	115		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	56		
28000510	INLET FILTERS	EACH	8		
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	750		
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	312		
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	4259		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	9582.8		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	7438.6		
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	13		
40600627	LEVELING BINDER (MACHINE METHOD), IL-9.5, N50	TON	358		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	178		
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	737		
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	1219		
42001300	PROTECTIVE COAT	SQ YD	878		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2686		
42400800	DETECTABLE WARNINGS	SQ FT	240		
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	8321		
44000100	PAVEMENT REMOVAL	SQ YD	5041		
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	5007		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1315		
44000600	SIDEWALK REMOVAL	SQ FT	2833		
44201690	CLASS D PATCHES, TYPE I, 4 INCH	SQ YD	5		

Bidder's Proposal for making Entire Improvements

Item No.	Items	Unit	Quantity	Unit Price	Total
44201692	CLASS D PATCHES, TYPE II, 4 INCH	SQ YD	96		
44201694	CLASS D PATCHES, TYPE III, 4 INCH	SQ YD	161		
44201696	CLASS D PATCHES, TYPE IV, 4 INCH	SQ YD	310		
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	167		
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	50		
55100300	STORM SEWER REMOVAL 8"	FOOT	21		
55100500	STORM SEWER REMOVAL 12"	FOOT	52		
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2		
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4		
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1		
60255700	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	2		
60255900	MANHOLES TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE	EACH	3		
60266600	VALVE BOXES TO BE ADJUSTED	EACH	3		
60500040	REMOVING MANHOLES	EACH	4		
60500060	REMOVING INLETS	EACH	1		
60600605	CONCRETE CURB, TYPE B	FOOT	25		
60602800	CONCRETE GUTTER, TYPE B	FOOT	637		
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	1619		
67100100	MOBILIZATION	L SUM	1		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	5906		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2752		
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1		

Bidder's Proposal for making Entire Improvements

Item No.	Items	Unit	Quantity	Unit Price	Total
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1		
72000100	SIGN PANEL - TYPE 1	SQ FT	248		
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	31		
72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	2		
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	54		
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	310		
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	87		
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4224		
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1133		
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	408		
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	141		
A2000114	TREE, ACER X FREEMANII AUTUMN BLAZE (AUTUMN BLAZE FREEMAN MAPLE), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	2		
A2003114	TREE, CELTIS OCCIDENTALIS WINDY CITY (WINDY CITY HACKBERRY), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	2		
A2008518	TREE, ULMUS MORTON GLOSSY (TRIUMPH ELM), 2" CALIPER, BALLED AND BURLAPPED	EACH	2		
C2000548	SHRUB, ARONIA MELANOCARPA (BLACK CHOKE BERRY), 4' HEIGHT, BALLED AND BURLAPPED	EACH	8		
C2005812	SHRUB, RHUS AROMATICA GRO-LOW (GRO-LOW FRAGRANT SUMAC), 2' HEIGHT, BALLED AND BURLAPPED	EACH	8		
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	40		
X2500920	SEEDING, CLASS 1A (SPECIAL)	ACRE	1		
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	19		
X4023000	TEMPORARY ACCESS (ROAD)	EACH	13		

Bidder's Proposal for making Entire Improvements

Item No.	Items	Unit	Quantity	Unit Price	Total
X4400196	HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL	SQ YD	119		
X4400220	CURB REMOVAL AND REPLACEMENT	FOOT	152		
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	3312		
X6026056	SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	9		
X6026630	VALVE BOXES TO BE MOVED	EACH	1		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1		
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	390		

CONTRACTOR CERTIFICATIONS

County: Champaign
Local Public Agency: Village of Rantoul
Section Number: N/A
Route: Willow Pond Rd

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 Deliquency.** 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 procedures established by the appropriate revenue Act, its liability for the tax or the amount of 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 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 in 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 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 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 in 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 of record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm.

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 cancelled.

RETURN WITH BID

County Champaign
Local Public Agency Village of Rantoul
Section Number N/A
Route Willow Pond Rd

SIGNATURES

(If an individual)

Signature of Bidder _____

Business Address _____

(If a partnership)

Firm Name _____

Signed By _____

Business Address _____

Inset Names and Addressed of All Partners _____

(If a corporation)

Corporate Name _____

Signed By _____
President

Business Address _____

Insert Names of Officers
President _____
Secretary _____
Treasurer _____

Attest: _____
Secretary

Illinois Department of Transportation

Apprenticeship or Training Program Certification

Return with Bid

Route	Willow Pond Rd
County	Champaign
Local Agency	Village of Rantoul
Section	N/A

All contractors are required to complete the following certification:

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

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

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

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

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

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

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

_____

_____

_____

_____

_____

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

Bidder: _____ By: _____
(Signature)

Address: _____ Title: _____

RETURN WITH BID

Illinois Department of Transportation

Affidavit of Illinois Business Office

County Champaign
Local Public Agency Village of Rantoul
Section Number N/A
Route Willow Pond Rd

State of _____)
) ss.
County of _____)

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

being first duly sworn upon oath, states as follows:

1. That I am the _____ (officer or position) of _____ (bidder) .
2. That I have personal knowledge of the facts herein stated.
3. That, if selected under this proposal, _____ (bidder) , will maintain a business office in the State of Illinois which will be located in _____ County, Illinois.
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)

_____
(Print Name of Affiant)

This instrument was acknowledged before me on day of _____ , _____ .

(SEAL)

_____
(Signature of Notary Public)

Illinois Department of Transportation

Local Agency Proposal Bid Bond

Route Willow Pond Rd
County Champaign
Local Agency Village of Rantoul
Section N/A

RETURN WITH BID

PAPER BID BOND

WE _____ as PRINCIPAL,

and _____ as SURETY,

are held jointly, severally and firmly bound unto the above Local Agency (hereafter referred to as "LA") 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 LA 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 LA 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 LA 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 LA determines the PRINCIPAL has failed to enter into a formal contract in compliance with any requirements set forth in the preceding paragraph, then the LA 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 _____ day of _____

Principal

_____ (Company Name)

By: _____ (Signature and Title)

_____ (Company Name)

By: _____ (Signature and Title)

(If PRINCIPLE 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)

STATE OF ILLINOIS,
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 _____

My commission expires _____

_____ (Notary Public)

ELECTRONIC BID BOND

☐ **Electronic bid bond is allowed (box must be checked by LA 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 LA 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 and Title)

_____ Date

Illinois Department of Transportation

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

Affidavit of Availability
For the Letting of _____

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

Part I. Work Under Contract

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

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

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

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

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

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

Part III. Work Subcontracted to Others.

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

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

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

Subscribed and sworn to before me

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

Officer or Director Title

_____ Signed _____

Notary Public

My commission expires _____

Company _____

(Notary Seal)

Address _____

_____

Illinois Department of Transportation

Substance Abuse Prevention Program Certification

Letting Date: _____ Item No.: _____

Contract No.: _____

Route: Willow Pond Rd

Section: N/A

Job No.: N/A

County: Champaign

The Substance Abuse Prevention on Public Works Act, Public Act 95-0635, prohibits the use of drugs and alcohol, as defined in the Act, by employees of the Contractor and by employees of all approved Subcontractors while performing work on a public works project. The Contractor/Subcontractor herewith certifies that it has a superseding collective bargaining agreement or makes the public filing of its written substance abuse prevention program for the prevention of substance abuse among its employees who are not covered by a collective bargaining agreement dealing with the subject as mandated by the Act.

A. The undersigned representative of the Contractor/Subcontractor certifies that the contracting entity has signed collective bargaining agreements that are in effect for all of its employees, and that deal with the subject matter of Public Act 95-0635.

_____
Contractor/Subcontractor

_____
Name of Authorized Representative (type or print)

_____
Title of Authorized Representative (type or print)

_____ _____
Signature of Authorized Representative Date

B. The undersigned representative of the Contractor/Subcontractor certifies that the contracting entity has in place for all of its employees not covered by a collective bargaining agreement that deals with the subject of the Act, the attached substance abuse prevention program that meets or exceeds the requirements of Public Act 95-0635.

_____
Contractor/Subcontractor

_____
Name of Authorized Representative (type or print)

_____
Title of Authorized Representative (type or print)

_____ _____
Signature of Authorized Representative Date

Illinois Department of Transportation

Check Sheet For Recurring Special Provisions

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

Recurring Special Provisions

Check Sheet #			Page No.
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2	☐	Subletting of Contracts (Federal-Aid Contracts)	67
3	☐	EEO	68
4	☐	Specific EEO Responsibilities Non Federal-Aid Contracts	78
5	☐	Required Provisions - State Contracts	83
6	☐	Asbestos Bearing Pad Removal	89
7	☐	Asbestos Waterproofing Membrane and Asbestos Hot-Mix Asphalt Surface Removal	90
8	☐	Temporary Stream Crossings and In-Stream Work Pads	91
9	☐	Construction Layout Stakes Except for Bridges	92
10	☒	Construction Layout Stakes	95
11	☐	Use of Geotextile Fabric for Railroad Crossing	98
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The Following Local Roads And Streets Recurring Special Provisions Indicated By An “X” Are Applicable To This Contract And Are Included By Reference:

Local Roads And Streets Recurring Special Provisions

INDEX OF SPECIAL PROVISIONS

PAGE NO.

BUREAU OF DESIGN AND ENVIRONMENT SPECIAL PROVISIONS

LR 107-4

LR 107-6

SWPPP & NOI

HIGHWAY STANDARDS

ROADWAY GEOTECHNICAL REPORT

STATE OF ILLINOIS AND DAVIS-BACON PREVAILING WAGE RATES

STATE OF ILLINOIS
SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", adopted January 1, 2012, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of Sangamon Avenue, and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT:

The project is located in north-central Champaign County, Rantoul Township, Section 2, T 21 N, R 9 E. The project limits are from approximately 300 feet north of Birdie Drive to Golfview Road along Willow Pond Road. A project location map is shown on the cover of the Plans. The gross and net length of the improvements is 2,769 feet (0.524 miles).

DESCRIPTION OF WORK:

The Work consists of furnishing all labor, materials, equipment, and other incidentals necessary for the completion of storm sewer improvements; hot-mix asphalt pavement removal; hot-mix asphalt surface removal; aggregate base repairs; curb and gutter removal and replacement; sidewalk removal and replacement; hot-mix asphalt pavement; parkway restoration; pavement markings; and other incidental and miscellaneous items of work in accordance with the Plans, Standard Specifications, and these Special Provisions.

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

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

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

CONSTRUCTION DEBRIS:

Add the following to the third paragraph of Article 202.03 of the Standard Specifications:

"The Contractor shall not conduct any generation, transportation, or recycling of construction or demolition debris, clean or general or uncontaminated soil generated during construction, remodeling, repair, and demolition of utilities, structures, and roads that is not commingled with any waste, without the maintenance of documentation identifying the hauler, generator, place of origin of the debris or soil, the weight or volume of the debris or soil, and the location, owner, and operator of the facility where the debris or soil was transferred, disposed, recycled or treated. This documentation must be maintained by the Contractor for 3 years."

STATUS OF UTILITIES TO BE ADJUSTED:
Effective: January 30, 1987
Revised: January 24, 2013

Utilities companies involved in this project have provided the following estimated durations:

Name of Utility	***Type***	***Location***	**Estimated Duration of Time for the Completion of Relocation or Adjustments**
Frontier Communications 109 E Market St. 2nd Floor Bloomington, IL 61701 1-309-557-1377	Telephone cable		
Nicor Gas 1844 Ferry Road Naperville, IL 60563 1-630-388-3046	Gas mains	East side of Willow Pond Rd	No conflicts anticipated.
Mediacom 200 S. 7th Street Roanoke, IL 61561 1-309-743-4750	Underground cable		
Village of Rantoul 200 W. Grove Ave Rantoul, IL 61866 1-217-892-2178	Light poles and underground cable	Sta 302+84, 19' rt, sta 114+39, 17' lt	

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

In accordance with 605 ILCS 5/9-113 of the Illinois Compiled Statutes, utility companies have 90 days to complete the relocation of their facilities after receipt of written notice from the Department. The 90-day written notice will be sent to the utility companies after the following occurs:

1) Proposed right of way is clear for contract award.
2) Final plans have been sent to and received by the utility company.
3) Utility permit is received by the Department and the Department is ready to issue said permit.
4) If a permit has not been submitted, a 15 day letter is sent to the utility company notifying them they have 15 days to provide their permit application. After allowing 15 days for submission of the permit the 90 day notice is sent to the utility company.
5) Any time within the 90 day relocation period the utility company may request a waiver for additional time to complete their relocation. The Department has 10 days to review and respond to a waiver request.

MAINTENANCE GUARANTEE:

The Contractor shall execute and deliver to the Village of Rantoul, before final payment will be issued, a written warranty, in a form satisfactory to the Village, which guarantees that the work is in accordance with the Contract Documents and will not be defective. This warranty shall guarantee this work for a period of 2-years from the date of acceptance of the work and final payment by the Village of Rantoul.

If within this guarantee period, any work is found to be defective, as determined by the Village, the Contractor shall promptly, without cost to the Village of Rantoul, correct or repair such defective work, or remove and replace the defective work in accordance with the Special Provisions for the items in question.

The Contractor shall furnish a warranty bond in an amount equal to fifty percent (5%) of the contract amount, or $25,000, whichever is greater, by a surety satisfactory to the (Village or City) to guarantee Contractor’s warranty to repair defective work.

INSURANCE:

The Contractor's comprehensive general liability insurance required by Article 107.27 of the Standard Specifications shall include as additional insureds the Municipality, the Engineer, and Engineer's Consultants, and all of whom shall be listed by name as additional insureds, and include coverage for the respective officers and employees of all such additional insureds, and shall cover the Contractor's indemnity obligations under Article 107.26 of the Standard Specifications.

In addition to the insurance coverages required by Article 107.27 of the Standard Specifications, the Contractor shall also purchase and maintain umbrella liability coverage in an amount not less than $3,000,000. Such coverage shall include but not limited to, excess

coverage for the Worker's Compensation, Comprehensive General and Automobile Liability policies.

In addition to delivering certificates of insurance in accordance with Article 107.27 of the Standard Specifications, the Contractor shall also deliver to the Municipality, with copies to each additional insured, certificates of insurance which the Contractor is required to purchase and maintain in accordance with Article 107.27 prior to the execution of the contract. The Contractor shall also deliver to the Municipality, with copies to each additional insured, copies of all endorsements to the insurance policies within 30 calendar days after the execution of the contract or prior to final payment, whichever comes first. The Municipality will withhold the third, and subsequent progress payments or final pay request due the Contractor pending the receipt of all required insurance policy endorsements.

SUBCONTRACTORS:

Add the following to the end of Section 108.01 of the Standard Specifications.

"The apparent low Bidder shall submit to the office of Engineer within ten (10) days after the receipt of bids, a list of the names of Bidder's proposed subcontractors along with a description of the work to be performed by each."

APPLICATION FOR PAYMENT:

Add the following to the end of Section 109.07 (a) of the Standard Specifications.

"The Contractor shall procure from each subcontractor and supplier of material or labor a waiver of any claim which they may have under the mechanics lien laws of the state in which the Work is located, to insure the Municipality immunity from mechanics liens on subcontractors in carrying out the contract and any work orders for additions thereto, all as a condition of any payment by the Municipality. Any payments made by the Municipality without requiring compliance with this paragraph shall not be construed as a waiver by the Municipality of the right to require compliance with this paragraph as a condition to later payments.

The Contractor shall submit Partial Waivers of Lien from all subcontractors and suppliers with each partial payment estimate and Contractor's Affidavit for subcontractors and suppliers with second payment request for the previous payment estimates and then with all subsequent payment estimates."

Add the following to the end of Section 109.08 of the Standard Specifications.

"The Contractor shall furnish with his final application for payment a complete release of all liens arising out of this contract, or receipts in full in lieu thereof and an affidavit that the releases and receipts include all labor and material for which a lien could be filed."

LIMITATIONS ON ENGINEER'S AUTHORITY AND RESPONSIBILITIES:

The authority and duties of Resident Engineer in Article 105.10 of the Standard Specifications are hereby deleted. The authority of Engineer is amended as follows.

"The Engineer will be the Municipality's representative during the construction period. The Engineer will furnish a Resident Project Representative (RPR) to assist the Engineer in providing job-site observation of the Contractor's Work. The RPR will provide base lines, benchmarks and reference points, assist the Contractor with interpretation of the Plans and Specifications, observe in general if the Contractor's Work is in conformity with the Contract Documents, and monitor the Contractor's progress as related to the date of completion. The Engineer will not supervise, direct, control or have authority over or be responsible for the Contractor's means, methods, techniques, sequences or procedures of construction, or the safety precautions and programs incident thereto, or for any failure of the Contractor to comply with Laws and Regulations applicable to the furnishing or performance of the Work. The Engineer will not be responsible for the Contractor's failure to perform or furnish the Work in accordance with the Contract Documents.

The Engineer will not be responsible for the acts or omissions of the Contractor or any subcontractor, any supplier, or of any other person or organization performing or furnishing any of the Work.

These limitations on authority and responsibility set forth herein shall also apply to the Engineer's Consultants, Resident Project Representative and assistants."

TRAFFIC CONTROL PLAN:
Eff. 09-11-1990 Rev. 01-01-2014

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.

Special attention is called to Articles 107.09 and 107.14 of the Standard Specifications, the following Highway Standards relating to Traffic Control, and the listed Supplemental Specifications and Recurring Special Provisions.

Highway Standards:

701001	701006	701011	701301	701311	701501
701801	701901				

Traffic: It is the intention of the Department that
Sangamon Avenue be kept open to traffic at all times during the construction of this section. One-way traffic will be permitted in the immediate work areas during construction. At all other times, two-way traffic shall be maintained throughout the project.

The following traffic control standards shall be utilized during, but not limited to, the listed

construction operations:

Standard Specifications:
Section 701 - Work Zone Traffic Control and Protection
Section 703 - Work Zone Pavement Marking

ERRATA Standard Specifications for Road and Bridge Construction

Supplemental Specifications:
Section 701 - Work Zone Traffic Control and Protection
Section 1106 – Work Zone Traffic Control Devices

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

RECURRING SPECIAL PROVISIONS
Work Zone Traffic Control (LRS 3)
Flaggers in Work Zones (LRS 4)

SPECIAL PROVISIONS
Maintenance of Roadways
Temporary Information Signing
Flagger at Side Roads and Entrances (BDE)

DETAILS
Traffic Control and Protection Devices (Road & Sideroad/Street Closures)
Pavement Marking and Markers (Rural & Urban Applications)
Pavement Marking (Interstate & Multi-lane Applications)

The Contractor shall contact the Department at least 72 hours in advance of beginning work. Construction operations shall be conducted in a manner such that streets will be open to emergency traffic and accessible as required to local traffic. Advanced notice shall be provided to residents, police, fire, school districts and trash haulers when access to any street will be temporarily closed or limited. Removal and replacement of curb and gutter and driveways shall be planned so as to cause a minimum of inconvenience to the abutting property owners. The work shall be accomplished such that the streets will be left open to local traffic at the end of each working day.

Contractor elects to cover conflicting or inappropriate signing materials used, he/she shall totally block out reflectivity of the sign and shall cover the entire sign. The method for covering the signing shall meet the approval of the Engineer.

The Contractor shall coordinate all traffic control work on this project with adjoining or overlapping projects, including barricade placement necessary to provide a uniform traffic detour pattern. When directed by the Engineer, the Contractor shall remove all traffic control devices which were furnished and installed and maintained by him/her under this contract, and such devices shall remain the property of the Contractor. All traffic control devices shall remain in place until specific authorization for relocation or removal is received from the Engineer.

The Contractor shall ensure that all traffic control devices installed by him/her are operational, functional, and effective 24 hours a day, including Sundays and holidays.

All barricades, drums, and vertical panels shall be equipped with light when used during the hours of darkness.

Quality of Traffic Control Devices: Traffic Control Devices include signs and their supports, signals, pavement markings, barricades with sand bags, channelizing devices, warning lights, arrow boards, flaggers, or any device used for the purpose of regulating, detouring, warning or guiding traffic through or around the construction zone.

Traffic Control Surveillance: Traffic control surveillance will be required, but will not be paid for separately on this project. Recurring Local Roads and Streets Special Provision LRS 3 "Work Zone Traffic" will apply for inspection of traffic control devices on this project.

Signs: Construction signs referring to daytime lane closures during working hours shall be removed, covered or turned away from the view of motorists during non-working hours.

Flashing lights shall be used on each approach in advance of the work area, and in accordance with the details shown in the plans and the Highway Standards.

All provisions of Article 107.25 of the Standard Specifications shall apply except the third paragraph shall be revised to read: "The Contractor shall maintain, furnish, and replace at his/her own expense, any traffic sign or post which has been damaged or lost by the Contractor or a third party."

Opening Road to Traffic: Prior to opening the pavement to traffic, all patches, adjoining pavement and the entire right of way adjacent to the patching operations shall be cleared of all materials caused by the Contractor's operations, and the backfill along the curb-line or shoulder edge of the pavement shall be compacted to the satisfaction of the City Engineer.

EROSION CONTROL BLANKET:

This work shall be done in accordance with Section 251 of the Standard Specifications except as modified herein.

251.02 Materials. Add the following to the end of the Article:

"Note 1. Erosion Control Blanket shall be BioNet S75BN as manufactured by North American Green of Poseyville, IN or approved equal. Netting shall be biodegradable and leno woven to allow individual strand movement. No nylon netting will be allowed."

251.04 Erosion Control Blanket. Add the following to the end of the Article:

"Erosion Control Blanket shall be secured in place according to the manufacturer's recommendations."

AGGREGATE SUBGRADE IMPROVEMENT:

Add the following Section to the Standard Specifications:

"**SECTION 303. AGGREGATE SUBGRADE IMPROVEMENT**

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

303.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.07
(b) Reclaimed Asphalt Pavement (RAP) (Notes 1, 2 and 3)	1031

Note 1. Crushed RAP, from either full depth or single lift removal, may be mechanically blended with aggregate gradation CS 01 but shall not exceed 40 percent by weight of the total product. The top size of the Coarse RAP shall be less than 4 in. (100 mm) and well graded.

Note 2. RAP having 100 percent passing the 1 1/2 in (37.5 mm) sieve and being well graded, may be used as capping aggregate in the top 3 in. (75 mm) when aggregate gradation CS 01 is used in lower lifts. When RAP is blended with any of the coarse aggregates, the blending shall be done with mechanically calibrated feeders. The final product shall not contain more than 40 percent by weight of RAP.

Note 3. The RAP used for aggregate subgrade improvement shall be according to the current Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications".

303.03 Equipment. The vibratory machine shall be according to Article 1101.01, or as approved by the Engineer. The calibration for the mechanical feeders shall have an accuracy of ± 2.0 percent of the actual quantity of material delivered.

303.04 Soil Preparation. The stability of the soil shall be according to the Department's Subgrade Stability Manual for the aggregate thickness specified.

303.05 Placing Aggregate. The maximum nominal lift thickness of aggregate gradation CS 01 shall be 24 in. (600 mm).

303.06 Capping Aggregate. The top surface of the aggregate subgrade shall consist of a minimum 3 in. (75 mm) of aggregate gradations CA 06 or CA 10. When Reclaimed Asphalt Pavement (RAP) is used, it shall be crushed and screened where 100 percent is passing the 1 1/2 in. (37.5 mm) sieve and being well graded. RAP that has been fractionated to size will not be permitted for use in capping. Capping aggregate will not be required when the aggregate subgrade improvement is used as a cubic yard pay item for undercut applications. When RAP is blended with any of the coarse aggregates, the blending shall be done with mechanically

calibrated feeders.

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

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

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

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

Add the following to Section 1004 of the Standard Specifications:

"**1004.07 Coarse Aggregate for Aggregate Subgrade Improvement.** The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate shall be crushed gravel, crushed stone, or crushed concrete. The top 12 inches of the aggregate subgrade improvement shall be 3 inches of capping material and 9 inches of crushed gravel, crushed stone or crushed concrete. In applications where greater than 36 inches of subgrade material is required, rounded gravel, meeting the CS01 gradation, may be used beginning at a depth of 12 inches below the bottom of pavement.

(b) Quality. The coarse aggregate shall consist of sound durable particles reasonably free of deleterious materials. Non-mechanically blended RAP may be allowed up to a maximum of 5.0 percent.

(c) Gradation.

(1) The coarse aggregate gradation for total subgrade thicknesses of 12 in. (300 mm) or greater shall be CS 01.

Grad No.	COARSE AGGREGATE SUBGRADE GRADATIONS Sieve Size and Percent Passing				
	8"	6"	4"	2"	#4
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20

	COARSE AGGREGATE SUBGRADE GRADATIONS (Metric)				
Grad No.	Sieve Size and Percent Passing				
	200 mm	150 mm	100 mm	50 mm	4.75 mm
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20

The 3 in. (75 mm) capping aggregate shall be gradation CA 6 or CA 1

HOT-MIX ASPHALT MIXTURE IL-9.5FG:

Effective: July 1, 2005 Revised: December 10, 2014

Description. This work shall consist of constructing fine graded hot-mix asphalt (HMA) surface course or leveling binder with an IL-9.5FG mixture. Work shall be according to Sections 406, 407 and 1030 of the Standard Specifications, except as modified herein.

Equipment. Add the following to Article 406.03

(i) Non-Vertical Impact Roller……1101.01

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

"(c) Gradation. The fine aggregate gradation for all HMA shall be FA 1, FA 2, FA 20, FA 21, or FA 22. For mixture IL-9.5FG, the fine aggregate fraction shall consist of at least 67 percent manufactured sand meeting FA 20, FA 21 or FA 22 gradation. The manufactured sand shall be stone sand, slag sand, steel slag sand, or combinations thereof."

Mixture Design. Add the following to the table in Article 1030.04(a)(1):

"High ESAL, MIXTURE COMPOSITION (% PASSING) [1/]		
Sieve Size	IL-9.5FG	
	min	max
1 1/2 in (37.5 mm)		
1 in. (25 mm)		
3/4 in. (19 mm)		
1/2 in. (12.5 mm)		100
3/8 in. (9.5 mm)	90	100
#4 (4.75 mm)	65	80
#8 (2.36 mm)	50	65
#16 (1.18 mm)	25	40
#30 (600 μm)	15	30
#50 (300 μm)	8	15
#100 (150 μm)	6	10
#200 (75 μm)	4	6.5
Ratio: Dust/Asphalt Binder		1.0

Revise the table in Article 1030.04(b)(1) of the Standard Specifications to read:

"VOLUMETRIC REQUIREMENTS: High ESAL			
	Voids in the Mineral Aggregate (VMA),% minimum		Voids Filled with Asphalt Binder (VFA),%
N_{design}	IL-19.0	IL-9.5, IL 9.5FG	
50	13.5	15.0	65 - 78
70			65 - 75 1/
90			

1/ The VFA range for IL-9.5FG shall be 65 - 78 percent."

Quality Control/Quality Assurance (QC/QA). Revise the second table in Article 1030.05(d)(4) to read:

DENSITY CONTROL LIMITS			
Mixture Composition		Parameter	Individual Test
IL-4.75		Ndesign = 50	93.0 – 97.4% 1/
IL-9.5FG	Lifts < 1.25 in. (32 mm)	N_{design} 50 - 90	90.0 – 95.0% 1/
	Lifts ≥ 1.25 in. (32 mm)	N_{design} 50 - 90	92.0 – 96.0%
IL-9.5		N_{design} ≥ 90	92.0 – 96.0 %
IL-9.5, IL-9.5L		N_{design} < 90	92.5 – 97.4 %
IL-19.0		N_{design} ≥ 90	93.0 – 96.0 %
IL-19.0, IL-19.0L		N_{design} < 90	93.0 – 97.4 %

1/ Density shall be determined by cores or by correlated, approved thin lift nuclear gauge
2/ 92.0 % when placed as first lift on an unimproved subgrade.

CONSTRUCTION REQUIREMENTS

Leveling Binder. Revise the table and second paragraph of Article 406.05(c) of the Standard Specifications to read:

"Leveling Binder	
Nominal, Compacted, Leveling Binder Thickness, in. (mm)	Mixture Composition
≤ 1 1/4 (32)	IL 4.75, IL-9.5, IL-9.5 FG, or IL-9.5L
> 1 1/4 to 2 (32 to 50)	IL-9.5, IL-9.5FG, IL-9.5L

The density requirements of Article 406.07 (c) shall apply for leveling binder, machine method, when the nominal, compacted thickness is: 3/4 in. (19 mm) or greater for IL-9.5FG and IL 4.75 mixtures and 1 1/4 in. (32 mm) or greater for IL-9.5 and IL-9.5L mixtures."

Compaction. Revise Table 1 in Article 406.07(a) of the Standard Specifications to read:

"TABLE 1 - MINIMUM ROLLER REQUIREMENTS FOR HMA[4/]				
	Breakdown Roller (one of the following)	Intermediate Roller	Final Roller (one or more of the following)	Density Requirement
Level Binder: (When the density requirements of Article 406.05(c) do not apply.)	P [3/]	- -	V_S, P [3/], T_B, T_F, 3W	To the satisfaction of the Engineer.
Level Binder: (When placed at ≤ 1 ¼ (32 mm) and density requirements of Article 406.05 (c) apply.)	V_N,T_B, 3W	P [3/]	V_S, T_B, T_F	As specified in Articles: 1030.05(d)(3), (d)(4), and (d)(7).
Level Binder[1/] >1 ¼ in. (32 mm) Binder and Surface [1/]	V_D, P [3/], T_B, 3W	P [3/]	V_S, T_B, T_F	As specified in Articles: 1030.05(d)(3), (d)(4), and (d)(7).
Bridge Decks [2/]	T_B	- -	T_F	As specified in Articles: 582.05 and 582.06.

1/ If the average delivery at the job site is 85 ton/hr (75 metric ton/hr) or less, any roller combination may be used provided it includes a steel wheeled roller and the required density and smoothness is obtained.

2/ One T_B may be used for both breakdown and final rolling on bridge decks 300 ft (90 m) or less in length, except when the air temperature is less than 60 ºF (15 ºC).

3/ A vibratory roller (V_D) may be used in lieu of the pneumatic-tired roller on mixtures containing polymer modified asphalt binder.

4/ For mixture IL-4.75 a minimum of two T_B and one T_F roller shall be provided. Both the T_B and T_F rollers shall be a minimum of 280 lb/in. (49 N/mm). P and V rollers will not be permitted.

Add the following to EQUIPMENT DEFINITION

V_N - Non-Vertical Impact roller operated in a mode that will provide non-vertical impacts and operate at a speed to produce not less than 10 impacts/ft (30 impacts/m).

Rollers. Add the following to Article 1101.01 of the Standard Specifications:

h) The non-vertical impact roller shall be self-propelled and provide a smooth operation when starting, stopping or reversing directions. Non-vertical impact drum(s) amplitude and frequency shall be approximately the same in each direction and meet the following minimum requirements: drum diameter 48 in. (1200 mm), length of drum 66 in. (1650 mm), unit static force on drum(s) 125 lb/in. (22 N/m), adjustable eccentrics, and reversible eccentrics on non-driven drum(s). The total applied force and the direction it is applied for various combinations of VPM and eccentric positions shall be shown on decals on the roller or on a chart maintained with the roller. The roller shall be equipped with water tanks and sprinkling devices, or other approved methods, which shall be used to wet the drums to prevent material pickup.

Basis of Payment. Add the following two paragraphs after the third paragraph of Article 406.14 of the Standard Specifications:

"Mixture IL-9.5FG will be paid for at the contract unit price per ton (metric ton) for LEVELING BINDER (HAND METHOD), IL-9.5FG, of the Ndesign specified; LEVELING BINDER (MACHINE METHOD), IL-9.5FG, of the Ndesign specified; or HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, of the Ndesign specified.

Mixture IL-9.5FG in which polymer modified asphalt binders are required will be paid for at the contract unit price per ton (metric ton) for POLYMERIZED LEVELING BINDER (HAND METHOD), IL-9.5FG, of the Ndesign specified; POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-9.5FG, of the Ndesign specified; or POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, of the Ndesign specified."

CLASS D PATCHES:

This work shall be done in accordance with Section 442 of the Standard Specifications except as modified herein.

442.08 Class D Patching. Add the following to the end of this Article:

"This item shall commence before and be completed prior to the HOT-MIX ASPHALT SURFACE REMOVAL – VARIABLE DEPTH has been completed.

442.11 Basis of Payment. Revise the second paragraph of this Article to Read:

"This work will be paid for at the contract unit price per square yard for CLASS D PATCHES, of the type and thickness specified."

EXPLORATION TRENCH, SPECIAL:

This work shall consist of constructing a trench for the purpose of verifying clearances and locations of existing private and public utilities and storm sewers. The exploration trench shall be constructed at the locations as directed by the Engineer and in accordance with Article 213.02 of the Standard Specifications, except as modified herein.

The depth of the trench shall be variable, but shall be deep enough to locate all potential conflicts. The width of the trench shall be sufficient to allow proper investigation of the entire trench.

Method of Measurement. This work will be measured for payment per lineal foot of actual trench constructed.

Basis of Payment. This work will be paid for at the contract unit price per foot for EXPLORATION TRENCH, SPECIAL, regardless of depth.

SEEDING, CLASS 1A (SPECIAL):

This work shall be done in accordance with Section 250 of the Standard Specifications except as modified herein.

250.01 Description. Revise this Article to read:

"**250.01 Description.** This work shall consist of preparing the seed bed and placing the seed and other materials required in seeding operations, including fertilizer, in the disturbed areas adjacent to the new curb and gutter, sidewalk and driveways."

250.09 Method of Measurement. Revise Article 250.09 (b) to read:

"(b) SEEDING, CLASS 1A (SPECIAL) will be measured for payment in acre for the areas shown in the plans."

250.10 Basis of Payment. Revise this Article to read:

"**250.10 Basis of Payment.** This work will be paid for at the contract unit price per ACRE for SEEDING, CLASS 1A (SPECIAL)."

AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS:

This work shall consist of furnishing and placing aggregate for use as temporary access in accordance with section 402 of the Standard Specifications, except as modified herein.

Revise Article 402.10 of the Standard Specifications to read:

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

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

(a) Private Entrance. The minimum width shall be 12 ft. The minimum compacted thickness shall be 6 in. The maximum grade shall be eight percent, except as required to match the existing grade.

(b) Commercial Entrance. The minimum width shall be 24 ft. The minimum compacted thickness shall be 9 in. The maximum grade shall be six percent, except as required to match the existing grade.

(c) Road. The minimum width shall be 24 ft. The minimum compacted thickness shall be 9 in. The grade and elevation shall be the same as the removed pavement, except as required to meet the grade of any new pavement constructed.

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

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

402.12 Method of Measurement. Add the following to this article:

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

402.13 Basis of Payment. Revise the second paragraph of this Article to read:

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

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

(a) Upon construction of the temporary access, sixty percent of the contract unit price per each, of the type constructed, will be paid.

(b) Subject to the approval of the Engineer for the adequate maintenance and removal of the temporary access, the remaining forty percent of the pay item will be paid upon the permanent removal of the temporary access".

AREA REFLECTIVE CRACK CONTROL TREATMENT (SPECIAL) and POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) :

This work shall be performed in accordance with of Section 443 of the Standard Specifications, except as modified herein.

443.01 Description. Revise the Article to read:

"**443.01 Description**. This work shall consist of constructing a polymer modified asphalt/pavement reinforcing fabric (area reflective crack control treatment)."

443.02 Materials. Revise the Article to read:

"**443.02 Materials**. Materials shall be according to the following.

Reflective Crack Control System:

The paving fabric shall be Mirafi MPV700 or approved equal, meeting or exceeding the properties of Mirafi MPV700. PG pavement reinforcing pavement fabric shall be manufactured from polypropylene nonwoven staple fiber needle-punched fabrics. Fabric shall be construction to absorb performance graded polymer modified asphalt cement. The fabric shall be a heat treated on one side and shall conform to the following:

Pavement Reinforcing Fabric Property & Standard Test

Mechanical Properties	Test Method	Unit	*Value*
Asphalt Retention[1]	ASTM D 6140	l/m^2 (gal/yd^2)	1.5 (0.30)
Mass/Unit Area	ASTM D 5261 / D 1776	g/m^2 (oz/yd^2)	204 (6.0)
Grab Tensile Strength after Asphalt Saturation[1] @ 50% elongation	ASTM D 4632	Lbs (kN)	150 (.67)
Elongation at Break, % after Asphalt Saturation[1]	ASTM D 4632	%	50

All property value, shall be based on minimum average roll value (MARV) in the weaker principal direction

(1) Modified for PG Grade Asphalts

A Certificate of Compliance for the fabric used on the project shall be furnished to the engineer. The fabric shall be furnished in protective cover capable protecting the fabric form ultraviolet rays, abrasion, and water.

Asphaltic Sealant:

The asphalt tack coat shall meet the requirements of AASTO MP 1 "Standard Specifications for Performance Graded Asphalt Binder." Elastomers shall be added to the base asphalt cement to achieve the performance grade PG 70-26 and shall be styrene-butadiene-styrene, tri-block

copolymer without oil extension added.

443.03 Equipment. Add the following paragraphs to this Article:

"The installer of this polymer modified system must have a minimum of 3 years of experience and have installed a minimum of 1 million square yards of paving fabric.

The asphalt distributor must be suitably metered, computer rate controlled (CRC) and capable of spraying the asphalt cement uniformly and at the prescribed application rate. No drilling or skipping shall be permitted.

A tractor or similar mechanical device with mounted laydown equipment that is capable of handling full rolls of fabric shall be used. The equipment shall be capable of laying the paving fabric smoothly without excessive wrinkles and/or folds.

The Installer shall provide stiff bristle broom to smooth fabric and a blade to cut the paving fabric. A pneumatic-tire roller may be needed in some cases to smooth paving fabric into the asphalt cement."

443.06 Reflective Crack Control System A.

Revise the last sentence of the first paragraph of this Article to read:

"PG modified asphalt spread rates are higher than un modified asphalt therefore the recommended temperature will be increase in the area 325 ºF - 340 ºF."

Revise the second paragraph of this Article to read:

"The paving fabric shall be installed at a minimum distance of 50 feet behind the asphalt tack truck unless the tack coat temperature is close to 325 ºF. In the case of a distributor mounted fabric installation rig the fabric should be at its maximum distance from the fresh oil and at the lowest possible spreading temperature. The paving fabric shall be placed onto the asphalt cement with a minimum of wrinkles before the asphalt can cool or lose its tackiness. The paving fabric shall be placed so that the non-heat treated (bearded or fuzzy) side is placed downward, into the sealant, thus providing optimum bond between fabric and pavement during the construction process. As directed by the Engineer, wrinkles severe enough to cause "folds" shall be slit and laid flat in the direction of paving operations. Brooming the paving fabric will assist it in making intimate contact with the pavement surface."

Add the following paragraph to this Article:

"Fine aggregate shall be readily available for use over the pavement fabric when excessive bleeding of the asphalt is imminent as included in the cost of Area Reflective Crack Control Treatment (Special). Turning of paving equipment and other vehicles on the paving fabric must be kept to a minimum to avoid movement or damage to the fabric. The hot-mix asphalt surface overlay thickness shall be a minimum of 2 inches over fabric."

443.11 Basis of Payment. Revise the Article to read:

"**443.11 Basis of Payment**. This work will be paid for at the contract unit price per square yard for AREA REFLECTIVE CRACK CONTROL TREATMENT (SPECIAL).

The asphalt tack coat will be paid for separately at the contract unit price per gallon for POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)."

HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL:

This work shall be performed in accordance with the applicable portions of Section 440 of the Standard Specifications except as modified herein. This work shall consist of removing hot-mix asphalt from overlaid combination concrete curb and gutter. The hot-mix asphalt shall be removed by a method approved by the engineer to a reasonably smooth finish in such a way that the existing concrete curb and gutter is not broken or harmed in any way.

Basis of Payment. This work will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL.

CURB AND GUTTER REMOVAL AND REPLACEMENT:

This work shall be done in accordance with Sections 440 and 606 of the Standard Specifications and the Detail provided in the Plans, except as modified herein.

440.01 & 606.01 General. Revise the Articles to read:

"This work shall consist of the removal and replacement of existing curb and gutter at the locations shown on the Plans or as determined by the Engineer. The purpose of this work is to replace curb and gutter that is damaged and/or requires replacement to improve the street drainage. The replacement curb and gutter shall match the existing curb and gutter. This work shall include all sawcutting; pavement removal for forming purposes; excavating for and installing a 4-inch CA-11 granular base; backfilling in front of the curb with Class SI Concrete; backfilling behind the curb to the top of the proposed curb with sand or other material approved by the Engineer; dowel bars at construction and expansion joints, and removing the excess backfill behind the proposed curb just prior to parkway restoration work."

440.03 General. Revise the first two paragraphs of this Article to read:

"The Contractor shall form a perpendicular straight joint by full-depth machine sawing at the limits of the curb and gutter removal. Any damage done to the existing curb and gutter to remain in place shall be repaired or removed and replaced by the Contractor at his/her own expense, as determined by the Engineer.

It is the responsibility of the Contractor to determine the thickness of the existing curb and gutter to be removed, and the extent to which they are reinforced. No additional compensation will be allowed because of variations from the assumed thickness(s) or from the thickness(s) shown on the Plans, or for variations in the amount of reinforcement."

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

"A 4-inch thick CA-11 granular subbase shall be placed on compacted subgrade and compacted under the proposed curb and gutter as shown on the detail provided in the Plans.

Removal of the existing pavement will be required in order to install a front face form. The area between the edge of the existing pavement and the face of the new gutter shall be cleaned of all loose material and then filled with Class SI concrete to a minimum 6-inch width, 2½" below the top of the proposed gutter flag. Driveways removed for forming shall be backfilled with an approved granular material as temporary pavement. Concrete driveway aprons shall not be removed for curb and gutter forming purposes unless otherwise determined by the Engineer."

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

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

606.13 Backfill. Revise this Article to read:

"After the concrete has obtained the specified strength or as determined by the Engineer, the space in back of the construction shall be backfilled to the top of the proposed curb with sand or other material approved by the Engineer, and neatly graded to the satisfaction of the Engineer. Excess sand behind the curb shall be removed just prior to parkway restoration work."

606.14 Method of Measurement. Add the following paragraph to the end of this Article:

"The Engineer will measure the curb and gutter as marked for removal and replacement prior to the removal of the existing curb and gutter. The measurement, as marked, will be the final payment quantity and should be verified by the Contractor prior to the removal."

440.08 and 606.15 Basis of Payment. Replace these articles with the following.

"This work will be paid for at the contract unit price per foot for CURB REMOVAL AND REPLACEMENT. The cost of over cutting and filling behind and in front of the curb and gutter shall also be included in this contract unit price.

Removal of excess backfill material before parkway restoration work shall be included in the cost of PARKWAY RESTORATION."

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH:

This work shall be done in accordance with Section 440 of the Standard Specifications except as modified herein.

440.01 Description. Revise this Article to read:

"**440.01 Description.** This work shall consist of the removal and satisfactory disposal of HMA pavement surface, 2 ¼" at curb and variable depth at centerline based on variable cross slope from the edge of pavement."

440.03 General. Add the following paragraph to the end of this Article:

"No additional compensation will be allowed because of variations from the assumed HMA surface thickness or from the HMA surface thickness shown on the Plans."

440.08 Basis of Payment. Revise this Article to read:

"**440.08 Basis of Payment.** This work will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH."

SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID:

This work shall be done in accordance with Section 602 of the Standard Specifications and the Special Provision for SANITARY MANHOLES TO BE ADJUSTED and shall consist of the adjustment of sanitary manholes, removal and disposal of the existing frame, and furnishing and installing a new Type 1, Closed Lid Frame.

The new Type 1 Lid shall have the word "SANITARY" cast into it.

Basis of Payment. This work will be paid for at the contract unit price per each for SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID, which price shall include all of the above.

VALVE BOXES TO BE MOVED:

This work shall include removing and relocating the existing water service box and resetting the vertical adjustment of a cast iron extension for the domestic water service box to the finished elevation or as determined by the Engineer, and shall be done in accordance with Article 565.03 of the Standard Specifications. Sufficient space and length along the extension must be provided in order to freely raise or lower the extension. Extreme care shall be taken to keep the inside of the extension and box completely free of any material which would prevent the opening and closing of the water valve.

Basis of Payment. This work will be paid for at the contract unit price each for VALVE BOXES TO BE MOVED.

TEMPORARY INFORMATION SIGNING:

Effective: November 13, 1996 Revised: January 1, 2012

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

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

	Item	Article
a)	Sign Base (Notes 1 & 2)	1090
b)	Sign Face (Note 3)	1091
c)	Sign Legends	1091.02
d)	Sign Supports	1093
e)	Overlay Panels (Note 4)	1090.02

Note 1: The Contractor may use 5/8-inch (16 mm) instead of 3/4-inch (19 mm) thick plywood.
Note 2: Type A sheeting can be used on the plywood base.
Note 3: All sign faces shall be Type A except all orange signs shall meet the requirements in Article 1106.01
Note 4: The overlay panels shall be 0.08-inch (2 mm) thick.

CONSTRUCTION REQUIREMENTS

Installation. The sign sizes and legend sizes shall be verified by the Contractor prior to fabrication.

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

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

Signs which are placed on overhead bridge structures shall be fastened to the handrail with stainless steel bands. These signs shall rest on the concrete parapet where possible. The Contractor shall furnish mounting details for approval by the Engineer.

Method of Measurement. This work shall be measured for payment in square feet (square meters) edge to edge (horizontally and vertically).

All hardware, posts or skids, supports, bases for ground mounted signs, connections, which are required for mounting these signs will be included as part of this pay item.

Basis of Payment. This work will be paid for at the contract unit price per square foot (square meter) for TEMPORARY INFORMATION SIGNING.

HOT-MIX ASPHALT – REQUIRED FIELD TESTS :

Effective 01/01/11

Revise the first paragraph of Article 1030.05(d)(3) to read as follows:

Required Field Tests. The Contractor shall control the compaction process by testing the mix density at random locations determined by the Engineer in accordance with the QC/QA document, “Determination of Random Density Test Site Locations”, and recording the results on forms approved by the Engineer. The density locations will be disclosed and marked by the Engineer after all compaction efforts have been completed. Locations shall be laid out using a tape measure or an approved measuring wheel. The Contractor shall follow the density testing procedures detailed in the QC/QA document, “Illinois-Modified ASTM D 2950, Standard Test Method for Determination of Density of Bituminous Concrete In-Place by Nuclear Method”.

103005-d3

HMA SURFACE REMOVAL FOR SUBSEQUENT RESURFACING:

Eff. 9/16/2009
Add the following after the first sentence in Article 440.04 of the Standard Specifications:

When the depth extends to the surface of existing concrete pavement, patches, etc., the milling shall leave a rough texture to their surfaces.

Add the following to Article 440.04 of the Standard Specifications:

All milled surfaces shall be cleaned by the use of air jets, water jets, mechanical sweeper, hand brooms, or other approved methods, or as required by the Engineer, until the surface is free of all dust, debris, millings and all loose or foreign matter.

NON-VERTICAL IMPACT ROLLER FOR HOT-MIX ASPHALT:

Eff. October 13, 2011

For all Hot-Mix Asphalt Mixtures placed at a rate exceeding 85 tons per hour (75 metric tons per hour), a Non-Vertical Impact roller may be used as the finish roller. The roller shall meet the requirements outlined below.

The roller shall be capable of operating in a mode that will provide non-vertical impacts and operate at a speed to produce not less than 10 impacts/ft (30 impacts/m). The roller shall be self-propelled and provide a smooth operation when starting, stopping or reversing directions. The non-vertical impact drum(s) amplitude and frequency shall be approximately the same in each direction and meet the following minimum requirements: drum diameter 48 in. (1200 mm), length of drum 66 in. (1650 mm), unit static force on drum(s) 125 lb/in. (22 N/m), adjustable eccentrics, and reversible eccentrics on non-driven drum(s). The total applied force and the direction it is applied for various combinations of VPM and eccentric positions shall be shown on decals on the vibrating roller or on a chart maintained with the roller. The roller shall be equipped with water tanks and sprinkling devices, or other approved methods, which shall be used to wet the drums to prevent material pickup.

This work will not be measured for payment or paid for separately, but shall be considered as included in the price per ton (metric ton) or square yard (square meter) of the various items of HOT-MIX ASPHALT, of the mixture and Ndesign (if applicable) specified.

Non-vertical roller

PNEUMATIC-TIRED ROLLER FOR HOT-MIX ASPHALT:

Eff. 10-01-1998
Rev. 09-01-2006

For all Hot-Mix Asphalt Mixtures placed at a rate exceeding 85 tons per hour (75 metric tons per hour), a pneumatic-tired roller will be required as the intermediate roller. This roller shall meet the requirements of Table 1 of Article 406.07 of the Standard Specifications. This provision shall hold over any other requirements included elsewhere in the contract.

This work will not be measured for payment or paid for separately, but shall be considered as included in the price per ton (metric ton) or square yard (square meter) of the various items of HOT-MIX ASPHALT, of the mixture and Ndesign (if applicable) specified.

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES:

The Contractor shall comply with Section 669 of the Standard Specifications and regulations of 35 Ill. Adm. Code 1100 as amended by the Illinois Pollution Control Board for Clean Construction or Demolition Debris (CCDD) as included in the cost of the items of work for which this applies.

The owner will not be providing Source Site Certification (IEPA Form LPC-662) or Uncontaminated Soil Certification (IEPA Form LPC-663).

The Contractor shall provide soil testing and professional engineering services as necessary for disposal of material which include the following:

(1) Certify, pursuant to 35 Ill. Adm. Code 1100.205(a)(1)(B), the soil to be disposed is uncontaminated and within pH range of 6.25 and 9.0.

(2) Complete and certify Uncontaminated Soil Certification Form (IEPA LPC-663) by Licensed Professional Engineer or Licensed Professional Geologist.

(3) Provide additional analytical soil testing results and reports as required by the Contractor's soil disposal site and/or the Engineer.

The Engineer shall be provided with copies of all test results and certifications including Uncontaminated Soil Certification Form (IEPA LPC-663).

Based on a preliminary screening of the area, the following information has been found at the project site:

1) The project site, to the owner's knowledge, has not been used for commercial or industrial purposes.

It is anticipated that any uncontaminated soil and material to be removed may be taken to a State of Illinois permitted CCDD fill site, registered Uncontaminated Soil Fill Operation (USFO), or other approved location. Any certifications or testing required by the Contractor's disposal site shall be completed by the Contractor as included in the cost for SOIL DISPOSAL ANALYSIS (SPECIAL).

Photoionization detector (PID) or flame Ionization detector (FID) readings are not acceptable results for determining classification of the excavated material. Should a disposal site reject any load due to a detector reading, the Contractor shall notify the engineer, transport the load to an appropriate site, and quarantine the excavated material. Analytical testing shall then be performed in accordance with Article 669.08 of the Standard Specifications. Testing shall only be completed for suspected contaminants based on the property's land use history. No additional payment will be made to the Contractor for testing material rejected due to PID or FID readings.

If testing concludes that the material is uncontaminated, the item shall be removed and disposed of in accordance with the appropriate pay item for removal. If testing concludes that the material is classified as non-special waste, the Contractor shall coordinate with the Engineer to reuse and distribute the material in an approved manner on site at no additional cost. If on-site reuse is not feasible, disposal and removal shall be paid for according to Article 109.04 of the Standard Specifications.

669.16 Basis of Payment.

Delete paragraph four and add the following to the end of the ninth paragraph:

"This work and all analysis for the project will be paid for at the contract lump sum price for SOIL DISPOSAL ANALYSIS (SPECIAL) including any requirements for special waste plans and reports for the preparation, administration, and execution of the Site Safety and Health Plan, Site Contamination Operation Plan, Erosion Control Plan, and reports. Payment shall be made for this item after submittal of final test results, plans and reports, and delivery receipts from approved CCDD or non-special waste disposal sites."

BDE SPECIAL PROVISIONS
For the August 3 and September 21, 2018 Lettings

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

	File Name	#		Special Provision Title	Effective	Revised
	80099	1		Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
	80382	2		Adjusting Frames and Grates	April 1, 2017	
	80274	3		Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
	80192	4		Automated Flagger Assistance Device	Jan. 1, 2008	
	80173	5		Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80241	6		Bridge Demolition Debris	July 1, 2009	
	5026I	7		Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5048I	8		Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5049I	9		Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5053I	10		Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
	80366	11	✓	Butt Joints	July 1, 2016	
	80386	12		Calcium Aluminate Cement for Class PP-5 Concrete Patching	Nov. 1, 2017	
	80396	13		Class A and B Patching	Jan. 1, 2018	
	80384	14	✓	Compensable Delay Costs	June 2, 2017	
	80198	15		Completion Date (via calendar days)	April 1, 2008	
	80199	16		Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80293	17		Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
	80311	18		Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
	80277	19		Concrete Mix Design – Department Provided	Jan. 1, 2012	April 1, 2016
	80261	20	✓	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
	80387	21		Contrast Preformed Plastic Pavement Marking	Nov. 1, 2017	
*	80029	22		Disadvantaged Business Enterprise Participation	Sept. 1, 2000	April 2, 2018
	80378	23		Dowel Bar Inserter	Jan. 1, 2017	Jan. 1, 2018
	80388	24	✓	Equipment Parking and Storage	Nov. 1, 2017	
	80229	25		Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80304	26		Grooving for Recessed Pavement Markings	Nov. 1, 2012	Nov. 1, 2017
*	80246	27	✓	Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	Aug. 1, 2018
*	80398	28		Hot-Mix Asphalt – Longitudinal Joint Sealant	Aug. 1, 2018	
*	80399	29		Hot-Mix Asphalt – Oscillatory Roller	Aug. 1, 2018	
*	80347	30		Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	Aug. 1, 2018
	80383	31		Hot-Mix Asphalt – Quality Control for Performance	April 1, 2017	Nov. 1, 2017
	80376	32	✓	Hot-Mix Asphalt – Tack Coat	Nov. 1, 2016	
	80392	33	✓	Lights on Barricades	Jan. 1, 2018	
	80336	34		Longitudinal Joint and Crack Patching	April 1, 2014	April 1, 2016
*	80393	35	✓	Manholes, Valve Vaults, and Flat Slab Tops	Jan. 1, 2018	March 2, 2018
*	80400	36		Mast Arm Assembly and Pole	Aug. 1, 2018	
	80045	37		Material Transfer Device	June 15, 1999	Aug. 1, 2014
	80394	38		Metal Flared End Section for Pipe Culverts	Jan. 1, 2018	April 1, 2018
	80165	39		Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
	80349	40		Pavement Marking Blackout Tape	Nov. 1, 2014	April 1, 2016
	80371	41		Pavement Marking Removal	July 1, 2016	
	80390	42	✓	Payments to Subcontractors	Nov. 2, 2017	
	80377	43		Portable Changeable Message Signs	Nov. 1, 2016	April 1, 2017
	80389	44	✓	Portland Cement Concrete	Nov. 1, 2017	
	80359	45		Portland Cement Concrete Bridge Deck Curing	April 1, 2015	Nov. 1, 2017
*	80401	46		Portland Cement Concrete Pavement Connector for Bridge Approach	Aug. 1, 2018	

	File Name	#		Special Provision Title	Effective	Revised
				Slab		
	80385	47	✓	Portland Cement Concrete Sidewalk	Aug. 1, 2017	
	80300	48		Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
	80328	49	✓	Progress Payments	Nov. 2, 2013	
	3426I	50		Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
	80157	51		Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
	80306	52		Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	Jan. 1, 2018
	80395	53		Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018	
	80340	54		Speed Display Trailer	April 2, 2014	Jan. 1, 2017
	80127	55		Steel Cost Adjustment	April 2, 2004	Aug. 1, 2017
*	80397	56		Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	57	✓	Subcontractor Mobilization Payments	Nov. 2, 2017	
	80317	58		Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	April 1, 2016
	80298	59		Temporary Pavement Marking (NOTE: This special provision was previously named *"Pavement Marking Tape Type IV"*.)	April 1, 2012	April 1, 2017
	20338	60		Training Special Provisions	Oct. 15, 1975	
	80318	61		Traversable Pipe Grate for Concrete End Sections (NOTE: This special provision was previously named "*Traversable Pipe Grate*".)	Jan. 1, 2013	Jan. 1, 2018
	80288	62	✓	Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
	80302	63	✓	Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
	80071	64	✓	Working Days	Jan. 1, 2002	

The following special provisions are in the 2018 Supplemental Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location	Effective	Revised
80368	Light Tower	Article 1069.08	July 1, 2016	
80369	Mast Arm Assembly and Pole	Article 1077.03(a)(1)	July 1, 2016	
80338	Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	Recurring CS #35	April 1, 2014	April 1, 2016
80379	Steel Plate Beam Guardrail	Articles 630.02, 630.05, 630.06, and 630.08	Jan. 1, 2017	
80381	Traffic Barrier Terminal, Type 1 Special	Article 631.04	Jan. 1, 2017	
80380	Tubular Markers	Articles 701.03, 701.15, 701.18, and 1106.02	Jan. 1, 2017	

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

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

BUTT JOINTS (BDE)

Effective: July 1, 2016

Add the following to Article 406.08 of the Standard Specifications.

"(c) Temporary Plastic Ramps. Temporary plastic ramps shall be made of high density polyethylene meeting the properties listed below. Temporary plastic ramps shall only be used on roadways with permanent posted speeds of 55 mph or less. The ramps shall have a minimum taper rate of 1:30 (V:H). The leading edge of the plastic ramp shall have a maximum thickness of 1/4 in. (6 mm) and the trailing edge shall match the height of the adjacent pavement ± 1/4 in. (± 6 mm).

The ramp will be accepted by certification. The Contractor shall furnish a certification from the manufacturer stating the temporary plastic ramp meets the following requirements.

Physical Property	Test Method	Requirement
Melt Index	ASTM D 1238	8.2 g/10 minutes
Density	ASTM D 1505	0.965 g/cc
Tensile Strength @ Break	ASTM D 638	2223 psi (15 MPa)
Tensile Strength @ Yield	ASTM D 638	4110 psi (28 MPa)
Elongation @ Yield [1/], percent	ASTM D 638	7.3 min.
Durometer Hardness, Shore D	ASTM D 2240	65
Heat Deflection Temperature, 66 psi	ASTM D 648	176 ºF (80 ºC)
Low Temperature Brittleness, F_{50}	ASTM D 746	<-105 ºF (<-76 ºC)

1/ Crosshead speed -2 in./minute

The temporary plastic ramps shall be installed according to the manufacturer's specifications and fastened with anchors meeting the manufacturer's recommendations. Temporary plastic ramps that fail to stay in place or create a traffic hazard shall be replaced immediately with temporary HMA ramps at the Contractor's expense."

80366

COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017

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 working day contracts the payment will be made according to Article 109.04. For completion date contracts, an adjustment will be determined as follows.

Extended Traffic Control occurs between April 1 and November 30:

ETCP Adjustment ($) = TE x (%/100 x CUP / OCT)

Extended Traffic Control occurs between December 1 and March 31:

ETCP Adjustment ($) = TE x 1.5 (%/100 x CUP / OCT)

Where: TE = Duration of approved time extension in calendar days.
% = Percent maintenance for the traffic control, % (see table below).
CUP = Contract unit price for the traffic control pay item in place during the delay.
OCT = Original contract time in calendar days.

Original Contract Amount	Percent Maintenance
Up to $2,000,000	65%
$2,000,000 to $10,000,000	75%
$10,000,000 to $20,000,000	85%
Over $20,000,000	90%

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

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

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010
Revised: November 1, 2014

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

Contractor and subcontractor diesel powered off-road equipment assigned to the contract shall be retrofitted using the phased in approach shown below. Equipment that is of a model year older than the year given for that equipment's respective horsepower range shall be retrofitted:

Effective Dates	Horsepower Range	Model Year
June 1, 2010 [1/]	600-749	2002
	750 and up	2006
June 1, 2011 [2/]	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006
June 1, 2012 [2/]	50-99	2004
	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006

1/ Effective dates apply to Contractor diesel powered off-road equipment assigned to the contract.

2/ Effective dates apply to Contractor and subcontractor diesel powered off-road equipment assigned to the contract.

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

a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (http://www.epa.gov/cleandiesel/verification/verif-list.htm), or verified by the California Air Resources Board (CARB) (http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm); or

b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit

device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

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

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

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

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

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

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

Diesel Retrofit Deficiency Deduction

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

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

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected.

Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.

80261

EQUIPMENT PARKING AND STORAGE (BDE)

Effective: November 1, 2017

Replace the first paragraph of Article 701.11 of the Standard Specifications with the following.

"**701.11 Equipment Parking and Storage.** During working hours, all vehicles and/or nonoperating equipment which are parked, two hours or less, shall be parked at least 8 ft (2.5 m) from the open traffic lane. For other periods of time during working and for all nonworking hours, all vehicles, materials, and equipment shall be parked or stored as follows.

(a) When the project has adequate right-of-way, vehicles, materials, and equipment shall be located a minimum of 30 ft (9 m) from the pavement.

(b) When adequate right-of-way does not exist, vehicles, materials, and equipment shall be located a minimum of 15 ft (4.5 m) from the edge of any pavement open to traffic.

(c) Behind temporary concrete barrier, vehicles, materials, and equipment shall be located a minimum of 24 in. (600 mm) behind free standing barrier or a minimum of 6 in. (150 mm) behind barrier that is either pinned or restrained according to Article 704.04. The 24 in. or 6 in. measurement shall be from the base of the non-traffic side of the barrier.

(d) Behind other man-made or natural barriers meeting the approval of the Engineer."

80388

HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)

Effective: January 1, 2010
Revised: August 1, 2018

Description. This work shall consist of testing the density of longitudinal joints as part of the quality control/quality assurance (QC/QA) of hot-mix asphalt (HMA). Work shall be according to Section 1030 of the Standard Specifications except as follows.

Quality Control/Quality Assurance (QC/QA). Delete the second and third sentence of the third paragraph of Article 1030.05(d)(3) of the Standard Specifications.

Add the following paragraphs to the end of Article 1030.05(d)(3) of the Standard Specifications:

"Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 4 in. (100 mm), from each pavement edge. (i.e. for a 5 in. (125 mm) lift the near edge of the density gauge or core barrel shall be within 5 in. (125 mm) from the edge of pavement.) Longitudinal joint density testing shall be performed using either a correlated nuclear gauge or cores.

a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.

b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced 10 ft (3 m) apart longitudinally along the unconfined pavement edge and centered at the random density test location.

When a longitudinal joint sealant (LJS) is applied, longitudinal joint density testing will not be required on the joint(s) sealed."

Revise the Density Control Limits table in Article 1030.05(d)(4) of the Standard Specifications to read:

"Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density Minimum
IL-4.75	Ndesign = 50	93.0 – 97.4% [1/]	91.0%
IL-9.5	Ndesign = 90	92.0 – 96.0%	90.0%
IL-9.5,IL-9.5L	Ndesign < 90	92.5 – 97.4%	90.0%
IL-19.0	Ndesign = 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L	Ndesign < 90	93.0 [2/]– 97.4%	90.0%

SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%”

80246

HOT-MIX ASPHALT – TACK COAT (BDE)

Effective: November 1, 2016

Revise Article 1032.06(a) of the Standard Specifications to read:

"(a) Anionic Emulsified Asphalt. Anionic emulsified asphalts shall be according to AASHTO M 140. SS-1h emulsions used as a tack coat shall have the cement mixing test waived."

80376

LIGHTS ON BARRICADES (BDE)

Effective: January 1, 2018

Revise Article 701.16 of the Standard Specifications to read:

"**701.16 Lights.** Lights shall be used on devices as required in the plans, the traffic control plan, and the following table.

Circumstance	Lights Required
Daylight operations	None
First two warning signs on each approach to the work involving a nighttime lane closure and "ROUGH GROOVED SURFACE" (W8-I107) signs	Flashing mono-directional lights
Devices delineating isolated obstacles, excavations, or hazards at night (Does not apply to patching)	Flashing bi-directional lights
Devices delineating obstacles, excavations, or hazards exceeding 100 ft (30 m) in length at night (Does not apply to widening)	Steady burn bi-directional lights
Channelizing devices for nighttime lane closures on two-lane roads	None
Channelizing devices for nighttime lane closures on multi-lane roads	None
Channelizing devices for nighttime lane closures on multi-lane roads separating opposing directions of traffic	None
Channelizing devices for nighttime along lane shifts on multilane roads	Steady burn mono-directional lights
Channelizing devices for night time along lane shifts on two lane roads	Steady burn bi-directional lights
Devices in nighttime lane closure tapers on Standards 701316 and 701321	Steady burn bi-directional lights
Devices in nighttime lane closure tapers	Steady burn mono-directional lights
Devices delineating a widening trench	None
Devices delineating patches at night on roadways with an ADT less than 25,000	None
Devices delineating patches at night on roadways with an ADT of 25,000 or more	None

Batteries for the lights shall be replaced on a group basis at such times as may be specified by the Engineer."

Delete the fourth sentence of the first paragraph of Article 701.17(c)(2) of the Standard Specifications.

Revise the first paragraph of Article 603.07 of the Standard Specifications to read:

"**603.07 Protection Under Traffic.** After the casting has been adjusted and Class SI concrete has been placed, the work shall be protected by a barricade for at least 72 hours."

80392

MANHOLES, VALVE VAULTS, AND FLAT SLAB TOPS (BDE)

Effective: January 1, 2018
Revised: March 2, 2018

Description. Manholes, valve vaults, and flat slab tops manufactured according to the current or previous Highway Standards listed below will be accepted on this contract:

Product	Current Standard	Previous Standard
Precast Manhole Type A, 4' (1.22 m) Diameter	602401-04	602401-03
Precast Manhole Type A, 5' (1.52 m) Diameter	602402	602401-03
Precast Manhole Type A, 6' (1.83 m) Diameter	602406-08	602406-07
Precast Manhole Type A, 7' (2.13 m) Diameter	602411-06	602411-05
Precast Manhole Type A, 8' (2.44 m) Diameter	602416-06	602416-05
Precast Manhole Type A, 9' (2.74 m) Diameter	602421-06	602421-05
Precast Manhole Type A, 10' (3.05 m) Diameter	602426	n/a
Precast Valve Vault Type A, 4' (1.22 m) Diameter	602501-03	602501-02
Precast Valve Vault Type A, 5' (1.52 m) Diameter	602506	602501-02
Precast Reinforced Concrete Flat Slab Top	602601-05	602601-04

When manufacturing to the current standards, the following revisions to the Standard Specifications shall apply:

Revise Article 602.02(g) of the Standard Specifications to read:

"(g) Structural Steel (Note 4) 1006.04

Note 4. All components of the manhole joint splice shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable."

Add the following to Article 602.02 of the Standard Specifications:

"(s) Anchor Bolts and Rods (Note 5) 1006.09

Note 5. The threaded rods for the manhole joint splice shall be according to the requirements of ASTM F 1554, Grade 55, (Grade 380)."

Add the following paragraph after the first paragraph of Article 602.07 of the Standard Specifications:

"Threaded rods connecting precast sections shall be brought to a snug tight condition."

Revise the second paragraph of Article 1042.10 of the Standard Specifications to read:

"Catch basin Types A, B, C, and D; Manhole Type A; Inlet Types A and B; Drainage Structures Types 1, 2, 3, 4, 5, and 6; Valve Vault Type A; and reinforced concrete flat slab top

(Highway Standard 602601) shall be according to AASHTO M 199 (M 199M), except the minimum wall thickness shall be 3 in. (75 mm). Additionally, catch basins, inlets, and drainage structures shall have a minimum concrete compressive strength of 4500 psi (31,000 kPa) at 28 days and manholes, valve vaults, and reinforced concrete flat slab tops shall have a minimum concrete compressive strength of 5000 psi (34,500 kPa) at 28 days."

80393

PAYMENTS TO SUBCONTRACTORS (BDE)

Effective: November 2, 2017

Add the following to the end of the fourth paragraph of Article 109.11 of the Standard Specifications:

"If reasonable cause is asserted, written notice shall be provided to the applicable subcontractor and/or material supplier and the Engineer within five days of the Contractor receiving payment. The written notice shall identify the contract number, the subcontract or material purchase agreement, a detailed reason for refusal, the value of payment being withheld, and the specific remedial actions required of the subcontractor and/or material supplier so that payment can be made."

80390

PORTLAND CEMENT CONCRETE (BDE)

Effective: November 1, 2017

Revise the Air Content % of Class PP Concrete in Table 1 Classes of Concrete and Mix Design Criteria in Article 1020.04 of the Standard Specifications to read:

"TABLE 1. CLASSES OF CONCRETE AND MIX DESIGN CRITERIA		
Class of Conc.	Use	Air Content %
PP	Pavement Patching Bridge Deck Patching (10)	
	PP-1	4.0 - 8.0"
	PP-2	
	PP-3	
	PP-4	
	PP-5	

Revise Note (4) at the end of Table 1 Classes of Concrete and Mix Design Criteria in Article 1020.04 of the Standard Specifications to read:

"(4) For all classes of concrete, the maximum slump may be increased to 7 in (175 mm) when a high range water-reducing admixture is used. For Class SC, the maximum slump may be increased to 8 in. (200 mm). For Class PS, the maximum slump may be increased to 8 1/2 in. (215 mm) if the high range water-reducing admixture is the polycarboxylate type."

80389

PORTLAND CEMENT CONCRETE SIDEWALK (BDE)

Effective: August 1, 2017

Revise the first paragraph of Article 424.12 of the Standard Specifications to read:

"**424.12 Method of Measurement.** This work will be measured for payment in place and the area computed in square feet (square meters). Curb ramps, including side curbs and side flares, will be measured for payment as sidewalk. No deduction will be made for detectable warnings located within the ramp."

80385

PROGRESS PAYMENTS (BDE)

Effective: November 2, 2013

Revise Article 109.07(a) of the Standard Specifications to read:

"(a) Progress Payments. At least once each month, the Engineer will make a written estimate of the quantity of work performed in accordance with the contract, and the value thereof at the contract unit prices. The amount of the estimate approved as due for payment will be vouchered by the Department and presented to the State Comptroller for payment. No amount less than $1000.00 will be approved for payment other than the final payment.

Progress payments may be reduced by liens filed pursuant to Section 23(c) of the Mechanics' Lien Act, 770 ILCS 60/23(c).

If a Contractor or subcontractor has defaulted on a loan issued under the Department's Disadvantaged Business Revolving Loan Program (20 ILCS 2705/2705-610), progress payments may be reduced pursuant to the terms of that loan agreement. In such cases, the amount of the estimate related to the work performed by the Contractor or subcontractor, in default of the loan agreement, will be offset, in whole or in part, and vouchered by the Department to the Working Capital Revolving Fund or designated escrow account. Payment for the work shall be considered as issued and received by the Contractor or subcontractor on the date of the offset voucher. Further, the amount of the offset voucher shall be a credit against the Department's obligation to pay the Contractor, the Contractor's obligation to pay the subcontractor, and the Contractor's or subcontractor's total loan indebtedness to the Department. The offset shall continue until such time as the entire loan indebtedness is satisfied. The Department will notify the Contractor and Fund Control Agent in a timely manner of such offset. The Contractor or subcontractor shall not be entitled to additional payment in consideration of the offset.

The failure to perform any requirement, obligation, or term of the contract by the Contractor shall be reason for withholding any progress payments until the Department determines that compliance has been achieved."

80328

SUBCONTRACTOR MOBILILATION PAYMENTS (BDE)

Effective: November 2, 2017

Replace the second paragraph of Article 109.12 of the Standard Specifications with the following:

"This mobilization payment shall be made at least 14 days prior to the subcontractor starting work. The amount paid shall be at the following percentage of the amount of the subcontract reported on form BC 260A submitted for the approval of the subcontractor's work.

Value of Subcontract Reported on Form BC 260A	Mobilization Percentage
Less than $10,000	25%
$10,000 to less than $20,000	20%
$20,000 to less than $40,000	18%
$40,000 to less than $60,000	16%
$60,000 to less than $80,000	14%
$80,000 to less than $100,000	12%
$100,000 to less than $250,000	10%
$250,000 to less than $500,000	9%
$500,000 to $750,000	8%
Over $750,000	7%"

80391

WARM MIX ASPHALT (BDE)

Effective: January 1, 2012
Revised: April 1, 2016

Description. This work shall consist of designing, producing and constructing Warm Mix Asphalt (WMA) in lieu of Hot Mix Asphalt (HMA) at the Contractor's option. Work shall be according to Sections 406, 407, 408, 1030, and 1102 of the Standard Specifications, except as modified herein. In addition, any references to HMA in the Standard Specifications, or the special provisions shall be construed to include WMA.

WMA is an asphalt mixture which can be produced at temperatures lower than allowed for HMA utilizing approved WMA technologies. WMA technologies are defined as the use of additives or processes which allow a reduction in the temperatures at which HMA mixes are produced and placed. WMA is produced by the use of additives, a water foaming process, or combination of both. Additives include minerals, chemicals or organics incorporated into the asphalt binder stream in a dedicated delivery system. The process of foaming injects water into the asphalt binder stream, just prior to incorporation of the asphalt binder with the aggregate.

Approved WMA technologies may also be used in HMA provided all the requirements specified herein, with the exception of temperature, are met. However, asphalt mixtures produced at temperatures in excess of 275 °F (135 °C) will not be considered WMA when determining the grade reduction of the virgin asphalt binder grade.

Equipment.

Revise the first paragraph of Article 1102.01 of the Standard Specifications to read:

"**1102.01 Hot-Mix Asphalt Plant.** The hot-mix asphalt (HMA) plant shall be the batch-type, continuous-type, or dryer drum plant. The plants shall be evaluated for prequalification rating and approval to produce HMA according to the current Bureau of Materials and Physical Research Policy Memorandum, "Approval of Hot-Mix Asphalt Plants and Equipment". Once approved, the Contractor shall notify the Bureau of Materials and Physical Research to obtain approval of all plant modifications. The plants shall not be used to produce mixtures concurrently for more than one project or for private work unless permission is granted in writing by the Engineer. The plant units shall be so designed, coordinated and operated that they will function properly and produce HMA having uniform temperatures and compositions within the tolerances specified. The plant units shall meet the following requirements."

Add the following to Article 1102.01(a) of the Standard Specifications.

"(11) Equipment for Warm Mix Technologies.

a. Foaming. Metering equipment for foamed asphalt shall have an accuracy of ± 2 percent of the actual water metered. The foaming control system shall be electronically interfaced with the asphalt binder meter.

b. Additives. Additives shall be introduced into the plant according to the supplier's recommendations and shall be approved by the Engineer. The system for introducing the WMA additive shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes."

Mix Design Verification.

Add the following to Article 1030.04 of the Standard Specifications.

"(e) Warm Mix Technologies.

(1) Foaming. WMA mix design verification will not be required when foaming technology is used alone (without WMA additives). However, the foaming technology shall only be used on HMA designs previously approved by the Department.

(2) Additives. WMA mix designs utilizing additives shall be submitted to the Engineer for mix design verification."

Construction Requirements.

Revise the second paragraph of Article 406.06(b)(1) of the Standard Specifications to read:

"The HMA shall be delivered at a temperature of 250 to 350 °F (120 to 175 °C). WMA shall be delivered at a minimum temperature of 215 °F (102 °C)."

Basis of Payment.

This work will be paid at the contract unit price bid for the HMA pay items involved. Anti-strip will not be paid for separately, but shall be considered as included in the cost of the work.

80288

WEEKLY DBE TRUCKING REPORTS (BDE)

Effective: June 2, 2012
Revised: April 2, 2015

The Contractor shall submit a weekly report of Disadvantaged Business Enterprise (DBE) trucks hired by the Contractor or subcontractors (i.e. not owned by the Contractor or subcontractors) that are used for DBE goal credit.

The report shall be submitted to the Engineer on Department form "SBE 723" within ten business days following the reporting period. The reporting period shall be Monday through Sunday for each week reportable trucking activities occur.

Any costs associated with providing weekly DBE trucking reports shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed.

80302

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within 55 working days.

80071

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:

Village of Rantoul (Owner)

Baxter and Woodman, Inc (Engineer)

Engineer's Sub-Consultants

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 & Streets

SPECIAL PROVISION FOR SELECTION OF LABOR

Effective: August 1, 2010

The Contractor shall comply with all Illinois statutes pertaining to the selection of labor.

Employment of Illinois Workers During Periods of Excessive Unemployment. Whenever there is a period of excessive unemployment in Illinois, which is defined herein as any month immediately following two consecutive calendar months during which the level of unemployment in the State of Illinois has exceeded five percent as measured by the United States Bureau of Labor Statistics in its monthly publication of employment and unemployment figures, the Contractor shall employ at least 90% Illinois laborers. “Illinois laborer” means any person who has resided in Illinois for at least 30 days and intends to become or remain an Illinois resident.

Other laborers may be used when Illinois laborers as defined herein are not available, or are incapable of performing the particular type of work involved, if so certified by the Contractor and approved by the Engineer. The Contractor may place no more than three of his regularly employed non-resident executive and technical experts, who do not qualify as Illinois laborers, to do work encompassed by this Contract during a period of excessive unemployment.

This provision applies to all labor, whether skilled, semi-skilled or unskilled, whether manual or non-manual.

Illinois Department of Transportation

Storm Water Pollution Prevention Plan

Route	Marked Route	Section
Willow Pond Road		
Project Number	**County**	**Contract Number**
	Champaign	

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

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

Print Name	Title	Agency
Gregory Hazel, P.E.	Director of Public Works	Village of Rantoul
Signature		**Date**
A Gregory Hazel		May 4, 2018

I. Site Description

A. Provide a description of the project location (include latitude and longitude):

Project is located on Willow Pond Road from 300 feet north of Birdie Drive to Golfview Road in the Village of Rantoul, Champaign County, Illinois. Latitude 40 degrees 18 minutes; Longitude 88 degrees 9 minutes

B. Provide a description of the construction activity which is subject of this plan:

Storm Sewer Excavation, Strip Topsoil, Roadway Excavation, Roadway Reconstruction Excavation, Roadway removal excavation and Parkway Restoration

C. Provide the estimated duration of this project:

3 months

D. The total area of the construction site is estimated to be 2.2 acres.

The total area of the site estimated to be disturbed by excavation, grading or other activities is 2.1 acres.

E. The following is a weighted average of the runoff coefficient for this project after construction activities are completed:

0.38

F. List all soils found within project boundaries. Include map unit name, slope information and erosivity:

Drummer silty clay loam, 0 to 2% slopes; Raub silt loam, 0 to 2% slopes, moderately erosive at these slopes.

G. Provide an aerial extent of wetland acreage at the site:

See attached Wetlands Mapper map. No wetlands in the vicinity

H. Provide a description of potentially erosive areas associated with this project:

Excavations and parkways

I. The following is a description of soil disturbing activities by stages, their locations, and their erosive factors (e.g. steepness of slopes, length of scopes, etc.):

After stripping topsoil, adding erosion and sedimentation control measures and beginning excavations, exposed clay materials will be susceptible to erosion from storm events. The project drains to the mainline storm sewer system.

J. See the erosion control plans and/or drainage plans for this contract for information regarding drainage patterns, approximate slopes anticipated before and after major grading activities, locations where vehicles enter or exit the site and controls to prevent off site sediment tracking (to be added after contractor identifies locations), areas of soil disturbance, the location of major structural and non-structural controls identified in the plan, the location of areas where stabilization practices are expected to occur, surface waters (including wetlands) and locations where storm water is discharged to surface water including wetlands.

K. Identify who owns the drainage system (municipality or agency) this project will drain into:

Village of Rantoul owns the storm sewer that drains Willow Pond Road.

L. The following is a list of General NPDES ILR40 permittees within whose reporting jurisdiction this project is located.

Village of Rantoul

M. The following is a list of receiving water(s) and the ultimate receiving water(s) for this site. The location of the receiving waters can be found on the erosion and sediment control plans:

Village of Rantoul storm sewer system along Willow Pond Road.

N. Describe areas of the site that are to be protected or remain undisturbed. These areas may include steep slopes, highly erodible soils, streams, stream buffers, specimen trees, natural vegetation, nature preserves, etc.

The mainline of Willow Pond Road will not be disturbed.

O. The following sensitive environmental resources are associated with this project, and may have the potential to be impacted by the proposed development:

- ☐ Floodplain
- ☐ Wetland Riparian
- ☐ Threatened and Endangered Species
- ☐ Historic Preservation
- ☐ 303(d) Listed receiving waters for suspended solids, turbidity, or siltation
- ☐ Receiving waters with Total Maximum Daily Load (TMDL) for sediment, total suspended solids, turbidity, or siltation
- ☐ Applicable Federal, Tribal, State or Local Programs
- ☐ Other

1. 303(d) Listed receiving waters (fill out this section if checked above):

   a. The name(s) of the listed water body, and identification of all pollutants causing impairment:

   b. Provide a description of how erosion and sediment control practices will prevent a discharge of sediment resulting from a storm event equal to or greater than a twenty-five (25) year, twenty-four (24) hour rainfall event:

   c. Provide a description of the location(s) of direct discharge from the project site to the 303(d) water body:

   d. Provide a description of the location(s) of any dewatering discharges to the MS4 and/or water body:

2. TMDL (fill out this section if checked above)

   a. The name(s) of the listed water body:

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

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

P. The following pollutants of concern will be associated with this construction project:

☒ Soil Sediment	☐ Petroleum (gas, diesel, oil, kerosene, hydraulic oil / fluids)
☒ Concrete	☐ Antifreeze / Coolants
☒ Concrete Truck waste	☒ Waste water from cleaning construction equipment
☒ Concrete Curing Compounds	☐ Other (specify) _____
☐ Solid waste Debris	☐ Other (specify) _____
☐ Paints	☐ Other (specify) _____
☐ Solvents	☐ Other (specify) _____
☒ Fertilizers / Pesticides	☐ Other (specify) _____

II. Controls

This section of the plan addresses the controls that will be implemented for each of the major construction activities described in I.C. above and for all use areas, borrow sites, and waste sites. For each measure discussed, the Contractor will be responsible for its implementation as indicated. The Contractor shall provide to the Resident Engineer a plan for the implementation of the measures indicated. The Contractor and subcontractors, will notify the Resident Engineer of any proposed changes, maintenance, or modifications to keep construction activities compliant with the Permit ILR10. Each such Contractor has signed the required certification on forms which are attached to, and are a part of, this plan:

A. **Erosion and Sediment Controls:** At a minimum, controls must be coordinated, installed, and maintained to:
   1. Minimize the amount of soil exposed during construction activity;
   2. Minimize the disturbance of steep slopes;
   3. Maintain natural buffers around surface waters, direct storm water to vegetated areas to increase sediment removal and maximize storm water infiltration, unless infeasible;
   4. Minimize soil compaction and, unless infeasible, preserve topsoil.

B. **Stabilization Practices:** Provided below is a description of interim and permanent stabilization practices, including site- specific scheduling of the implementation of the practices. Site plans will ensure that existing vegetation is preserved where attainable and disturbed portions of the site will be stabilized. Stabilization practices may include but are not limited to: temporary seeding, permanent seeding, mulching, geotextiles, sodding, vegetative buffer strips, protection of trees, preservation of mature vegetation, and other appropriate measures. Except as provided below in II(B)(1) and II(B)(2), stabilization measures shall be initiated **immediately** where construction activities have temporarily or permanently ceased, but in no case more than **one (1) day** after the construction activity in that portion of the site has temporarily or permanently ceases on all disturbed portions of the site where construction will not occur for a period of fourteen (14) or more calendar days.

   1. Where the initiation of stabilization measures is precluded by snow cover, stabilization measures shall be initiated as soon as practicable.
   2. On areas where construction activity has temporarily ceased and will resume after fourteen (14) days, a temporary stabilization method can be used.

   The following stabilization practices will be used for this project:

   ☒ Preservation of Mature Vegetation ☒ Erosion Control Blanket / Mulching

- ☐ Vegetated Buffer Strips
- ☒ Protection of Trees
- ☒ Temporary Erosion Control Seeding
- ☐ Temporary Turf (Seeding, Class 7)
- ☐ Temporary Mulching
- ☒ Permanent Seeding
- ☐ Sodding
- ☐ Geotextiles
- ☐ Other (specify) _____
- ☐ Other (specify) _____
- ☐ Other (specify) _____
- ☐ Other (specify) _____

Describe how the stabilization practices listed above will be utilized during construction:

Existing vegetation not effected by on-going construction will be preserved. Temporary Erosion control seeding will be placed whenever disturbed areas will be left idle for more than 7 days.

Describe how the stabilization practices listed above will be utilized after construction activities have been completed:

Areas outside pavement will be permanently stabilized with seed, fertilizer and erosion blanket.

C. **Structural Practices:** Provided below is a description of structural practices that will be implemented, to the degree attainable, to divert flows from exposed soils, store flows or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. Such practices may include but are not limited to: perimeter erosion barrier, earth dikes, drainage swales, sediment traps, ditch checks, subsurface drains, pipe slope drains, level spreaders, storm drain inlet protection, rock outlet protection, reinforced soil retaining systems, gabions, and temporary or permanent sediment basins. The installation of these devices may be subject to Section 404 of the Clean Water Act.

The following stabilization practices will be used for this project:

- ☒ Perimeter Erosion Barrier
- ☐ Temporary Ditch Check
- ☒ Storm Drain Inlet Protection
- ☐ Sediment Trap
- ☐ Temporary Pipe Slope Drain
- ☐ Temporary Sediment Basin
- ☐ Temporary Stream Crossing
- ☐ Stabilized Construction Exits
- ☐ Turf Reinforcement Mats
- ☐ Permanent Check Dams
- ☐ Permanent Sediment Basin
- ☐ Aggregate Ditch
- ☐ Paved Ditch
- ☐ Rock Outlet Protection
- ☐ Riprap
- ☐ Gabions
- ☐ Slope Mattress
- ☐ Retaining Walls
- ☐ Slope Walls
- ☐ Concrete Revetment Mats
- ☐ Level Spreaders
- ☐ Other (specify) _____
- ☐ Other (specify) _____
- ☐ Other (specify) _____
- ☐ Other (specify) _____
- ☐ Other (specify) _____

Describe how the structural practices listed above will be utilized during construction:

Perimeter Erosion Barrier (Silt Fence) will be placed along all areas that slope away from the project. Storm Drain Inlet Protection and Sediment Traps will be installed on all open-lidded structures (existing and proposed) to prevent sediment from entering the storm sewer.

Describe how the structural practices listed above will be utilized after construction activities have been completed:

All temporary measures will be removed at the end of construction once restoration establishes.

D. **Treatment Chemicals**

Will polymer flocculents or treatment chemicals be utilized on this project: ☐ Yes ☒ No

If yes above, identify where and how polymer flocculents or treatment chemicals will be utilized on this project.

E. **Permanent Storm Water Management Controls:** Provided below is a description of measures that will be installed during the construction process to control volume and pollutants in storm water discharges that will occur after construction operations have been completed. The installation of these devices may be subject to Section 404 of the Clean Water act.

1. Such practices may include but are not limited to: storm water detention structures (including wet ponds), storm water retention structures, flow attenuation by use of open vegetated swales and natural depressions, infiltration of runoff on site, and sequential systems (which combine several practices).

   The practices selected for implementation were determined on the basis of the technical guidance in Chapter 41 (Construction Site Storm Water Pollution Control) of the IDOT Bureau of Design & Environment Manual. If practices other than those discussed in Chapter 41 are selected for implementation or if practices are applied to situations different from those covered in Chapter 41, the technical basis for such decisions will be explained below.
2. Velocity dissipation devices will be placed at discharge locations and along the length of any outfall channel as necessary to provide a non-erosive velocity flow from the structure to a water course so that the natural physical and biological characteristics and functions are maintained and protected (e.g. maintenance of hydrologic conditions such as the hydroperiod and hydrodynamics present prior to the initiation of construction activities).

Description of permanent storm water management controls:

Erosive factors should not be significant after establishment of permanent stabilization.

F. **Approved State or Local Laws:** The management practices, controls, and provisions contained in this plan will be in accordance with IDOT specifications, which are at least as protective as the requirements contained in the Illinois Environmental Protection Agency's Illinois Urban Manual. Procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials shall be described or incorporated by reference in the space provided below. Requirements specified in sediment and erosion site plans, site permits, storm water management site plans or site permits approved by local officials that are applicable to protecting surface water resources are, upon submittal of an NOI, to be authorized to discharge under the Permit ILR10 incorporated by reference and are enforceable under this permit even if they are not specifically included in the plan.

Description of procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials:

Sediment and Erosion control practices shall meet all Village and Champaign County ordinance requirements, which are at least as protective as the current IEPA Illinois Urban Manual.

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

1. The Contractor shall provide a construction schedule containing an adequate level of detail to show major activities with implementation of pollution prevention BMPs, including the following items:
   - Approximate duration of the project, including each stage of the project
   - Rainy season, dry season, and winter shutdown dates
   - Temporary stabilization measures to be employed by contract phases
   - Mobilization time frame
   - Mass clearing and grubbing/roadside clearing dates
   - Deployment of Erosion Control Practices
   - Deployment of Sediment Control Practices (including stabilized construction entrances/exits)
   - Deployment of Construction Site Management Practices (including concrete washout facilities, chemical storage, refueling locations, etc.)
   - Paving, saw-cutting, and any other pavement related operations
   - Major planned stockpiling operations
   - Time frame for other significant long-term operations or activities that may plan non-storm water discharges such as dewatering, grinding, etc.
   - Permanent stabilization activities for each area of the project
2. The Contractor and each subcontractor shall provide, as an attachment to their signed Contractor Certification Statement, a discussion of how they will comply with the requirements of the permit in regard to the following items and provide a graphical representation showing location and type of BMPs to be used when applicable:

- Vehicle Entrances and Exits - Identify type and location of stabilized construction entrances and exits to be used and how they will be maintained.
- Material delivery, Storage, and Use - Discuss where and how materials including chemicals, concrete curing compounds, petroleum products, etc. will be stored for this project.
- Stockpile Management - Identify the location of both on-site and off-site stockpiles. Discuss what BMPs will be used to prevent pollution of storm water from stockpiles.
- Waste Disposal - Discuss methods of waste disposal that will be used for this project.
- Spill Prevention and Control - Discuss steps that will be taken in the event of a material spill (chemicals, concrete curing compounds, petroleum, etc.).
- Concrete Residuals and Washout Wastes - Discuss the location and type of concrete washout facilities to be used on this project and how they will be signed and maintained.
- Litter Management - Discuss how litter will be maintained for this project (education of employees, number of dumpsters, frequency of dumpster pick-up, etc.).
- Vehicle and Equipment Cleaning and Maintenance - Identify where equipment cleaning and maintenance locations for this project and what BMPs will be used to ensure containment and spill prevention.
- Dewatering Activities - Identify the controls which will be used during dewatering operations to ensure sediments will not leave the construction site.
- Polymer Flocculants and Treatment Chemicals - Identify the use and dosage of treatment chemicals and provide the Resident Engineer with Material Safety Data Sheets. Describe procedures on how the chemicals will be used and identify who will be responsible for the use and application of these chemicals. The selected individual must be trained on the established procedures.
- Additional measures indicated in the plan.

III. Maintenance

When requested by the Contractor, the Resident Engineer will provide general maintenance guides to the Contractor for the practices associated with this project. The following additional procedures will be used to maintain, in good and effective operating conditions, the vegetation, erosion and sediment control measures and other protective measures identified in this plan. It will be Contractor's responsibility to attain maintenance guidelines for any manufactured BMPs which are to be installed and maintained per manufacture's specifications.

Maintaining silt fence and cleaning inlet protection sediment traps every two weeks or after a ½” or more rainfall event is a requirement of the contract.

IV. Inspections

Qualified personnel shall inspect disturbed areas of the construction site which have not yet been finally stabilized, structural control measures, and locations where vehicles and equipment enter and exit the site using IDOT Storm Water Pollution Prevention Plan Erosion Control Inspection Report (BC 2259). Such inspections shall be conducted at least once every seven (7) calendar days and within twenty-four (24) hours of the end of a storm or by the end of the following business or work day that is 0.5 inch or greater or equivalent snowfall.

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

If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer shall notify the appropriate IEPA Field Operations Section office by e-mail at: epa.swnoncomp@illinois.gov, telephone or fax within twenty-four (24) hours of the incident. The Resident Engineer shall then complete and submit an "Incidence of Non-Compliance" (ION) report for the identified violation within five (5) days of the incident. The Resident Engineer shall use forms provided by IEPA and shall include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of non-compliance shall be signed by a responsible authority in accordance with Part VI. G of the Permit ILR10.

The Incidence of Non-Compliance shall be mailed to the following address:

Illinois Environmental Protection Agency
Division of Water Pollution Control
Attn: Compliance Assurance Section
1021 North Grand East
Post Office Box 19276
Springfield, Illinois 62794-9276

Additional Inspections Required:

V. Failure to Comply

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

Illinois Department of Transportation

Contractor Certification Statement

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

Route	Marked Route	Section
Willow Pond Road		

Project Number	County	Contract Number
	Champaign	

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

I certify under penalty of law that I understand the terms of the Permit No. ILR10 that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

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

☐ Contractor

☐ Sub-Contractor

Print Name	Signature

Title	Date

Name of Firm	Telephone

Street Address	City/State/Zip

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

Illinois Environmental Protection Agency

Bureau of Water • 1021 North Grand Avenue East • P.O. Box 19276 • Springfield • Illinois • 62794-9276

You must have Adobe Acrobat Reader 8.0 or above installed to use the features on this form.

Division of Water Pollution Control
Notice of Intent (NOI) for General Permit
to Discharge Storm Water Associated with Construction Site Activities

This fillable form may be completed online, a copy saved locally, printed and signed before it is submitted to the Permit Section at the above address.

For Office Use Only

Permit No. ILR10 _____

OWNER INFORMATION

Company/Owner Name: Village of Rantoul

Mailing Address: 200 W. Grove Avenue Phone: 217-892-6526

City: Rantoul State: IL Zip: 61866 Fax: 217-892-6527

Contact Person: G. Gregory Hazel, P.E. E-mail: g-hazel@village.rantoul.il.us

Owner Type (select one) City

MS4 Community: ☑ Yes ☐ No

CONTRACTOR INFORMATION

Contractor Name: _____

Mailing Address: _____ Phone: _____

City: _____ State: ☐ Zip: _____ Fax: _____

CONSTRUCTION SITE INFORMATION

Select One: ◉ New ☐ Change of information for: ILR10 ☐

Project Name: Sangamon Avenue roadway reconstruction County: Champaign

Street Address: Sangamon Ave City: Rantoul IL Zip: 61866

Latitude: 40 (Deg) 18 (Min) 00 (Sec) Longitude: 88 (Deg) 9 (Min) 00 (Sec) 2 Section 21N Township 9E Range

Approximate Construction Start Date _____ Approximate Construction End Date _____

Total size of construction site in acres: 2.2

If less than 1 acre, is the site part of a larger common plan of development?

☐ Yes ☐ No

Fee Schedule for Construction Sites:
Less than 5 acres-$250
5 or more acres-$750

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

Has the SWPPP been submitted to the Agency? ☑ Yes ☐ No

(Submit SWPPP electronically to:)

Location of SWPPP for viewing: Address: 200 W. Grove Avenue City: Rantoul

SWPPP contact information:

Inspector qualifications:

Contact Name: Christine Code P.E.

Phone: 815-459-1260 Fax: 815-455-0450 E-mail: ccode@baxterwoodman.com

Project inspector, if different from above

Inspector qualifications:

Inspector's Name: _____ _____

Phone: _____ Fax: _____ E-mail: _____

TYPE OF CONSTRUCTION

Construction Type _____

SIC Code: _____

Type a detailed description of the project:

_____

_____

_____

_____

_____

_____

HISTORIC PRESERVATION AND ENDANGERED SPECIES COMPLIANCE

Has the project been submitted to the following state agencies to satisfy applicable requirements for compliance withIllinois law on:

Historic Preservation Agency	☐ Yes	☐ No	http://www.illinoishistory.gov/PS/rcdocument.htm
Endangered Species	☐ Yes	☐ No	http://dnrecocat.state.il.us/ecopublic/

RECEIVING WATER INFORMATION

Does your storm water discharge directly to: ☐ Waters of the State or ☐ Storm Sewer

Owner of storm sewer system: _____

Name of closest receiving water body to which you discharge: _____

Mail completed form to:Illinois Environmental Protection Agency
Division of Water Pollution Control Attn:Permit Section Post Office
Box 19276 Springfield, Illinois 62794-9276
or call (217) 782-0610
FAX: (217) 782-9891

Or submit electronically to:

I certify under penalty of law that this document and all attachments were prepared under my direction and supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage this system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment. In addition, I certify that the provisions of the permit, including the development and implementation of a storm water pollution prevention plan and a monitoring program plan, will be complied with.

Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h))

G. Gregory Hazel
Owner Signature

5-4-18
Date:

G. Gregory Hazel, P.E.
Printed Name:

Director of Public Works
Title:

INSTRUCTIONS FOR COMPLETION OF CONSTRUCTION ACTIVITY NOTICE OF INTENT (NOI) FORM

Submit original, electronic or facsimile copies. Facsimile and/or electronic copies should be followed-up with submission of an original signature copy as soon as possible. Please write "copy" under the "For Office Use Only" box in the upper right hand corner of the first page.

This fillable form may be completed online, a copy saved locally, printed and signed before it is submitted to the Permit Section at:

Illinois Environmental Protection AgencyDivision of Water Pollution
ControlPermit SectionPost Office Box 19276Springfield, Illinois 62794-9276or
call (217) 782-0610
FAX: (217) 782-9891

Or submit electronically to:

Reports must be typed or printed legibly and signed.

Any facility that is not presently covered by the General NPDES Permit for Storm Water Discharges From Construction Site Activities is considered a new facility.

If this is a change in your facility information, renewal, etc., please fill in your permit number on the appropriate line, changes of information or permit renewal notifications do not require a fee.

NOTE: FACILITY LOCATION IS NOT NECESSARILY THE FACILITY MAILING ADDRESS, BUT SHOULD DESCRIBE WHERE THE FACILITY IS LOCATED.

Use the formats given in the following examples for correct form completion.

ExampleFormat
Section 12 1 or 2 numerical digitsTownship 12N 1 or 2 numerical digits followed by "N" or "S"Range 12W 1 or 2 numerical digits followed by "E" or "W"

For the Name of Closest Receiving Waters, do not use terms such as ditch or channel. For unnamed tributaries, use terms which include at least a named main tributary such as "Unnamed Tributary to Sugar Creek to Sangamon River."

Submission of initial fee and an electronic submission of Storm Water Pollution Prevention Plan (SWPPP) for Initial Permit prior to the Notice of Intent being considered complete for coverage by the ILR10 General Permits. Please make checks payable to: Illinois EPA at the above address.

Construction sites with less than 5 acres of land disturbance - fee is $250.

Construction sites with 5 or more acres of land disturbance - fee is $750.

SWPPP should be submitted electronically to:When submitting electronically, use Project Name and City as indicated on NOI form.

ABV	ABOVE
A/C	ACCESS CONTROL
AC	ACRE
ADJ	ADJUST
AS	AERIAL SURVEYS
AGG	AGGREGATE
AH	AHEAD
APT	APARTMENT
ASPH	ASPHALT
AUX	AUXILIARY
AGS	AUXILIARY GAS VALVE (SERVICE)
AVE	AVENUE
AX	AXIS OF ROTATION
BK	BACK
B-B	BACK TO BACK
BKPL	BACKPLATE
B	BARN
BARR	BARRICADE
BGN	BEGIN
BM	BENCHMARK
BIND	BINDER
BIT	BITUMINOUS
BTM	BOTTOM
BLVD	BOULEVARD
BRK	BRICK
BBOX	BUFFALO BOX
BLDG	BUILDING
CIP	CAST IRON PIPE
CB	CATCH BASIN
C-C	CENTER TO CENTER
CL	CENTERLINE OR CLEARANCE
CL-E	CENTERLINE TO EDGE
CL-F	CENTERLINE TO FACE
CTS	CENTERS
CERT	CERTIFIED
CHSLD	CHISELED
CS	CITY STREET
CP	CLAY PIPE
CLSD	CLOSED
CLID	CLOSED LID
CT	COAT OR COURT
COMB	COMBINATION
C	COMMERCIAL BUILDING
CE	COMMERCIAL ENTRANCE
CONC	CONCRETE
CONST	CONSTRUCT
CONTD	CONTINUED
CONT	CONTINUOUS
COR	CORNER
CORR	CORRUGATED
CMP	CORRUGATED METAL PIPE
CNTY	COUNTY
CH	COUNTY HIGHWAY
CSE	COURSE
XSECT	CROSS SECTION
m^3	CUBIC METER
mm^3	CUBIC MILLIMETER
CU YD	CUBIC YARD
CULV	CULVERT
C&G	CURB & GUTTER
D	DEGREE OF CURVE
DC	DEPRESSED CURVE
DET	DETECTOR
DIA	DIAMETER
DIST	DISTRICT
DOM	DOMESTIC
DBL	DOUBLE
DSEL	DOWNSTREAM ELEVATION
DSFL	DOWNSTREAM FLOWLINE
DR	DRAINAGE OR DRIVE
DI	DRAINAGE INLET OR DROP INLET
DRV	DRIVEWAY
DCT	DUCT
EA	EACH
EB	EASTBOUND
EOP	EDGE OF PAVEMENT
E-CL	EDGE TO CENTERLINE
E-E	EDGE TO EDGE
EL	ELEVATION
ENTR	ENTRANCE
EXC	EXCAVATION
EX	EXISTING
EXPWAY	EXPRESSWAY
E	EXTERNAL DISTANCE OF HORIZONTAL CURVE
E	OFFSET DISTANCE TO VERTICAL CURVE
F-F	FACE TO FACE
FA	FEDERAL AID
FAI	FEDERAL AID INTERSTATE
FAP	FEDERAL AID PRIMARY
FAS	FEDERAL AID SECONDARY
FAUS	FEDERAL AID URBAN SECONDARY
FP	FENCE POST
FE	FIELD ENTRANCE
FH	FIRE HYDRANT
FL	FLOW LINE
FB	FOOT BRIDGE
FDN	FOUNDATION
FR	FRAME
F&G	FRAME & GRATE
FRWAY	FREEWAY
GAL	GALLON
GALV	GALVANIZED
G	GARAGE
GM	GAS METER
GV	GAS VALVE
GRAN	GRANULAR
GR	GRATE
GRVL	GRAVEL
GND	GROUND
GUT	GUTTER
GP	GUY POLE
GW	GUY WIRE
HH	HANDHOLE
HATCH	HATCHING
HD	HEAD
HDW	HEADWALL
HDUTY	HEAVY DUTY
ha	HECTARE
HMA	HOT MIX ASPHALT
HWY	HIGHWAY
HORIZ	HORIZONTAL
HSE	HOUSE
IL	ILLINOIS
IMP	IMPROVEMENT
IN DIA	INCH DIAMETER
INL	INLET
INST	INSTALLATION
IDS	INTERSECTION DESIGN STUDY
INV	INVERT
IP	IRON PIPE
IR	IRON ROD
JT	JOINT
kg	KILOGRAM
km	KILOMETER
LS	LANDSCAPING
LN	LANE
LT	LEFT
LP	LIGHT POLE
LGT	LIGHTING
LF	LINEAL FEET OR LINEAR FEET
L	LITER OR CURVE LENGTH
LC	LONG CHORD
LNG	LONGITUDINAL
L SUM	LUMP SUM
MACH	MACHINE
MB	MAIL BOX
MH	MANHOLE
MATL	MATERIAL
MED	MEDIAN
m	METER
METH	METHOD
M	MID-ORDINATE
mm	MILLIMETER
mm DIA	MILLIMETER DIAMETER
MIX	MIXTURE
MBH	MOBILE HOME
MOD	MODIFIED
MFT	MOTOR FUEL TAX
N & BC	NAIL & BOTTLE CAP
N & C	NAIL & CAP
N & W	NAIL & WASHER
NOAA	NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION
NC	NORMAL CROWN
NB	NORTHBOUND
NE	NORTHEAST
NW	NORTHWEST
OLID	OPEN LID
PAT	PATTERN
PVD	PAVED
PVMT	PAVEMENT
PM	PAVEMENT MARKING
PED	PEDESTAL
PNT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION OF HORIZONTAL CURVE
PRC	POINT OF REVERSE CURVE
PT	POINT OF TANGENCY
POT	POINT ON TANGENT
POLYETH	POLYETHYLENE
PCC	PORTLAND CEMENT CONCRETE
PP	POWER POLE OR PRINCIPAL POINT
PRM	PRIME
PE	PRIVATE ENTRANCE
PROF	PROFILE
PGL	PROFILE GRADELINE
PROJ	PROJECT
P.C.	PROPERTY CORNER
PL	PROPERTY LINE
PR	PROPOSED
R	RADIUS
RR	RAILROAD
RRS	RAILROAD SPIKE
RPS	REFERENCE POINT STAKE
REF	REFLECTIVE
RCCP	REINFORCED CONCRETE CULVERT PIPE
REINF	REINFORCEMENT
REM	REMOVAL
RC	REMOVE CROWN
REP	REPLACEMENT
REST	RESTAURANT
RESURF	RESURFACING
RET	RETAINING
RT	RIGHT
ROW	RIGHT-OF-WAY
RD	ROAD
RDWY	ROADWAY
RTE	ROUTE
SAN	SANITARY
SANS	SANITARY SEWER
SEC	SECTION
SEED	SEEDING
SHAP	SHAPING
S	SHED
SH	SHEET
SHLD	SHOULDER
SW	SIDEWALK OR SOUTHWEST
SIG	SIGNAL
SOD	SODDING
SM	SOLID MEDIAN
SB	SOUTHBOUND
SE	SOUTHEAST
SPL	SPECIAL
SD	SPECIAL DITCH
SQ FT	SQUARE FEET
m^2	SQUARE METER
mm^2	SQUARE MILLIMETER
SQ YD	SQUARE YARD
STB	STABILIZED
STD	STANDARD
SBI	STATE BOND ISSUE
SR	STATE ROUTE
STA	STATION
SPBGR	STEEL PLATE BEAM GUARDRAIL
SS	STORM SEWER
STY	STORY
ST	STREET
STR	STRUCTURE
e	SUPERELEVATION RATE
S.E. RUN.	SUPERELEVATION RUNOFF LENGTH
SURF	SURFACE
SMK	SURVEY MARKER
T	TANGENT DISTANCE
T.R.	TANGENT RUNOUT DISTANCE
TEL	TELEPHONE
TB	TELEPHONE BOX
TP	TELEPHONE POLE
TEMP	TEMPORARY
TBM	TEMPORARY BENCH MARK
TD	TILE DRAIN
TBE	TO BE EXTENDED
TBR	TO BE REMOVED
TBS	TO BE SAVED
TWP	TOWNSHIP
TR	TOWNSHIP ROAD
TS	TRAFFIC SIGNAL
TSCB	TRAFFIC SIGNAL CONTROL BOX
TSC	TRAFFIC SYSTEMS CENTER
TRVS	TRANSVERSE
TRVL	TRAVEL
TRN	TURN
TY	TYPE
T-A	TYPE A
TYP	TYPICAL
UNDGND	UNDERGROUND
USGS	U.S. GEOLOGICAL SURVEY
USEL	UPSTREAM ELEVATION
USFL	UPSTREAM FLOWLINE
UTIL	UTILITY
VBOX	VALVE BOX
VV	VALVE VAULT
VLT	VAULT
VEH	VEHICLE
VP	VENT PIPE
VERT	VERTICAL
VC	VERTICAL CURVE
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
WM	WATER METER
WV	WATER VALVE
WMAIN	WATER MAIN
WB	WESTBOUND
WILDFL	WILDFLOWERS
W	WITH
WO	WITHOUT

Illinois Department of Transportation

PASSED January 1. 2011

Michael Brand

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1. 2011

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-11	Updated abbreviations
	and symbols.
1-1-08	Updated abbreviations
	and symbols.

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 1 of 8)

STANDARD 000001–06

ADJUSTMENT ITEMS

	EX	PR
Structure To Be Adjusted		ADJ
Structure To Be Cleaned		C
Main Structure To Be Filled		FM
Structure To Be Filled		F
Structure To Be Filled Special		FSP
Structure To Be Removed		R
Structure To Be Reconstructed		REC
Structure To Be Reconstructed Special		RSP
Frame and Grate To Be Adjusted		A
Frame and Lid To Be Adjusted		A
Domestic Service Box To Be Adjusted		A
Valve Vault To Be Adjusted		A
Special Adjustment		SP
Item To Be Abandoned		AB
Item To Be Moved		M
Item To Be Relocated		REL
Pavement Removal and Replacement		

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ENGINEER OF POLICY AND PROCEDURES
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ALIGNMENT ITEMS

	EX	PR
Baseline		
Centerline		
Centerline Break Circle		
Baseline Symbol		
Centerline Symbol		
PI Indicator		
Point Indicator		
Horizontal Curve Data (Half Size)	CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=	CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=

BOUNDARIES ITEMS

	EX	PR
Dashed Property Line		
Solid Property/Lot Line		
Section/Grant Line		
Quarter Section Line		
Quarter/Quarter Section Line		
County/Township Line		
State Line		
Iron Pipe Found		
Iron Pipe Set		
Survey Marker		
Property Line Symbol		
Same Ownership Symbol (Half Size)		
Northwest Quarter Corner (Half Size)		
Section Corner (Half Size)		
Southeast Quarter Corner (Half Size)		

CONTOUR ITEMS

	EX	PR
Approx. Index Line		
Approx. Intermediate Line		
Index Contour		
Intermediate Contour		

DRAINAGE ITEMS

	EX	PR
Channel or Stream Line		
Culvert Line		
Grading & Shaping Ditches		
Drainage Boundary Line		
Paved Ditch		
Aggregate Ditch		
Pipe Underdrain		
Storm Sewer		
Flowline		
Ditch Check		
Headwall		
Inlet		
Manhole		
Summit		
Roadway Ditch Flow		
Swale		
Catch Basin		
Culvert End Section		
Water Surface Indicator		
Riprap		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001–06

EROSION & SEDIMENT CONTROL ITEMS

	EX	PR
Cleaning & Grading Limits		
Dike		
Erosion Control Fence		
Perimeter Erosion Barrier		
Temporary Fence		
Ditch Check Temporary		
Ditch Check Permanent		
Inlet & Pipe Protection		
Sediment Basin		
Erosion Control Blanket		
Fabric Formed Concrete Revetment Mat		
Turf Reinforcement Mat		
Mulch Temporary		
Mulch Method 1		
Mulch Method 2 Stabilized		
Mulch Method 3 Hydraulic		

NON–HIGHWAY IMPROVEMENT ITEMS

	EX	PR
Noise Attn./Levee		
Field Line		
Fence		
Base of Levee		
Mailbox		
Multiple Mailboxes		
Pay Telephone		
Advertising Sign		

LANDSCAPING ITEMS

	EX	PR
Contour Mounding Line		
Fence		
Fence Post		
Shrubs		
Mowline		
Perennial Plants		
Seeding Class 2		
Seeding Class 2A		
Seeding Class 4		
Seeding Class 4 & 5 Combined		

EXISTING LANDSCAPING ITEMS (contd.)

	EX	PR
Seeding Class 5		
Seeding Class 7		
Seedlings Type 1		
Seedlings Type 2		
Sodding		
Mowstake w/Sign		
Tree Trunk Protection		
Evergreen Tree	E	
Shade Tree	E	+

LIGHTING

	EX	PR
Duct		
Conduit		
Electrical Aerial Cable	A	A
Electrical Buried Cable	L	L
Controller		
Underpass Luminaire		
Power Pole		

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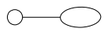
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1. 2011
Scott Bedy
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

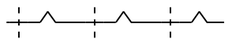
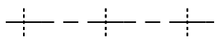
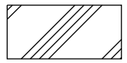
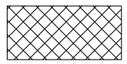
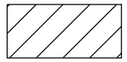
STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001–06

LIGHTING (contd.)

	EX	PR
Pull Point		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Unit Comb.		
Electrical Ground		
Traffic Flow Arrow		
High Mast Pole (Half Size)		
Light Unit-1		

PAVEMENT (MISC.)

	EX	PR
Keyed Long. Joint		
Keyed Long. Joint w/Tie Bars		
Sawed Long. Joint w/Tie Bars		
Bituminous Shoulder		
Bituminous Taper		
Stabilized Driveway		
Widening		

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PASSED January 1. 2011
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1. 2011
Scott E. Stitt
ENGINEER OF DESIGN AND ENVIRONMENT

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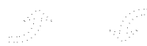
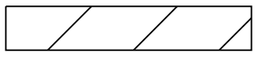
PAVEMENT MARKINGS

	EX	PR
Bike Lane Symbol		
Bike Lane Text		
Handicap Symbol		
RR Crossing		
Raised Marker Amber 1 Way		
Raised Marker Amber 2 Way		
Raised Marker Crystal 1 Way		
Two Way Turn Left		
Shoulder Diag. Pattern		
Skip-Dash White		
Skip-Dash Yellow		
Stop Line		
Solid Line		
Double Centerline		
Dotted Lines		
CL 2Ln 2Way RRPM 12.2 m (40') o.c.		
CL 2Ln 2Way RRPM 80' (24.4 m) o.c.		
CL Multilane Div. RRPM 40' (12.2 m) o.c.		
CL Multilane Div. RRPM 80' (24.4 m) o.c.		
CL Multilane Div. Dbl. RRPM 80' (24.4 m) o.c.		
CL Multilane Undiv.		
Two Way Turn Left Line		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001–06

PAVEMENT MARKINGS (contd.)

	EX	PR
Urban Combination Left		
Urban Combination Right		
Urban Left Turn Arrow		
Urban Right Turn Arrow		
Urban Left Turn Only		
Urban Right Turn Only		
Urban Thru Only		
Urban U-Turn		
Urban Combined U-Turn		
Rural Combination Left		
Rural Combination Right		
Rural Left Turn Arrow		
Rural Right Turn Arrow		
Rural Left Turn Only		
Rural Right Turn Only		
Rural Thru Only		

RAILROAD ITEMS

	EX	PR
Abandoned Railroad		
Railroad		
Railroad Point		
Control Box		
Crossing Gate		
Flashing Signal		
Railroad Cant. Mast Arm		
Crossbuck		

REMOVAL ITEMS

	EX	PR
Removal Tic		
Bituminous Removal		
Hatch Pattern		
Tree Removal Single		

RIGHT OF WAY ITEMS

	EX	PR
Future ROW Corner Monument		
ROW Marker		
ROW Line		
Easement		
Temporary Easement		

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ENGINEER OF POLICY AND PROCEDURES
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Geoffrey Stott
ENGINEER OF DESIGN AND ENVIRONMENT

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STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001–06

RIGHT OF WAY ITEMS (contd.)

	EX	PR
Access Control Line	AC	AC
Access Control Line & ROW	AC	AC
Access Control Line & ROW with Fence	AR	AC
Excess ROW Line		XS

ROADWAY PLAN ITEMS

	EX	PR
Cable Barrier		
Concrete Barrier		
Edge of Pavement		
Bit Shoulders, Medians and C&G Line		
Aggregate Shoulder		
Sidewalks, Driveways		
Guardrail		
Guardrail Post		
Traffic Sign		
Corrugated Median		
Impact Attenuator		
North Arrow with District Office (Half Size)	N	
Match Line		STA. 45+00
Slope Limit Line		
Typical Cross-Section Line		

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ROADWAY PROFILES

	EX	PR
P.I. Indicator		
Point Indicator		
Earthworks Balance Point		
Begin Point		
Vert. Curve Data	VPI = ELEV= L = E =	VPI = ELEV= L = E =
Ditch Profile Left Side		
Ditch Profile Right Side		
Roadway Profile Line		
Storm Sewer Profile Left Side		
Storm Sewer Profile Right Side		

SIGNING ITEMS

	EX	PR
Cone, Drum or Barricade		
Barricade Type II		
Barricade Type III		
Barricade With Edge Line		
Flashing Light Sign		
Panels I		
Panels II		
Direction of Traffic		
Sign Flag (Half Size)		

SIGNING ITEMS (contd.)

	EX	PR
Reverse Left W1-4L (Half Size)		
Reverse Right W1-4R (Half Size)		
Two Way Traffic Sign W6-3 (Half Size)		
Detour Ahead W20-2(0) (Half Size)		DETOUR AHEAD
Left Lane Closed Ahead W20-5L(0) (Half Size)		LEFT LANE CLOSED AHEAD
Right Lane Closed Ahead W20-5R(0) (Half Size)		RIGHT LANE CLOSED AHEAD
Road Closed Ahead W20-3(0) (Half Size)		ROAD CLOSED AHEAD
Road Construction Ahead W20-1-(0) (Half Size)		ROAD CONSTRUCTION AHEAD
Single Lane Ahead (Half Size)		SINGLE LANE AHEAD
Transition Left W4-2L (Half Size)		
Transition Right W4-2R (Half Size)		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001–06

SIGNING ITEMS (contd.)

	EX	PR
One Way Arrow Lrg. W1-6-(0) (Half Size)		
Two Way Arrow Large W1-7-(0) (Half Size)		
Detour M4-10L-(0) (Half Size)		DETOUR
Detour M4-10R-(0) (Half Size)		DETOUR
One Way Left R6-1L (Half Size)		ONE WAY
One Way Right R6-1R (Half Size)		ONE WAY
Left Turn Lane R3-I100L (Half Size)		LEFT TURN LANE
Keep Left R4-7AL (Half Size)		KEEP LEFT
Keep Left R4-7BL (Half Size)		KEEP LEFT
Keep Right R4-7AR (Half Size)		KEEP RIGHT
Keep Right R4-7BR (Half Size)		KEEP RIGHT
Stop Here On Red R10-6-AL (Half Size)		STOP HERE ON RED
Stop Here On Red R10-6-AR (Half Size)		STOP HERE ON RED
No Left Turn R3-2 (Half Size)		
No Right Turn R3-1 (Half Size)		
Road Closed R11-2 (Half Size)		ROAD CLOSED
Road Closed Thru Traffic R11-2 (Half Size)		ROAD CLOSED TO THRU TRAFFIC

Illinois Department of Transportation

PASSED January 1, 2011
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

STRUCTURES ITEMS

	EX	PR
Box Culvert Barrel		
Box Culvert Headwall		
Bridge Pier		
Bridge		
Retaining Wall		
Temporary Sheet Piling		

TRAFFIC SHEET ITEMS

	EX	PR
Cable Number		
Left Turn Green	G	G
Left Turn Yellow	Y	Y
Signal Backplate		
Signal Section 8" (200 mm)		
Signal Section 12" (300 mm)		
Walk/Don't Walk Letters	DW / W	DW / W
Walk/Don't Walk Symbols		

TRAFFIC SIGNAL ITEMS

	EX	PR
Galv. Steel Conduit		
Underground Cable		
Detector Loop Line		
Detector Loop Large		
Detector Loop Small		
Detector Loop Quadrapole		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001–06

TRAFFIC SIGNAL ITEMS (contd.)

	EX	PR
Detector Raceway	"E"	
Aluminum Mast Arm		
Steel Mast Arm		
Veh. Detector Magnetic		
Conduit Splice		
Controller		
Gulfbox Junction		
Wood Pole		
Temp. Signal Head		
Handhole		
Double Handhole		
Heavy Duty Handhole		
Junction Box		
Ped. Pushbutton Detector		
Ped. Signal Head		
Power Pole Service		
Priority Veh. Detector		
Signal Head		
Signal Head w/Backplate		
Signal Post		
Closed Circuit TV		
Video Detector System		

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UNDERGROUND UTILITY ITEMS

	EX	PR	ABANDONED
Cable TV	CTV	CTV	CTV
Electric Cable	E	E	E
Fiber Optic	FO	FO	FO
Gas Pipe	G	G	G
Oil Pipe	O	O	O
Sanitary Sewer			
Telephone Cable	T	T	T
Water Pipe	W	W	W

UTILITIES ITEMS

	EX	PR
Controller		
Double Handhole		
Fire Hydrant		
GuyWire or Deadman Anchor		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Pole		
Manhole		
Pipeline Warning Sign		
Power Pole		
Power Pole with Light		
Sanitary Sewer Cleanout		
Splice Box Above Ground		
Telephone Splice Box Above Ground		
Telephone Pole		

UTILITY ITEMS (contd.)

	EX	PR
Traffic Signal		
Traffic Signal Control Box	TS	
Water Meter		
Water Meter Valve Box		
Profile Line		
Aerial Power Line	A	A

VEGETATION ITEMS

	EX	PR
Deciduous Tree		
Bush or Shrub		
Evergreen Tree		
Stump		
Orchard/Nursery Line		
Vegetation Line		
Woods & Bush Line		

WATER FEATURE ITEMS

	EX	PR
Stream or Drainage Ditch		
Waters Edge		
Water Surface Indicator		
Water Point		
Disappearing Ditch		
Marsh		
Marsh/Swamp Boundary		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 8 of 8)

STANDARD 000001–06

REINFORCEMENT BARS - ENGLISH (METRIC)

Bar Size English (metric)	Dia. in. mm	Cross-Sectional Area sq. in. (sq. mm)	Weight lbs./ft. kg/m	SPACING, in. (mm)													
				4 (100)	4½ (115)	5 (125)	5½ (140)	6 (150)	6½ (165)	7 (175)	7½ (190)	8 (200)	8½ (215)	9 (225)	10 (250)	11 (275)	12 (300)
				AREA OF STEEL PER FOOT (METER), sq. in. (sq. mm)													
3 (10)	0.375 (9.5)	0.110 (71)	0.376 (0.560)	0.330 (710)	0.293 (617)	0.264 (568)	0.240 (507)	0.220 (473)	0.203 (430)	0.189 (406)	0.176 (374)	0.165 (355)	0.155 (330)	0.147 (316)	0.132 (284)	0.120 (258)	0.110 (237)
4 (13)	0.500 (12.7)	0.196 (129)	0.668 (0.944)	0.588 (1290)	0.523 (1122)	0.470 (1032)	0.428 (921)	0.392 (860)	0.362 (782)	0.336 (737)	0.314 (679)	0.294 (645)	0.277 (600)	0.261 (573)	0.235 (516)	0.214 (469)	0.196 (430)
5 (16)	0.625 (15.9)	0.307 (199)	1.043 (1.552)	0.921 (1990)	0.819 (1730)	0.737 (1592)	0.670 (1421)	0.614 (1327)	0.567 (1206)	0.526 (1137)	0.491 (1047)	0.461 (995)	0.433 (926)	0.409 (884)	0.368 (796)	0.335 (724)	0.307 (663)
6 (19)	0.750 (19.1)	0.442 (284)	1.502 (2.235)	1.326 (2840)	1.179 (2470)	1.061 (2272)	0.964 (2029)	0.884 (1893)	0.816 (1721)	0.758 (1623)	0.707 (1495)	0.663 (1420)	0.624 (1321)	0.589 (1262)	0.530 (1136)	0.482 (1033)	0.442 (947)
7 (22)	0.875 (22.2)	0.601 (387)	2.044 (3.042)	1.803 (3870)	1.603 (3365)	1.442 (3096)	1.311 (2764)	1.202 (2580)	1.110 (2345)	1.030 (2211)	0.962 (2037)	0.902 (1935)	0.848 (1800)	0.801 (1720)	0.721 (1548)	0.656 (1407)	0.601 (1290)
8 (25)	1.000 (25.4)	0.785 (510)	2.670 (3.973)	2.355 (5100)	2.093 (4435)	1.884 (4080)	1.713 (3543)	1.570 (3400)	1.449 (3091)	1.346 (2914)	1.256 (2684)	1.178 (2550)	1.108 (2372)	1.047 (2267)	0.942 (2040)	0.856 (1855)	0.785 (1700)
9 (29)	1.128 (28.7)	1.000 (645)	3.400 (5.060)	3.000 (6450)	2.667 (5609)	2.400 (5160)	2.182 (4607)	2.000 (4300)	1.846 (3909)	1.714 (3686)	1.600 (3395)	1.500 (3225)	1.412 (3000)	1.333 (2867)	1.200 (2580)	1.091 (2345)	1.000 (2150)
10 (32)	1.270 (32.3)	1.267 (819)	4.303 (6.404)	3.801 (8190)	3.379 (7122)	3.041 (6552)	2.764 (5850)	2.534 (5460)	2.339 (4964)	2.172 (4680)	2.027 (4311)	1.901 (4095)	1.789 (3809)	1.689 (3640)	1.520 (3276)	1.382 (2978)	1.267 (2730)
11 (36)	1.410 (35.8)	1.561 (1006)	5.313 (7.907)	4.683 (10060)	4.163 (8748)	3.746 (8048)	3.406 (7186)	3.122 (6707)	2.882 (6097)	2.676 (5749)	2.498 (5295)	2.342 (5030)	2.204 (4679)	2.081 (4471)	1.873 (4024)	1.703 (3658)	1.561 (3353)

Illinois Department of Transportation

PASSED January 1, 2009

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2009

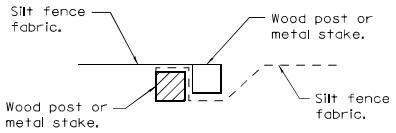
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-07	Deleted metric table.
	Soft converted English
	table.

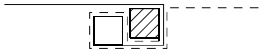
AREAS OF REINFORCEMENT BARS

STANDARD 001001–02



Place end-post (stake) of first silt fence adjacent to end-post (stake) of second silt fence with fabric positioned as swown.

STEP 1

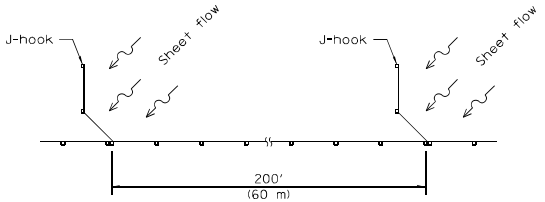


Rotate posts (stakes) together 180° clockwise and drive both posts (stakes) 18 (450) into ground.

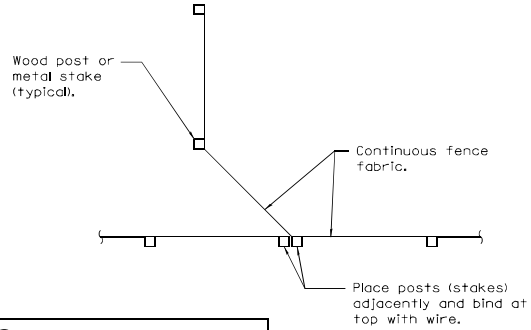
STEP 2

ATTACHING TWO SILT FILTER FENCES

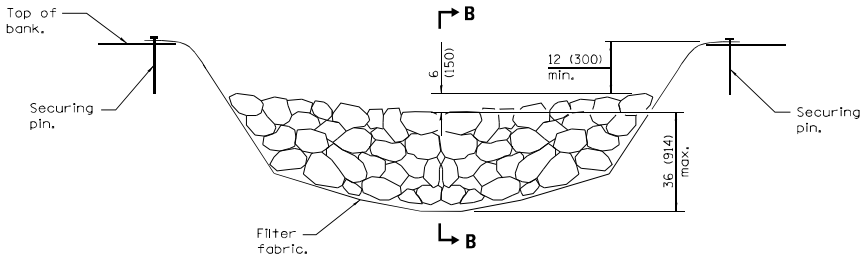
(Not applicable for J-hooks)



SILT FILTER J–HOOK PLACEMENT

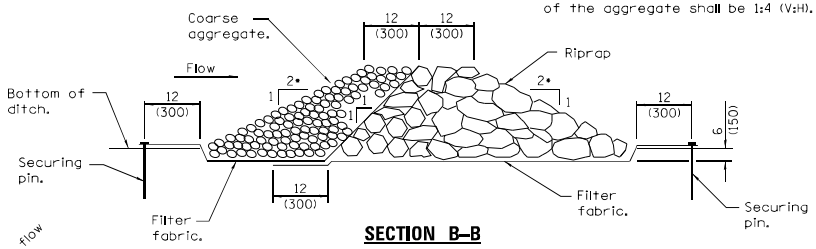


J–HOOK



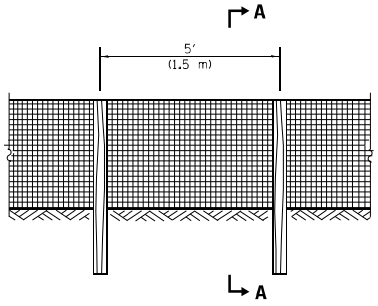
ELEVATION

- When the ditch check is within the clear zone and the road is open to traffic, the traffic approach slope of the aggregate shall be 1:4 (V:H).



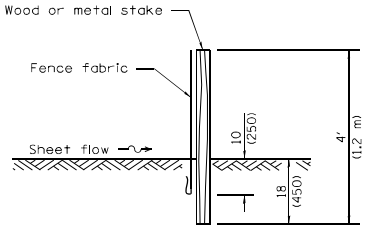
SECTION B–B

AGGREGATE DITCH CHECK

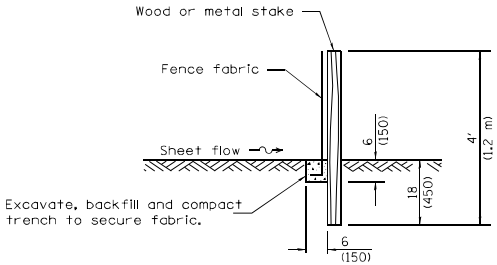


ELEVATION

SILT FILTER FENCE AS A PERIMETER EROSION BARRIER



SLICE METHOD



TRENCH METHOD

SECTION A–A

GENERAL NOTES

The installation details and dimensions shown for perimeter erosion barriers shall also apply for inlet and pipe protection.

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

Illinois Department of Transportation

PASSED January 1, 2013
Michael Briand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2013
ENGINEER OF DESIGN AND ENVIRONMENT

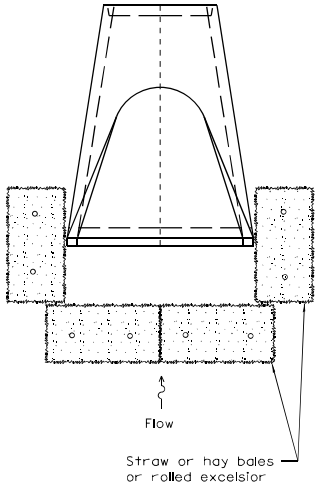
ISSUED 1-1-97

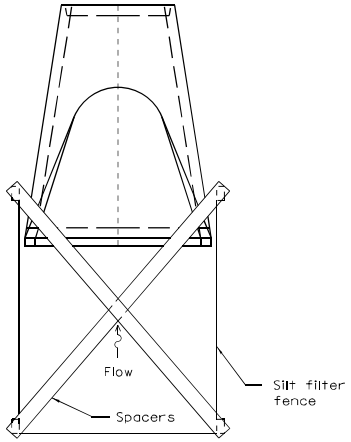
DATE	REVISIONS
1-1-13	Corrected notation for
	flowline (℄) on SEDIMENT
	BASIN ELEVATION.
1-1-12	Omitted hay/straw perimeter
	barrier. Added SLICE METHOD
	to SECTION A-A.

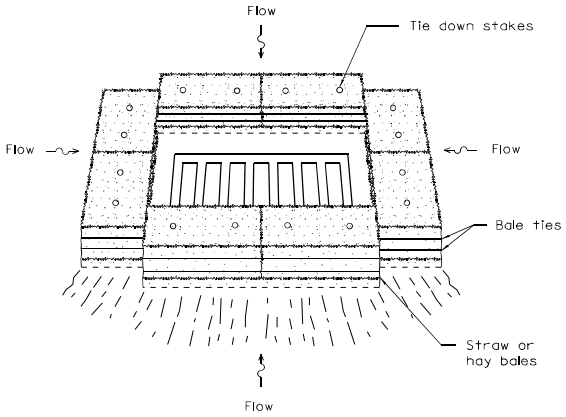
TEMPORARY EROSION CONTROL SYSTEMS

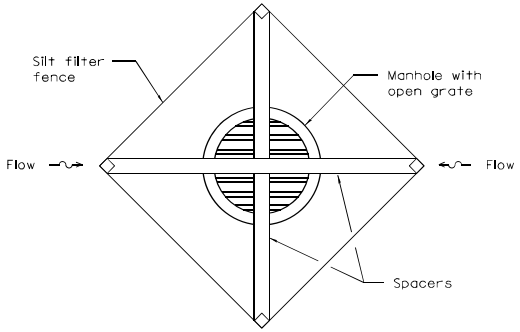
(Sheet 1 of 2)

STANDARD 280001–07

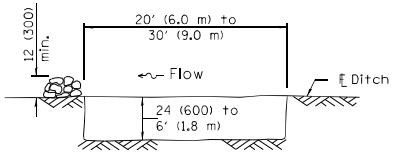






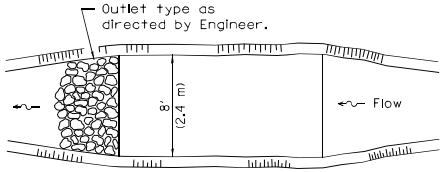


INLET AND PIPE PROTECTION



The performance of the basin will improve if put into a series.

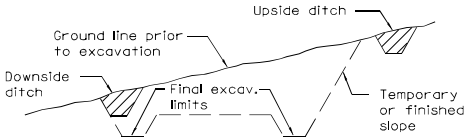
ELEVATION



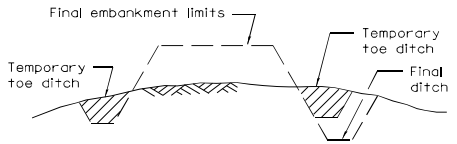
The long dimension should be parallel with the direction of the flow. Accumulated silt shall be removed anytime the basins become 75% filled.

PLAN

SEDIMENT BASIN



TYPICAL CUT CROSS–SECTION



TYPICAL FILL CROSS–SECTION

TEMPORARY DITCHES FOR CUT & FILL SECTIONS

Illinois Department of Transportation

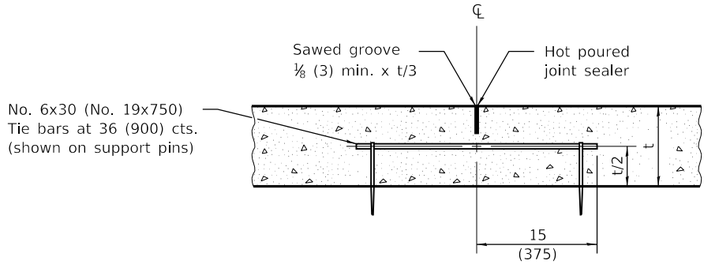
PASSED January 1, 2013
Michael Briand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2013
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

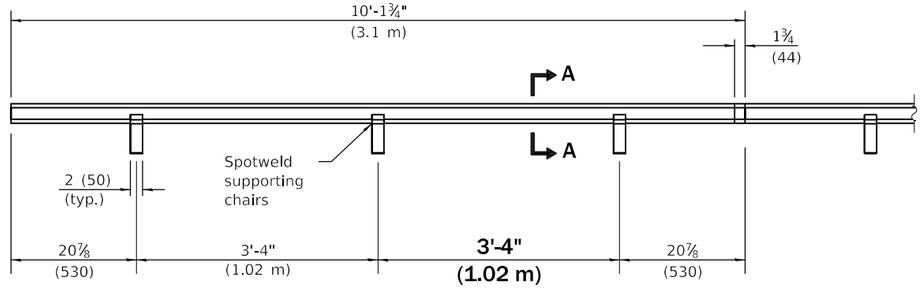
TEMPORARY EROSION CONTROL SYSTEMS

(Sheet 2 of 2)

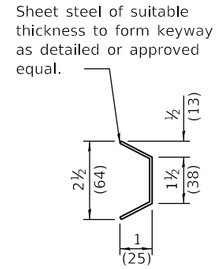
STANDARD 280001–07



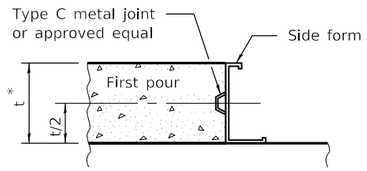
LONGITUDINAL SAWED JOINT



TYPE C METAL JOINT

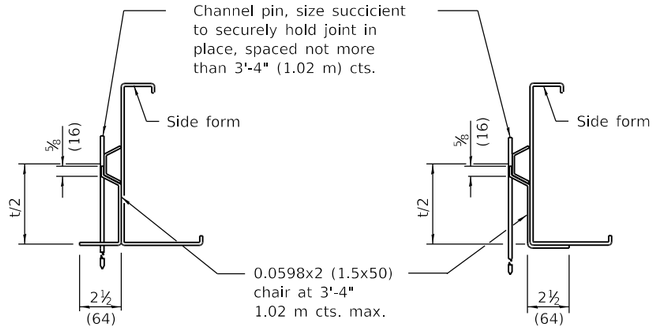


SECTION A-A



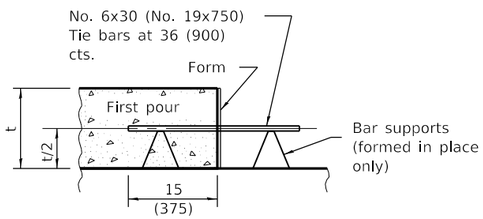
LONGITUDINAL KEYED JOINT

* 8 (203) min. pavement thickness for keyed joints.



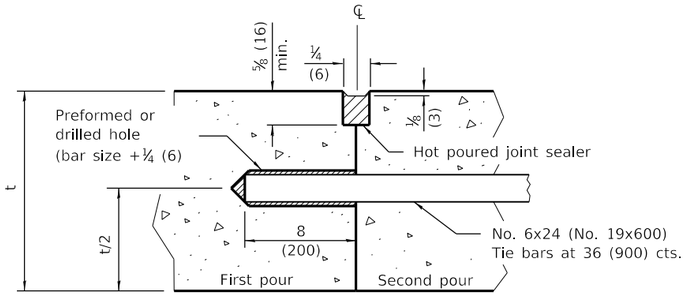
SUPPORTING CHAIR ALTERNATE

SUPPORTING CHAIR ALTERNATE



LONGITUDINAL CONSTRUCTION JOINT

(TIE BAR FORMED IN PLACE OR MECHANICALLY INSERTED)



LONGITUDINAL CONSTRUCTION JOINT

(TIE BAR GROUTED IN PLACE)

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

Illinois Department of Transportation

PASSED January 1, 2018
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

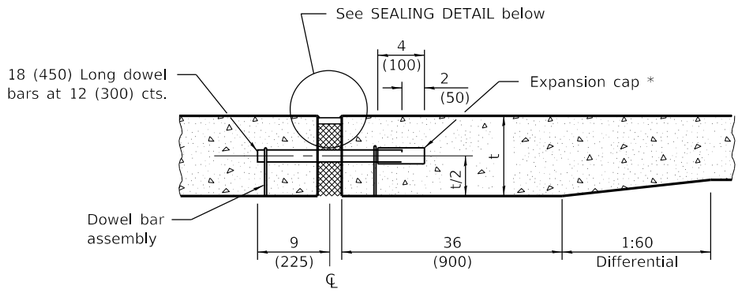
APPROVED January 1, 2018
Maureen M. Addis
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-18	Changed tie bar spacing
	to 36 (900) cts. Revised
	DOWEL BAR TABEL.
1-1-08	Switched units to
	English (metric).

PAVEMENT JOINTS

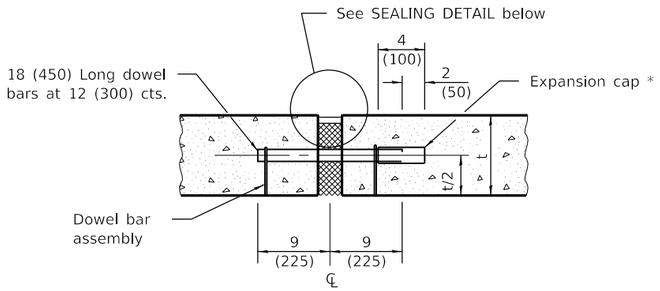
STANDARD 420001-09



TRANSVERSE EXPANSION JOINT

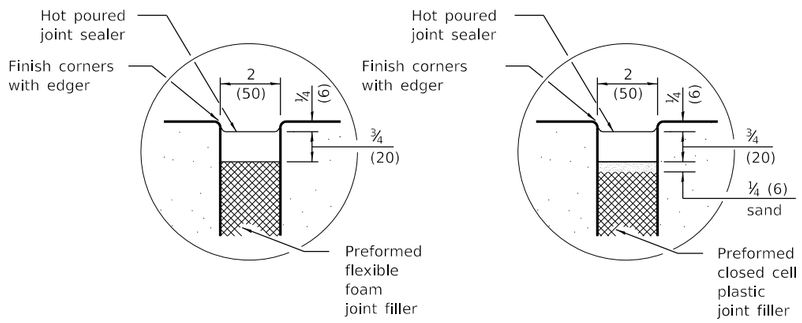
(FOR PAVEMENTS WITH UNEQUAL THICKNESS)

* Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the joint filler material has been installed.

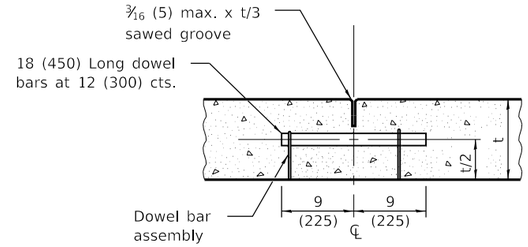


TRANSVERSE EXPANSION JOINT

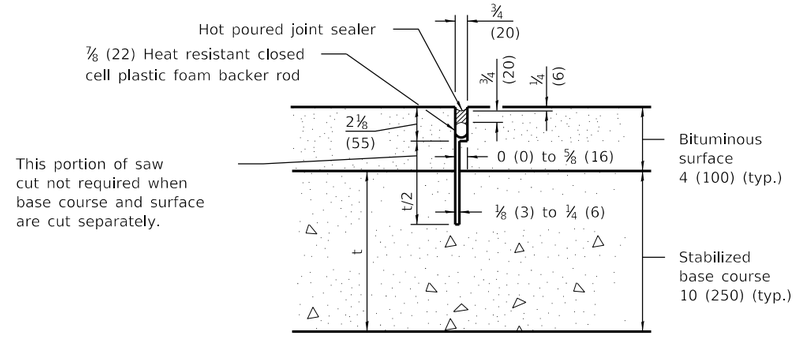
(FOR PAVEMENTS WITH EQUAL THICKNESS)



SEALING DETAIL



TRANSVERSE CONTRACTION JOINT



TRANSVERSE CONTRACTION JOINT

(FOR CAM, CFA AND LFA BASE COURSE MIXTURES)

DOWEL BAR TABLE	
PAVEMENT THICKNESS	DOWEL BAR DIAMETER
10 (250) or greater	1½ (38)
8 (200) thru 9.99 (249)	1¼ (32)
Less than 8 (200)	1 (25)

Illinois Department of Transportation

PASSED January 1, 2018
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

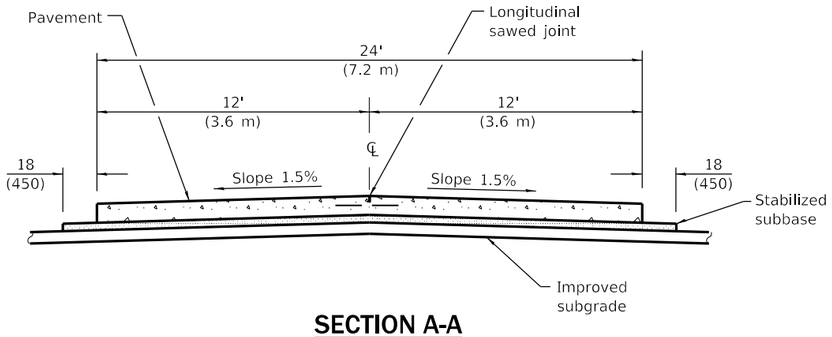
APPROVED January 1, 2018
Maureen M. Addis
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

PAVEMENT JOINTS

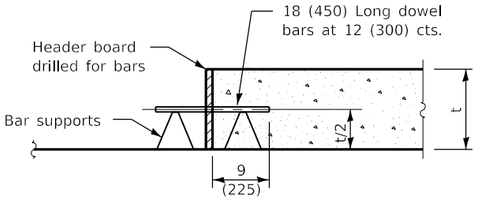
(Sheet 2 of 2)

STANDARD 420001-09

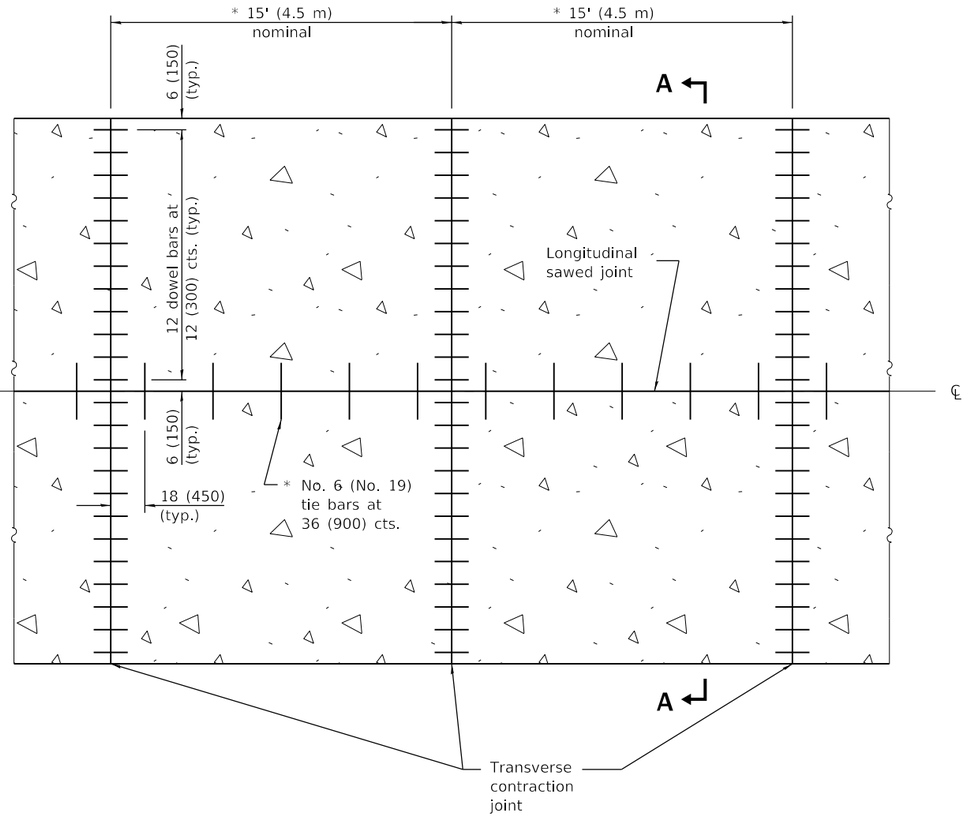


SECTION A-A

(TYPICAL 2-LANE WITH SHOULDERS)

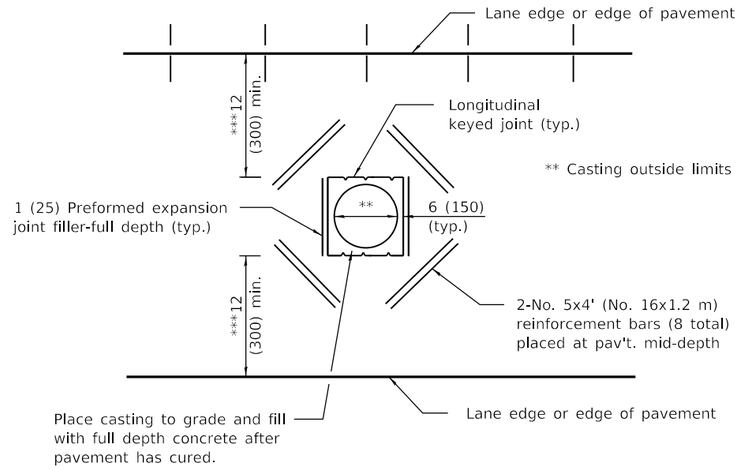


TRANSVERSE CONSTRUCTION JOINT



PAVEMENT PLAN

* The 15' (4.5 m) dimension shall be adjusted to 12' (3.6 m) min. to 18' (5.5 m) max. when placed adjacent to existing pcc pavement structure so that the joints are in prolongation. Adjust the tie bar spacing to maintain a clearance of 6 (150) from dowel bars.



*** When the 12 (300) minimum cannot be achieved, the transverse joints shall be extended to either the longitudinal joint or edge of pavement.

DETAIL OF ADDED REINFORCEMENT FOR PAVEMENT BLOCKS-OUTS

GENERAL NOTES

See Standard 420001 for details of joints not shown.

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

Illinois Department of Transportation

PASSED January 1, 2018
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

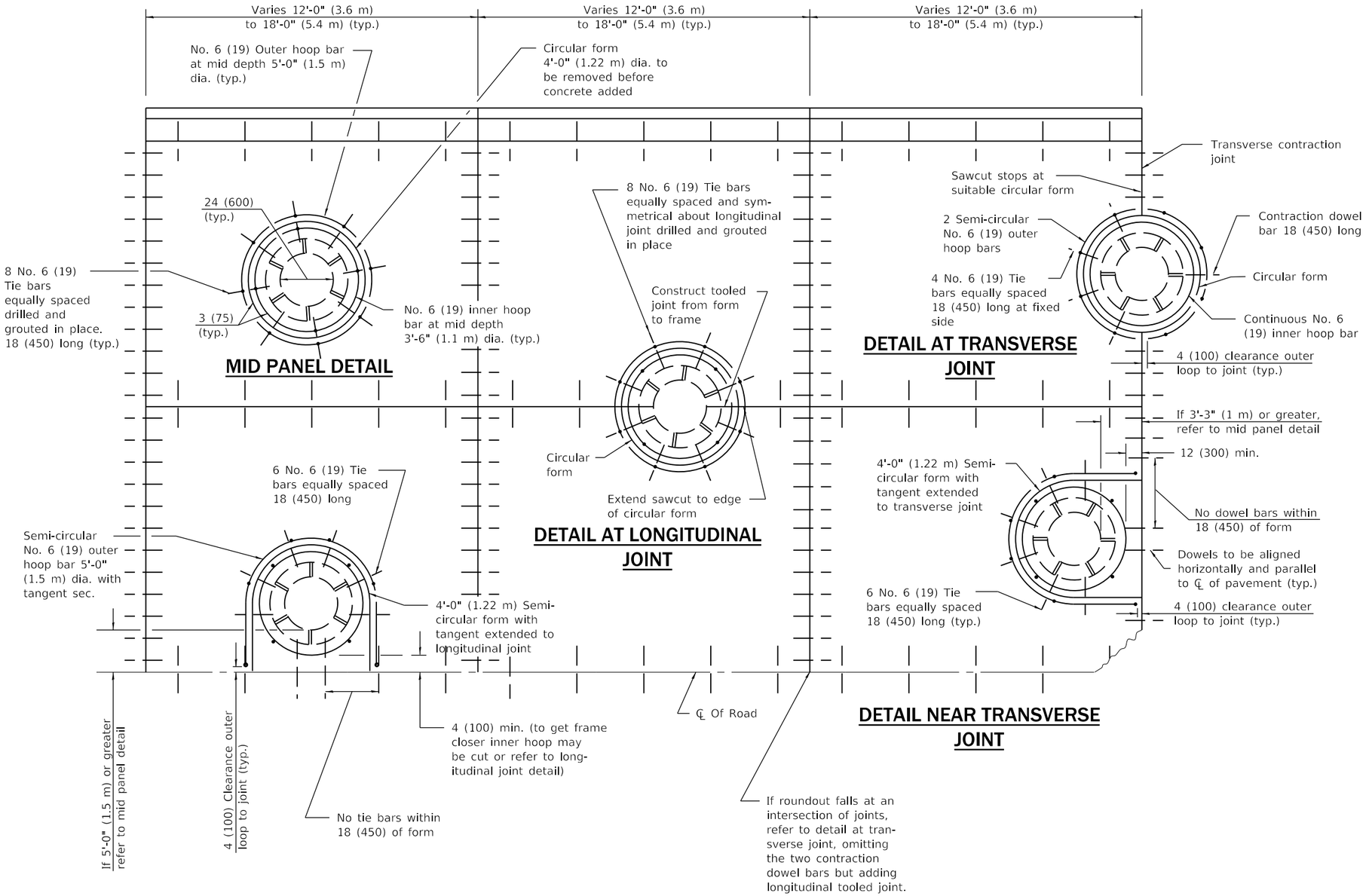
APPROVED January 1, 2018
Maureen M. Addis
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-18	Changed spacing of tie
	bars to 36 (900).
1-1-15	Added dimension of tie
	bars from transverse
	contraction joints

24' (7.2 m) JOINTED PCC PAVEMENT

STANDARD 420101-06



GENERAL NOTES

Transverse joints may be moved to accommodate roundout. Edge of circular joint shall be minimum 24 (600) from transverse joint. Relocated transverse joint shall be continuous from edge of pavement to edge of pavement.

The transverse joint spacing should be adjusted to use the DETAIL NEAR TRANSVERSE JOINT. If the joint cannot be adjusted to give the 12 (300) min. offset, use the DETAIL AT TRANSVERSE JOINT and ensure the joint is centered in the structure as shown.

Circular form shall be removed prior to drill and grout of tie bars.

Drill and grout is preferred, however tie bars can be poured in place if clearance is provided to outer edge of frame. Maximum 2 (50) clearance.

Shims shall be used to adjust all frames. After adjusting mortar has cured, the shims shall be removed and the voids under the frames filled with nonshrink grout.

Hoop reinforcement shall be one piece construction having a minimum lap length of 24 (600).

All situations not shown and may require combination of details.

WHEN USING CAST IN PLACE:
Frame shall be anchored to the structure to prevent movement during the paving operation.

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

Illinois Department of Transportation

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Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

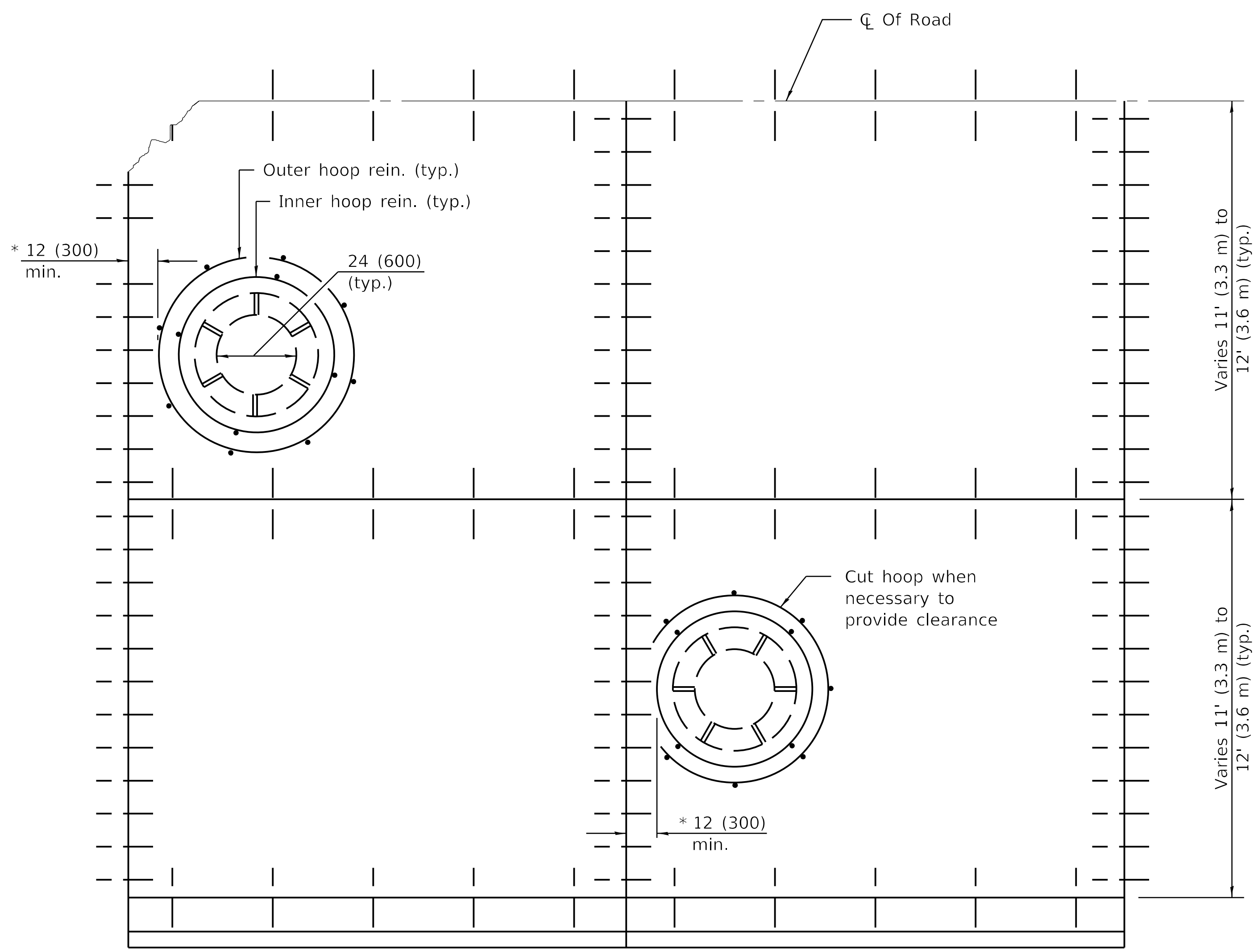
ISSUED 1-1-97

DATE	REVISIONS
1-1-18	Revised standard for 36 (900)
	tie bar spacing. Revised
	General Notes.
1-1-11	Corrected 'T/2' dim. on
	DETAIL OF REINFORCEMENT
	FOR PAVEMENT ROUNDOUT.

PCC PAVEMENT ROUNDOUTS

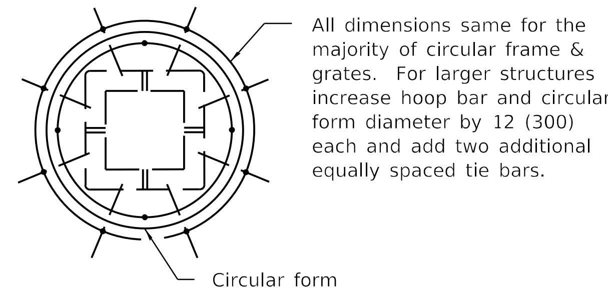
(Sheet 1 of 2)

STANDARD 420111-04

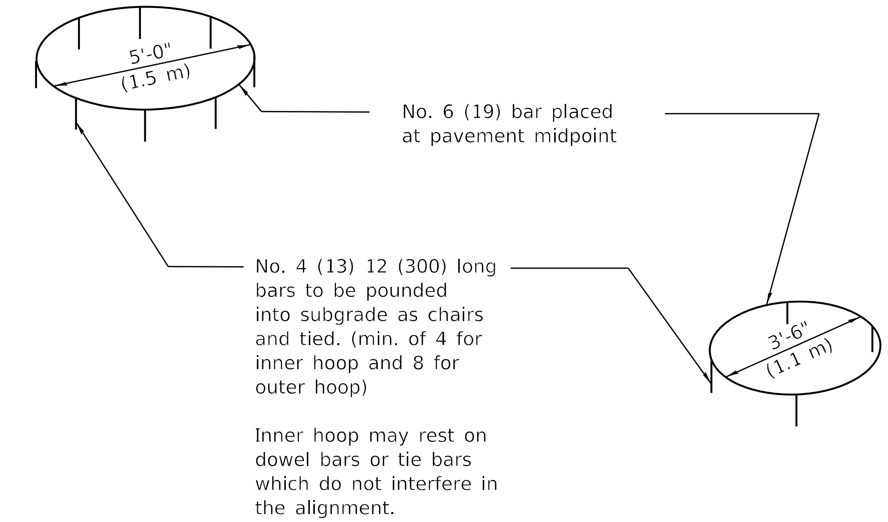


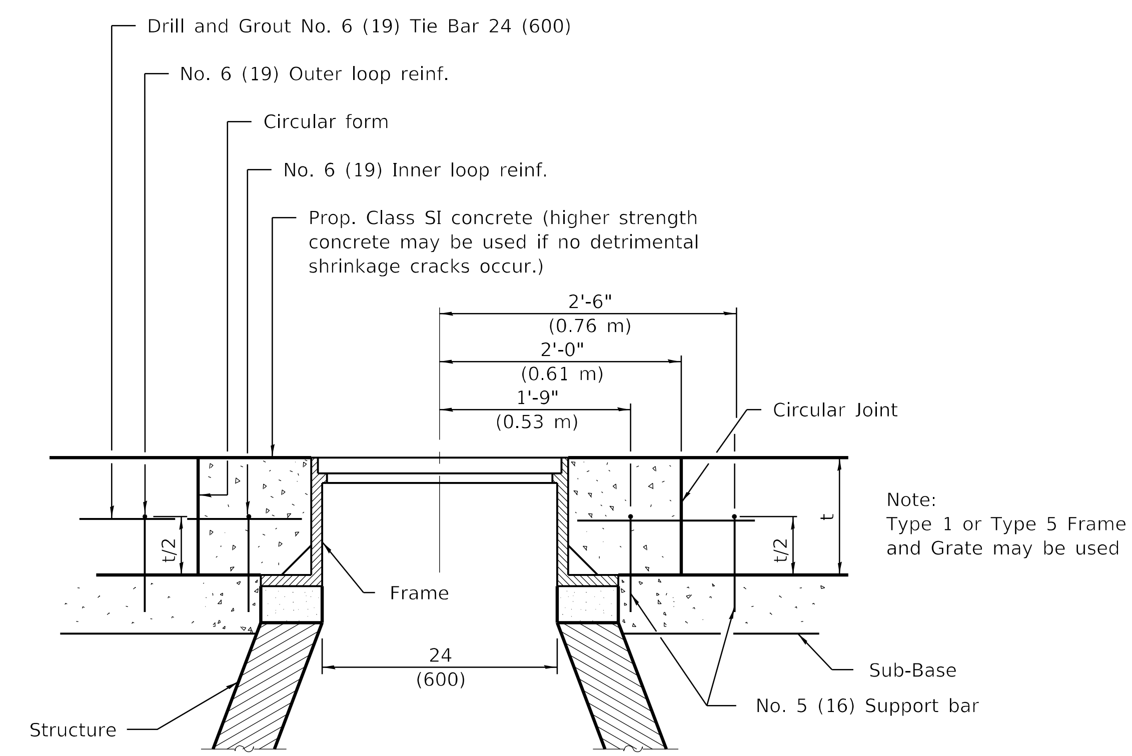
* Less than 12 (300) formed roundout to be used.

CAST IN PLACE DETAIL



ROUNDOUT FOR SQUARE FRAME & GRATE AND MANHOLES





DETAIL OF REINFORCEMENT FOR PAVEMENT ROUNDOUT

Illinois Department of Transportation

PASSED January 1, 2018
ENGINEER OF POLICY AND PROCEDURES

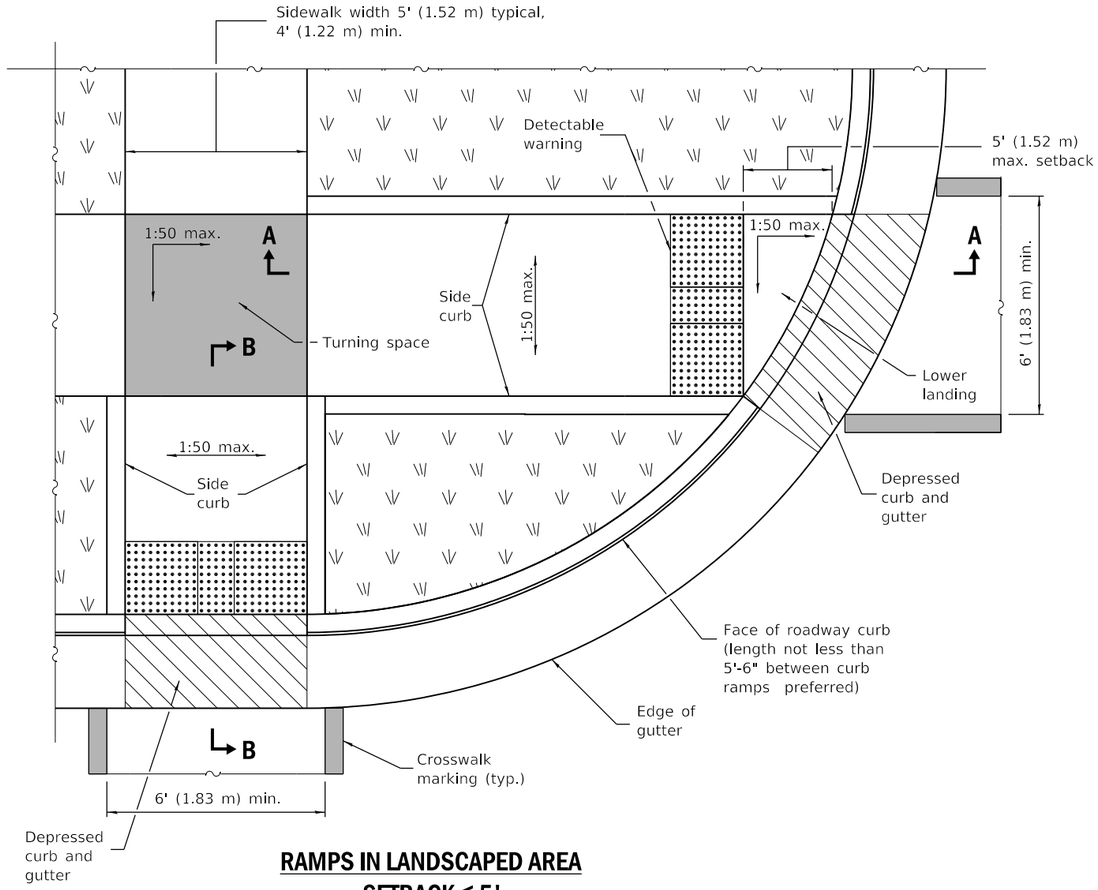
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

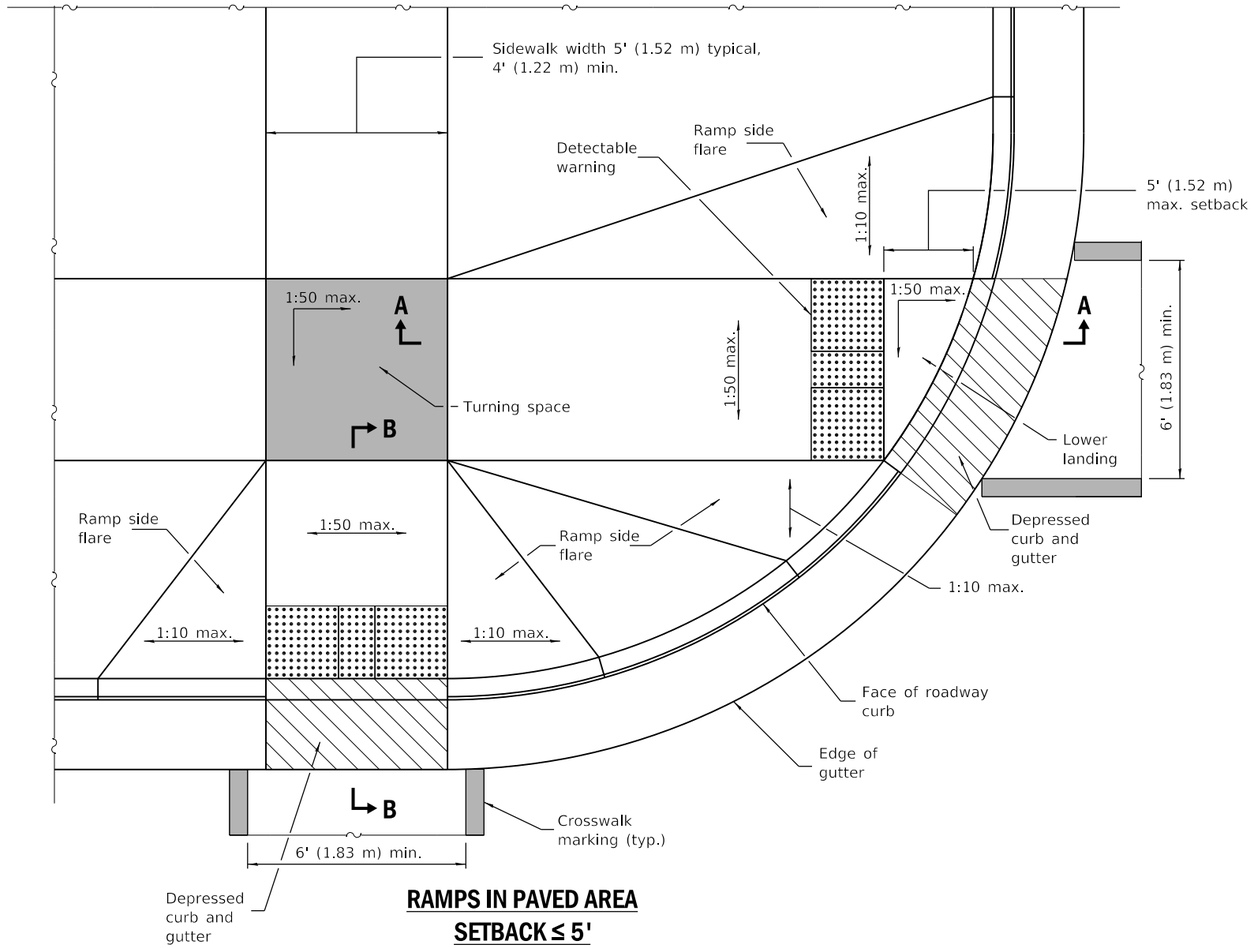
PCC PAVEMENT ROUNDOUTS

(Sheet 2 of 2)

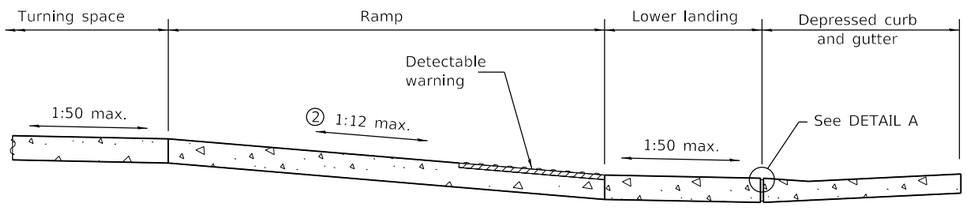
STANDARD 420111-04



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

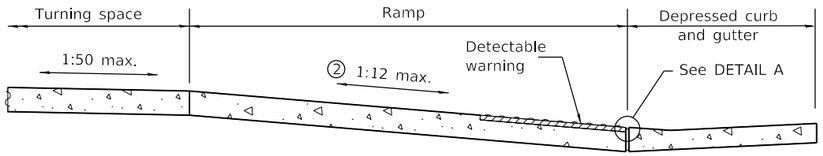


RAMPS IN PAVED AREA
SETBACK ≤ 5'



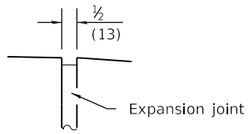
SECTION A-A

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

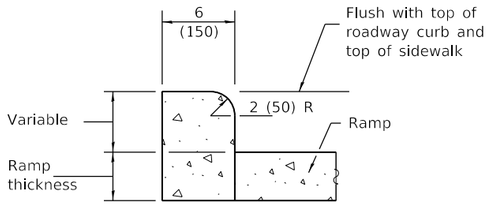


SECTION B-B

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



DETAIL A



SIDE CURB DETAIL

Illinois Department of Transportation

PASSED January 1, 2018
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2018
Marcia M. Beck
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

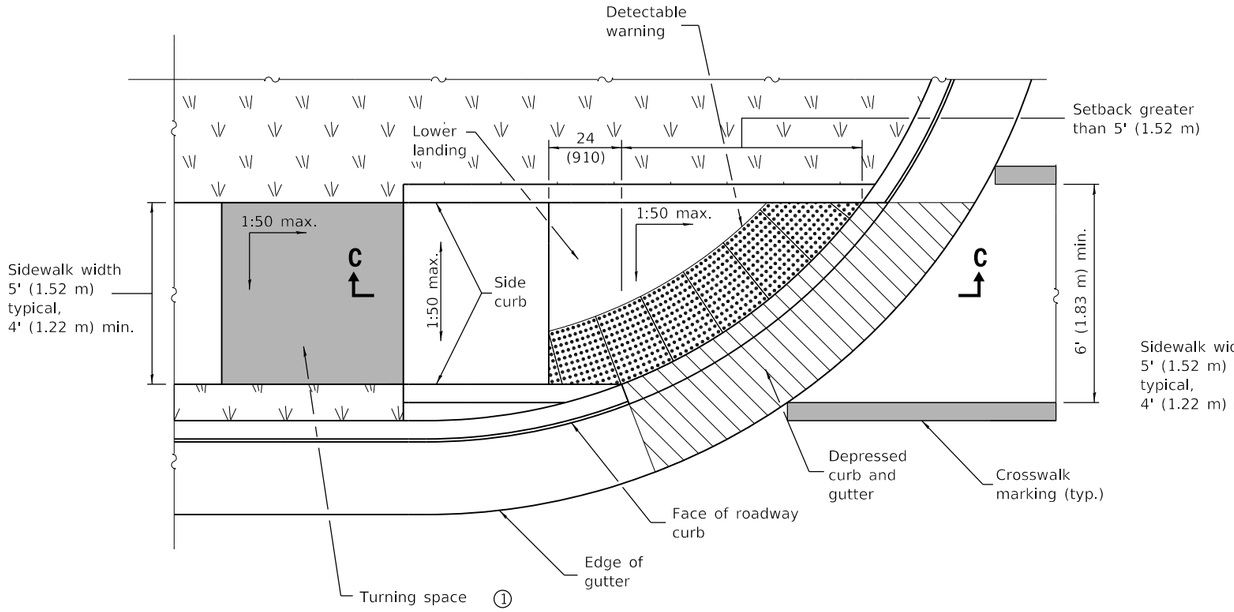
See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-18	Omitted diagonal slope at
	turning spaces and lower
	landings.
1-1-17	Added 2' dimension to det.
	warnings for setbacks
	greater than 5'.

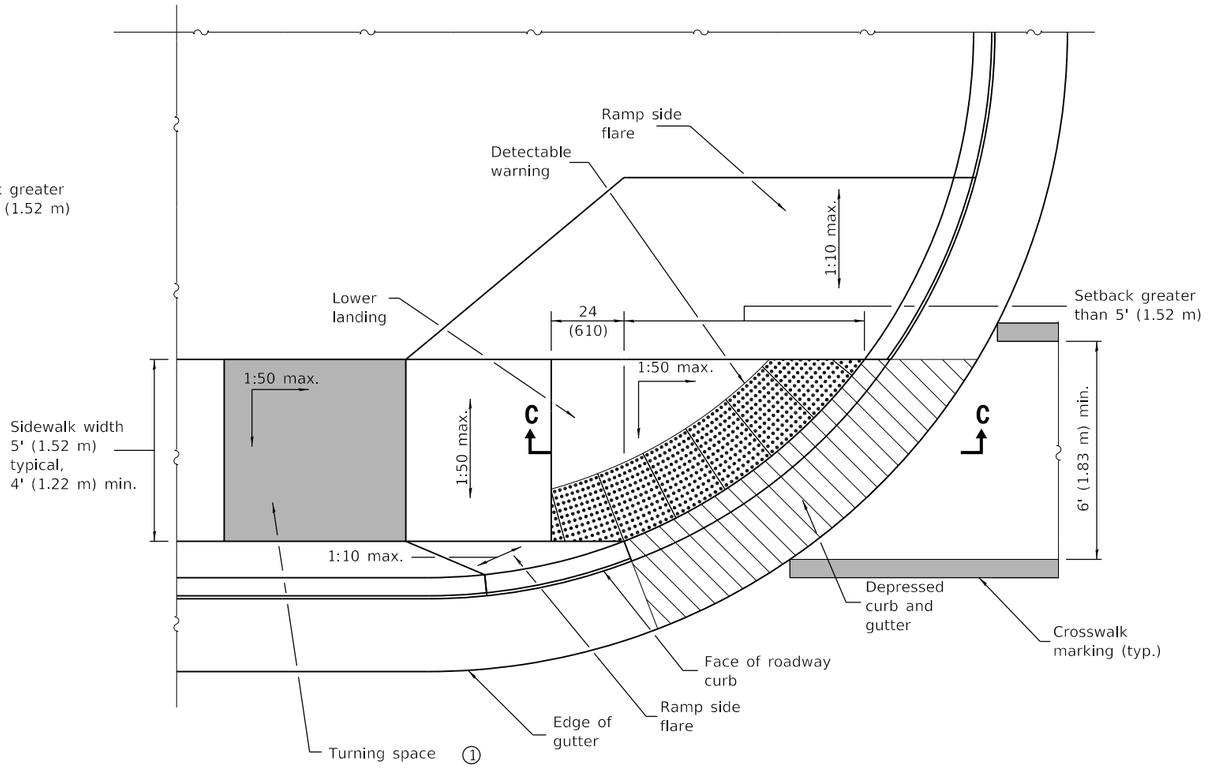
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

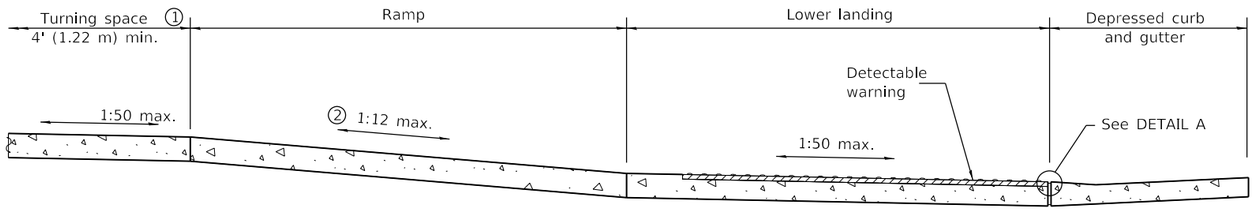
STANDARD 424001-10



RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA
SETBACK > 5'



SECTION C-C

① Turning space not required for ramp slopes flatter than 1:20.

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

Illinois Department of Transportation

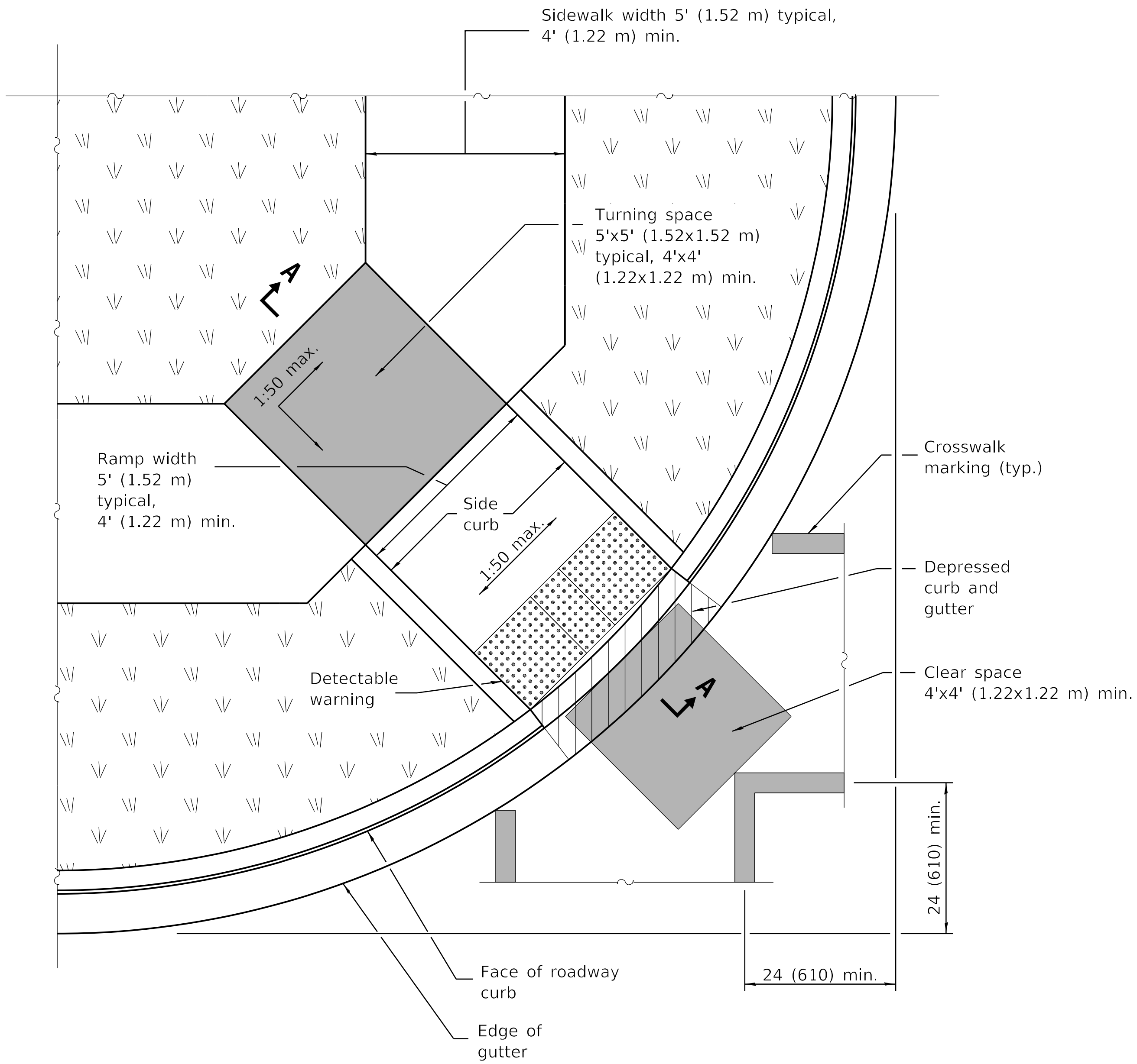
PASSED January 1, 2018
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2018
Maureen M. Bress
ENGINEER OF DESIGN AND ENVIRONMENT

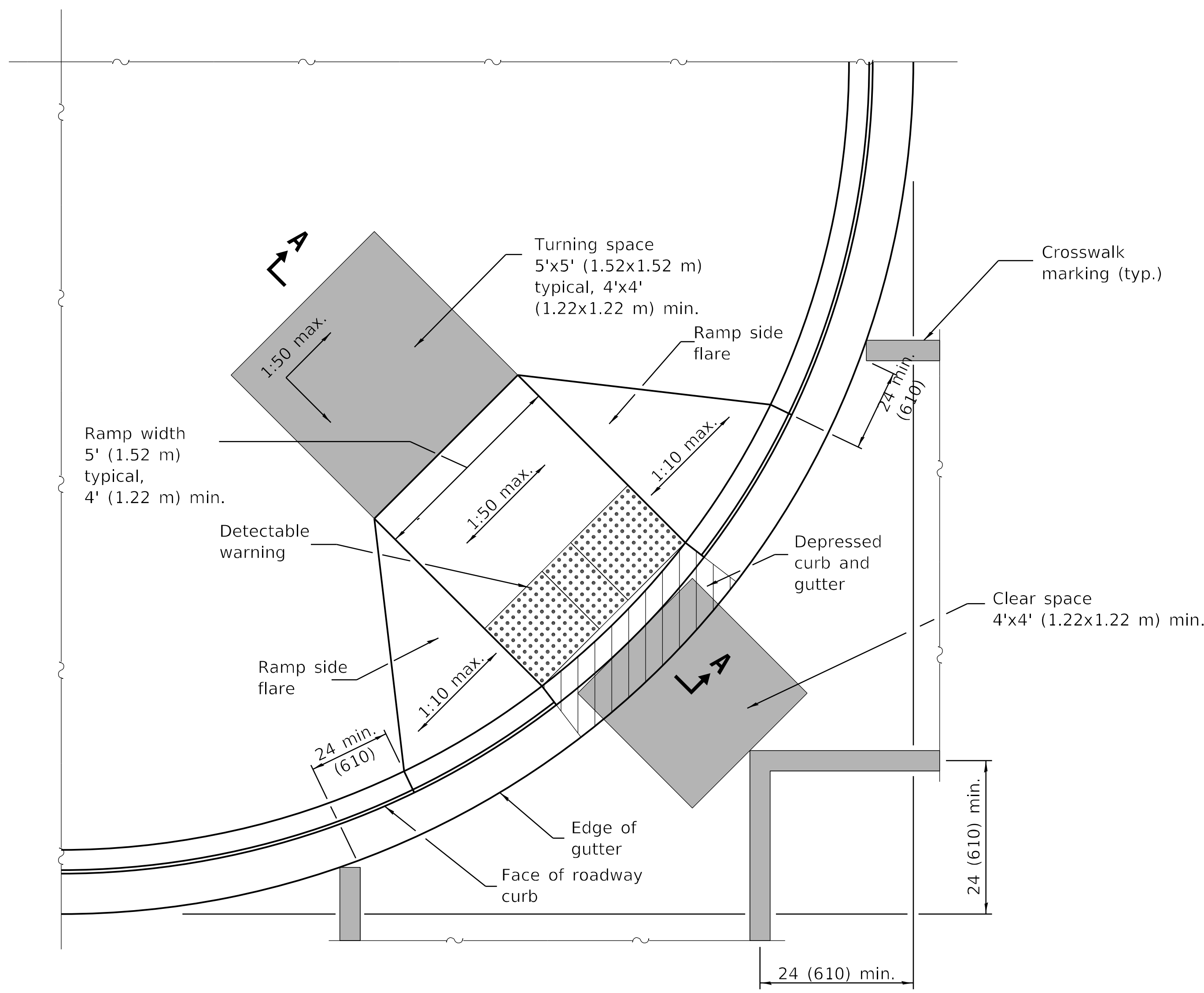
ISSUED 1-1-97

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

STANDARD 424001-10



RAMP IN LANDSCAPED AREA



RAMP IN PAVED AREA

GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

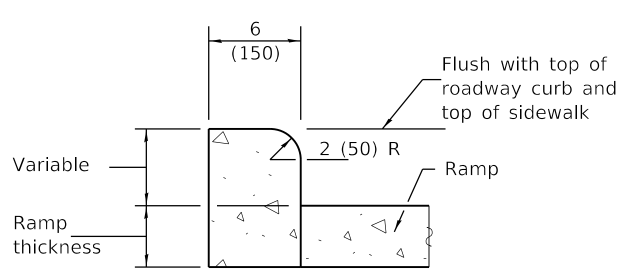
Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

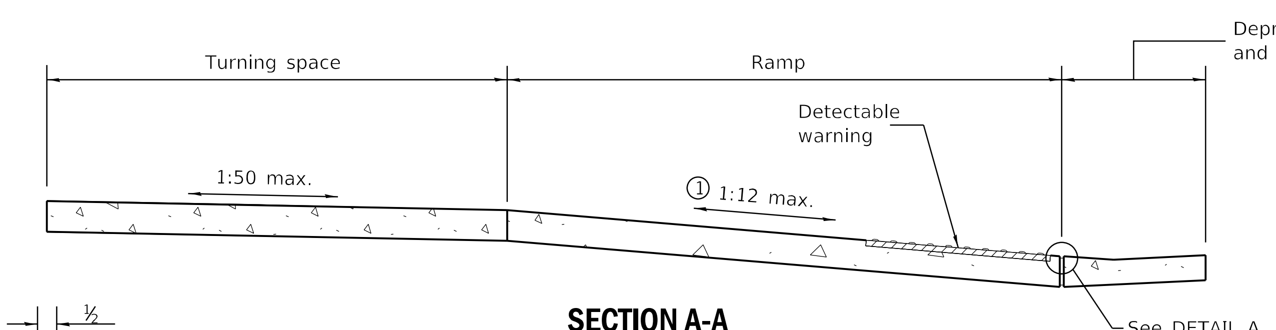
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

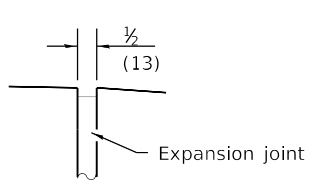


SIDE CURB DETAIL



SECTION A-A

① The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



DETAIL A

DATE	REVISIONS
1-1-18	Omitted diagonal slope at
	turning spaces.
1-1-15	Changed 'Upper landing' to
	'Turning space'. Added note
	reg. const. turning space.

Illinois Department of Transportation

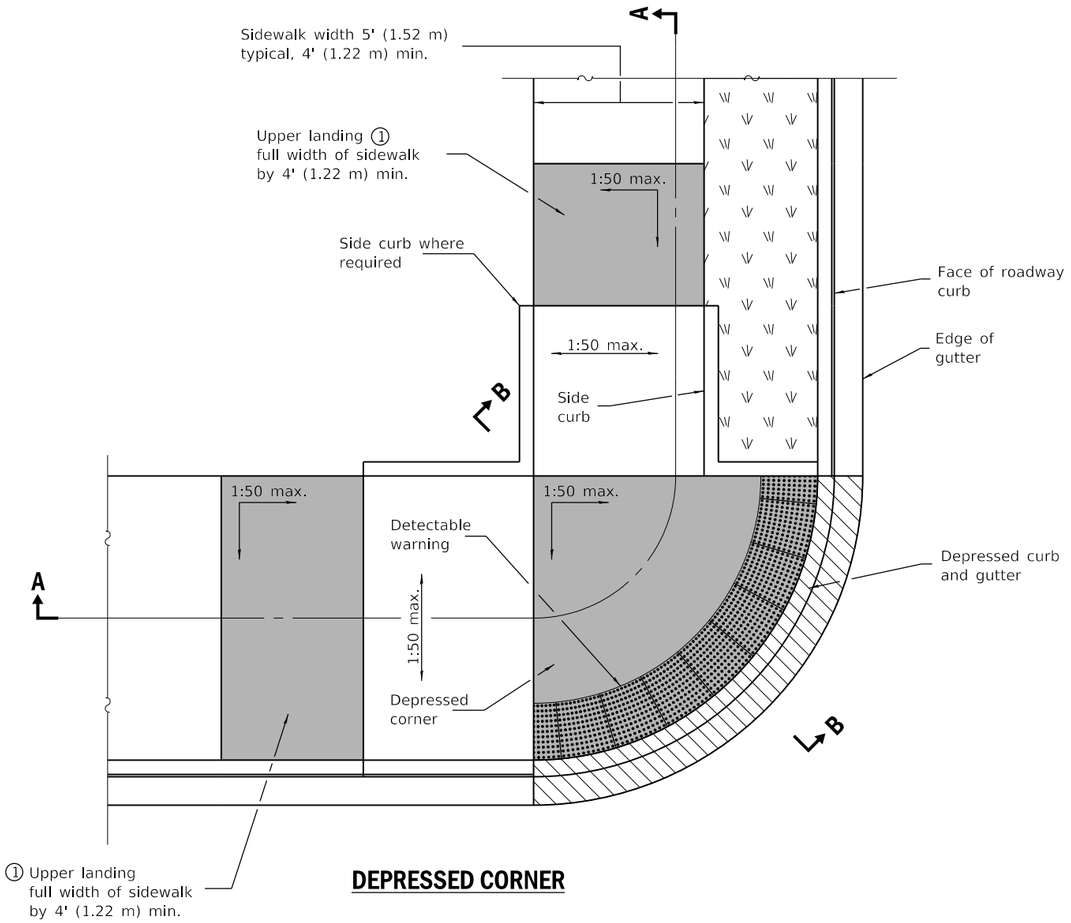
PASSED January 1, 2018
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2018
Maureen M. Addis
ENGINEER OF DESIGN AND ENVIRONMENT

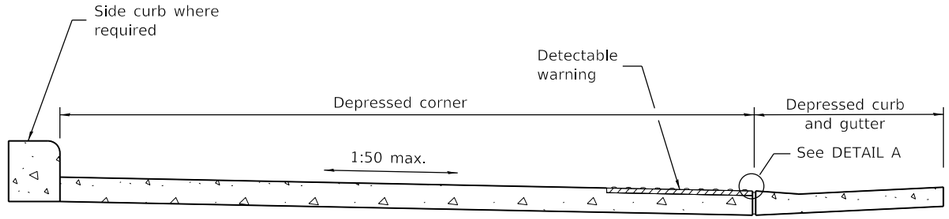
ISSUED 1-1-12

DIAGONAL CURB RAMPS FOR SIDEWALKS

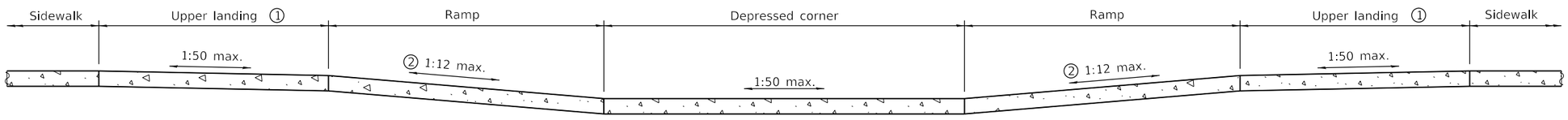
STANDARD 424006-03



DEPRESSED CORNER



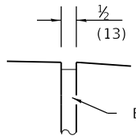
SECTION B-B



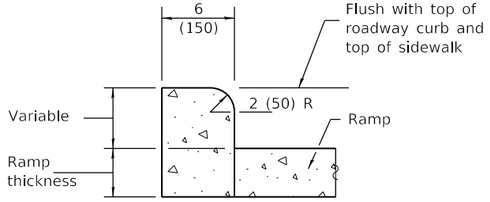
SECTION A-A

① Upper landing(s) not required for ramp slopes flatter than 1:20.

② The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).



DETAIL A



SIDE CURB DETAIL

GENERAL NOTES

This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

Illinois Department of Transportation

PASSED January 1, 2018
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

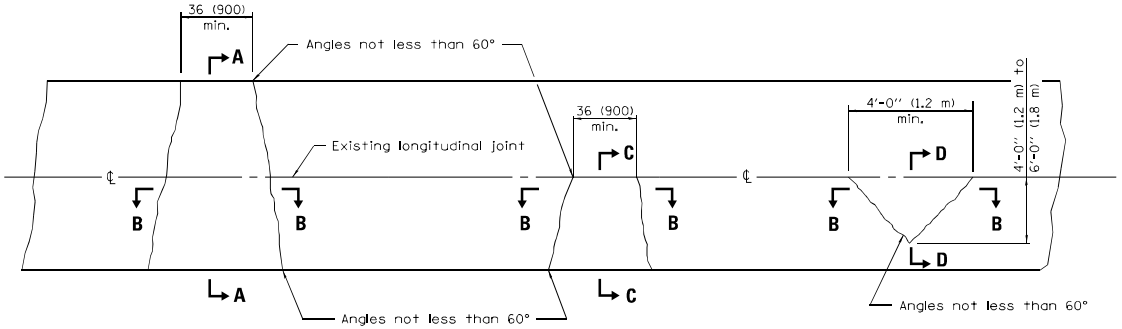
ISSUED 1-1-12

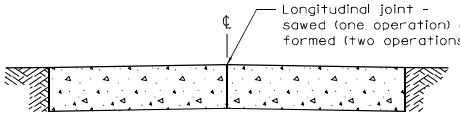
DATE	REVISIONS
1-1-18	Omitted diagonal slope at
	turning spaces and upper
	landings.
1-1-15	Added note ②.

DEPRESSED CORNER FOR SIDEWALKS

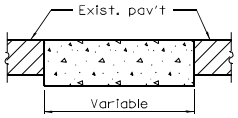
STANDARD 424021-04

CLASS C

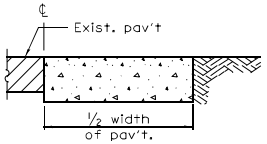




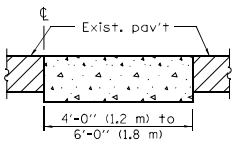
SECTION A–A



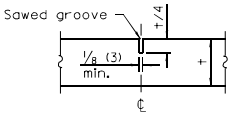
SECTION B–B



SECTION C–C



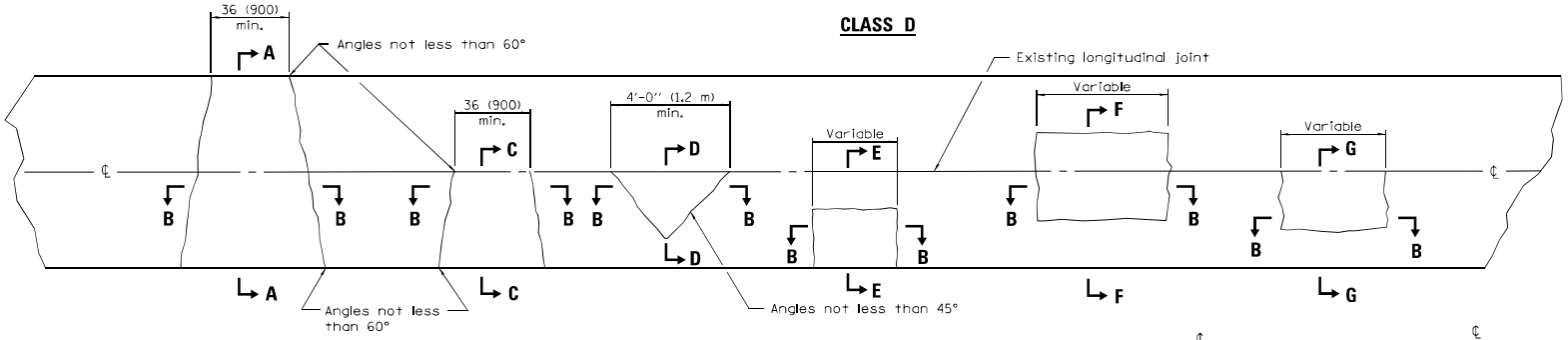
SECTION D–D

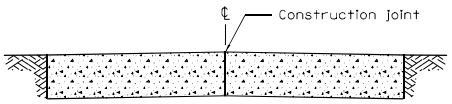


DETAIL OF SAWED CONTRACTION JOINT

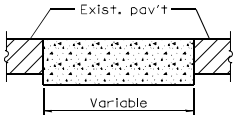
Note:
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.

CLASS D

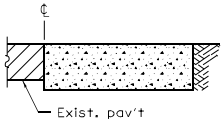




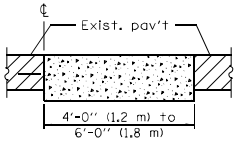
SECTION A–A
(Built in two operations)



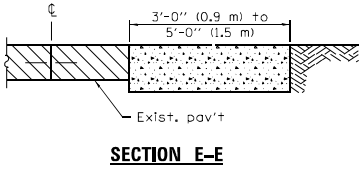
SECTION B–B



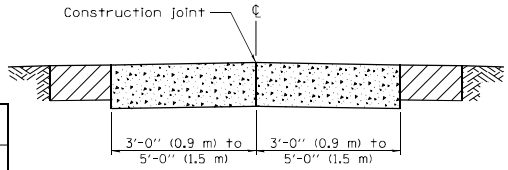
SECTION C–C



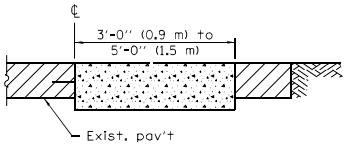
SECTION D–D



SECTION E–E



SECTION F–F
(Built in two operations)



SECTION G–G

GENERAL NOTES

Existing tie bars shall be either cut or removed. Marginal bars shall be cut.

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

Illinois Department of Transportation

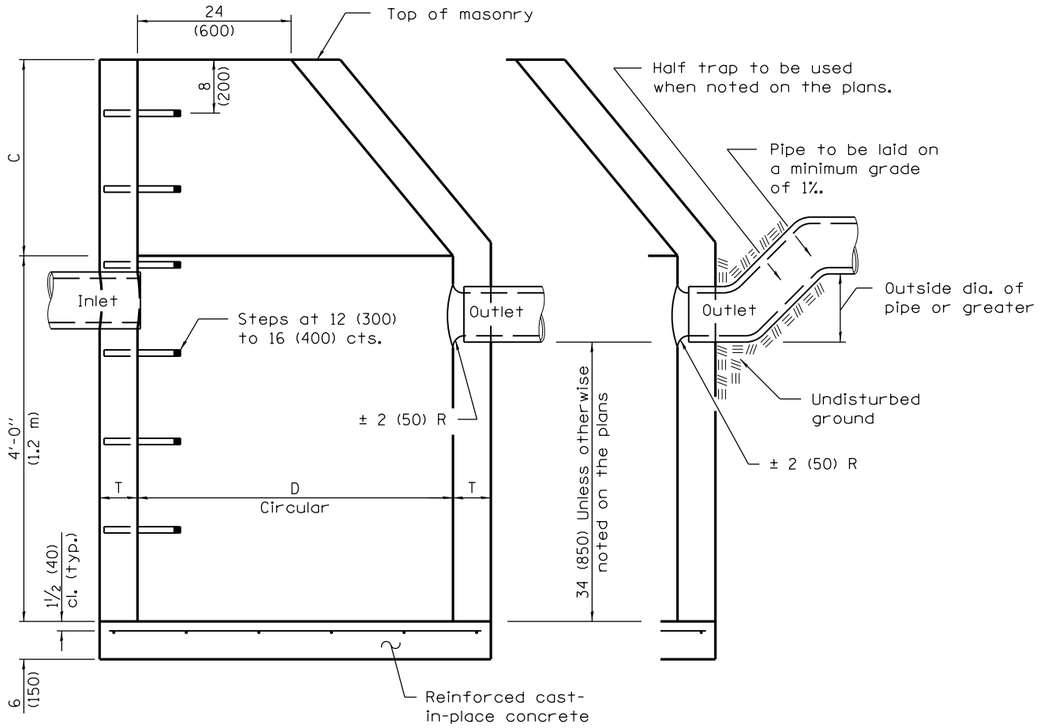
PASSED January 1, 2008
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2008
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-08	Switched units to
	English (metric).
1-1-07	Revised Note for
	Class C patches.

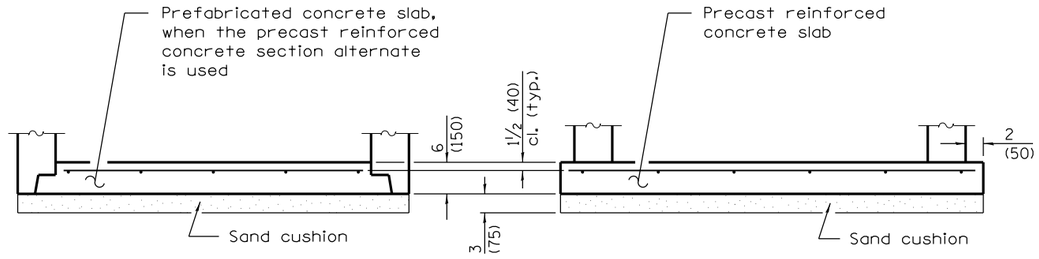
CLASS C and D PATCHES

STANDARD 442201–03



ELEVATION
(Standard Outlet)

ELEVATION
(Half Trap)



ALTERNATE BOTTOM SLAB

ALTERNATE MATERIALS FOR WALLS	D	C•	T (min.)
Concrete Masonry Unit	4'-0'' (1.2 m) 5'-0'' (1.5 m)	30 (750) 3'-9'' (1.15 m)	5 (125) 5 (125)
Brick Masonry	4'-0'' (1.2 m) 5'-0'' (1.5 m)	30 (750) 3'-9'' (1.15 m)	8 (200) 8 (200)
Precast Reinforced Concrete Section	4'-0'' (1.2 m) 5'-0'' (1.5 m)	30 (750) 3'-9'' (1.15 m)	4 (100) 5 (125)
Cast-in-place Concrete	4'-0'' (1.2 m) 5'-0'' (1.5 m)	30 (750) 3'-9'' (1.15 m)	6 (150) 6 (150)

• For precast reinforced concrete sections, dimension "C" may vary from the dimension given to plus 6 (150).

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.20 sq. in./ft (420 sq. mm/m) in both directions with a maximum spacing of 12 (300).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

See Standard 602601 for optional precast reinforced concrete flat slab top.

See Standard 602701 for details of steps.

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

Illinois Department of Transportation

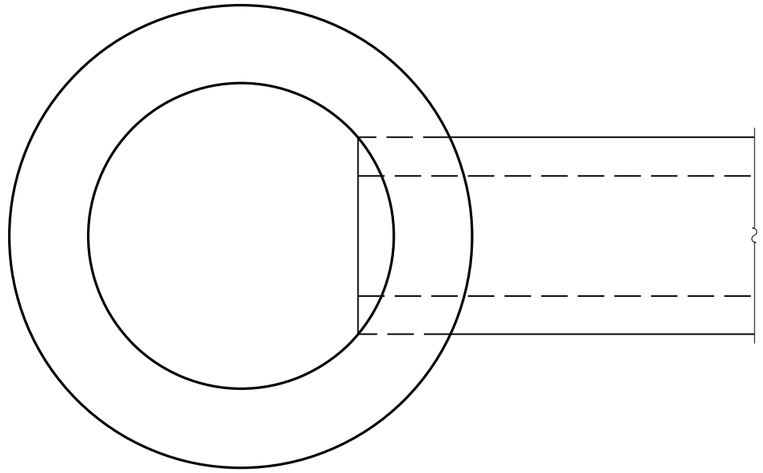
PASSED January 1, 2011
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-11	Added 'Outside' to half trap
	note. Detail rein. in slabs.
	Revised general notes.
1-1-09	Switched units to
	English (metric).

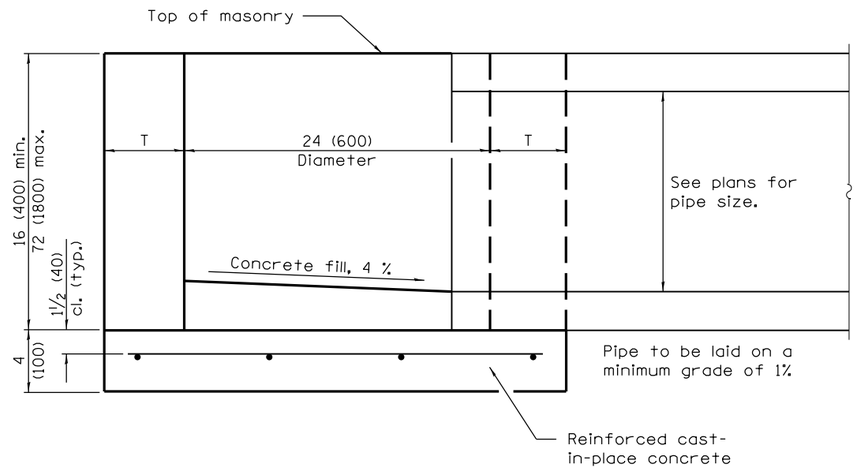
CATCH BASIN TYPE A

STANDARD 602001–02

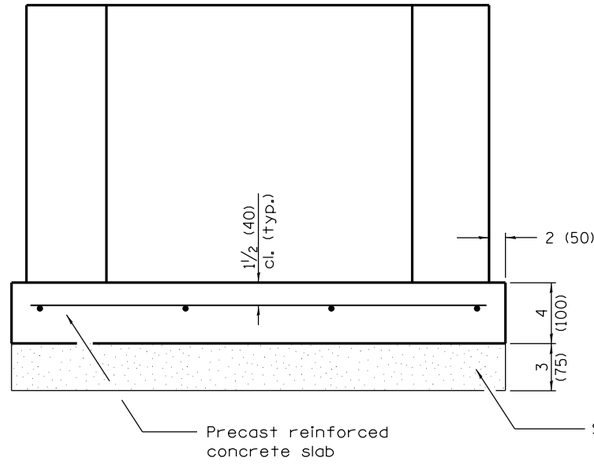


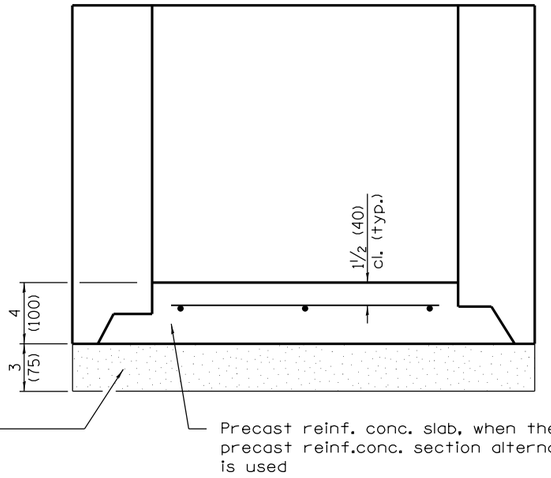
PLAN

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)



ELEVATION





ALTERNATE METHODS

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

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

Illinois Department of Transportation

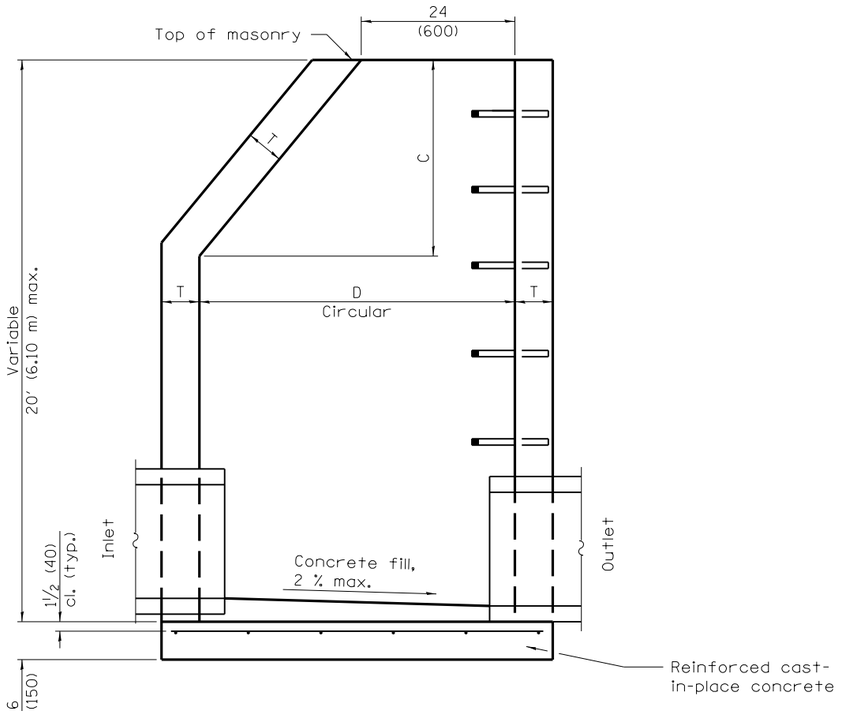
PASSED January 1, 2014
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

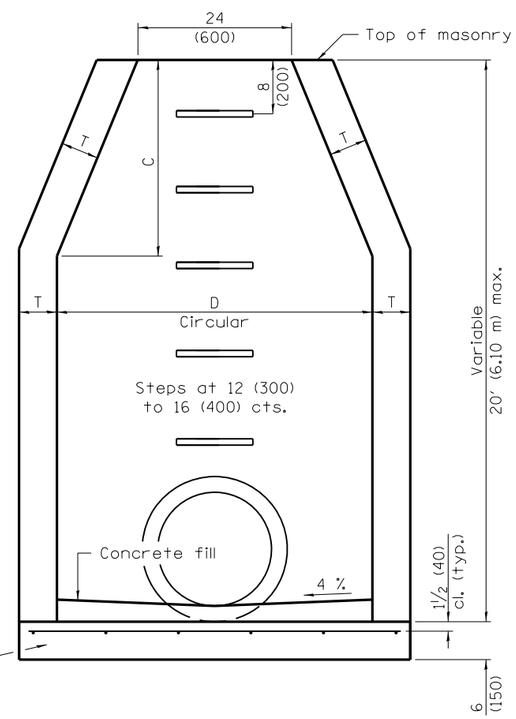
DATE	REVISIONS
1-1-14	Increased height to
	72 (1800) maximum.
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Added general notes.

INLET – TYPE A

STANDARD 602301–04

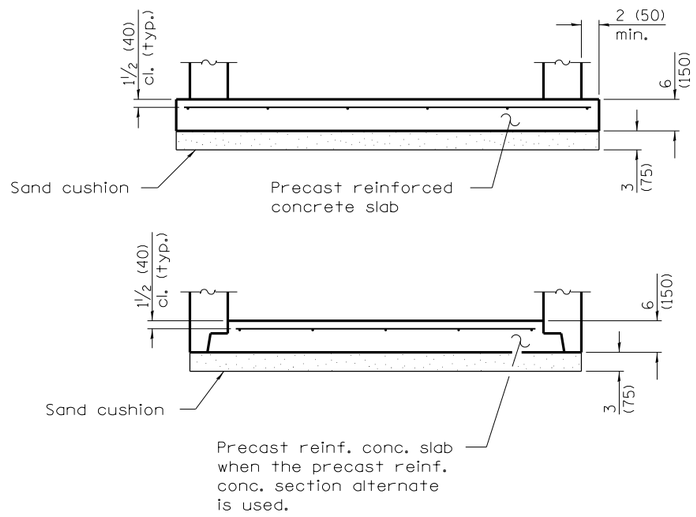


ELEVATION – ECCENTRIC



ELEVATION – CONCENTRIC

Reinforced cast-in-place concrete



ALTERNATE BOTTOM SLAB

ALTERNATE MATERIALS FOR WALLS	D	C•	T (min.)
Concrete Masonry Unit	4'-0'' (1.2 m) 5'-0'' (1.5 m)	30 (750) 3'-9'' (1.15 m)	5 (125) 5 (125)
Brick Masonry	4'-0'' (1.2 m) 5'-0'' (1.5 m)	30 (750) 3'-9'' (1.15 m)	8 (200) 8 (200)
Precast Reinforced Concrete Section	4'-0'' (1.2 m) 5'-0'' (1.5 m)	30 (750) 3'-9'' (1.15 m)	4 (100) 5 (125)
Cast-in-place Concrete	4'-0'' (1.2 m) 5'-0'' (1.5 m)	30 (750) 3'-9'' (1.15 m)	6 (150) 6 (150)

• For precast reinforced concrete sections, dimension "C" may vary from the dimension given to plus 6 (150).

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.31 sq. in./ft. (660 sq. mm/m) in both directions with a maximum spacing of 12 (300).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

See Standard 602701 for details of steps.

See Standard 602601 for optional Precast Reinforced Concrete Flat Slab Top.

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

Illinois Department of Transportation

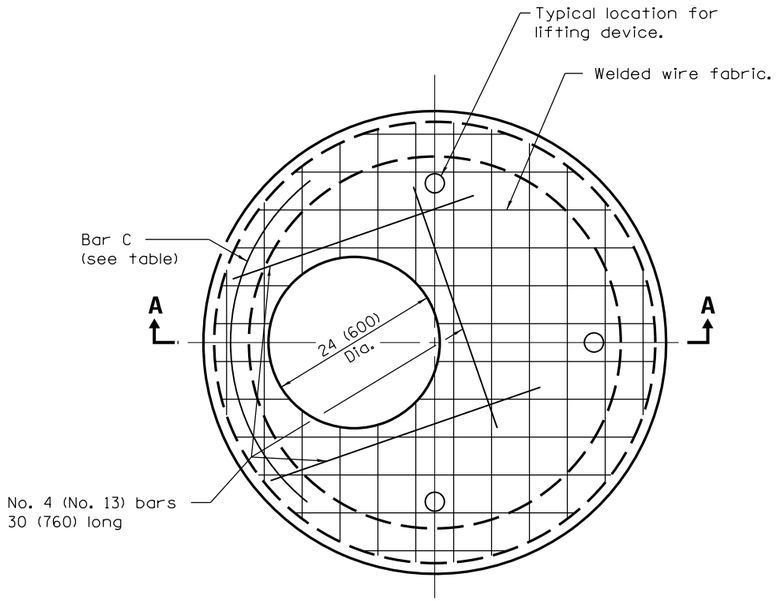
PASSED January 1, 2011
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

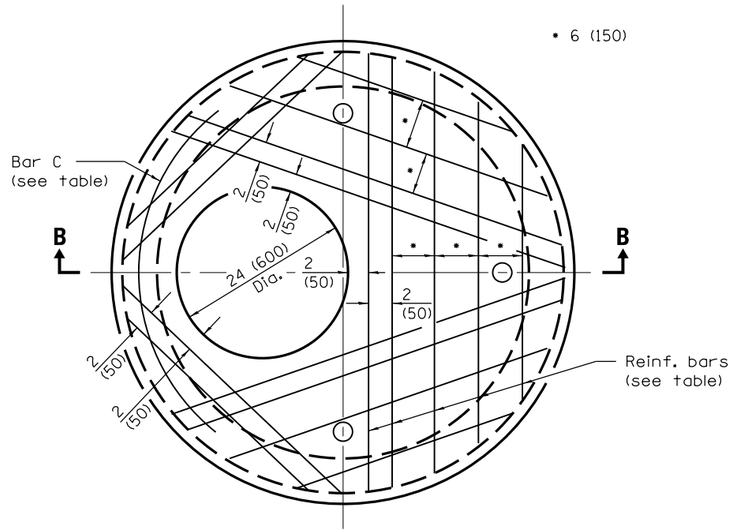
DATE	REVISIONS
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Revised general notes.
1-1-09	Switched units to
	English (metric).

MANHOLE TYPE A

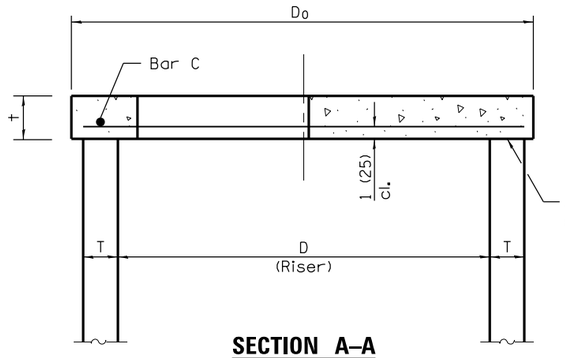
STANDARD 602401–03



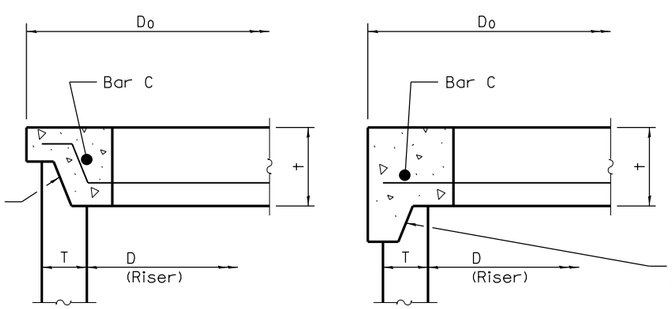
PLAN
(WELDED WIRE FABRIC)



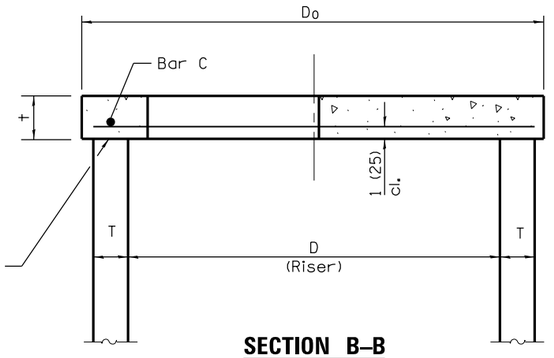
PLAN
(REINFORCEMENT BARS)



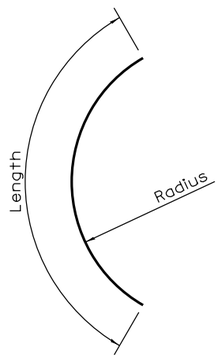
SECTION A–A



ALTERNATE JOINT CONFIGURATIONS



SECTION B–B



BAR C

TABLE

D	T	D_o (min.)	t	Reinforcement "A_s" W.W.F. each direction	OR Bar size	No. 4 (No. 13) Bar C Length	Radius
36 (900)	See applicable Standards	D + 2T	6 (150)	0.20 sq. in./ft. (425 sq. mm/m)	No. 4 (No. 13)	4′-0″ (1.2 m)	19 (480)
4′-0″ (1.2 m)			6 (150)	0.35 sq. in./ft. (740 sq. mm/m)	No. 5 (No. 16)	4′-6″ (1.35 m)	26 (660)
5′-0″ (1.5 m)			8 (200)	0.35 sq. in./ft. (740 sq. mm/m)	No. 5 (No. 16)	5′-0″ (1.5 m)	32 (810)

GENERAL NOTES

The flat slab top may be used in lieu of the tapered tops shown on Standards 602001, 602011, 602016, 602306, 602401, or 602501 at the option of the Contractor or when field conditions prohibit the use of tapered tops.

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

Illinois Department of Transportation

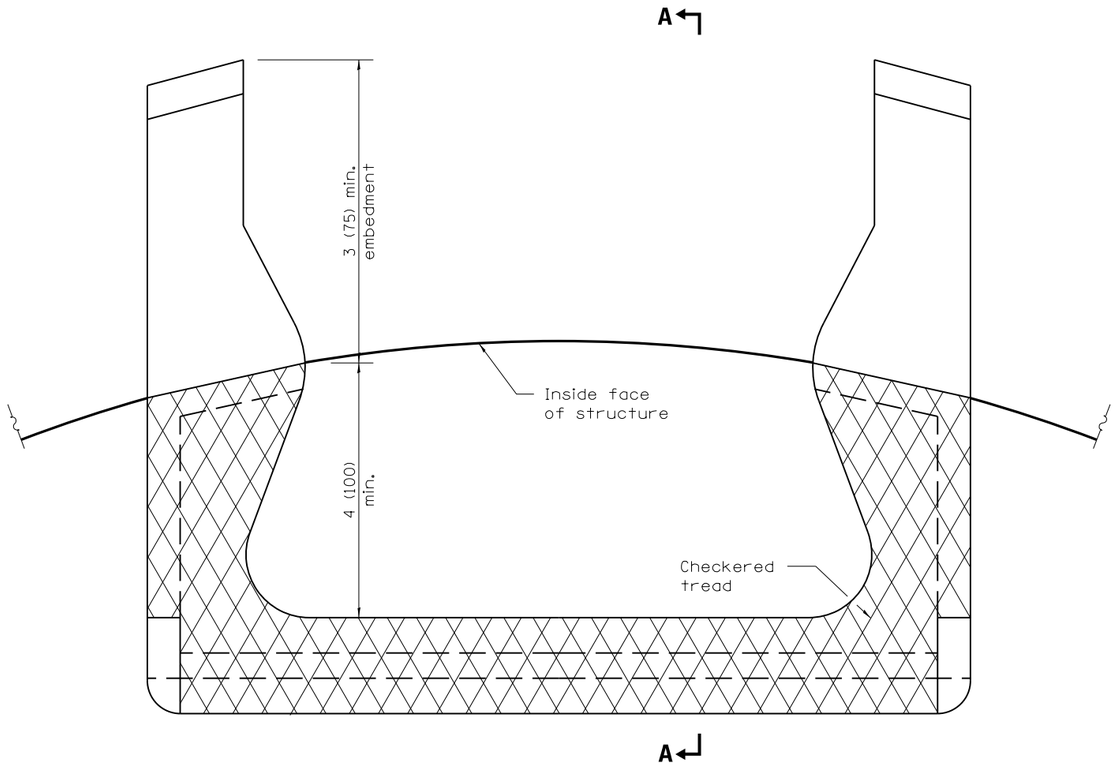
PASSED January 1, 2014
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-14

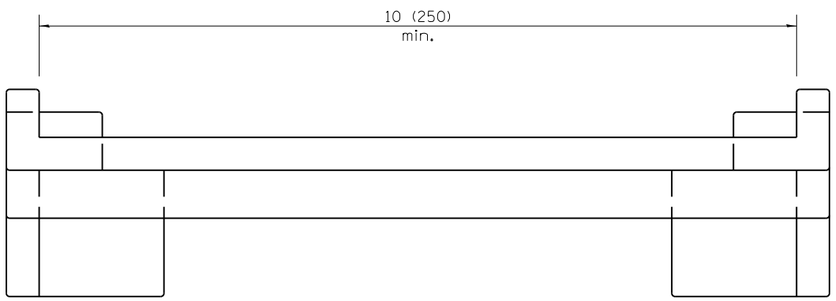
DATE	REVISIONS
1-1-14	Omitted detail for lifting
	hole or lifting loop.
1-1-09	Switched units to
	English (metric).

PRECAST REINFORCED CONCRETE FLAT SLAB TOP

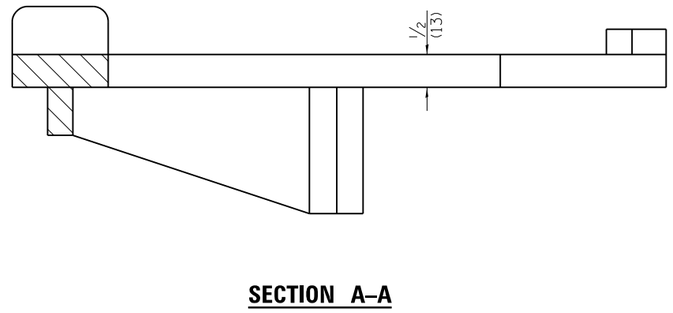
STANDARD 602601–03



PLAN VIEW



ELEVATION VIEW



SECTION A–A

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

Illinois Department of Transportation

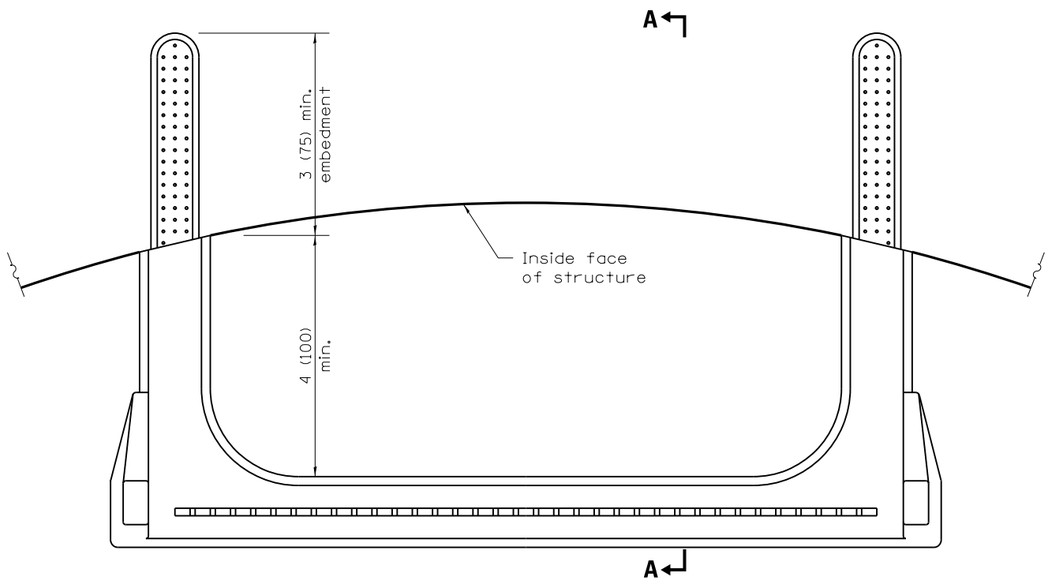
PASSED January 1, 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

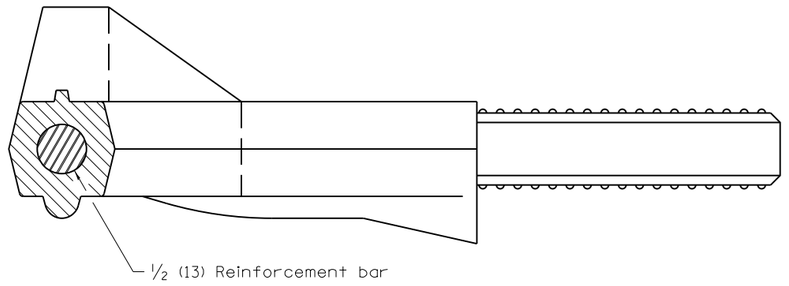
DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
4-1-06	Revised title, drawings,
	and added plastic
	steps on sheet 2.

MANHOLE STEPS

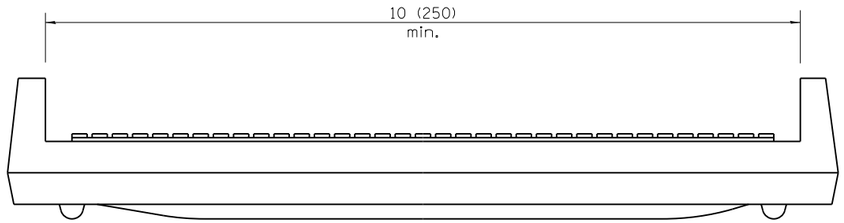
STANDARD 602701–02



PLAN VIEW



SECTION A–A



ELEVATION VIEW

Illinois Department of Transportation

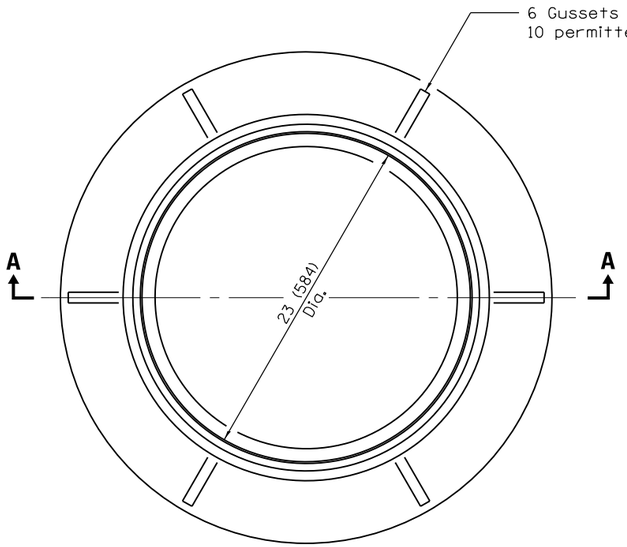
PASSED January 1, 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

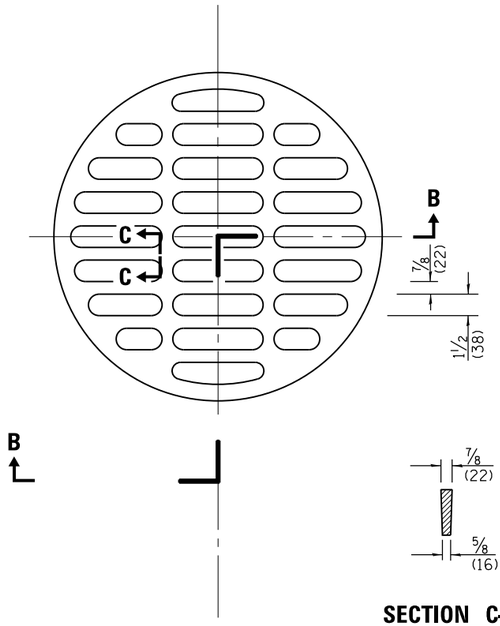
MANHOLE STEPS

(Sheet 2 of 2)

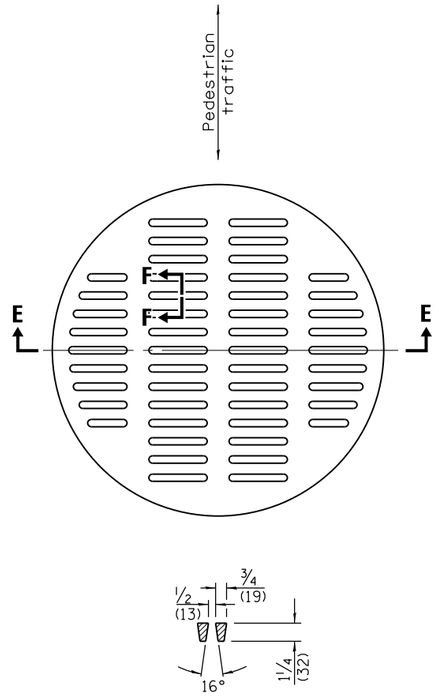
STANDARD 602701–02



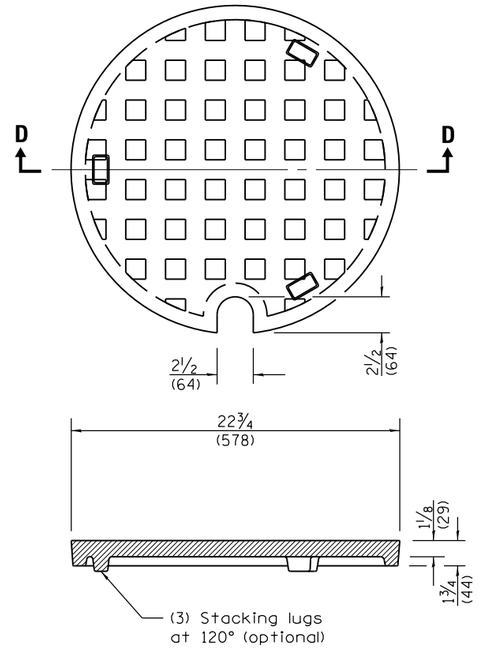
CAST FRAME



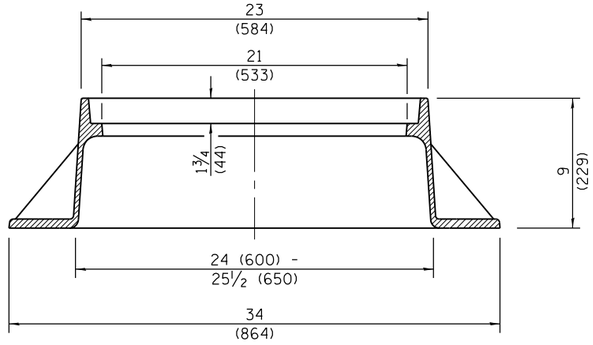
SECTION C–C



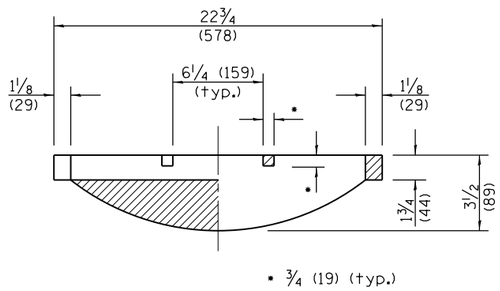
SECTION F–F



SECTION D–D

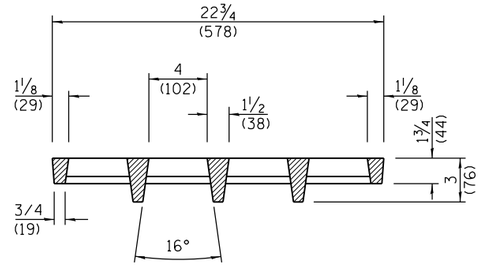


SECTION A–A
Gray Iron



SECTION B–B

CAST OPEN LID



SECTION E–E

ADA COMPLIANT
CAST OPEN LID

CAST CLOSED LID
Gray Iron Lid

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

Illinois Department of Transportation

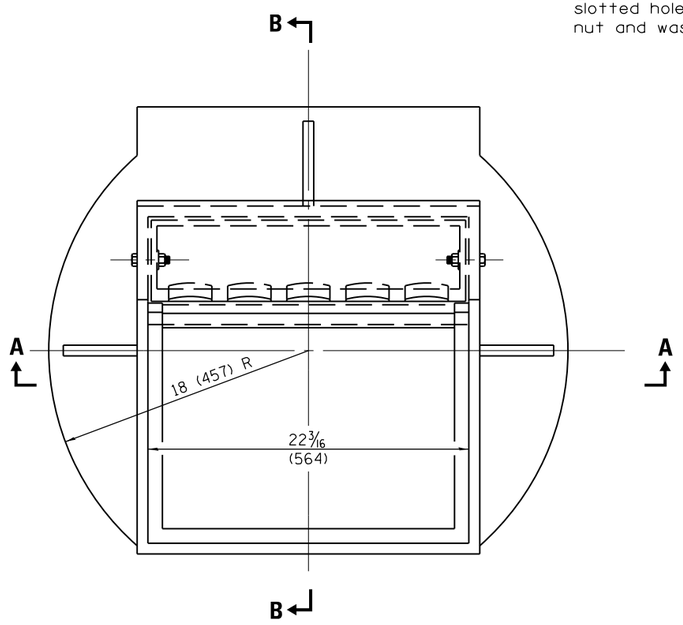
PASSED January 1, 2015
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

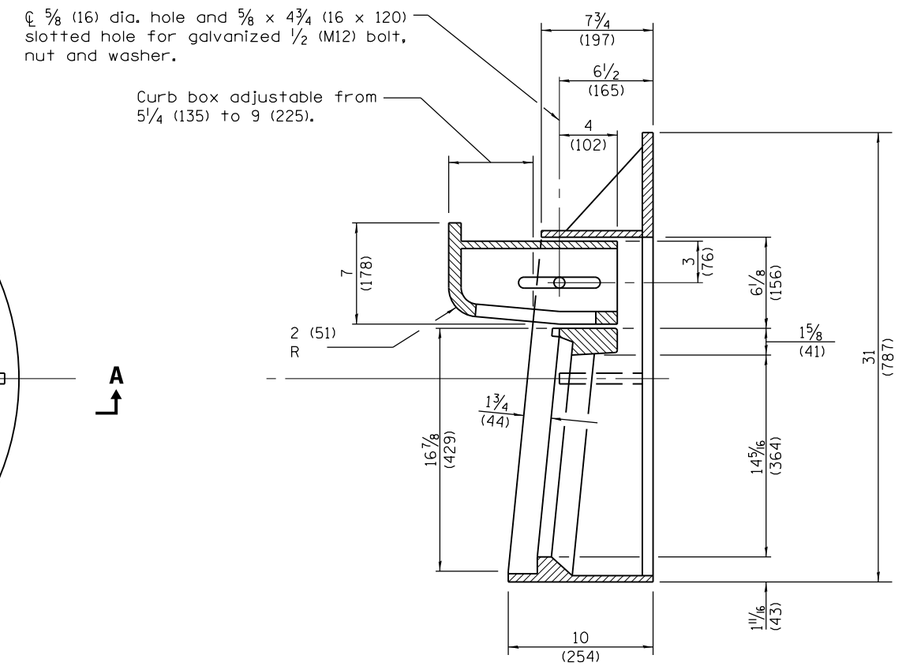
DATE	REVISIONS
1-1-15	Revised dimensioning of
	frame. Added ADA compliant
	open lid.
1-1-09	Switched units to
	English (metric).

FRAME AND LIDS TYPE 1

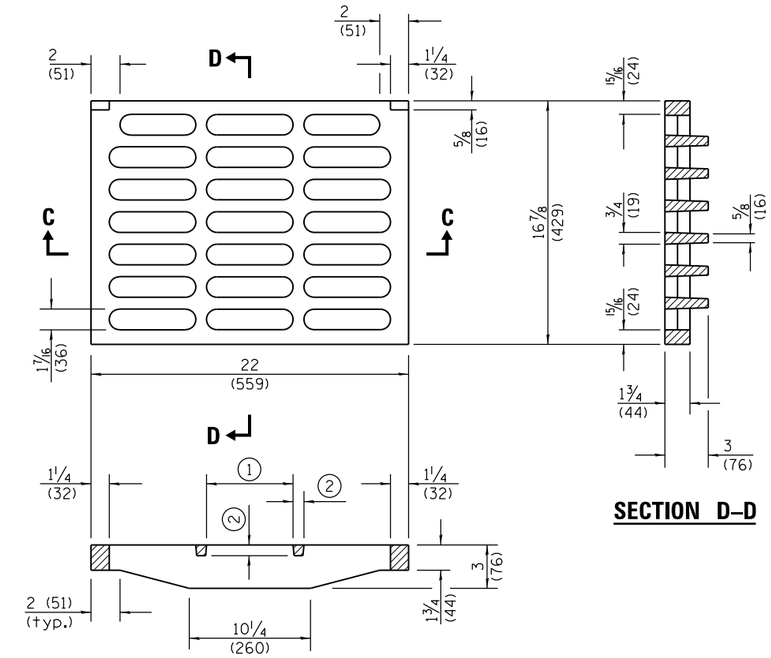
STANDARD 604001–04



CAST FRAME



SECTION B–B



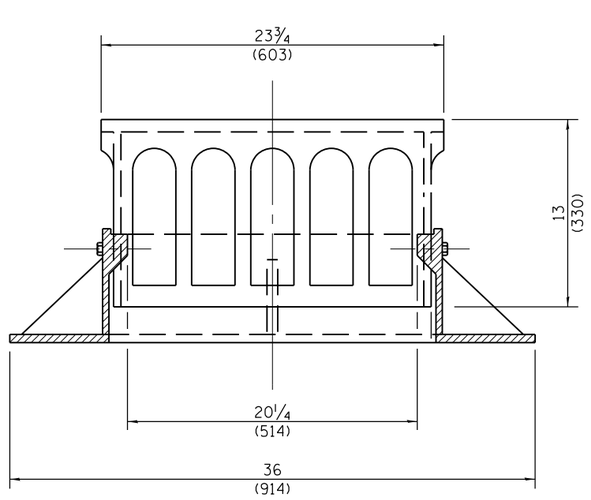
SECTION D–D

SECTION C–C

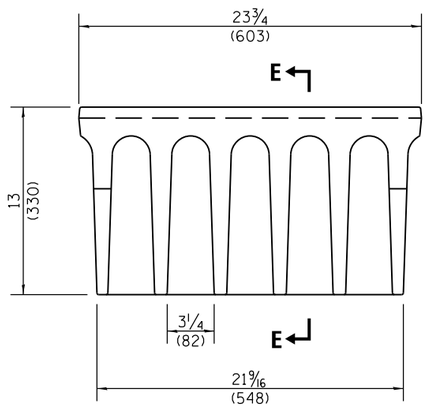
(1) = 6 (152) typ.

(2) = 3/4 (19) typ.

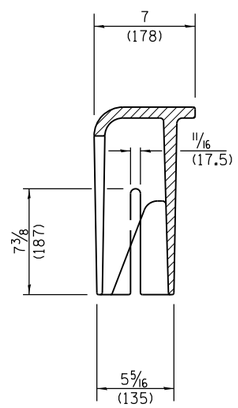
CAST GRATE



SECTION A–A



ALTERNATE CURB BOX



SECTION E–E

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

Illinois Department of Transportation

PASSED January 1. 2015

Michael Brand

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1. 2015

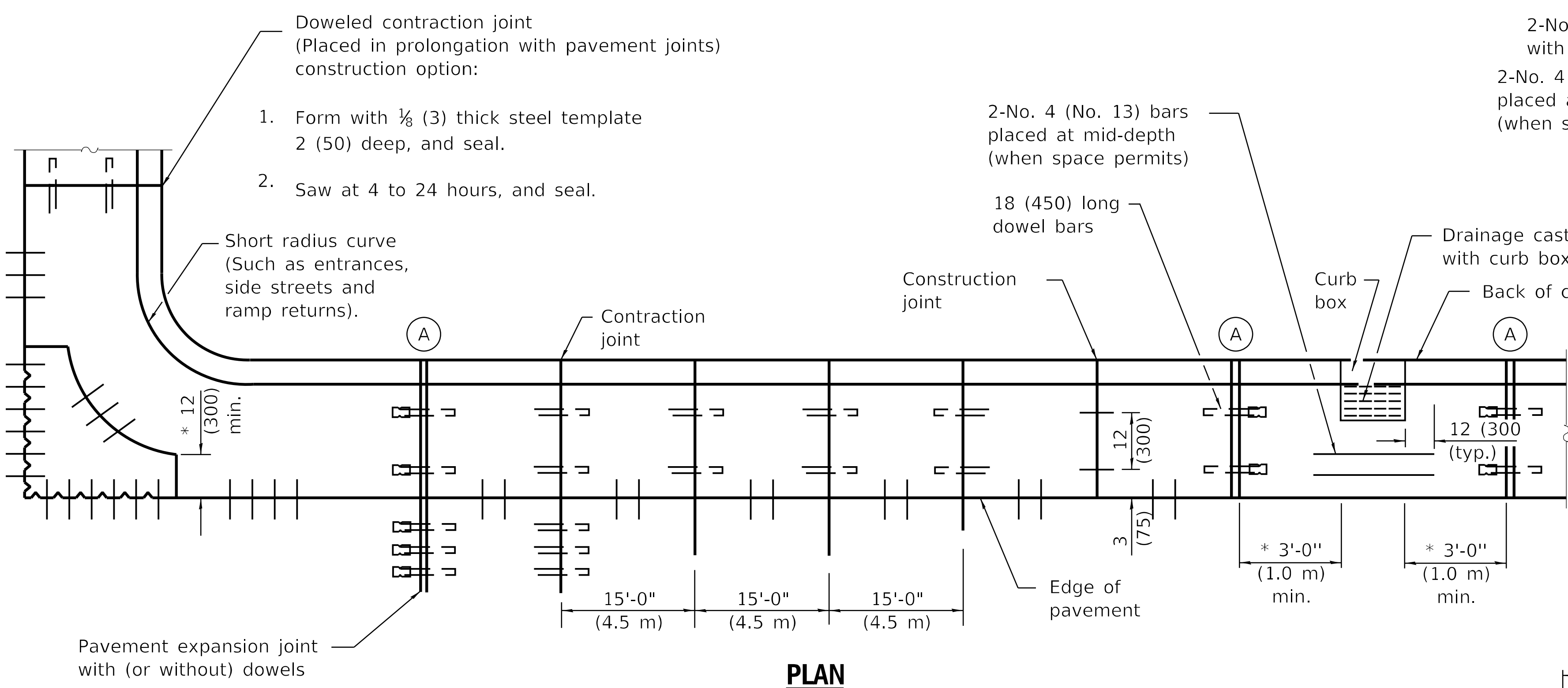
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

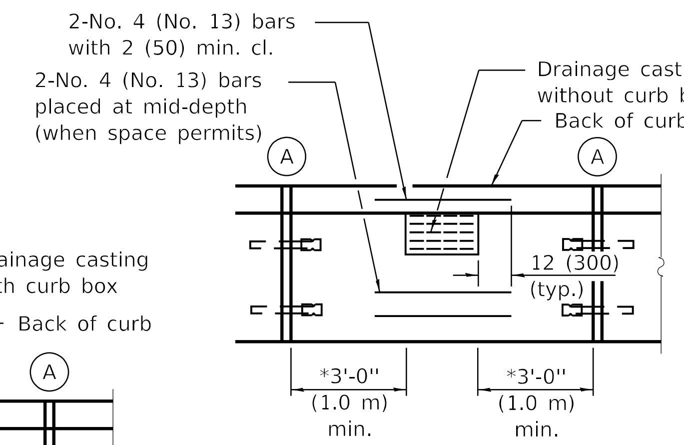
DATE	REVISIONS
1-1-15	Revised dimenstions of
	frame and alternate curb
	box.
1-1-09	Switched units to
	English (metric).

FRAME AND GRATE TYPE 3

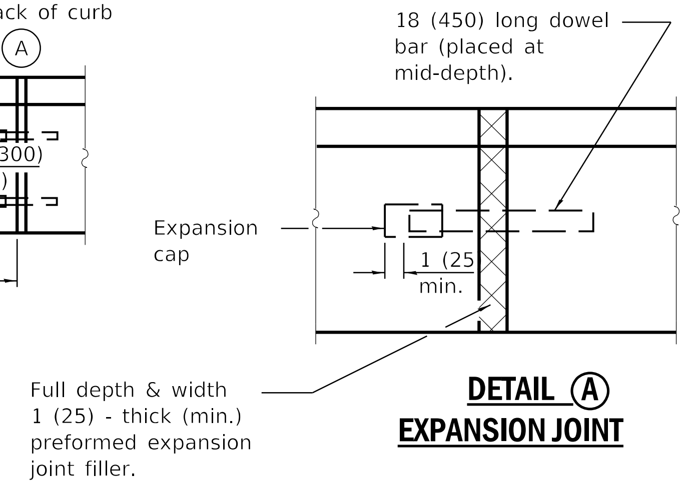
STANDARD 604006–05



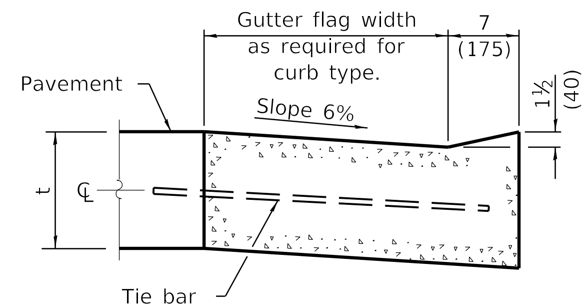
PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



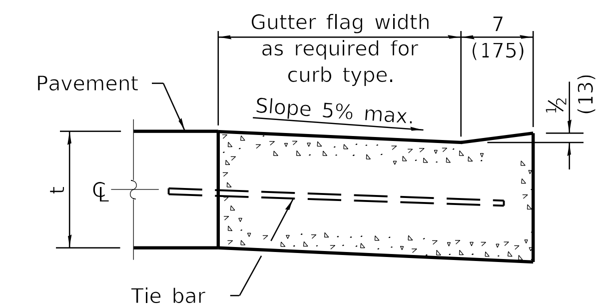
* This dimension shall be adjusted to align with joint on the adjacent pavement



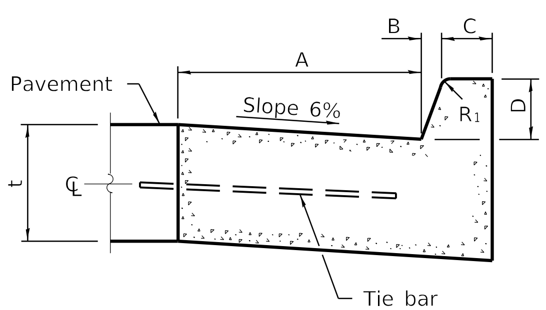
DETAIL A EXPANSION JOINT



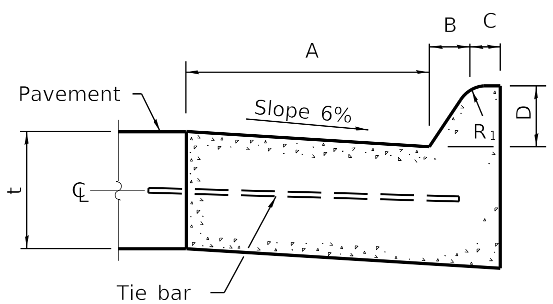
DEPRESSED CURB (TYPICAL)



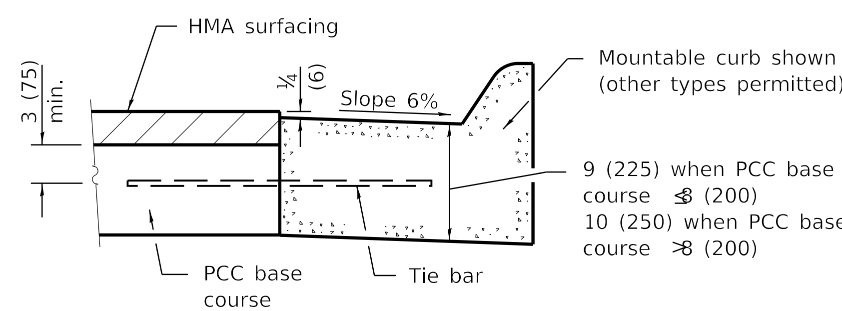
DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



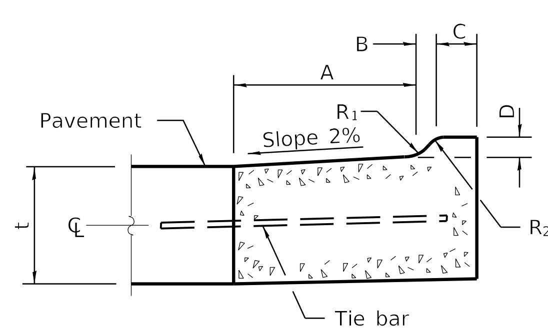
BARRIER CURB



MOUNTABLE CURB



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)

TABLE OF DIMENSIONS BARRIER CURB

TYPE	A	B	C	D	R1
B-6.06 ✱ (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.12 (B-22.30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.18 (B-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.24 (B-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)

✱ For corner islands only.

TABLE OF DIMENSIONS MOUNTABLE CURB

TYPE	A	B	C	D	R1	R2
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.12 (M-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.18 (M-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.24 (M-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

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

Illinois Department of Transportation

PASSED January 1, 2018
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

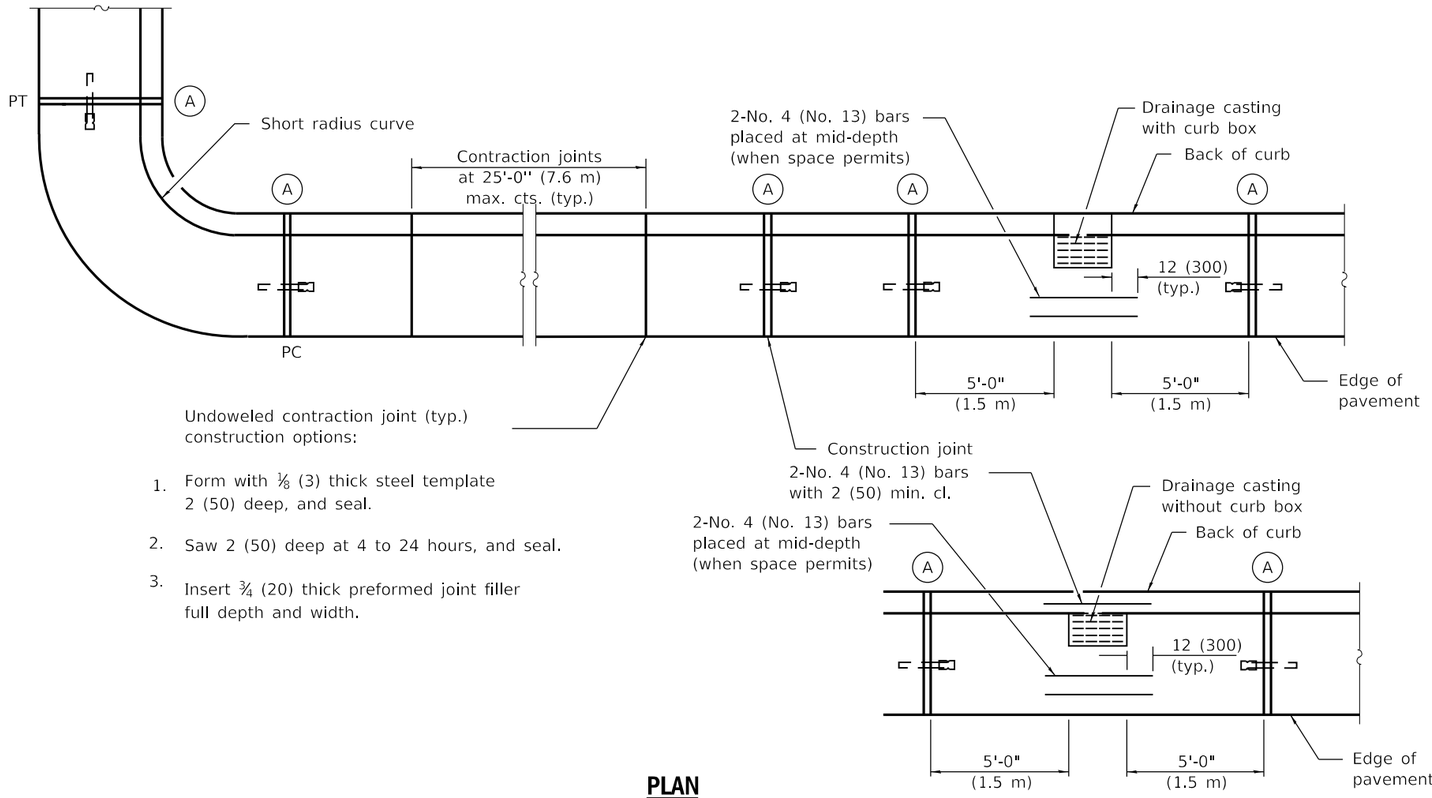
APPROVED January 1, 2018
Maureen M. Addis
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.
1-1-15	Added B-6.06 (B-15.15) barrier curb and gutter to table (corner islands only).

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 1 of 2)

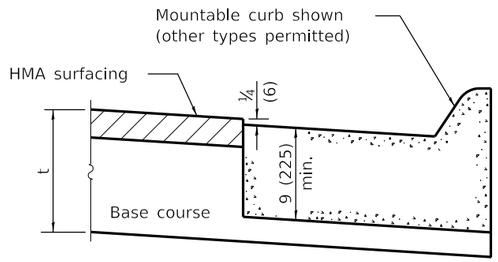
STANDARD 606001-07



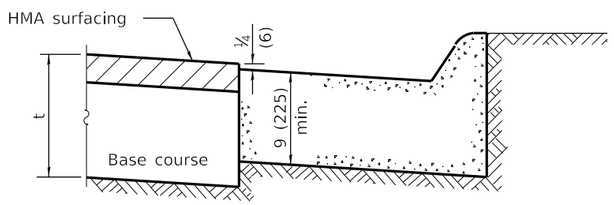
Undoweled contraction joint (typ.) construction options:

1. Form with ⅛ (3) thick steel template 2 (50) deep, and seal.
2. Saw 2 (50) deep at 4 to 24 hours, and seal.
3. Insert ¾ (20) thick preformed joint filler full depth and width.

PLAN

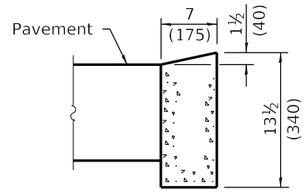


ON DISTURBED SUBGRADE

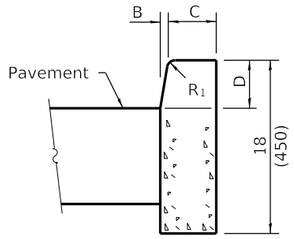


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

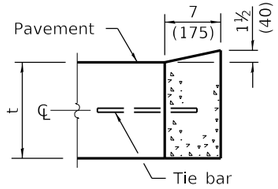


DEPRESSED CURB

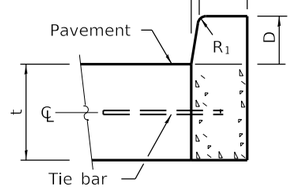


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

Illinois Department of Transportation

PASSED January 1, 2018
ENGINEER OF POLICY AND PROCEDURES
Michael Brand

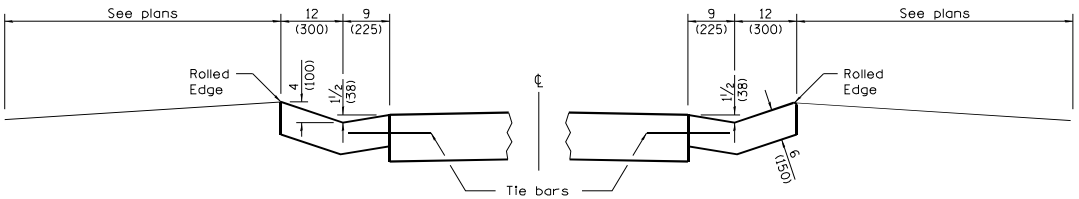
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

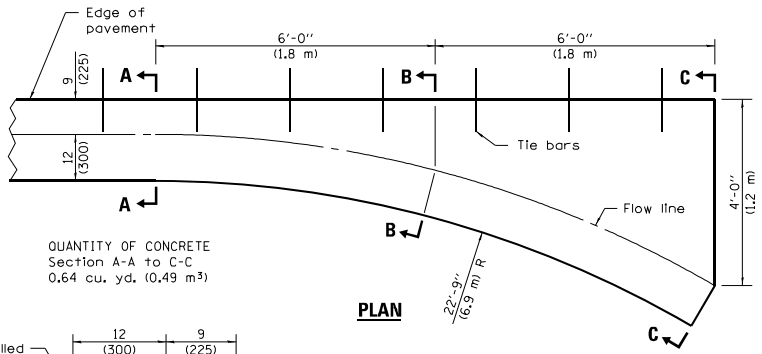
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

STANDARD 606001-07

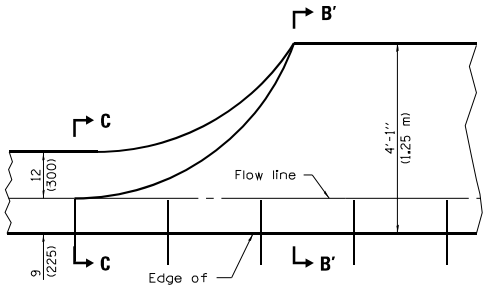


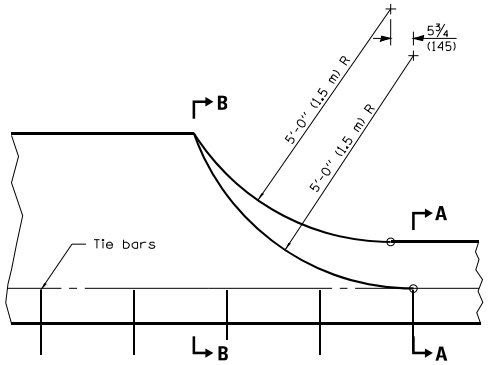
TYPE B GUTTER



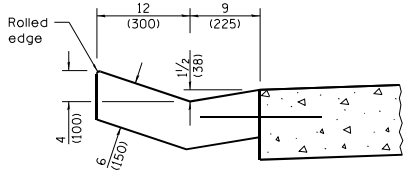
QUANTITY OF CONCRETE
Section A-A to C-C
0.64 cu. yd. (0.49 m³)

PLAN

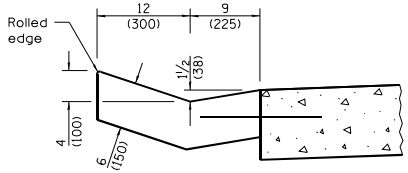




PLAN

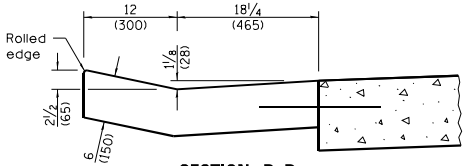


SECTION A–A

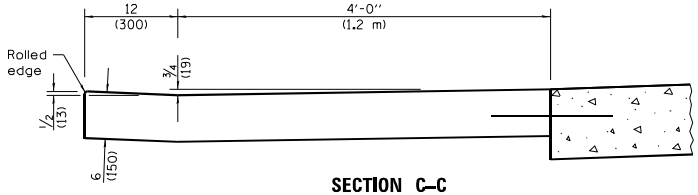


SECTIONS A–A & C–C

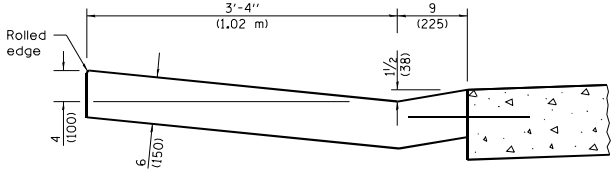
QUANTITY OF CONCRETE
Section B'-B' to B-B = 0.076 cu. yd./ft. (0.19 m³/m)
Section (C-C to B'-B') + (B-B to A-A) = 0.44 cu. yd. (0.34 m³)



SECTION B–B



SECTION C–C



SECTIONS B–B & B'–B'

INLET

ENTRANCE

GENERAL NOTES

Tie bars shall be No. 6 (No. 19) at 24 (600) centers unless otherwise shown.

Gutter, gutter inlet, gutter outlet and gutter entrance shall be tied to the pavement in accordance with details for longitudinal construction joint shown on Standard 420001.

Two 1-1/4 x 18 (32 x 450) dowel bars shall be installed in all joints when the gutter is constructed adjacent to flexible pavement.

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

Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

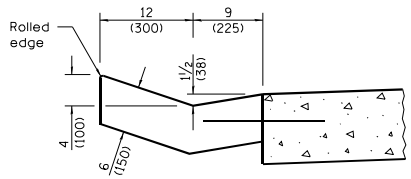
ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to
	English (metric). Changed
	radii, adjusted qty's.
1-1-07	Soft converted metric
	reinforcement bars.

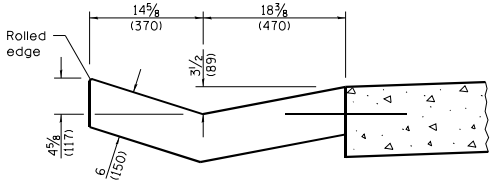
TYPE B GUTTER (INLET, OUTLET & ENTRANCE)

(Sheet 1 of 2)

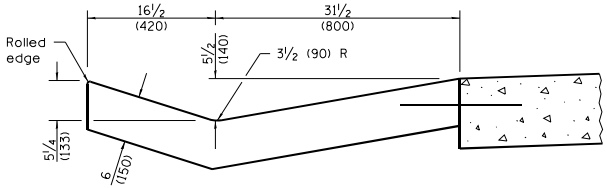
STANDARD 606201–02



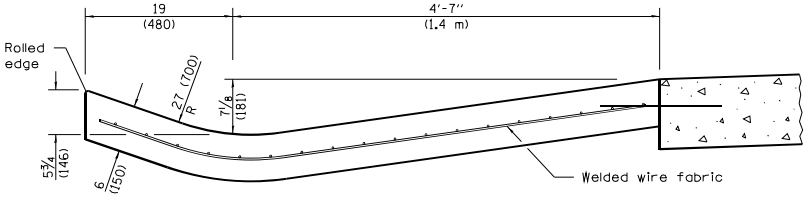
SECTION A–A



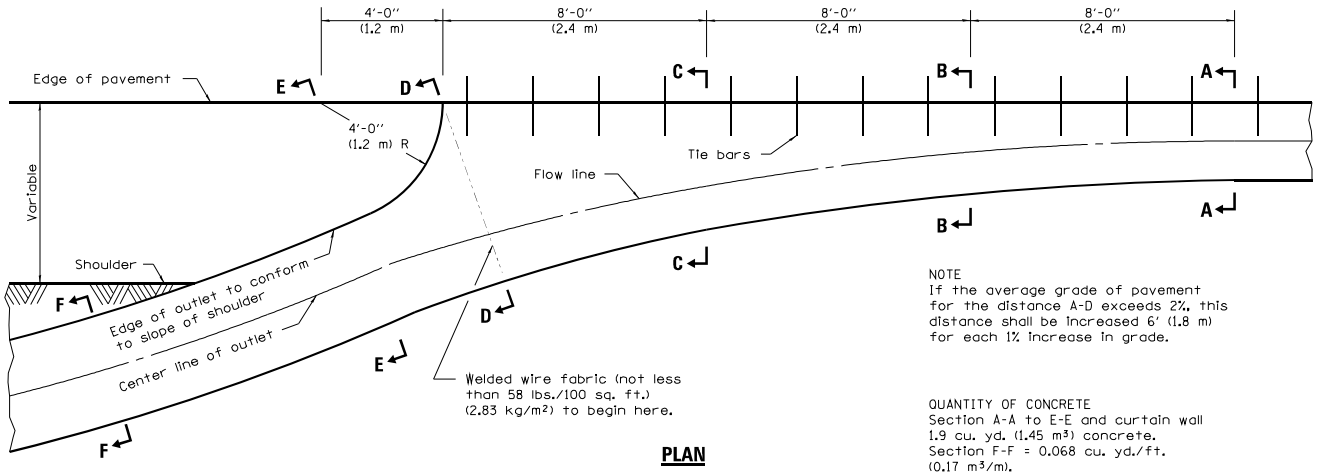
SECTION B–B



SECTION C–C



SECTION D–D

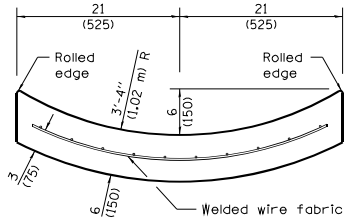


PLAN

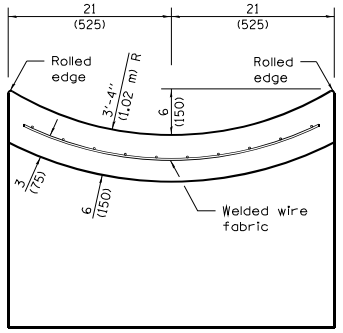
NOTE
If the average grade of pavement for the distance A-D exceeds 2%, this distance shall be increased 6′ (1.8 m) for each 1% increase in grade.

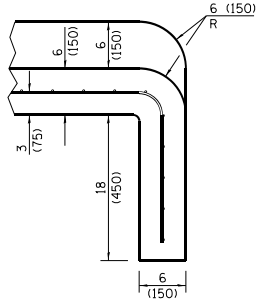
QUANTITY OF CONCRETE
Section A-A to E-E and curtain wall 1.9 cu. yd. (1.45 m³) concrete.
Section F-F = 0.068 cu. yd./ft. (0.17 m³/m).

OUTLET

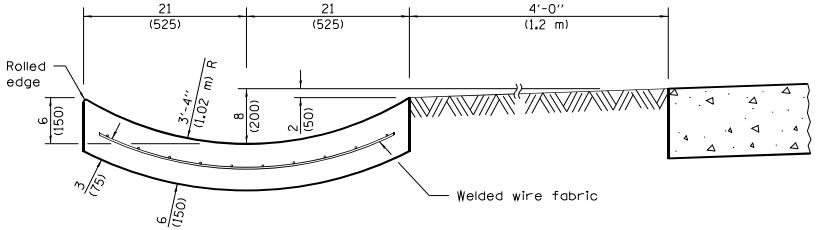


SECTION F–F





SECTIONS AT END OF OUTLET



SECTION E–E

Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF POLICY AND PROCEDURES

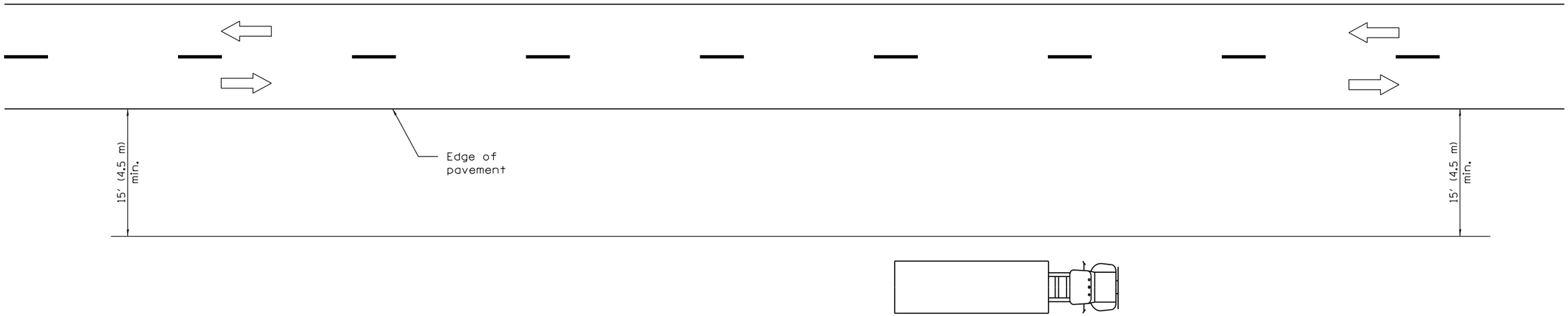
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

TYPE B GUTTER (INLET, OUTLET & ENTRANCE)

(Sheet 2 of 2)

STANDARD 606201–02



TYPICAL APPLICATIONS

Landscaping work

Utility work

Fencing contracts and maintenance

Cleaning culverts

GENERAL NOTES

This Standard is used where at all times all vehicles, equipment, workers or their activities are more than 15′ (4.5 m) from the edge of pavement.

When the work operation requires that two or more work vehicles cross the 15′ (4.5 m) clear zone in any one hour, traffic control shall be according to Standard 701006.

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

Illinois Department of Transportation

APPROVED January 1, 2009
ENGINEER OF OPERATIONS

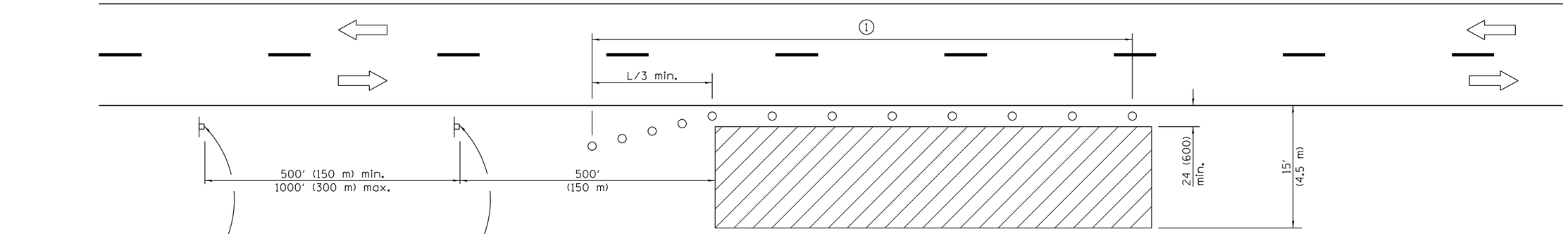
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-05	Revised title and notes.

OFF–RD OPERATIONS, 2L, 2W, MORE THAN 15′ (4.5 m) AWAY

STANDARD 701001–02



For contract construction projects

W20-I103(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.

Illinois Department of Transportation

APPROVED January 1, 2014
ENGINEER OF SAFETY ENGINEERING

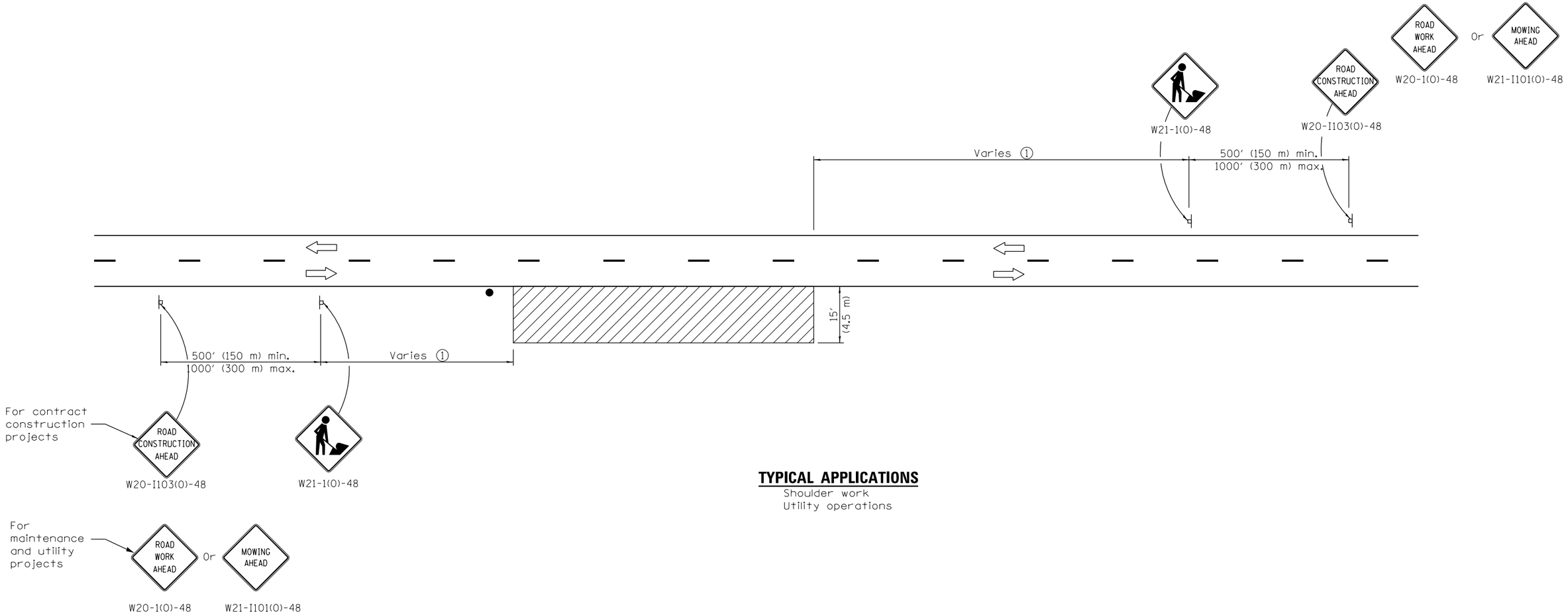
APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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



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 ½ 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.

Illinois Department of Transportation

APPROVED January 1, 2014
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

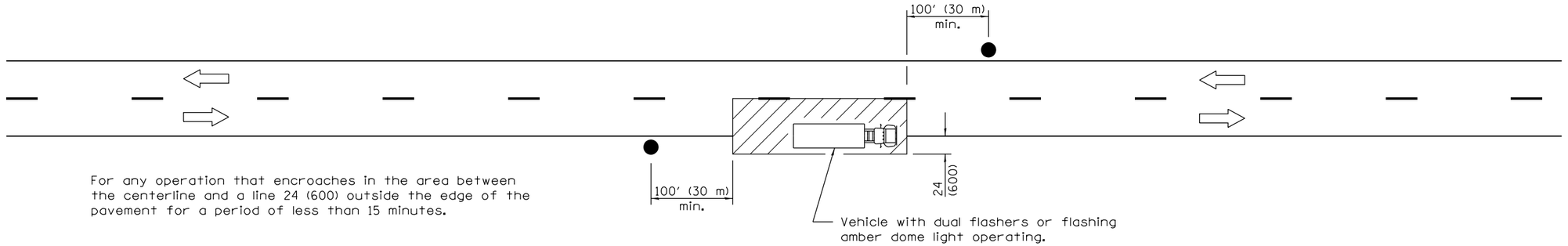
ISSUED 1-1-97

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

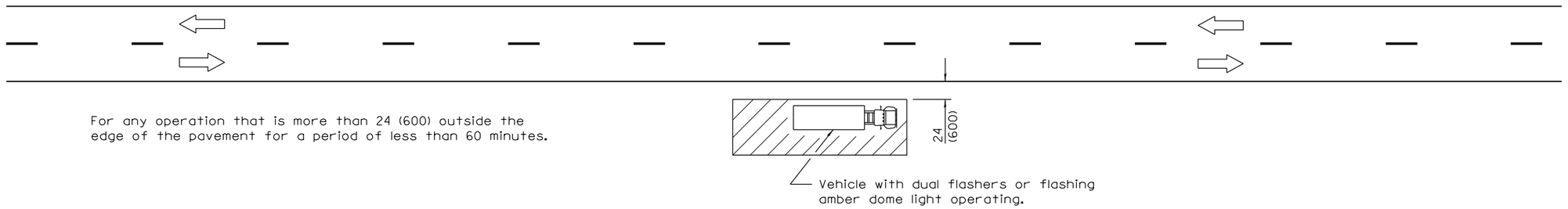
OFF–RD MOVING OPERATIONS, 2L, 2W, DAY ONLY

STANDARD 701011–04

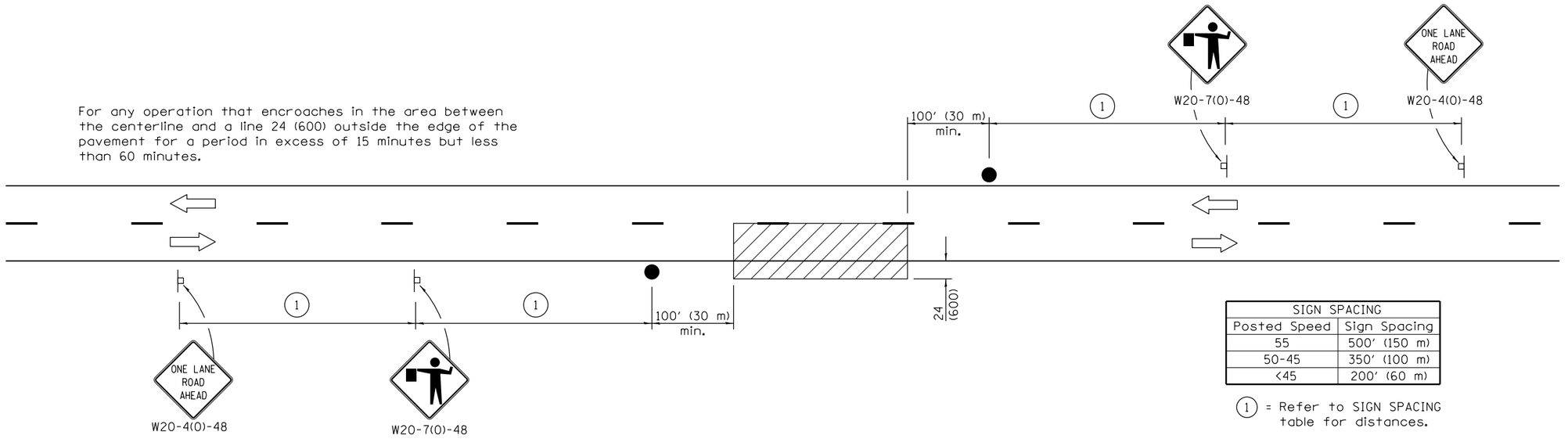
For any operation that encroaches in the area between the centerline and a line 24 (600) outside the edge of the pavement for a period of less than 15 minutes.



For any operation that is more than 24 (600) outside the edge of the pavement for a period of less than 60 minutes.



For any operation that encroaches in the area between the centerline and a line 24 (600) outside the edge of the pavement for a period in excess of 15 minutes but less than 60 minutes.



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.

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

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

Illinois Department of Transportation

APPROVED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

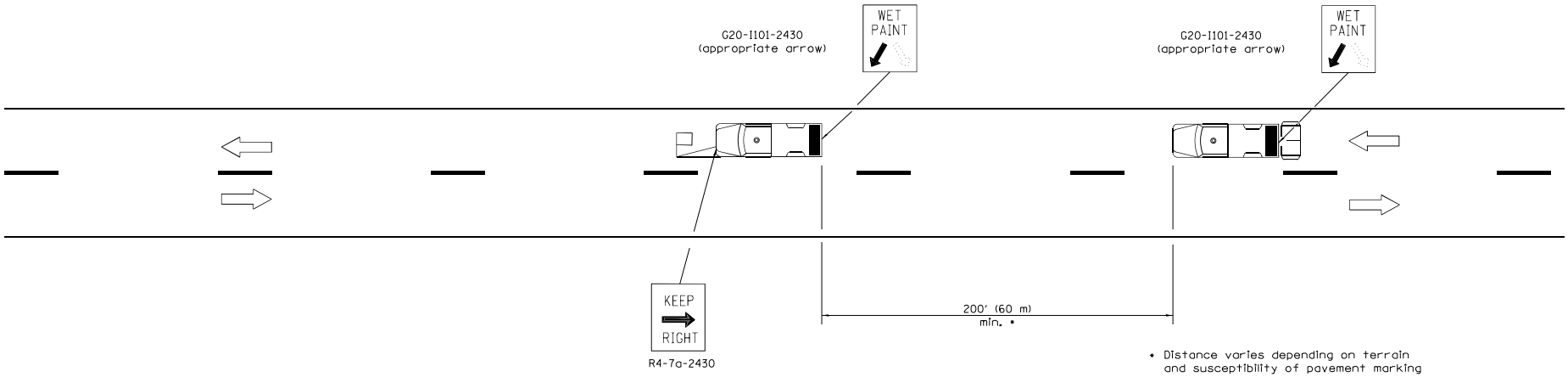
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

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

STANDARD 701301–04



• Distance varies depending on terrain and susceptibility of pavement marking or crack sealant to wheel tracking.

TYPICAL APPLICATIONS

Landscaping work
Utility work
Pavement marking
Weed spraying
Roadometer measurements
Debris cleanup
Crack pouring

SYMBOLS

Arrow board (Hazard Mode only)

Truck with headlights, emergency flashers and flashing amber light. (visible from all directions)

18x18 (450x450) min. orange flag (use when guide wheel is used)

Truck mounted attenuator

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require a continuous moving operation where the average speed is greater than 3 mph (5 km/h).

For shoulder operations not encroaching on the pavement, use DETAIL A, Standard 701426.

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

Illinois Department of Transportation

APPROVED January 1, 2009
ENGINEER OF OPERATIONS

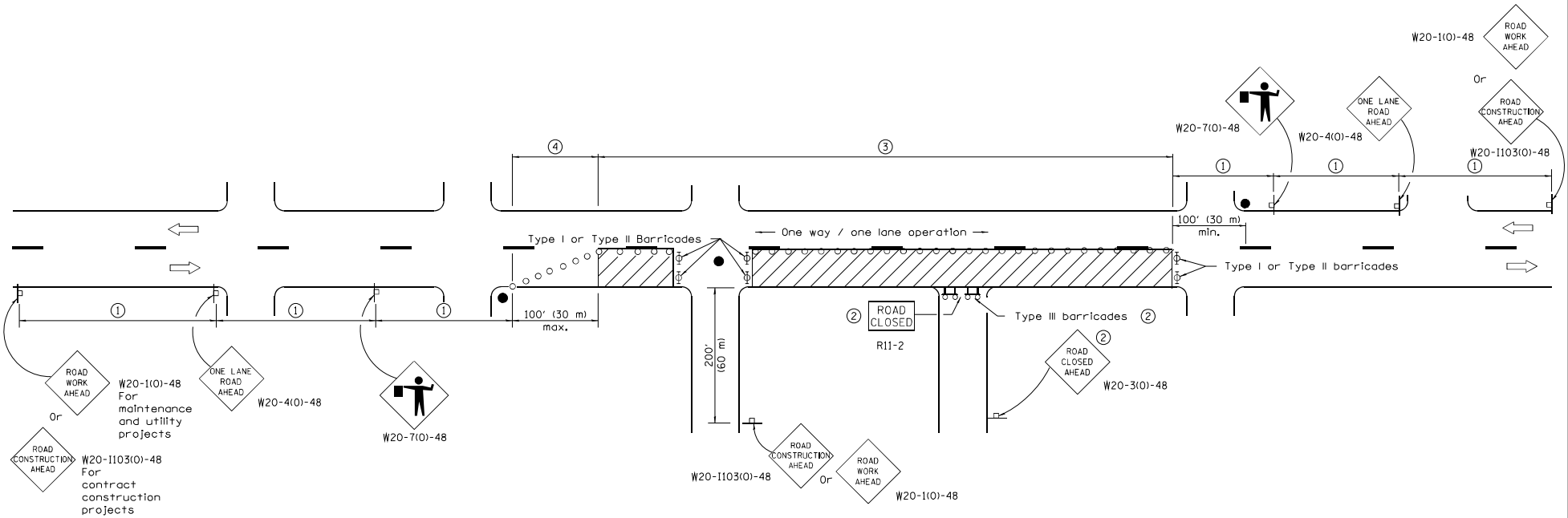
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to
	English (metric). Omitted
	Pass With Care sign.
1-1-00	Elim. speed restrictions
	in Standard title.

LANE CLOSURE 2L, 2W MOVING OPERATIONS–DAY ONLY

STANDARD 701311–03



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

SYMBOLS

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights

1. Refer to SIGN SPACING TABLE for distances.
2. For approved sideroad closures.
3. Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
4. Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

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

Illinois Department of Transportation

APPROVED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

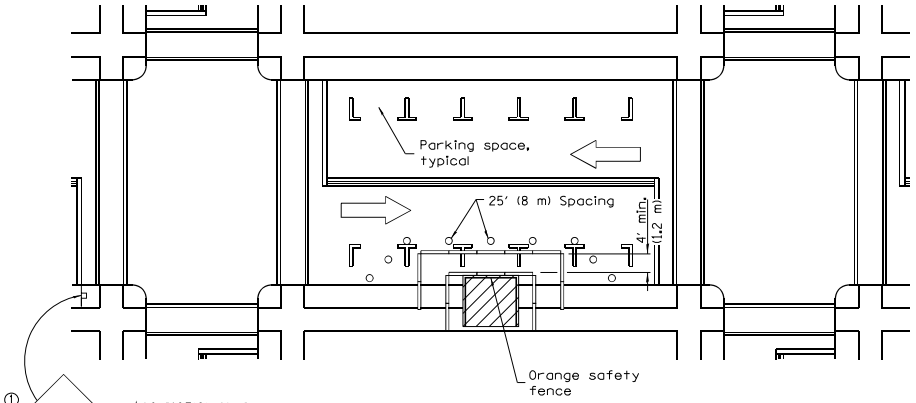
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06



① ROAD CONSTRUCTION AHEAD — W20-1103(0)-48 for contract construction projects

Or

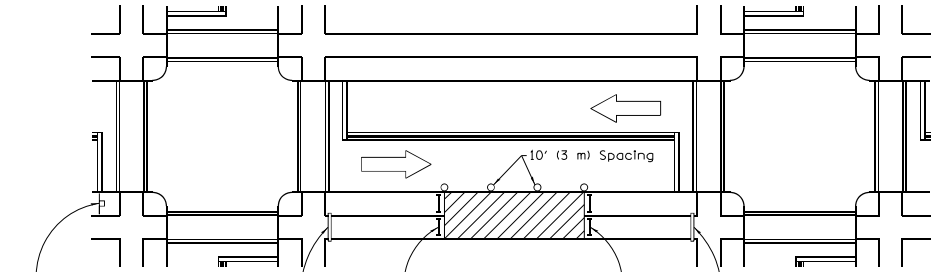
① ROAD WORK AHEAD — W20-1(0)-48 for maintenance and utility projects

SIDEWALK DIVERSION

① Omit whenever duplicated by road work traffic control.

SYMBOLS

- Work area
- Sign on portable or permanent support
- Barricade or drum
- Cone, drum or barricade
- Type III barricade
- Detectable pedestrian chanellizing barricade



① ROAD CONSTRUCTION AHEAD — W20-1103(0)-48 for contract construction projects

Or

① ROAD WORK AHEAD — W20-1(0)-48 for maintenance and utility projects

SIDEWALK CLOSURE

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

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

Illinois Department of Transportation

APPROVED January 1, 2012
ENGINEER OF SAFETY ENGINEERING

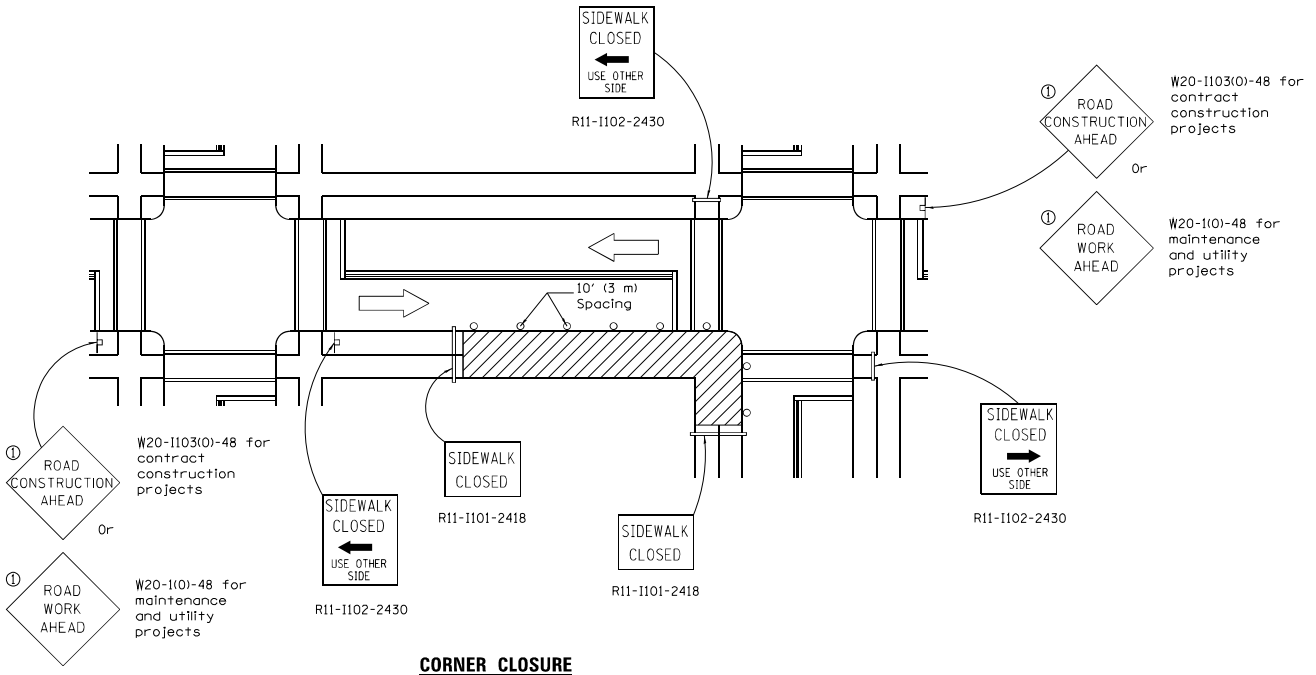
APPROVED January 1, 2012
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

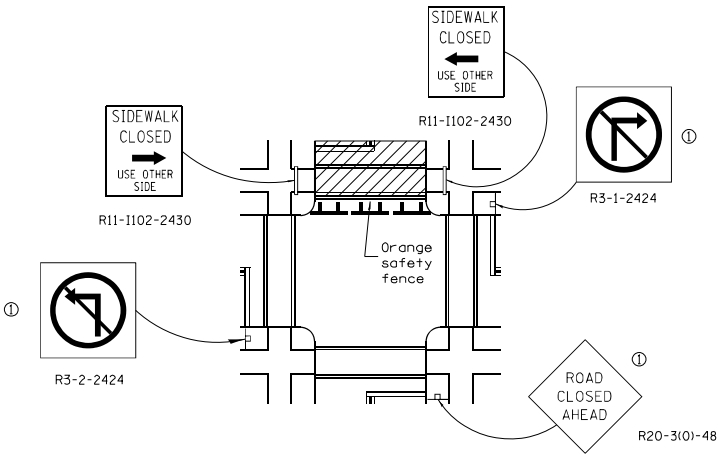
DATE	REVISIONS
1-1-12	Added SIDEWALK DIVERSION.
	Modified appearance of
	plan views. Renamed Std.
1-1-09	Switched units to
	English (metric),
	702001 to 701901.

SIDEWALK, CORNER OR CROSSWALK CLOSURE

STANDARD 701801–05



CORNER CLOSURE



CROSSWALK CLOSURE

Illinois Department of Transportation

APPROVED January 1, 2012
ENGINEER OF SAFETY ENGINEERING

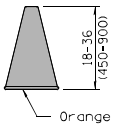
APPROVED January 1, 2012
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

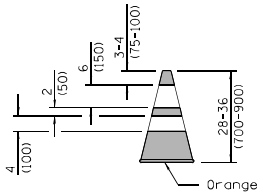
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

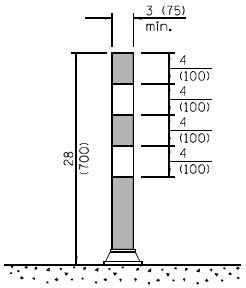
STANDARD 701801–05



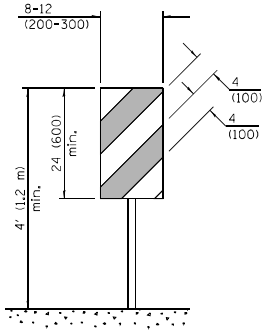
CONE



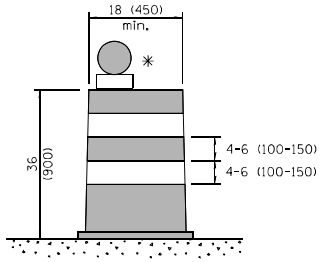
REFLECTORIZED CONE



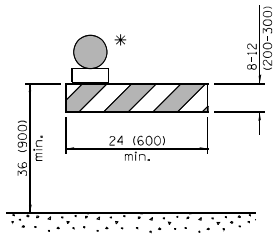
FLEXIBLE DELINEATOR



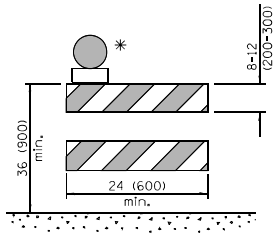
VERTICAL PANEL
POST MOUNTED



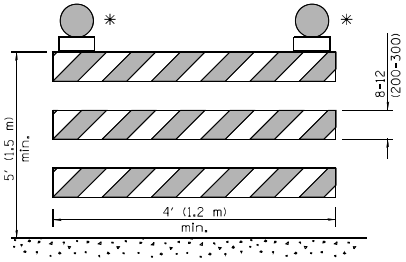
DRUM



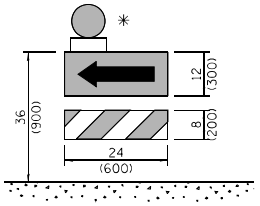
TYPE I BARRICADE



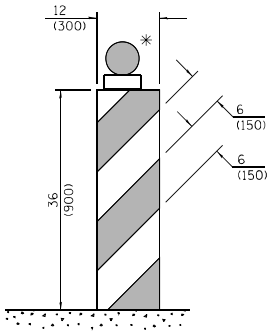
TYPE II BARRICADE



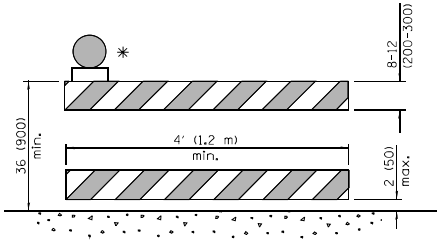
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS

APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

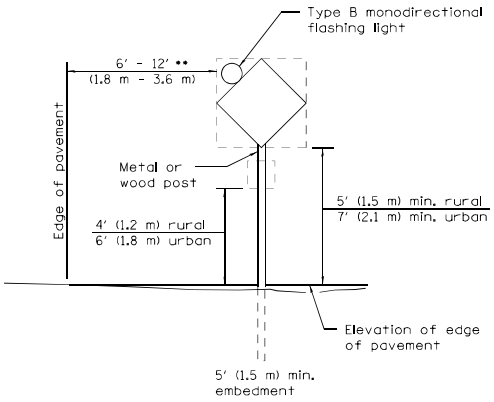
ISSUED 1-1-97

DATE	REVISIONS
1-1-15	Revised two sign numbers on
	sheet 2. Added note reg.
	PHOTO ENFORCED plaque.
1-1-14	Modified flagger sign height.
	Added highway construction
	speed zone signs.

TRAFFIC CONTROL DEVICES

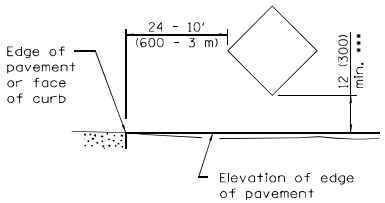
(Sheet 1 of 3)

STANDARD 701901-04



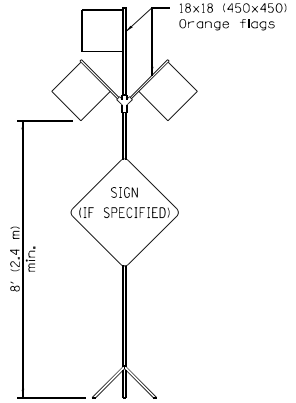
POST MOUNTED SIGNS

•• 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.

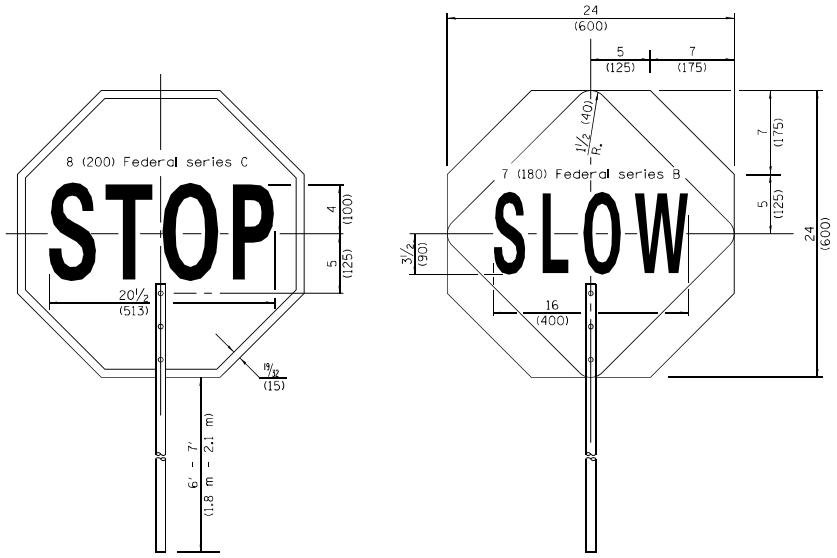


SIGNS ON TEMPORARY SUPPORTS

••• 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



FRONT SIDE REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

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

END CONSTRUCTION — 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-I115(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(0)-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.

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS

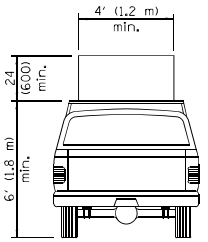
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

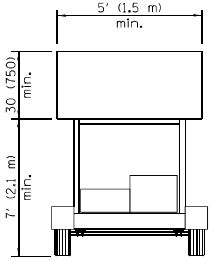
TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

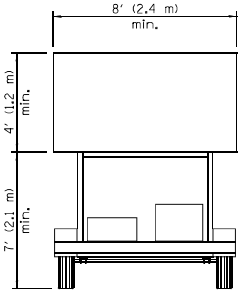
STANDARD 701901-04



TYPE A ROOF MOUNTED

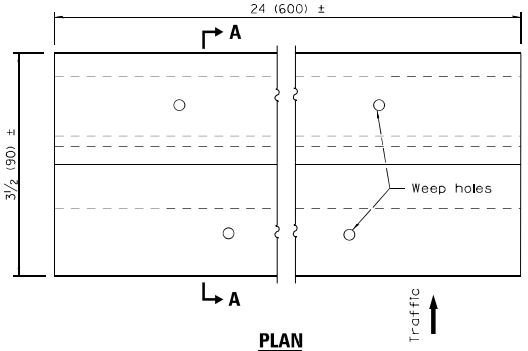


TYPE B ROOF OR TRAILER MOUNTED

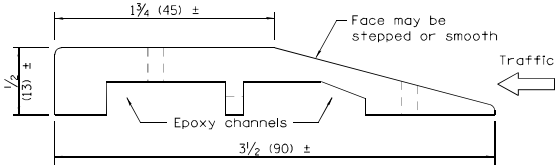


TYPE C TRAILER MOUNTED

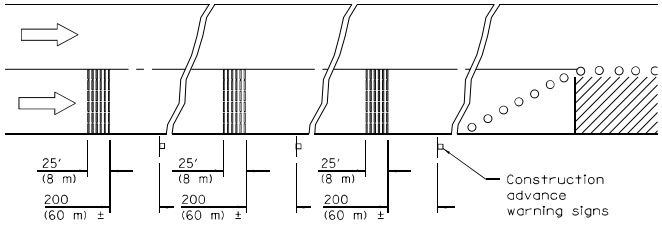
ARROW BOARDS

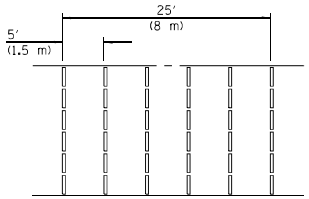


PLAN



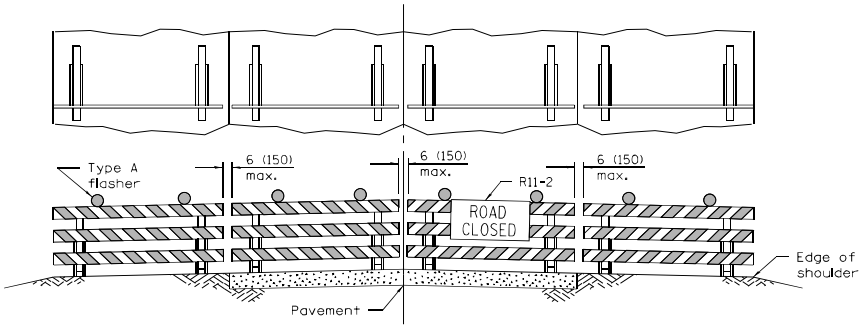
SECTION A–A





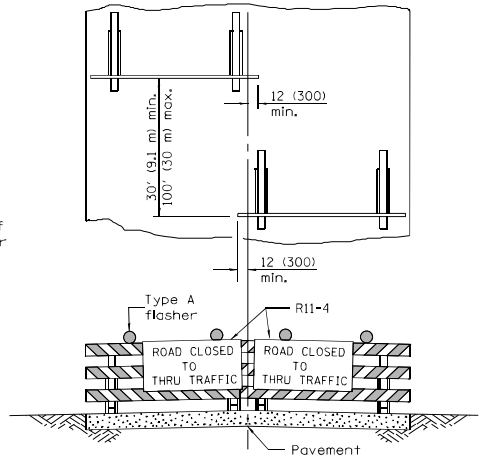
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

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.



ROAD CLOSED TO THRU TRAFFIC

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

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS

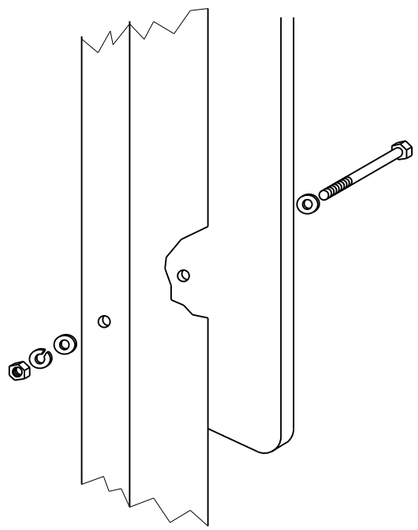
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

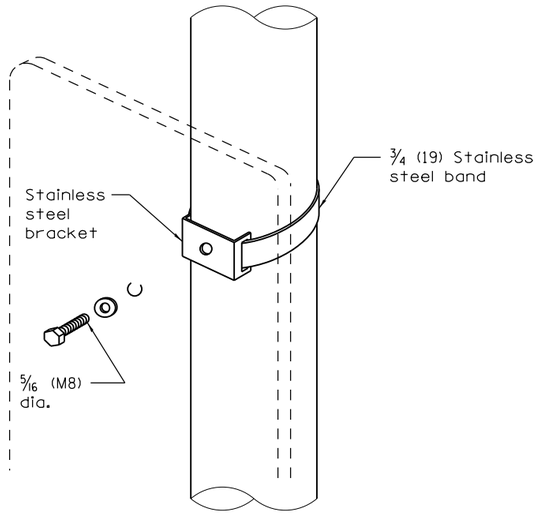
TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

STANDARD 701901–04

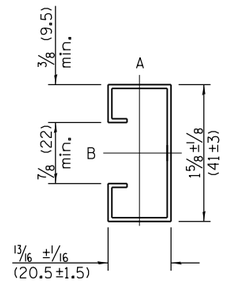


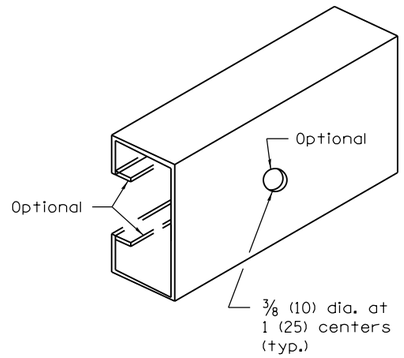
Sign panel 36 (900) wide or less



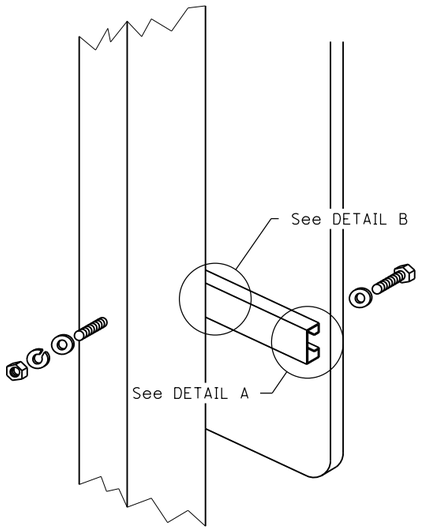
Sign panel 36 (900) wide or less

Section modulus (minimum)	Axis A	Axis B
Steel	0.050 in.^{3} (819 mm^3)	0.105 in.^{3} (1720 mm^3)
Aluminum	0.150 in.^{3} (2458 mm^3)	0.315 in.^{3} (5162 mm^3)



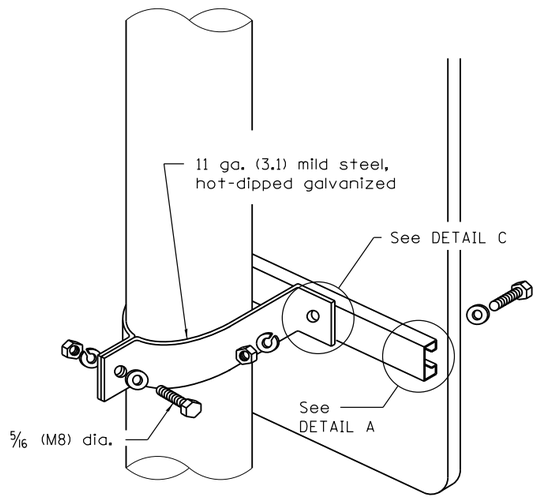


SUPPORTING CHANNEL DETAILS



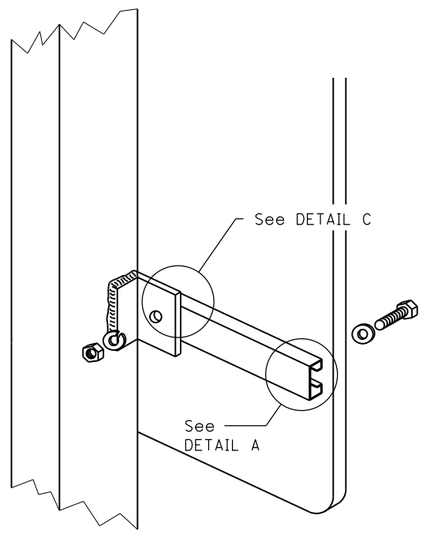
Sign panel over 36 (900) wide

WOOD OR TELESCOPING STEEL POSTS



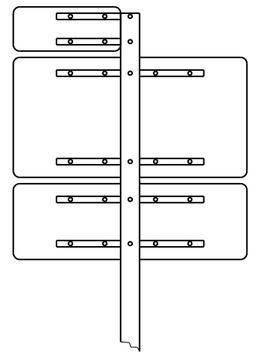
Sign panel over 36 (900) wide

LIGHT OR SIGNAL STANDARDS

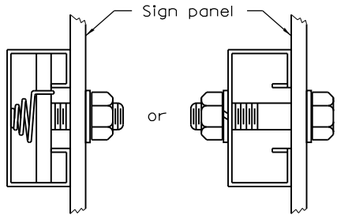


BREAKAWAY STEEL TUBING POSTS

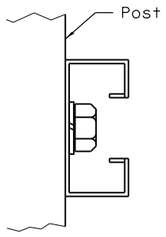
(All sign panel sizes)



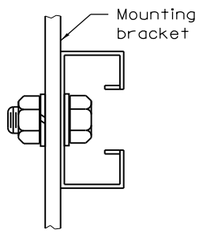
ROUTE MARKER ASSEMBLY



DETAIL A



DETAIL B



DETAIL C

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

Illinois Department of Transportation

APPROVED January 1, 2009
ENGINEER OF OPERATIONS

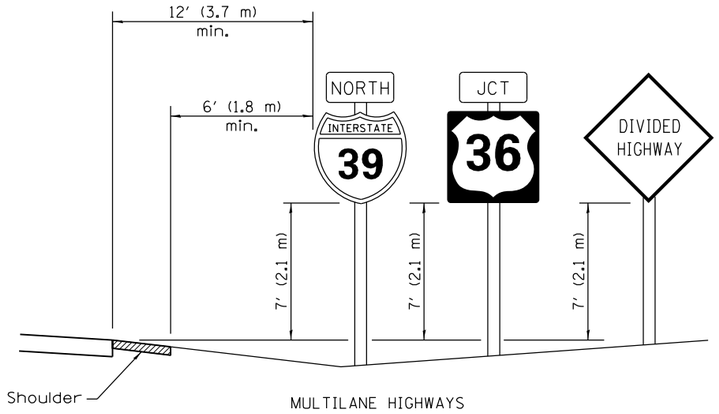
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

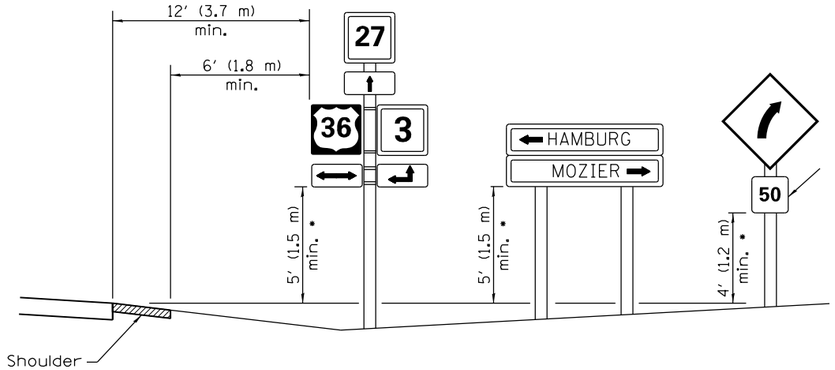
DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-97	Renum. Standard 2319-6.

SIGN PANEL MOUNTING DETAILS

STANDARD 720001–01

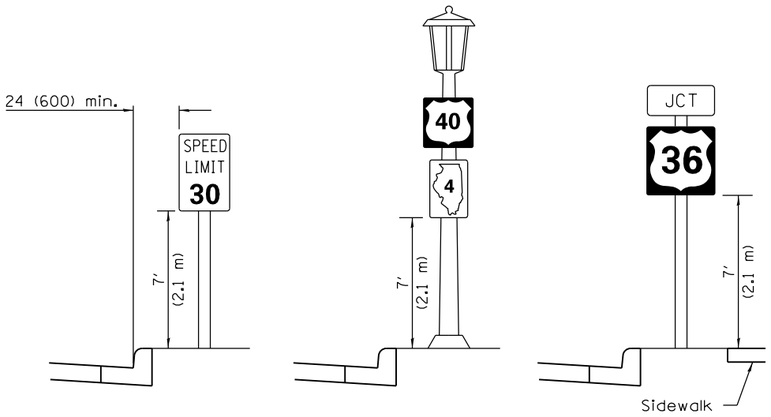


MULTILANE HIGHWAYS



• In any area where parking is likely to occur or where there are obstructions to view or where signs are located over sidewalks, the height shall be at least 7′ (2.1 m).

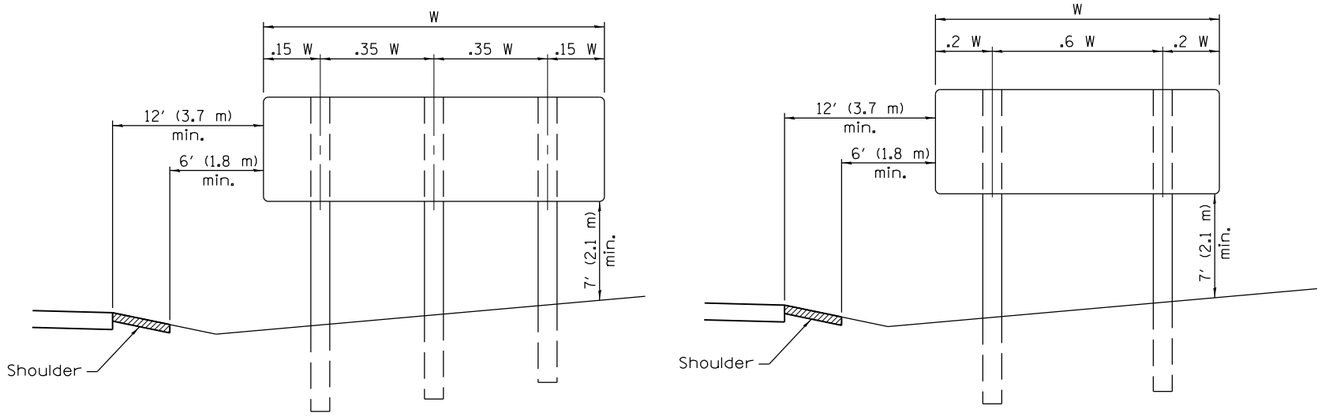
TWO LANE RURAL HIGHWAYS



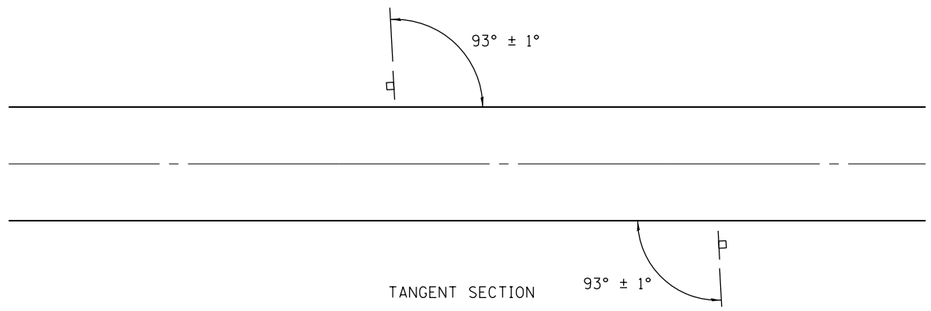
URBAN LOCATIONS

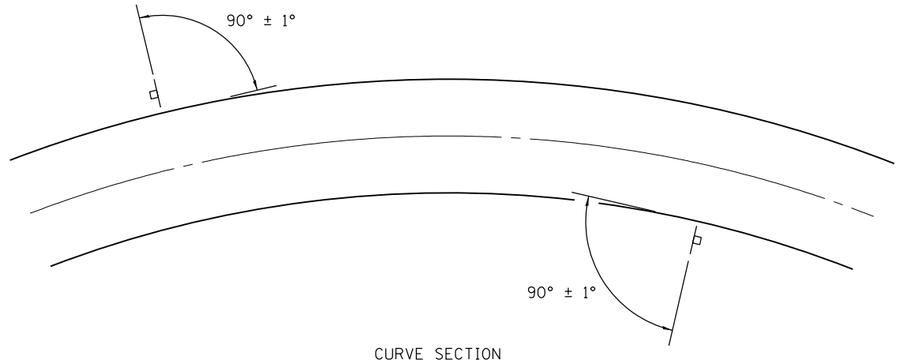
TYPICAL INSTALLATIONS

Signs in any area shall be erected to a uniform height above the edge of the pavement.



POST SPACING FOR NON–FREEWAY SIGN PANELS





CURVE SECTION

GROUND MOUNT SIGN POSITIONING

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

Illinois Department of Transportation

APPROVED January 1, 2014
ENGINEER OF OPERATIONS

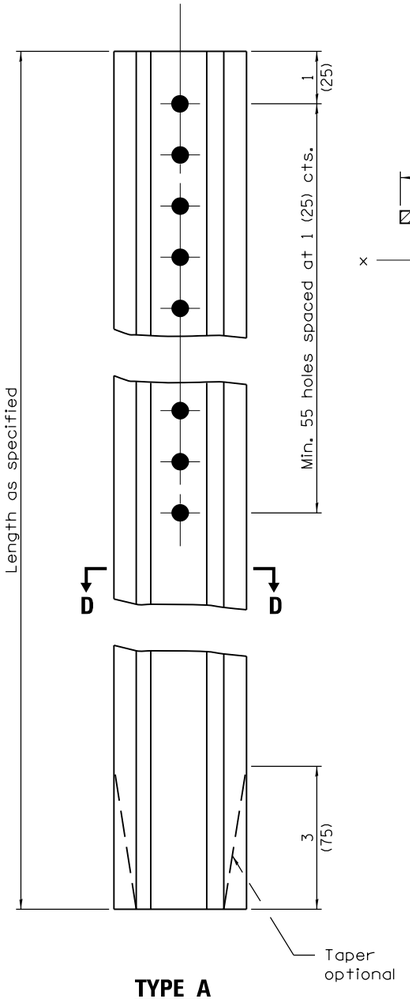
APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

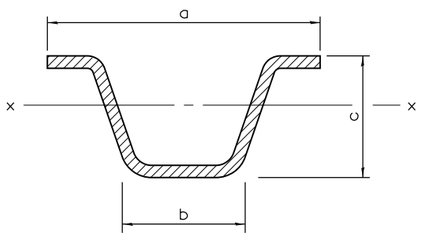
DATE	REVISIONS
1-1-14	Added shoulders and slopes.
	Changed sign distances
	from roadway and shoulder.
1-1-12	Rev. sign elev. for multilane
	hwy's. Revised sign elev. and
	dist. to curb for rural loc.

SIGN PANEL ERECTION DETAILS

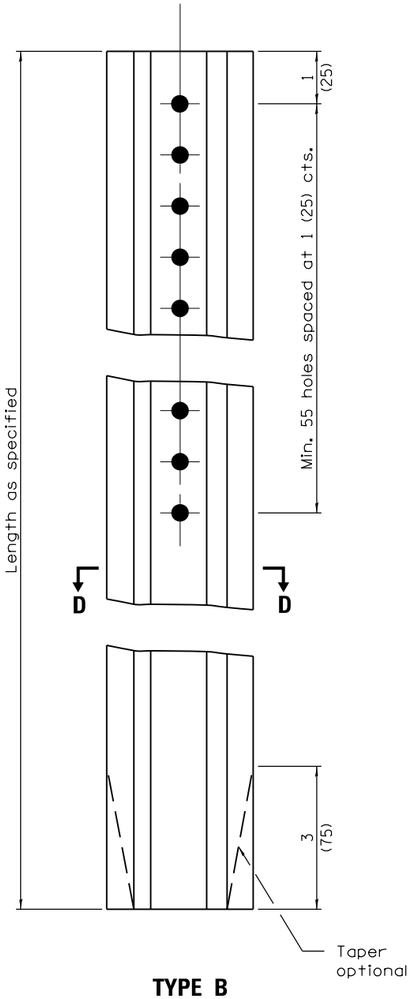
STANDARD 720006–04



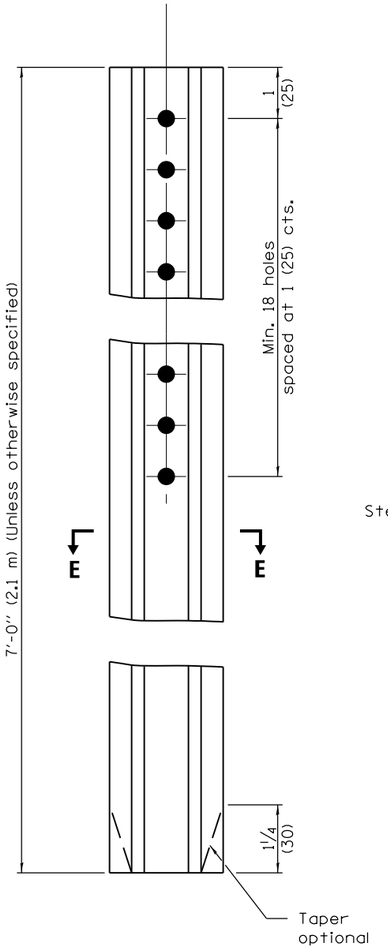
TYPE A



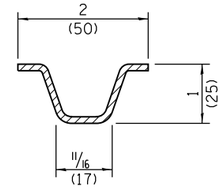
SECTION D–D



TYPE B



TYPE C



SECTION E–E

Steel - 1.12 lbs./ft. (1.67 kg/m)

		a	b	c	Sx-x in.^{3} (mm^3)	lbs./ft. (kg/m)
TYPE A	Steel	3/16 (78)	1¼ (32)	1 7/16 (37)	0.223 (3,654)	2.00 (2.98)
	Aluminum	3½ (89)	1⅝ (41)	1⅞ (48)	0.435 (7,128)	0.90 (1.34)
TYPE B	Steel	3 3/16 (81)	1¼ (32)	1½ (38)	0.341 (5,588)	3.00 (4.46)
	Aluminum	4⅝ (118)	2¼ (57)	2⅜ (60)	0.888 (14,552)	1.30 (1.93)

GENERAL NOTES

Dimensions shown for cross sections are minimum.

All holes are ⅜ (10).

Sx-x is the minimum section modulus about the x-x axis of the post as shown. For posts in which holes are punched or drilled for more than half their length, Sx-x shall be computed for the net section.

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

Illinois Department of Transportation

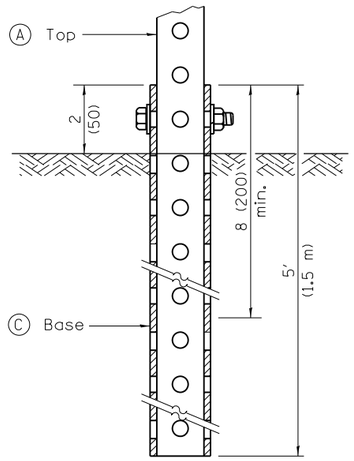
PASSED January 1. 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1. 2009
ENGINEER OF DESIGN AND ENVIRONMENT

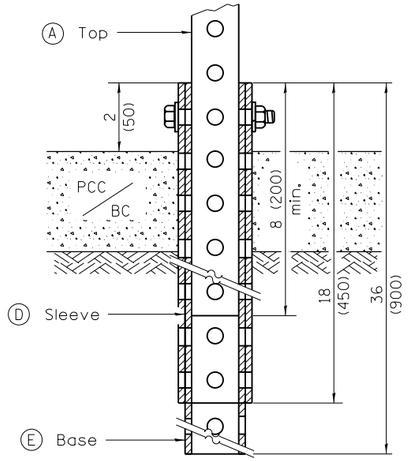
ISSUED 1-1-97

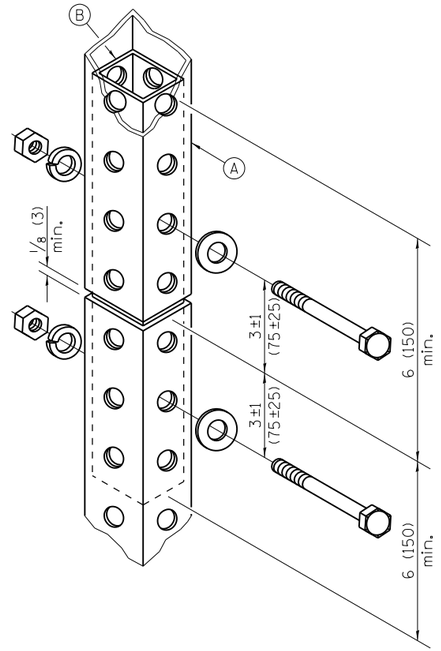
DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-97	Renum. Standard 2350-4.

METAL POSTS FOR SIGNS, MARKERS & DELINEATORS

STANDARD 720011–01







GROUND MOUNT DETAIL

PAVEMENT MOUNT DETAIL

SPLICE DETAIL

Ⓐ	2 x 2 x var. (51 x 51 var.)
Ⓑ	1¾ x 1¾ x 12 (44 x 44 x 300)
Ⓒ	2¼ x 2¼ x 60 (57 x 57 x 1500)
Ⓓ	2½ x 2½ x 18 (64 x 64 x 450)
Ⓔ	2¼ x 2¼ x 36) (57 x 57 x 900)

GENERAL NOTES

All bolts ⅜ (M10) hex head zinc or cadmium plated.

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

Illinois Department of Transportation

APPROVED January 1, 2009
ENGINEER OF OPERATIONS

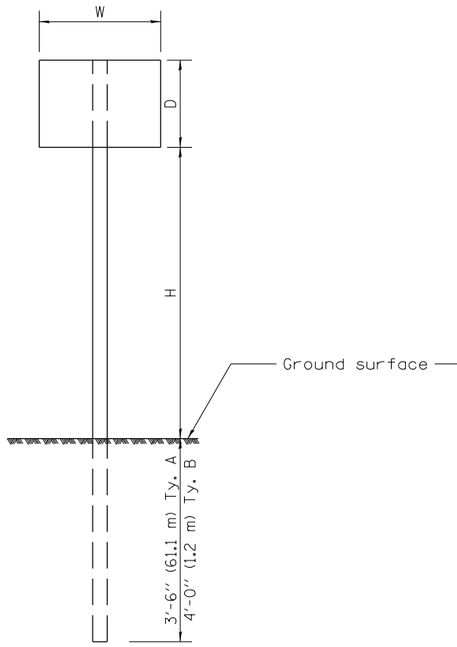
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

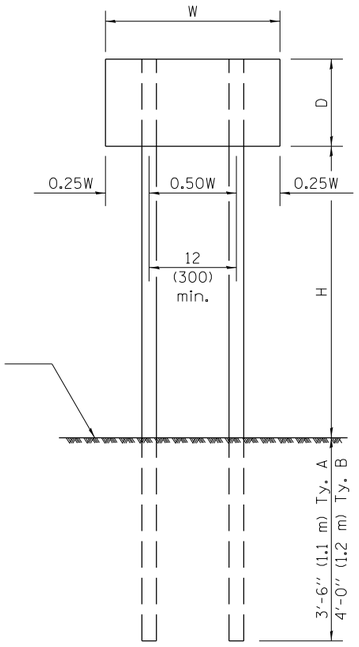
DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-07	New Standard. Used to
	be part of Standard
	720006.

TELESCOPING STEEL SIGN SUPPORT

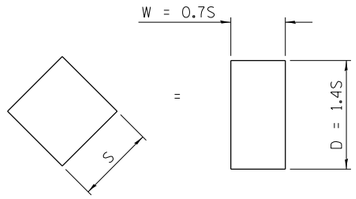
STANDARD 728001–01



ONE POST INSTALLATION

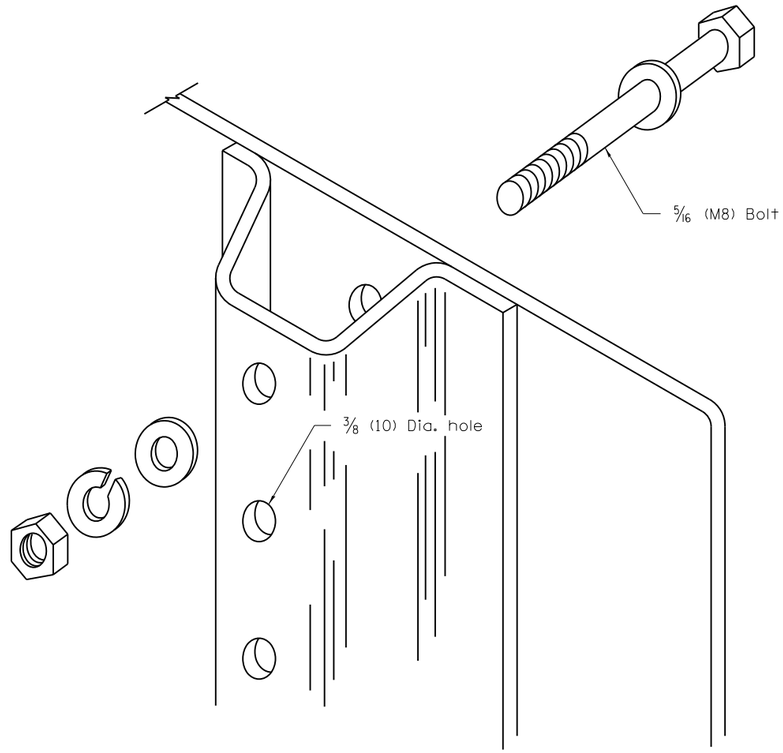


TWO POST INSTALLATION



For diamond shaped sign with side S as shown, use required post size for a sign with W = 0.7S and D = 1.4S.

SIGN DEPTH (D)	H	NO. AND TYPE OF POST FOR SIGN WIDTH (W)				
		12 (300)	18 (450)	24 (600)	30 (750)	36 (900)
18 (450)	5'-0" (1.5 m)	A	A	A	A	A
	5'-6" (1.7 m)	A	A	A	A	A
	6'-0" (1.8 m)	A	A	A	A	B
	6'-6" (2.0 m)	A	A	A	A	B
	7'-0" (2.1 m)	A	A	A	A	B
	7'-6" (2.3 m)	A	A	A	A	B
	8'-0" (2.4 m)	A	A	A	A	B
	8'-6" (2.6 m)	A	A	A	B	B
	9'-0" (2.7 m)	A	A	A	B	B
24 (600)	5'-0" (1.5 m)	A	A	A	A	B
	5'-6" (1.7 m)	A	A	A	A	B
	6'-0" (1.8 m)	A	A	A	B	B
	6'-6" (2.0 m)	A	A	A	B	B
	7'-0" (2.1 m)	A	A	A	B	B
	7'-6" (2.3 m)	A	A	A	B	B
	8'-0" (2.4 m)	A	A	A	B	2A
	8'-6" (2.6 m)	A	A	B	B	2A
	9'-0" (2.7 m)	A	A	B	B	2A
30 (750)	5'-0" (1.5 m)	A	A	A	B	B
	5'-6" (1.7 m)	A	A	A	B	2A
	6'-0" (1.8 m)	A	A	A	B	2A
	6'-6" (2.0 m)	A	A	A	B	2A
	7'-0" (2.1 m)	A	A	B	B	2A
	7'-6" (2.3 m)	A	A	B	B	2A
	8'-0" (2.4 m)	A	A	B	B	2A
	8'-6" (2.6 m)	A	A	B	2A	2A
	9'-0" (2.7 m)	A	A	B	2A	2A
36 (900)	5'-0" (1.5 m)	A	A	B	B	2A
	5'-6" (1.7 m)	A	A	B	B	2A
	6'-0" (1.8 m)	A	A	B	B	2A
	6'-6" (2.0 m)	A	A	B	2A	2A
	7'-0" (2.1 m)	A	A	B	2A	2A
	7'-6" (2.3 m)	A	A	B	2A	2A
	8'-0" (2.4 m)	A	B	B	2A	2A
	8'-6" (2.6 m)	A	B	B	2A	2B
	9'-0" (2.7 m)	A	B	2A	2A	2B
4'-0" (1.2 m)	5'-0" (1.5 m)	A	A	B	2A	2A
	5'-6" (1.7 m)	A	B	B	2A	2A
	6'-0" (1.8 m)	A	B	B	2A	2A
	6'-6" (2.0 m)	A	B	2A	2A	2B
	7'-0" (2.1 m)	A	B	2A	2A	2B
	7'-6" (2.3 m)	A	B	2A	2B	2B
	8'-0" (2.4 m)	A	B	2A	2B	2B
	8'-6" (2.6 m)	B	B	2B	2B	2B
	9'-0" (2.7 m)	B	2A	2B	2B	2B



DETAIL OF MOUNTING SIGN TO POST

NOTE: Minimum of 2 bolts per post required.

GENERAL NOTES

DESIGN: Current AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals.

LOADING: for 60 mph (95 km/h) wind velocity with 30% gust factor, normal to sign.

SOIL PRESSURE: Minimum allowable soil pressure 1.25 tsf (120 kPa).

See Standard 720011 for details of Types A and B posts.

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

Illinois Department of Transportation

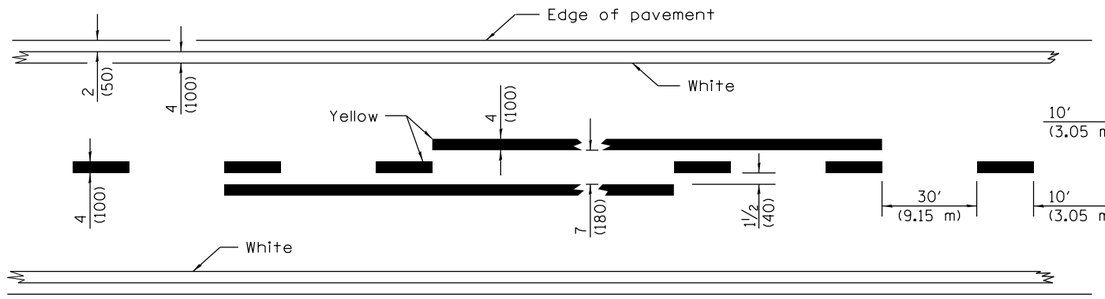
PASSED January 1, 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

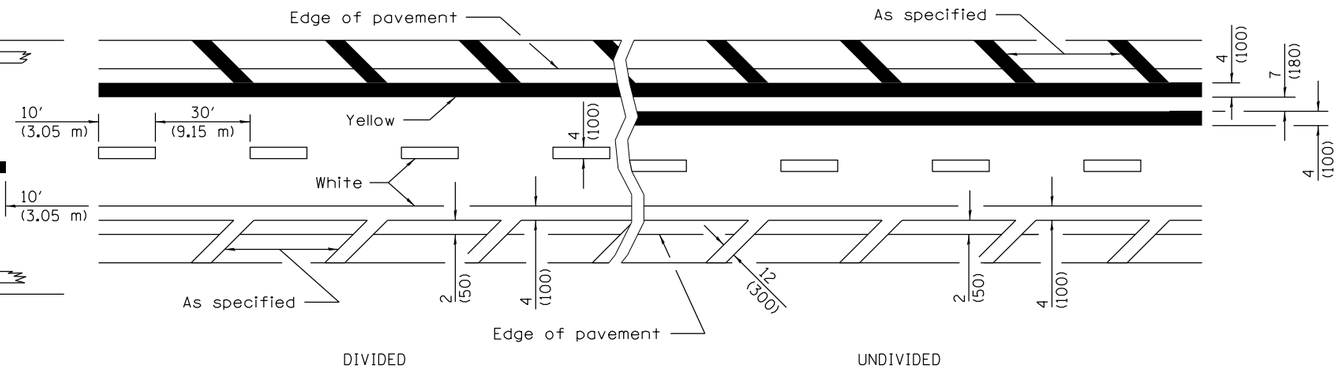
DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-97	Renum. Standard 2363-2.

APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)

STANDARD 729001-01

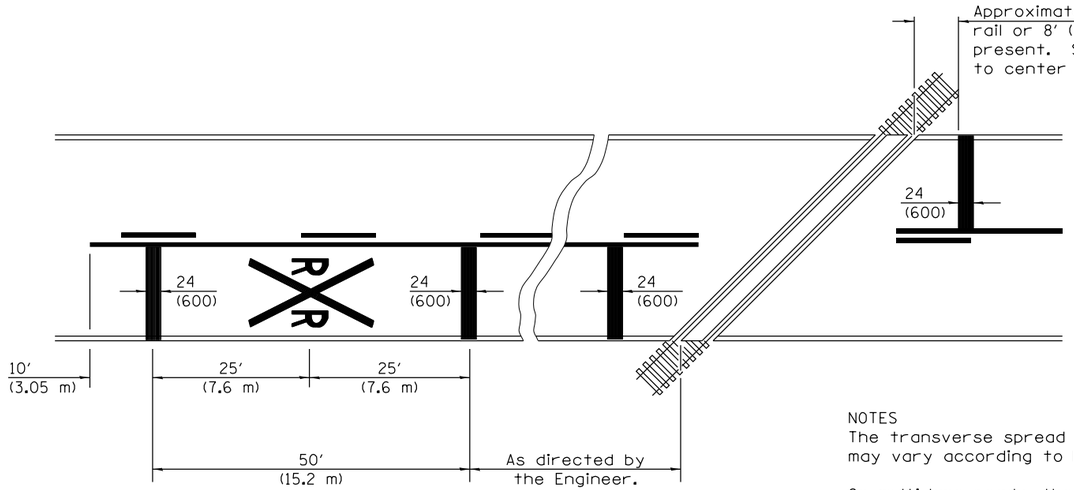


2 LANE



MULTI LANE

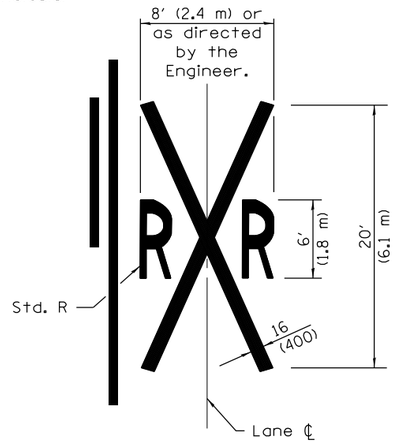
LANE AND EDGE LINES



NOTES
The transverse spread of the "X" may vary according to lane width.

On multi-lane roads, the stop lines shall extend across all approach lanes and separate RXR symbols shall be placed adjacent to each other in each lane.

When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table 2C-4, Condition B of the MUTCD.



PAVEMENT MARKINGS AT RAILROAD–HIGHWAY GRADE CROSSING

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

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

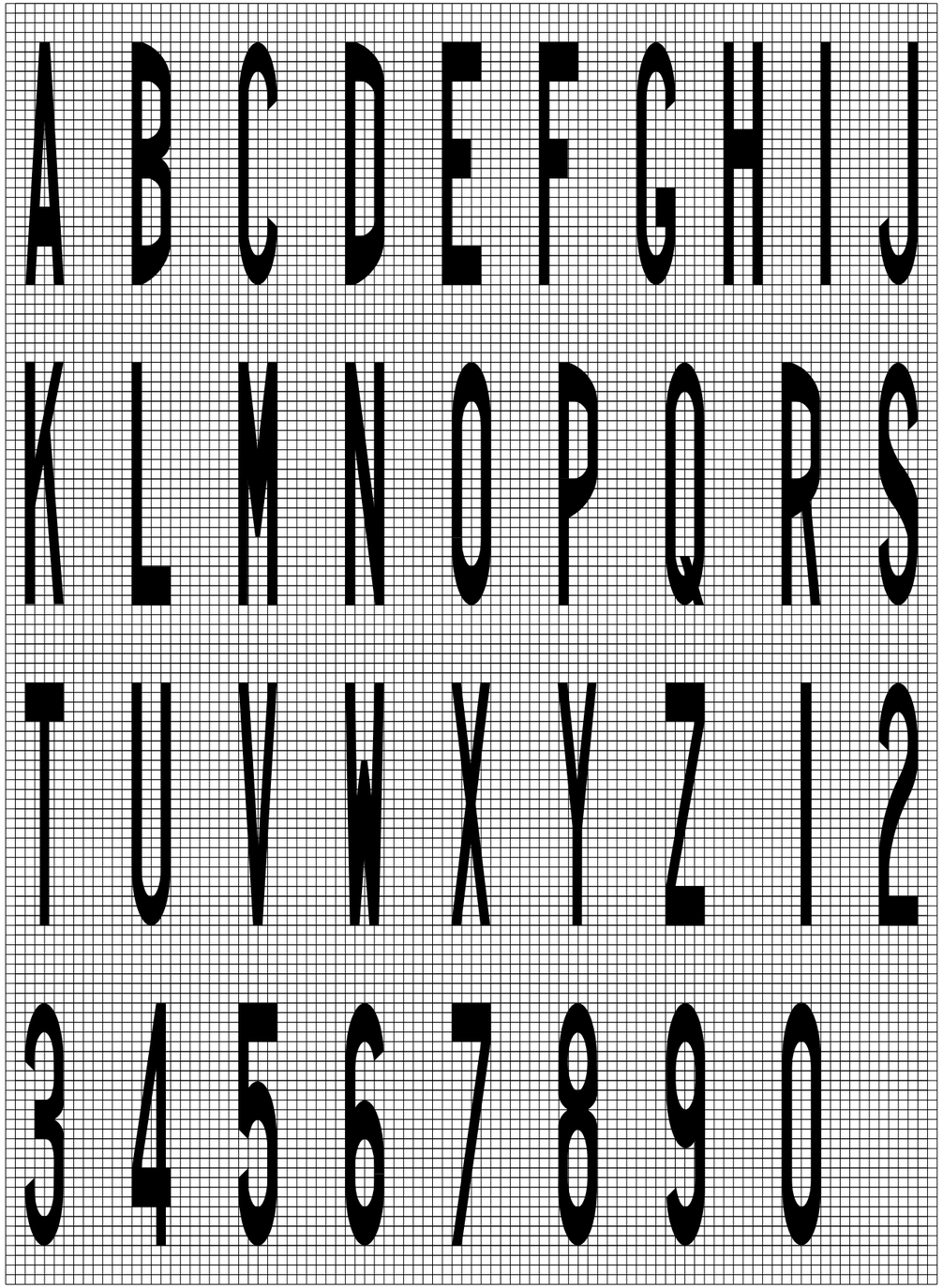
ISSUED 1-1-97

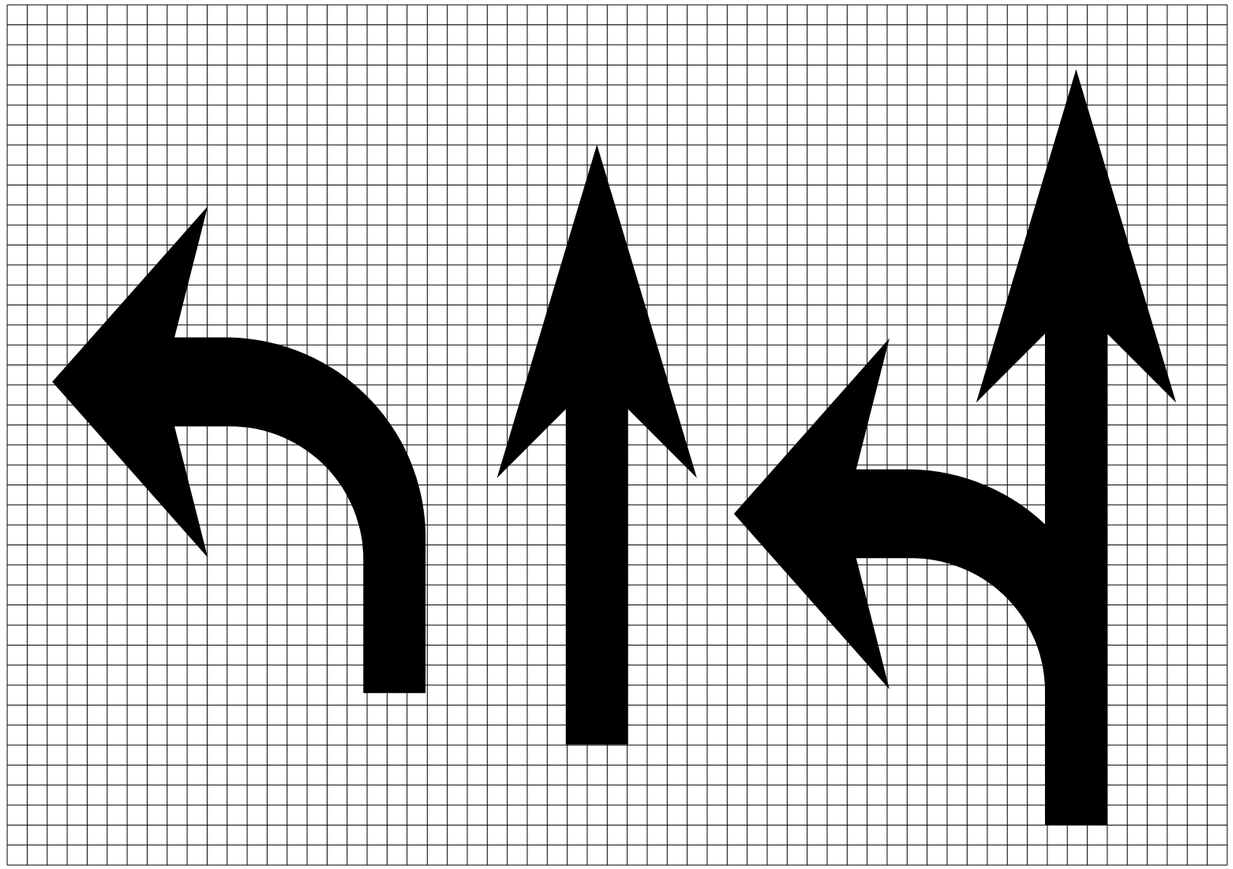
DATE	REVISIONS
1-1-15	Added symbols. Revised
	bike symbol. Revised note
	for stop line at RR crossing.
1-1-14	Added bike symbol. Renamed
	'LANE DROP ARROW' detail to
	'LANE-REDUCTION ARROW'.

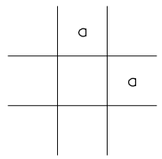
TYPICAL PAVEMENT MARKINGS

(Sheet 1 of 3)

STANDARD 780001–05







Legend Height	Arrow Size	a
6′ (1.8 m)	Small	2.9 (74)
8′ (2.4 m)	Large	3.8 (96)

The space between adjacent letters or numerals should be approximately 3 (75) for 6′ (1.8 m) legend and 4 (100) for 8′ (2.4 m) legend.

LETTER AND ARROW GRID SCALE

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS

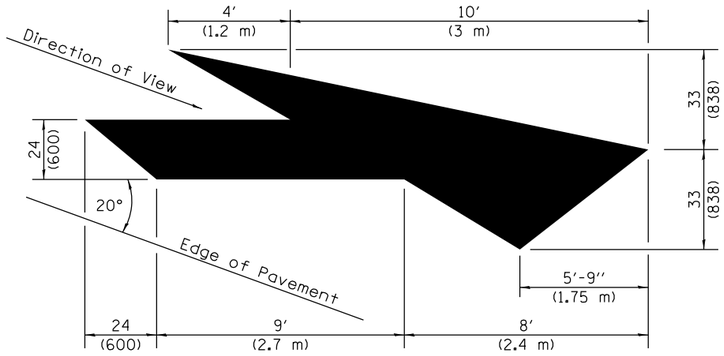
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

TYPICAL PAVEMENT MARKINGS

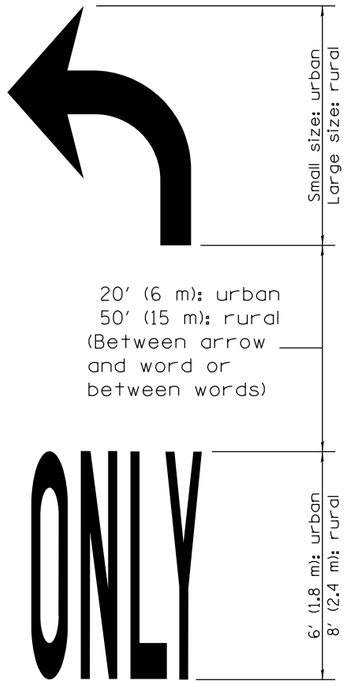
(Sheet 2 of 3)

STANDARD 780001–05

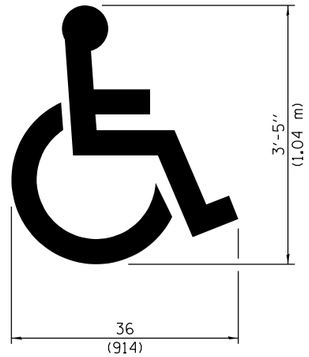


LANE–REDUCTION ARROW

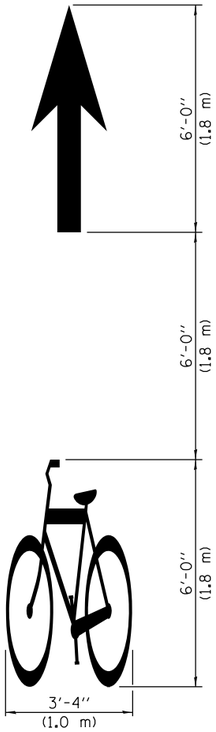
Right lane-reduction arrow shown.
Use mirror image for left lane.



WORD AND ARROW LAYOUT

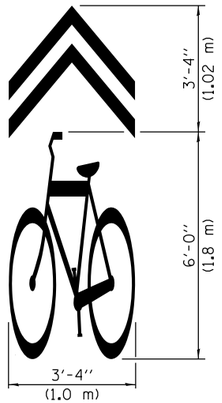


INTERNATIONAL SYMBOL OF ACCESSILITY

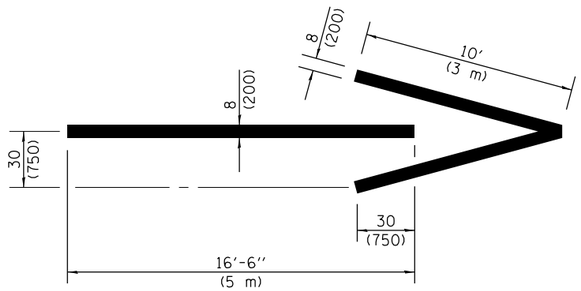


BIKE SYMBOL

(Arrow is optional.)



SHARED LANE SYMBOL



WRONG WAY ARROW

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS

APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

TYPICAL PAVEMENT MARKINGS

(Sheet 3 of 3)

STANDARD 780001–05

Midwest Engineering and Testing, Inc.
geotechnical - environmental - materials engineers
501 Mercury Drive
Champaign, IL 61822-9649
217-359-2128
FAX 217-359-8446

August 28, 2014

Ms. Tara A. Orbon, P.E.
Baxter & Woodman, Inc.
8840 West 192nd Street
Mokena, IL 60448

Re: Geotechnical Survey Services
Proposed Roadway Improvements
Sangamon Avenue
Willow Pond Road
East Perimeter Road
Rantoul, Illinois
MET Project No. 43053

Dear Ms. Orbon:

In accordance with your request, Midwest Engineering and Testing, Inc. (MET) has completed soil borings and pavement coring to assist in the design of proposed improvements to the above-referenced streets in Rantoul, Illinois. Enclosed are three (3) copies of the geotechnical report, which includes our findings and evaluation of the subsurface conditions and pavement components.

MET appreciates the opportunity to be of service during this phase of the project. If there are any questions or comments you may have regarding the content of this report or if we may be of any further service, please contact us at your convenience.

Sincerely,

Midwest Engineering and Testing, Inc.

Robert W. Hahn, P.E.
Principal Engineer

Daniel E. Tappendorf, P.E.

Digitally signed by Daniel E. Tappendorf, P.E.
DN: cn=Daniel E. Tappendorf, P.E., o, ou=Midwest Engineering and Testing, Inc., email=dtappendorf@metgeotech.com, c=US
Date: 2014.08.29 17:02:37 -05'00'

Daniel E. Tappendorf, P.E.
President

GEOTECHNICAL SURVEY SERVICES

Proposed Roadway Improvements
Sangamon Avenue
Willow Pond Road
East Perimeter Road
Rantoul, Illinois

PREPARED FOR

Baxter & Woodman, Inc.
8840 West 192nd Street
Mokena, Illinois

August 28, 2014

MET File No. 43053

TABLE OF CONTENTS

INTRODUCTION

General

This report presents the results of a soil borings and pavement cores performed for the proposed improvements to sections of Sangamon Avenue, Willow Pond Road and Perimeter Road in Rantoul, Illinois. The purpose of this exploration and analysis was to determine the composition of the existing pavement materials and to document and characterize the types and engineering properties of the subgrade soils. Included herein are the results of the subsurface exploration, field and laboratory soil test data, and our analysis and recommendations related to the planned pavement improvements.

Scope

The scope of services included a reconnaissance of the site, subsurface exploration, field and laboratory testing of the soil samples collected and engineering analysis and evaluation of the data.

Authorization

Authorization to perform this subsurface exploration and analysis was in the form of a **Geotechnical Engineer Agreement** executed by Mr. Steve A. Larson, President/CEO of Baxter & Woodman, Inc., and Mr. Daniel E. Tappendorf, President of Midwest Engineering and Testing, Inc. (MET), on July 24, 2014. Exhibit A in the **Agreement** referenced MET Proposal 4112, dated June 25, 2014, which contained the scope of services to be performed.

PROJECT & SITE DESCRIPTION

The proposed improvements encompass three (3) separate projects as follows:

1. The E. Perimeter Road project begins 500 feet east of Maplewood Drive and ends at Golfview Road for a total length of 4090 feet. Street improvements include curb repairs, full depth pavement removal, base repairs, patching, installation of 3 ft. aggregate shoulders and hot-mix asphalt (HMA) resurfacing.

2. The Willow Pond Road project begins 300 feet southeast of Fairway Drive and ends at Golfview Road for a total length of 2450 feet. Street improvements include curb repairs, full depth pavement removal, base repairs, patching, installation of 3 ft. aggregate shoulders and HMA resurfacing. Parking areas adjacent to the street will not be repaired.

3. The Sangamon Avenue project begins at Marshall Street and ends at Chanute Street for a total length of 2200 feet. The work includes street reconstruction consisting of a granular base course and HMA binder and surface courses, new curb and gutter, and storm sewer reconstruction.

GEOLOGY OF THE AREA

General

The geology of the Rantoul, Illinois region has been greatly influenced by several major landforming factors. Bedrock and tectonic movements prior to the Pleistocene Period, continental glaciation during the Pleistocene Period, wind action, and man have all contributed to the geologic history of the area.

Bedrock Geology

Bedrock in the Rantoul area is generally found at depths in excess of 200 feet below the ground surface and consists primarily of Mississippian Age limestone deposits associated with the Kinderhookian Formation.

Surficial Geology

The surficial geology in the Rantoul area consists of a thin layer of wind deposited and water worked loessial material overlying extensive deposits of glacial drift. The drift is comprised primarily of glacial till, a heterogeneous mixture of sand and pebbles bound in a compact matrix of clay to silt, but can also contain inclusions of granular outwash material. Pockets, lenses, seams and tubes of water sorted gravels, sands, and silts are commonly found in these geologic formations.

FIELD EXPLORATION

Scope

In order to evaluate the existing pavement components and characteristics of the subgrade soils, a field exploratory program was undertaken. Eight (8) cores were cut from the Perimeter Road pavement, two (2) soil borings and five (5) pavement cores were taken for Willow Pond Road, and five (5) borings and cores were taken for Sangamon Avenue. Location diagrams are included in the Appendix. The following sections provide a description of field drilling and testing procedures utilized.

Drilling and Sampling Procedures

The soil borings were performed with a track-mounted drilling rig equipped with a rotary head. Conventional, continuous-flight, hollow-stem augers were used advance the borings with representative samples obtained using split-barrel sampling techniques in accordance with ASTM Procedure D 1586. All borings were taken through the existing pavement systems and terminated at an approximate depth of 5 feet.

Field Tests and Measurements

Dynamic Cone Penetrometer (DCP) Tests: At the boring locations, DCP tests were performed through three (3) consecutive 6-inch intervals on the subgrade soils beginning below the surface of the existing pavement materials. The DCP consists of a hand-held rod with a conical tip that is driven into the subgrade with a sliding drop hammer. The penetration data has been correlated to Immediate Bearing Values (IBV) by the Illinois Department of Transportation (IDOT). The DCP and IBV results are shown on Table 1, Subgrade Dynamic Cone Penetrometer (DCP) Test Results, found in the Appendix.

Standard Penetration Tests: After the DCP test had been completed, representative samples of the subgrade soils were obtained employing split-barrel sampling techniques in general accordance with ASTM Procedure D-1586. Standard Penetration Tests (SPTs) were performed through two (2) consecutive intervals of 2 feet each. The number of blows required to advance the 2-inch outer diameter by 2 foot long, split-barrel sampler by a 140-pound hammer falling 30-inches was recorded at 6 inch intervals. These values provide a useful preliminary indication of the consistency or relative density of most soil deposits and are included on the Soil Boring Logs.

Water Level Measurements: Groundwater level observations were made during the sampling process. Water levels information is noted on the Soil Boring Logs in the Remarks column.

LABORATORY TESTING

General

Additional significant characteristics of the subgrade materials were determined in the laboratory to provide data on which to classify and quantitatively assess the engineering properties of the samples obtained. The types of soils encountered were identified and logged on the Soil Boring Logs in the Appendix. The results of the field and laboratory tests are presented on the logs and Table 1 in the Appendix. Representative samples of the soils encountered in the field were placed in clean, glass sample jars and are now stored in the laboratory for further analysis, if desired.

Laboratory Tests and Measurements

Visual Classification: A soils engineer visually classified all soil samples in accordance the Unified Soil Classification System (ASTM D-2487) terminology. An explanation of the symbols used in this system is included in the Appendix.

Moisture Content Tests: The natural moisture content of all samples was determined by AASHTO method T 265 and is recorded on the Soil Boring Logs as a percentage of the dry weight of the soil.

Unconfined Compression Tests: The undrained shear strength of the cohesive soils was determined from unconfined compression tests performed on specimens obtained from the split-barrel samplers. The strength values of soil samples obtained by the SPT method must also be considered, recognizing that this sampling technique provides a representative, but somewhat disturbed sample. The results are listed on the Soil Boring Logs beneath the column labeled "Q_U".

Hand Penetrometer Tests: Cohesive specimens extracted from the split-barrel sampler were tested with a calibrated soil penetrometer. This device provides an approximation of the unconfined compressive strength of the soils, and is useful, along with other soil parameters, in evaluating the soil strength characteristics. The results are listed on the Soil Boring Logs beneath the column labeled "Q_P".

Dry Density Determination: The dry density was determined on the cohesive soils where intact samples were available. The results are listed on the Soil Boring Logs beneath the column labeled "Dd".

DESCRIPTION OF SUBSURFACE CONDITIONS

Subgrade Conditions

The types of subsurface materials encountered at the test boring locations are described on the Soil Boring Logs. The lines delineating the changes in strata on the logs represent an approximate boundary between the various soil classifications. These soil descriptions and delineations are representative for the specific test hole location. Variations in the soil profile and the engineering properties of the soil deposits may occur between boring locations. A summary of the major soil profile components is described in the following paragraphs. A more detailed description and supporting data for each test location can be found on the individual Soil Boring Logs and Table 1 in the Appendix.

Perimeter Road

No borings were taken for the Perimeter Road project. However, the field logs at each of the 8 core locations indicated dark brown to black silty clay soils were present immediately below pavement materials. The pavement components at each core location are shown in Table 1 in the Appendix

Willow Pond Road

The existing pavement system at the location of the borings was comprised of HMA surfacing that ranged in thickness from about 4 to 7.5 inches supported on 4.5 to 6 inches of crushed stone base course. In general, the pavement subgrade soils consisted of very stiff, brown, dark brown and gray silty clay that was classified as possible fill material. In boring SB-2, stiff silty clay that has the appearance of glacial till, but may also represent compacted fill, was encountered below the subgrade soils at a depth of about 3 feet below surface grade.

DCP tests performed through the subgrade depth at intervals of 0 to 12 inches indicated in-place IBVs of 7.7 and 8.4. Within the 6 to 18 inch depth interval, these values rose slightly to 8.4 and 9.2, respectively. The pavement components and DCP tests at each core location are shown in Table 2 in the Appendix.

Sangamon Avenue

The Sangamon Avenue borings encountered a brick street supported on a sand/gravel base and overlain with HMA surfacing. The total depth of the pavement components ranged from about 5 to 15 inches. In general, the pavement subgrade soils consisted of very stiff silty to sandy clay that was classified as possible fill material in borings SB-1 and SB-2. In borings SB-4 and SB-5, the consistency of the cohesive soil samples was noted to decrease below a depth of about 3 feet.

DCP tests performed through the subgrade depth at intervals of 0 to 12 inches indicated an in-place IBV ranging from 5.5 to 9.2 with a median value of 6.9. Within the 6 to 18 inch depth interval, the IBV ranged from 6.2 to 9.9, also with a median value of 6.9. The pavement components and DCP tests at each core location are shown in Table 3 in the Appendix

Groundwater Observations

All borings were dry during and upon completion of the drilling operations. It must be recognized that groundwater levels fluctuate with time due to variations in seasonal precipitation, lateral drainage conditions, and soil permeability characteristics.

DISCUSSION AND EVALUATION

Each of the road sections designated for improvement was in poor to very poor condition. Significant longitudinal, transverse and alligator cracking was noted, in addition to localized spalling, potholes and rutting, all combined to create a rough ride. Curb and guttering along the Sangamon Avenue and Willow Pond Road sections appeared to be low such that poor drainage may also be an issue.

The soils encountered in the borings at the subgrade level primarily consist of stiff to very stiff, silty clays and clayey silts that do not appear to possess high plasticity characteristics. Based on the textural characteristics of the soil samples obtained, the majority of the subgrade soils would plot within the Poor sector on the Illinois Department of Transportation (IDOT) Subgrade Stability Rating (SSR) Chart in the Geotechnical Manual. IDOT would also classify the soils as having poor drainage characteristics and high frost susceptibility.

The Immediate Bearing Value (IBV) is unique to IDOT and was created to serve as a method to quantify the bearing value of a subgrade soil immediately after compaction (without soaking) as a measure of subgrade stability under heavy construction loads. The IBV can be determined in the lab and also in the field using a DCP (dynamic cone

penetrometer). Usually, IBV values help determine remedial treatment thickness; typically via lime modification or undercutting and replacement with granular material, for weak subgrade soils in the field. For the most part, the results of DCP testing conducted at the boring locations place the soils in the “Remedial Procedures Optional” range.

GENERAL COMMENTS

This geotechnical study has been conducted in a manner consistent with that level of care ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. The findings, recommendations, and opinions contained herein have been promulgated in accordance with generally accepted practice in the fields of foundation engineering, soils mechanics, and engineering geology.

APPENDIX

Core 1: Sta. 2+00, 3' from Lt EOP

Core 2: Sta.7+50, 2' Lt of CL

Core 3: Sta. 13+50, 2' Rt of CL

Core 4: Sta. 19+00, 3' from Rt EOP

Core 5: Sta. 24+50, 3' from Lt EOP

Core 6: Sta. 30+50, 2' Lt of CL

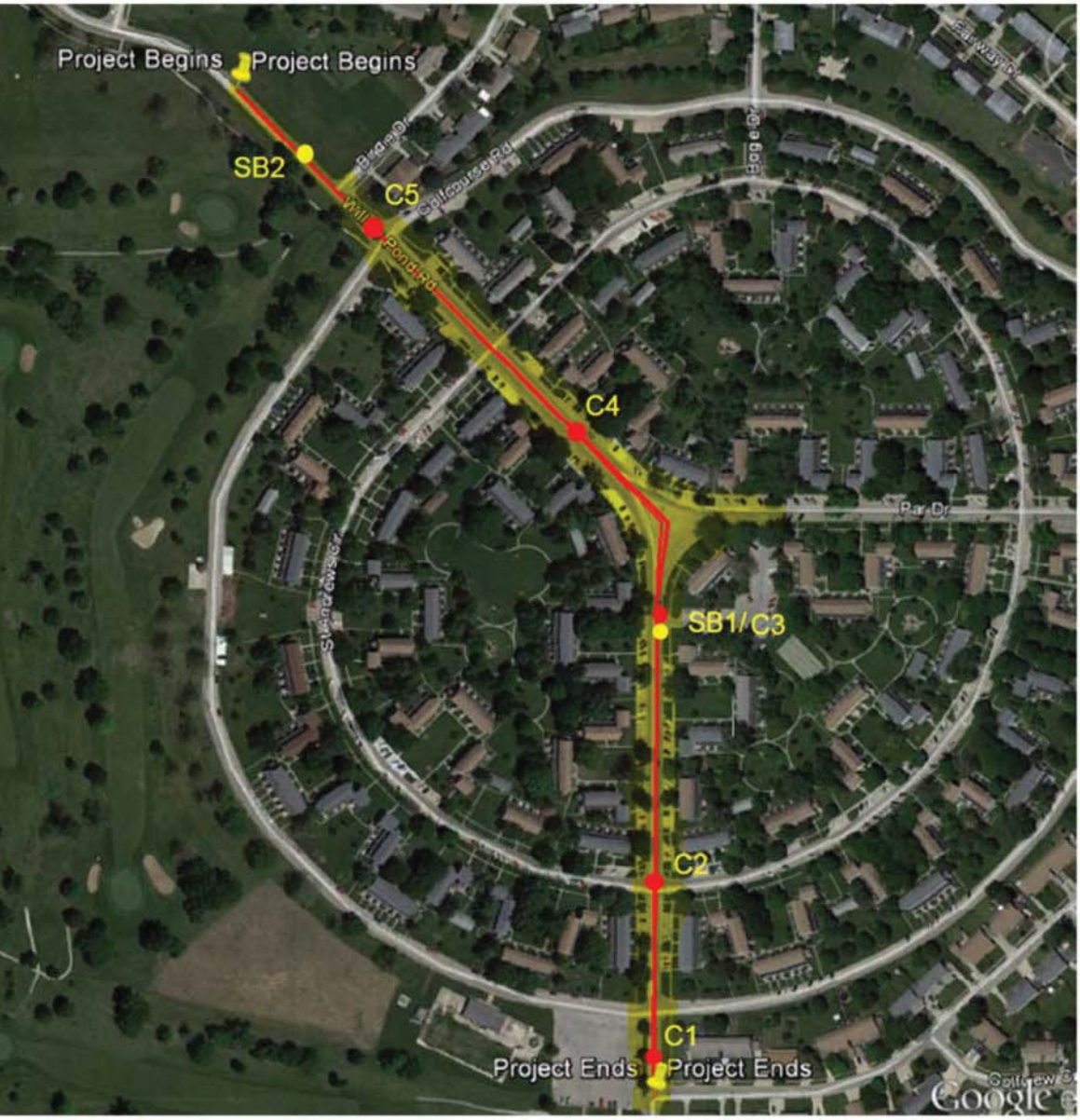
Core 7: Sta. 36+00, 2' Rt of CL

Core 8: Sta. 41+50, 6' Rt of CL

EOP = Edge of Pavement

d Testing, Inc. aterials engineers	Figure 1 - Coring Location Diagram E. Perimeter Road Improvements Sta. 1+00 to Sta. 42+25 Rantoul, Illinois	**SCALE:** None **PROJECT NO.:** 43053 **DATE:** August 26, 2014 **DRAWN BY:** RWH

Testing, Inc. als engineers	Figure 2 - Boring/Coring Location Diagram Sangamon Avenue Reconstruction Marshall Street to Chanute Street Rantoul, Illinois	**SCALE:** None **PROJECT NO.:** 43053 **DATE:** August 26, 2014 **DRAWN BY:** RWH



Testing, Inc.
als engineers

Figure 3 - Boring/Coring Location Diagram

Willow Pond Road Improvements
Rantoul, Illinois

SCALE: None

PROJECT NO.: 43053

DATE: August 26, 2014

DRAWN BY: RWH

Midwest Engineering and Testing, Inc.
501 Mercury Drive
Champaign, IL 61822
217-359-2128
Fax 217-359-8446
www.metgeotech.com

mprovements

Golfview Road

53

Table 1
Perimeter Road Core Data

Existing Surface Materials
” Asphalt over 15” Crushed Stone over 3” Sand
Asphalt over 13” Crushed Stone over 3” Sand/Gravel
phalt over 15.5” Crushed Stone over 3” Sand
Asphalt over 12” Crushed Stone over 2” Sand
phalt over 6” Coarse Crushed Stone
” Asphalt over 4” Crushed Stone over 8” Coarse Stone
Asphalt over 10” Coarse Crushed Stone
Asphalt over 9” Coarse Crushed Stone

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501 Mercury Drive
Champaign, IL 61822
217-359-2128
Fax 217-359-8446
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anute Street

053

Table 2
Core Data and Subgrade Dynamic Cone Penetrometer (DCP) Test Results

Existing Surface Materials	DCP Blows 0" - 6"	DCP Blows 6" - 12"	DCP Blows 12" - 18"	Subgrade IBV Value 0"- 12"	Subgrade IBV Value 6"- 18"
.75" Asphalt over 2.75" Brick/Crushed Stone	6	6	6	6.9	6.9
Asphalt over 3.75" Brick over 8" Sand/Gravel	8	7	9	9.2	9.9
Asphalt over 3.75" Brick over 8" Sand/Gravel	5	6	6	6.2	6.9
Asphalt over 3.75" Brick over 6" Sand/Gravel	7	7	9	8.4	9.9
5" Asphalt over 3.25" Brick over 7" Sand/Gravel	5	5	6	5.5	6.2

ed on subgrade soils immediately below surfacing materials.

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Table 3
Core Data and Subgrade Dynamic Cone Penetrometer (DCP) Test Results

Existing Surface Materials	DCP Blows 0" - 6"	DCP Blows 6" - 12"	DCP Blows 12" - 18"	Subgrade IBV Value 0"- 12"	Subgrade IBV Value 6"- 18"
4.125" Asphalt over 5.875" Crushed Stone	6	7	7	7.7	8.4
7.5" Asphalt over 4.5" Crushed Stone	7	7	8	8.4	9.2
4.625 Asphalt over 8" Coarse Crushed Stone	Not completed on cores				
4.5" Asphalt over 12" Crushed Stone					
4.125" Asphalt over 2" Crushed Stone					
5.5" Asphalt over 10" Crushed Stone					
4.375" Asphalt over 9" Crushed Stone					

ed on subgrade soils immediately below surfacing materials.

SOIL BORING LOG

MET Midwest Engineering and Testing, Inc.

Project Name: Sangamon Avenue Reconstruction
Location: Marshall Street to Chanute Street
Rantoul, Illinois

Boring: SB-1
Project No. : 43053
Date of Boring: August 1, 2014
Field Representative: Zach Wilcoxen

VISUAL SOIL CLASSIFICATION	FT.	SAMPLE NO.	Blows Per 6"	Q_p (tsf)	Q_u (tsf)	MC (%)	Dd (pcf)	REMARKS
1.75" Asphalt		Core						
2.75" Brick / Crushed Stone								
Dark brown sandy CLAY (SC), some gravel, Possible Fill	1	1-SS	1 2 3 4	2.3	-	17	-	Dry during and upon completion of drilling
Brownish-gray clayey SILT (ML)	3	2-SS	4 4 5 5	2.5	4.4	15	110	
END OF BORING @ 4' 4"	5							
	6							
	7							

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

SOIL BORING LOG

MET Midwest Engineering and Testing, Inc.

Project Name: Sangamon Avenue Reconstruction
Location: Marshall Street to Chanute Street
Rantoul, Illinois

Boring: SB-2
Project No. : 43053
Date of Boring: August 1, 2014
Field Representative: Zach Wilcoxen

VISUAL SOIL CLASSIFICATION	FT.	SAMPLE NO.	Blows Per 6"	Q_p (tsf)	Q_u (tsf)	MC (%)	Dd (pcf)	REMARKS
4" Asphalt		Core						
3.75" Brick								
8" Sand and Gravel	1							Dry during and upon completion of drilling
Dark brown silty CLAY (CL), Possible Fill	2	1-SS	3 3 4 3	2.8	3.2	22	87	
	3							
Brownish-gray clayey SILT (ML) with sand and small gravel, Till	4	2-SS	2 3 3 4	3.0	4.2	14	114	
	5							
END OF BORING @ 5' 4"	6							
	7							

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

SOIL BORING LOG

MET Midwest Engineering and Testing, Inc.

Project Name: Sangamon Avenue Reconstruction
Location: Marshall Street to Chanute Street
Rantoul, Illinois

Boring: SB-3
Project No. : 43053
Date of Boring: August 1, 2014
Field Representative: Zach Wilcoxen

VISUAL SOIL CLASSIFICATION	FT.	SAMPLE NO.	Blows Per 6"	Q_p (tsf)	Q_u (tsf)	MC (%)	Dd (pcf)	REMARKS
3" Asphalt		Core						
3.75" Brick								
8" Sand and Gravel	1							Dry during and upon completion of drilling
Brownish-gray clayey SILT (ML) with sand and small gravel, Till	2	1-SS	3 3 3 3	2.0	2.2	14	112	
	3							
Brownish-gray silty CLAY (CL) with sand and small gravel, Till	4	2-SS	5 6 6 7	3.3	3.6	14	119	
	5							
END OF BORING @ 5' 3"	6							
	7							

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

SOIL BORING LOG

MET Midwest Engineering and Testing, Inc.

Project Name: Sangamon Avenue Reconstruction
Location: Marshall Street to Chanute Street
Rantoul, Illinois

Boring: SB-4
Project No. : 43053
Date of Boring: August 1, 2014
Field Representative: Zach Wilcoxen

VISUAL SOIL CLASSIFICATION	FT.	SAMPLE NO.	Blows Per 6"	Q_p (tsf)	Q_u (tsf)	MC (%)	Dd (pcf)	REMARKS
3" Asphalt		Core						
3.75" Brick								
6" Sand and Gravel	1							
Brown and gray mottled silty CLAY (CL)	2	1-SS	3 3 3 4	2.3	3.1	26	89	Dry during and upon completion of drilling
	3							
Brown and gray mottled silty CLAY (CL) with sand and small gravel, Till	4	2-SS	4 4 4 4	0.5	1.6	25	99	
	5							
END OF BORING @ 5' 1"	6							
	7							

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

SOIL BORING LOG

MET Midwest Engineering and Testing, Inc.

Project Name: Sangamon Avenue Reconstruction
Location: Marshall Street to Chanute Street
Rantoul, Illinois

Boring: SB-5
Project No. : 43053
Date of Boring: August 1, 2014
Field Representative: Zach Wilcoxen

VISUAL SOIL CLASSIFICATION	FT.	SAMPLE NO.	Blows Per 6"	Q_p (tsf)	Q_u (tsf)	MC (%)	Dd (pcf)	REMARKS
2.25" Asphalt 3.25" Brick		Core						
7" Sand and Gravel	1							
Gray with brown mottling silty CLAY (CL)	2	1-SS	2 3 3 3	2.0	2.1	28	86	Dry during and upon completion of drilling
Brown and gray mottled silty CLAY (CL) with sand and small gravel, Till	4	2-SS	3 4 4 4	1.5	1.2	22	99	
	5							
END OF BORING @ 5 FEET	6							
	7							

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

SOIL BORING LOG

MET Midwest Engineering and Testing, Inc.

Project Name: Willow Pond Road Improvements
Location: Rantoul, Illinois

Boring: SB-1
Project No. : 43053
Date of Boring: August 1, 2014
Field Representative: Zach Wilcoxen

VISUAL SOIL CLASSIFICATION	FT.	SAMPLE NO.	Blows Per 6"	Q_p (tsf)	Q_u (tsf)	MC (%)	Dd (pcf)	REMARKS
4.125" Asphalt		Core						
5.875" Crushed Stone								
	1		7					Dry during and upon completion of drilling
			4					
	2	1-SS		2.0	2.7	18	91	
			3					
Brown, gray and dark brown silty CLAY (CL), some sand and small gravel, Possible Fill			3					
	3							
			2					
			3					
	4	2-SS		1.5	1.6	21	95	
			3					
			4					
	5							
END OF BORING @ 4' 10"								
	6							
	7							

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

SOIL BORING LOG

MET Midwest Engineering and Testing, Inc.

Project Name: Willow Pond Road Improvements
Location: Rantoul, Illinois

Boring: SB-2
Project No. : 43053
Date of Boring: August 1, 2014
Field Representative: Zach Wilcoxen

VISUAL SOIL CLASSIFICATION	FT.	SAMPLE NO.	Blows Per 6"	Q_p (tsf)	Q_u (tsf)	MC (%)	Dd (pcf)	REMARKS
7.5" Asphalt		Core						
4.5" Crushed Stone	1							
Brown, gray and dark brown silty CLAY (CL), Possible Fill	2	1-SS	5 4 4 4	2.8	3.0	26	86	Dry during and upon completion of drilling
	3							
Brownish-gray silty CLAY (CL), some sand and small gravel	4	2-SS	3 3 4 5	1.5	1.7	15	113	
	5							
END OF BORING @ 5 FEET	6							
	7							

Lines of Demarcation represent an **approximate** boundary between soil types. Variations may occur between sampling intervals and between boring locations, and the transition may be gradual. Dashed lines are indicative of potentially erratic or unknown changes, such as fill-to-natural soil zone transitions.

GENERAL NOTES

SAMPLE IDENTIFICATION

Visual soil classifications are made in general accordance with the Unified Soil Classification System on the basis of textural and particle size categorization, and various soil behavior characteristics. Visual classifications should be substantiated by appropriate laboratory testing when a more exact soil identification is required to satisfy specific project applications criteria.

PARTICLE SIZE ±

Boulders: 8 inches Cobbles: 3 to 8 inches Gravel: 5 mm to 3 inches	Coarse Sand: 2 mm to 4 mm Medium Sand: 0.42 mm to 2 mm Fine Sand: 0.074 to 0.42 mm	Silt: 0.005 mm to 0.074 mm Clay: - 0.005 mm

DRILLING & SAMPLING SYMBOLS

SS: Split-spoon, 2" O.D. by 1 3/8" I.D.
ST: Shelby Tube, 2" O.D. or 3" O.D., as noted in test
AU: Auger Sample
DB: Diamond Bit
CB: Carbide Bit
RB: Roller Bit
WS: Wash Sample
BS: Bag Sample
HA: Hand Auger

SOIL PROPERTY SYMBOLS

N: Standard penetration count, indicating number of blows of a 140 lb. Hammer with a 30-inch drop, required to advance a split-spoon sampler one (1) foot.
Qu: Unconfined compressive strength, tons per square foot (tsf).
Qp: Calibrated hand penetrometer resistance, tsf.
MC: Moisture Content, %
LL: Liquid Limit PL: Plastic Limit PI: Plasticity Index
Dd: Dry density, pounds per cubic foot (pcf).
PID Photoionization Detector (Hnu meter) volatile vapor level, ppm

SOIL RELATIVE DENSITY AND CONSISTENCY CLASSIFICATION

NON-COHESIVE SOILS		COHESIVE SOILS		
Classifier	N-Value Range	Classifier	Qu Range (tsf)	N-Value Range
very loose	0 – 3	very soft	0 – 0.25	0 – 2
loose	3 – 7	soft	0.25 – 0.5	2 – 5
medium dense	7 – 15	medium stiff	0.5 – 1.0	5 – 10
dense	15 – 38	stiff	1.0 – 2.0	10 – 14
very dense	38 +	very stiff	2.0 – 4.0	14 – 32
		hard	4.0 +	32 +

GROUNDWATER

Approximate Groundwater level at time noted on soil boring log, measured in open bore hole unless otherwise noted. Groundwater levels often vary with time, and are affected by soil permeability characteristics, weather conditions, and lateral drainage conditions.

UNIFIED SOIL CLASSIFICATION

MAJOR DIVISIONS			SYMBOL	TYPICAL DESCRIPTION
COARSE GRAINED SOILS	Gravel and Gravelly Soils	Clean Gravels	GW	Well-graded gravels and gravel-sand mixtures
			GP	Poorly-graded gravels and gravel-sand mixtures
		Gravels with Fines	GM	Silty gravels and gravel-sand-silt mixtures
			GC	Clayey gravels and gravel-sand-clay mixtures
	Sand and Sandy Soils	Clean Sands	SW	Well-graded sands and gravelly sands
			SP	Poorly-graded sands and gravelly sands
		Sands with Fines	SM	Silty sands and sand-silt mixtures
			SC	Clayey sands and sand-clay mixtures
FINE GRAINED SOILS	Silts and Clays of Low Plasticity		ML	Inorganic silts or clayey silts of slight plasticity
			CL	Inorganic clays of low to medium plasticity
			OL	Organic silts and organic silty clays of low plasticity
	Silts and Clays of High Plasticity		MH	Inorganic silts of high plasticity
			CH	Inorganic clays of medium to high plasticity
			OH	Organic clays of medium to high plasticity
Highly Organic Soils			PT	Peat, humus and swamp soils with high organic contents

Note: Dual symbols are used to indicate borderline classifications.

Prevailing Wage rates for Champaign County effective Sept. 1, 2017												
Trade Title	**Region**	**Type**	**Class**	**Base Wage**	**Fore-man Wage**	**M-F OT**	**OSA**	**OSH**	**H/W**	**Pension**	**Vacation**	**Training**
ASBESTOS ABT-GEN	ALL	BLD		31.56	32.81	1.5	1.5	2	6.30	15.40	0.00	0.90
ASBESTOS ABT-MEC	ALL	BLD		22.40	23.40	1.5	1.5	2	6.80	6.55	0.00	0.50
BOILERMAKER	ALL	BLD		39.50	42.50	2	2	2	7.07	12.47	0.00	0.40
BRICK MASON	ALL	BLD		31.50	33.08	1.5	1.5	2	8.57	13.51	0.00	0.85
CARPENTER	ALL	BLD		36.04	38.29	1.5	1.5	2	8.45	12.35	0.00	0.54
CARPENTER	ALL	HWY		36.20	37.95	1.5	1.5	2	8.45	12.95	0.00	0.52
CEMENT MASON	ALL	BLD		32.60	34.60	1.5	1.5	2	8.57	9.84	0.00	0.50
CEMENT MASON	ALL	HWY		33.71	35.21	1.5	1.5	2	8.57	9.84	0.00	0.50
CERAMIC TILE FNSHER	ALL	BLD		30.48	30.48	1.5	1.5	2	8.57	9.94	0.00	0.10
ELECTRIC PWR EQMT OP	ALL	ALL		43.76	54.80	1.5	1.5	2	6.81	12.25	0.00	0.44
ELECTRIC PWR GRNDMAN	ALL	ALL		29.96	54.80	1.5	1.5	2	6.40	8.39	0.00	0.30
ELECTRIC PWR LINEMAN	ALL	ALL		48.61	54.80	1.5	1.5	2	6.96	13.61	0.00	0.49
ELECTRIC PWR TRK DRV	ALL	ALL		31.42	54.80	1.5	1.5	2	6.44	8.80	0.00	0.31
ELECTRICIAN	ALL	BLD		39.09	41.09	1.5	1.5	2	6.95	9.05	0.00	0.59
ELECTRONIC SYS TECH	ALL	BLD		30.83	32.83	1.5	1.5	2	6.95	8.77	0.00	0.40
ELEVATOR CONSTRUCTOR	ALL	BLD		43.43	48.86	2	2	2	15.28	15.71	3.47	0.60
FENCE ERECTOR	ALL	ALL		32.21	34.11	1.5	1.5	2	8.84	10.02	0.00	0.90
GLAZIER	ALL	BLD		35.91	37.91	1.5	1.5	2	6.25	9.16	0.00	0.68
HT/FROST INSULATOR	ALL	BLD		31.23	32.23	1.5	1.5	2	7.51	6.16	0.00	0.25
IRON WORKER	ALL	ALL		32.61	34.51	1.5	1.5	2	10.64	11.67	0.00	0.90
LABORER	ALL	BLD		29.06	30.31	1.5	1.5	2	6.30	15.40	0.00	0.80
LABORER	ALL	HWY		30.85	31.85	1.5	1.5	2	6.30	15.48	0.00	0.80
LATHER	ALL	BLD		36.04	38.29	1.5	1.5	2	8.45	12.35	0.00	0.54
MACHINIST	ALL	BLD		45.35	47.85	1.5	1.5	2	7.26	8.95	1.85	0.00
MARBLE FINISHERS	ALL	BLD		30.48	30.48	1.5	1.5	2	8.57	9.94	0.00	0.10

MARBLE MASON	ALL	BLD		31.50	33.08	1.5	1.5	2	8.57	13.51	0.00	0.85
MILLWRIGHT	ALL	BLD		31.74	33.99	1.5	1.5	2	8.45	17.11	0.00	0.54
MILLWRIGHT	ALL	HWY		33.58	35.33	1.5	1.5	2	8.20	16.67	0.00	0.52
OPERATING ENGINEER	ALL	ALL	1	40.00	42.00	1.5	1.5	2	9.00	10.35	0.00	1.00
OPERATING ENGINEER	ALL	ALL	2	25.35	42.00	1.5	1.5	2	9.00	10.35	0.00	1.00
OPERATING ENGINEER	ALL	ALL	3	41.00	42.00	1.5	1.5	2	9.00	10.35	0.00	1.00
PAINTER	ALL	ALL		35.29	36.79	1.5	1.5	2	8.57	5.33	0.00	0.60
PAINTER SIGNS	ALL	ALL		35.29	36.79	1.5	1.5	2	8.57	5.33	0.00	0.60
PILEDRIVER	ALL	BLD		37.04	39.29	1.5	1.5	2	8.45	12.35	0.00	0.54
PILEDRIVER	ALL	HWY		36.20	37.95	1.5	1.5	2	8.45	12.95	0.00	0.52
PIPEFITTER	ALL	BLD		41.54	44.04	1.5	1.5	2	7.10	11.45	0.00	1.99
PLASTERER	ALL	BLD		32.35	34.35	1.5	1.5	2	8.57	11.75	0.00	0.50
PLUMBER	ALL	BLD		41.54	44.04	1.5	1.5	2	7.10	11.45	0.00	1.99
ROOFER	ALL	BLD		31.05	32.55	1.5	1.5	2	9.25	8.43	1.00	0.24
SHEETMETAL WORKER	ALL	BLD		36.10	38.10	1.5	1.5	2	8.95	15.14	0.00	0.52
SPRINKLER FITTER	ALL	BLD		39.87	41.62	1.5	1.5	2	8.77	6.05	0.00	0.45
STONE MASON	ALL	BLD		31.50	33.08	1.5	1.5	2	8.57	13.51	0.00	0.85
TERRAZZO FINISHER	ALL	BLD		30.48	30.48	1.5	1.5	2	8.57	9.94	0.00	0.10
TERRAZZO MASON	ALL	BLD		31.98	31.98	1.5	1.5	2	8.57	9.94	0.00	0.10
TILE MASON	ALL	BLD		31.98	31.98	1.5	1.5	2	8.57	9.94	0.00	0.10
TRUCK DRIVER	ALL	ALL	1	36.15	40.04	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	ALL	2	36.67	40.04	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	ALL	3	36.91	40.04	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	ALL	4	37.25	40.04	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	ALL	5	38.23	40.04	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	O&C	1	28.92	32.03	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	O&C	2	29.34	32.03	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	O&C	3	29.53	32.03	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	O&C	4	29.80	32.03	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	O&C	5	30.58	32.03	1.5	1.5	2	12.16	5.89	0.00	0.25
TUCKPOINTER	ALL	BLD		31.50	33.08	1.5	1.5	2	8.57	13.51	0.00	0.85

Legend

M-F OT Unless otherwise noted, OT pay is required for any hour greater than 8 worked each day, Mon through Fri. The number listed is the multiple of the base wage.
OSA Overtime pay required for every hour worked on Saturdays
OSH Overtime pay required for every hour worked on Sundays and Holidays
H/W Health/Welfare benefit

Explanations CHAMPAIGN COUNTY

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

Oil and chip resealing (O&C) means the application of road oils and liquid asphalt to coat an existing road surface, followed by application of aggregate chips or gravel to coated surface, and subsequent rolling of material to seal the surface.

EXPLANATION OF CLASSES

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

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

CERAMIC TILE FINISHER, MARBLE FINISHER, TERRAZZO FINISHER

Assisting, helping or supporting the tile, marble and terrazzo mechanic by performing their historic and traditional work assignments required to complete the proper installation of the work covered by said crafts. The term "Ceramic" is used for naming the classification only and is in no way a limitation of the product handled. Ceramic takes into consideration most hard tiles.

ELECTRONIC SYSTEMS TECHNICIAN

Installation, service and maintenance of low-voltage systems which utilizes the transmission and/or transference of voice, sound, vision, or digital for commercial, education, security and entertainment purposes for the following: TV monitoring and surveillance, background/foreground music, intercom and telephone interconnect, field programming, inventory control systems, microwave transmission, multi-media, multiplex, radio page, school, intercom and sound burglar alarms and low voltage master clock systems.

Excluded from this classification are energy management systems, life safety systems, supervisory controls and data acquisition systems not intrinsic with the above listed systems, fire alarm systems, nurse call systems and raceways exceeding fifteen feet in length.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION Class 1. Drivers on 2 axle trucks hauling less than 9 ton. Air compressor and welding machines and brooms, including those pulled by separate units, truck driver helpers, warehouse employees, mechanic helpers, greasers and tiremen, pickup trucks when hauling materials, tools, or workers to and from and on-the-job site, and fork lifts up to 6,000 lb. capacity.

Class 2. Two or three axle trucks hauling more than 9 ton but hauling less than 16 ton. A-frame winch trucks, hydrolift trucks, vactor trucks or similar equipment when used for transportation purposes. Fork lifts over 6,000 lb. capacity, winch trucks, four axle combination units, and ticket writers.

Class 3. Two, three or four axle trucks hauling 16 ton or more. Drivers on water pulls, articulated dump trucks, mechanics and working forepersons, and dispatchers. Five axle or more combination units.

Class 4. Low Boy and Oil Distributors.

Class 5. Drivers who require special protective clothing while employed on hazardous waste work.

TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.

This shall encompass laborers, workers and mechanics who drive contractor or subcontractor owned, leased, or hired pickup, dump, service, or oil distributor trucks. The work includes transporting materials and equipment (including but not limited to, oils, aggregate supplies, parts, machinery and tools) to or from the job site; distributing oil or liquid asphalt and aggregate; stock piling material when in connection with the actual oil and chip contract. The Truck Driver (Oil & Chip Resealing) wage classification does not include supplier delivered materials.

OPERATING ENGINEERS - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION Class 1. Draglines, Derricks, Shovels, Gradalls, Mechanics, Tractor Highlift, Tournadozer, Concrete Mixers with Skip, Tournamixer, Two Drum Machine, One Drum Hoist with Tower or Boom, Cableways, Tower Machines, Motor Patrol, Boom Tractor, Boom or Winch Truck, Winch or Hydraulic Boom Truck, Tournapull, Tractor Operating Scoops, Bulldozer, Push Tractor, Asphalt Planer, Finishing Machine on Asphalt, Large Rollers on Earth, Rollers on Asphalt Mix, Ross Carrier or similar Machine, Gravel Processing Machine, Asphalt Plant Engineer, Paver Operator, Dredging Equipment, or Dredge Engineer, or Dredge Operator, Central Mix Plant Engineer, CMI or similar type machine, Concrete Pump, Truck or Skid Mounted, Engineer or Rock Crusher Plant, Concrete Plant Engineer,

Ditching Machine with dual attachment, Tractor Mounted Loaders, Hydro Crane, Standard or Dinkey Locomotives, Scoopmobiles, Euclid Loader, Soil Cement Machine, Back Filler, Elevating Machine, Power Blade, Drilling Machine, including Well Testing, Caissons, Shaft or any similar type drilling machines, Motor Driven Paint Machine, Pipe Cleaning Machine, Pipe Wrapping Machine, Pipe Bending Machine, Apsco Paver, Boring Machine, (Head Equipment Greaser), Barber-Greene Loaders, Formless Paver, (Well Point System), Concrete Spreader, Hydra Ax, Span Saw, Marine Scoops, Brush Mulcher, Brush Burner, Mesh Placer, Tree Mover, Helicopter Crew (3), Piledriver-Skid or Crawler, Stump Remover, Root Rake, Tug Boat Operator, Refrigerating Machine, Freezing Operator, Chair Cart- Self-Propelled, Hydra Seeder, Straw Blower, Power Sub Grader, Bull Float, Finishing Machine, Self-Propelled Pavement Breaker, Lull (or similar type Machine), Two Air Compressors, Compressors hooked in Manifold, Chip Spreader, Mud Cat, Sull-Air, Fork Lifts (except when used for landscaping work), Soil Stabilizer (Seaman Tiller, Bo Mag, Rago Gator, and similar types of equipment), Tube Float, Spray Machine, Curing Machine, Concrete or Asphalt Milling Machine, Snooper Truck-Operator, Backhoe, Farm Tractors (with attachments), 4 Point Lift System (Power Lift or similar type), Skid-Steer (Bob Cat or similar type), Wrecking Shears, Water Blaster.

Class 2. Concrete Mixers without Skips, Rock Crusher, Ditching Machine under 6', Curbing Machine, One Drum Machines without Tower or Boom, Air Tugger, Self-Propelled Concrete Saw, Machine Mounted Post Hole Digger, two to four Generators, Water Pumps or Welding Machines, within 400 feet, Air Compressor 600 cu. ft. and under, Rollers on Aggregate and Seal Coat Surfaces, Fork Lift (when used for landscaping work), Concrete and Blacktop Curb Machine, One Water Pump, Oilers, Air Valves or Steam Valves, One Welding Machine, Truck Jack, Mud Jack, Gunnite Machine, House Elevators when used for hoisting material, Engine Tenders, Fireman, Wagon Drill, Flex Plane, Conveyor, Siphons and Pulsometer, Switchman, Fireman on Paint Pots, Fireman on Asphalt Plants, Distributor Operator on Trucks, Tampers, Self-Propelled Power Broom, Striping Machine (motor driven), Form Tamper, Bulk Cement Plant, Equipment Greaser, Deck Hands, Truck Crane Oiler-Driver, Cement Blimps, Form Grader, Temporary Heat, Throttle Valve, Super Sucker (and similar type of equipment).

Class 3. Power Cranes, Truck or Crawler Crane, Rough Terrain Crane (Cherry Picker), Tower Crane, Overhead Crane.

Other Classifications of Work:

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

LANDSCAPING

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

General Decision Number: IL180015 05/04/2018 IL15

Superseded General Decision Number: IL20170015

State: Illinois

Construction Types: Heavy and Highway

Counties: Adams, Brown, Cass, Champaign, Christian, Clark, Coles, Cumberland, De Witt, Douglas, Edgar, Logan, Macon, Mason, Menard, Morgan, Moultrie, Piatt, Pike, Sangamon, Schuyler, Scott, Shelby and Vermilion Counties in Illinois.

DE WITT COUNTY:

HEAVY CONSTRUCTION PROJECTS (including Sewer & Water Line Construction & Drainage Projects) & HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects, and railroad construction; bascule, suspension & spandrel arch bridges; bridges designed for commercial navigation; bridges involving marine construction, other major bridges).

Note: Under Executive Order (EO) 13658, an hourly minimum wage of $10.35 for calendar year 2018 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least $10.35 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2018. The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	01/05/2018
1	01/12/2018
2	01/19/2018
3	02/02/2018
4	02/16/2018
5	03/02/2018
6	03/09/2018
7	04/13/2018
8	05/04/2018

BRIL0008-011 05/01/2017

LOGAN, MORGAN and SCOTT COUNTIES

	Rates	Fringes

CEMENT MASON/CONCRETE FINISHER...$ 30.00 19.92

CARP0237-012 05/01/2017

MASON COUNTY

	Rates	Fringes
CARPENTER	$ 34.04	26.47
PILEDRIVERMAN	$ 35.04	26.47

CARP0237-021 05/01/2017

DE WITT COUNTY

	Rates	Fringes
CARPENTER	$ 34.04	26.47
PILEDRIVERMAN	$ 34.04	26.47

CARP0243-001 05/01/2017

CHAMPAIGN, EDGAR, AND VERMILION COUNTIES

	Rates	Fringes
CARPENTER	$ 36.20	21.92
PILEDRIVERMAN	$ 37.20	21.92

CARP0243-006 05/01/2017

COLES, CUMBERLAND, MOULTRIE, and SHELBY COUNTIES

	Rates	Fringes
CARPENTER	$ 33.00	25.12
PILEDRIVERMAN	$ 34.00	25.12

CARP0243-009 05/01/2017

DOUGLAS COUNTY

	Rates	Fringes
CARPENTER	$ 33.00	25.12
PILEDRIVERMAN	$ 34.00	25.12

CARP0243-014 05/01/2017

CLARK COUNTY

	Rates	Fringes
CARPENTER	$ 36.20	21.92
PILEDRIVERMAN	$ 37.20	21.92

CARP0270-004 05/01/2017

CHRISTIAN, MENARD, AND SANGAMON (Except Illiopolis) COUNTIES

	Rates	Fringes
CARPENTER	$ 32.15	25.97
PILEDRIVERMAN	$ 33.15	25.97

CARP0270-007 05/01/2017

ADAMS COUNTY

	Rates	Fringes
CARPENTER	$ 31.55	25.97
PILEDRIVERMAN	$ 32.55	25.97

CARP0270-016 05/01/2017

MACON, MOULTRIE (North of Rt #133), PIATT (Southwestern Half), SANGAMON (Illiopolis) AND SHELBY (Moweaqua & North thereof) COUNTIES

	Rates	Fringes
CARPENTER	$ 32.15	25.97
PILEDRIVERMAN	$ 33.15	25.97

CARP0270-021 05/01/2017

LOGAN COUNTY

	Rates	Fringes
CARPENTER	$ 32.15	25.97
PILEDRIVERMAN	$ 33.15	25.97

CARP0270-024 05/01/2017

BROWN, CASS, MORGAN, PIKE, AND SCOTT COUNTIES

	Rates	Fringes
CARPENTER	$ 32.15	25.97
PILEDRIVERMAN	$ 33.15	25.97

CARP0270-026 05/01/2017

SCHUYLER COUNTY

	Rates	Fringes
CARPENTER	$ 32.15	25.97

ELEC0034-012 03/01/2018

MASON (Except Bath, Crane Creek, Kilbourne, Lynchburg, Mason City, & Salt Creek TWPS) COUNTY

	Rates	Fringes

ELECTRICIAN.....$ 36.51 21.19

ELEC0034-015 03/01/2018

ADAMS COUNTY

	Rates	Fringes
ELECTRICIAN	$ 30.41	17.72

ELEC0051-003 02/26/2018

ADAMS, BROWN, CASS, CHAMPAIGN, CHRISTIAN, DEWITT, DOUGLAS, EDGAR, LOGAN, MACON, MASON, MENARD, PIATT, SCHUYLER, SCOTT, VERMILION, COLES (East Oakland, Humboldt, Morgan, North Okaw, and Seven Hickory TWPS), MORGAN, MOULTRIE (Except Whitley TWP), PIKE, SANGAMON, & SHELBY (that portion West of Holland, Prairie, Richland, and Windsor TWPS) COUNTIES

	Rates	Fringes
Line Construction		
Groundman/Equipment Operator (All crawler type equipment larger than D-4, 15 ton crane or larger)	$ 45.09	32%+$5.75
Groundman/Truck Driver	$ 34.33	32%+$5.75
Lineman and Substation Technician	$ 50.11	32%+$5.75

ELEC0146-003 06/01/2016

CHRISTIAN, COLES, CUMBERLAND, DE WITT (Harp, Wapella, Barnett, Clintonia, De Witt, Turnbridge, Texas, Creek & Nixon TWPS), DOUGLAS (Arcola, Burbon, Garrett TWPS & the portion of Tuscola lying West of the City of Tuscola & Illinois Central Railroad tracks), MACON, MOULTRIE, PIATT (Goose Creek, Willow Branch, Cerro Gordo, Bement & Unity TWPS), AND SHELBY COUNTIES

	Rates	Fringes
ELECTRICIAN	$ 36.27	16.36

ELEC0193-004 01/01/2018

	Rates	Fringes
ELECTRICIAN		
CASS, LOGAN, MASON (Bath, Crane Creek, Kilbourne, Lynchburg, Mason City & Salt Creek TWPS), MENARD, MORGAN, SANGAMON and SCOTT COUNTIES	$ 35.34	4.5%+$16.35

ELEC0193-010 04/05/2017

CASS, LOGAN, MASON (Townships of Lynchburg, Bath, Kilbourne,

Crane Creek, Salt Creek, and Mason), MENARD, MORGAN, SCOTT, AND SANGAMON COUNTIES

	Rates	Fringes
Line Construction		
Groundman - Equipment Operator (Class I, all crawler type equipment larger than D-4, 15 ton crane or larger)	$ 45.05	29.5% + $5.25
Groundman - Truck Driver (with winch, may oerate diggers, 5th wheel type trucks, crawler-type equipment, D-4 and smaller, backhoe 3/4 yard and under, rubber tire and crawler w/end loader, and may drive bucket truck and live boom type line trucks)	$ 34.34	29.5% + $5.25
Groundman - Truck Driver (without winch)	$ 32.37	29.5% + $5.25
Groundman (Class A)	$ 30.84	29.5% + $5.25
Lineman & Substation Tech...	$ 50.06	29.5% + $5.25

ELEC0197-003 01/01/2018

	Rates	Fringes
Electricians:	$ 36.18	19.32

ELEC0538-008 03/01/2018

VERMILION COUNTY

	Rates	Fringes
ELECTRICIAN	$ 33.70	20.21

ELEC0702-002 01/01/2018

ALEXANDER, CLAY, CRAWFORD, EDWARDS, EFFINGHAM, FRANKLIN, FAYETTE (Excludes portion North Avena), GALLATIN, HAMILTON, HARDIN, JACKSON, JASPER, JEFFERSON, JOHNSON, LAWRENCE, MARION, MASSAC, PERRY, POPE, PULASKI, RANDOLPH (Except Red Bud Twps), RICHLAND, SALINE, UNION, WABASH, WAYNE, WHITE, AND WILLIAMSON COUNTIES;
CLARK, COLES (Southern Half), CUMBERLAND, MOULTRIE (Whitley TWP), and SHELBY (Except West of Holland, Prairie, Richland, & Windsor TWPS) COUNTIES;
BOND (Eastern Half), and WASHINGTON (OKAWVILLE & VENDY TWPS) COUNTIES

	Rates	Fringes
Line Construction		
Groundman - Class A	$ 30.17	29% + $5.75

Groundman - Equipment Operator Class II (all other equipment)	$ 36.70	29% + $5.75
Heavy - Equipment Operator Class I (all crawler type equipment D-4 and larger)	$ 41.14	29% + $5.75
Lineman	$ 51.65	29% + $5.75

ENGI0649-006 04/01/2017

MASON COUNTY

	Rates	Fringes
OPERATOR: Power Equipment		
Group 1	$ 39.69	31.23+A
Group 2	$ 36.83	31.23+A
Group 3	$ 32.12	31.23+A

POWER EQUIPMENT OPERATOR CLASSIFICATIONS

GROUP 1: Cranes: Overhead Cranes; Hydro Crane; Shovels; Crane type Backfiller; Tower Cranes-Mobile, Crawler, Stationary; Derricks, Hoist (3 drum); Draglines; Drott Yumbo & similar types considered as Cranes; 360 Degrees Swing Excavator, Backhoe; Derrick Boats; Pile Driver and Skid Rigs; Clam Shell; Locomotive Cranes; Road Pavers (Single Drum, Dual Drum, Tri Batcher); Motor Patrol & Power Blades (Dunmore, Elevating & similar types); Mechanics; Central Concrete Mixing Plant Operator; Asphalt Batch Plant Operator and Plant Engineer; Gradall; Caisson Rigs; Skimmer Scoop, Koehring Scooper; Dredges (all types); Hoptoe; All Cherry Pickers; Work Boat; Ross Carrier; Helicopter; Dozer; Tournadozer; Tournapulls (all & similar types); Concrete and all recycle machines, Multiple Unit Earth Movers; 75 cents per hour for each scoop over one; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Material Crusher (outside pits and quarries); Screening Plants (outside pits and quarries); Tunnel Boring Machine; Heavy Equipment Greaser (Top Greaser on Spread); CMI, Auto Grade, CMI Belt Placer (3 track & similar types); Side Booms; Starting Engineer on Pipeline or Construction (eleven 11 pieces or more); Asphalt Heater & Planer Combination; Wheel Tractors with Dozer, Hoe or End Loader attachements; CAT Earthwork Compactors and similar types; Blaw Knox Spreader & similar types; Trench Machines; Pump Crete, Belt Crete, Squeeze Crete, Screw Type Pumps & Gypsum; Creter Crane; Concrete Pump Truck; Formless Finishing Machines; Flaherty Spreader or similar types; Screedman on Laydown Machine; Vermeer Concrete Saw; Laser Screed; Span Saw; Dredge Leverman; Dredge Engineer; Lull or similar type; Hydro-Boom Truck; Guard Rail Machine.

GROUP 2: Bulker & Pump; Power Launches; Boring Machine & Pipe Jacking Machine; Dinkeys; Carts, powered haul unit for a boring machine; P-H one Pass Soil Cement Machines and similar types: Wheel Tractor; Back Fillers; Euclid Loader; Fork LIfts; Jeep with Ditching Machines or other attachments; Tuneluger; Automatic Cement & Gravel Batching

Plants; Mobile Drills Soil Testing and similar types); Pugmill with Pump; All 1 and 2 Drum Hoists; De-watering Systems; Straw Blower; Hydro Seeder; Bump Grinders, Self Propelled; Assistant Heavy Equipment Greaser; Apsco Spreader Tractors (Track-Type w/o Power Units pulling Rollers); Rollers on Asphalt, Brick, or Macadam; Concrete Breakers; Concrete Spreaders; Cement Strippers; Cement Finishing Machines & CMI Texture & Reel Curing Machines; Vibro-Tampers & similar types self-propelled; Mechanical Bull-Floats; Self-Propelled Concrete Saw; Truck Mounted Power Saws; Curb Cutters; Mixers over 3 bags to 27E; Winch & Boom Trucks; Tractor pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Mule pulling Rollers; Pugmill w/o Pump; Barber Greene or similar Loaders; Track Type Tractor with power unit attached; Fireman; Spray Machine on paving; Curb Machine; Paved Ditch Machine; Power Broom; Self-Propelled Sweepers; Self-Propelled Conveyors; Power Subgrader; Oil Distributor; Straight Tractor; Truck Crane Oiler; Truck Type Oilers; Directional Boring Machine; Horizontal Directional Drill; Articulating End Dump Vehicles; Starting Engineer (6 to 10 pieces).

GROUP 3: Straight Framed Truck and Truck Mounted Vac Unit, Starting Engineer (3 to 5 pieces); Trac Air Machine w/o attachments; Rollers, 5 tons & under on earth & gravel; Form Grader; Bulk Cement Plant; Oilers.

- Escalated Rate on Crane, Derrick Booms, and Tower Cranes: Additional $1.00 per hour over scale when Crane or Derrick is positioned 50 ft. or more above adjacent ground level or water level. $.05 per hour, per foot, over 90 feet including jib. $0.02 per hour, per ton - over 50-ton capacity.

- Operating engineers who operate Lattice Boom Crawler Cranes, Lattice Boom Truck Cranes, Telescopic Boom Cranes less than 17.5 Tons, Tower Cranes, Overhead Cranes and have been Certified by hte National Commission for the Certification of Crane Operators on the equipment they operate shall receive $1.60 per hour over scale.

A. On designated Hazardous Waste jobs, operators shall receive:
Level A add $4.00 to the appropriate group rate; Levels B and C add $3.00 to the appropriate group rate; and Level D add $2.00 to the appropriate group rate.

ENGI0841-003 04/01/2015

CHAMPAIGN, CLARK, COLES, CUMBERLAND, DOUGLAS EDGAR, MOULTRIE, and VERMILION COUNTIES

	Rates	Fringes
OPERATOR: Power Equipment		
GROUP 1	$ 38.60	18.35
GROUP 2	$ 24.75	18.35

POWER EQUIPMENT OPERATOR CLASSIFICATIONS

GROUP 1: Power Cranes, Draglines, Derricks, Shovels, Gradalls, Mechanics, Tractor Highlift, Tournadozer, Concrete Mixers with Skip, Tournamixer, Two-Drum Machine, One-Drum Hoist with Tower or Boom, Cableways, Tower Machines, Motor Patrol, Boom Tractor, Boom or Winch Truck, Winch or Hydraulic Boom Truck, Truck Crane, Tournapull, Tractor Operating Scoops, Bulldozer, Push Tractor, Asphalt Planer, Finishing Machine on Asphalt, Large Rollers on Earth, Rollers on Asphalt Mix, Ross Carrier or Similar Machine, Gravel Processing Machine, Asphalt Plant Engineer, Paver Operator, Farm Tractor with Half Yard Bucket and/or Backhoe Attachments, Dredge Engineer, or Dredge Operator, Central Mix Plant Engineer, CMI or Similar Type Machine, Truck or Skid Mounted Concrete Pump, Tower Crane, Engine or Rock Crusher Plant, Concrete Plant Engineer, Ditching Machine with Dual Attachment, Tractor Mounted Loaders, Cherry Picker, Hydro Crane, Standard or Dinney Locomotives, Scoopmobiles, Euclid Loader, Soil Cement Machine, Back Filler, Elevating Machine, Power Blade, Drilling Machines Including Well Testing, Caissons, Shaft or Any Similar Type Drilling Machines, Motor Driven Paint Machine, Pipe Cleaning Machine, Pipe Wrapping Machine, Pipe Bending Machine, Apsco Paver, Boring Machine, (Head Equipment Greased), Barber- Greene Loaders, Formless Paver, (Well Point System), Concrete Spreader, Hydra Ax, Span Saw and Similar Types, Marine Scoops, Brush Mulcher, Brush Burner, Mesh Placer, Tree Mover, Helicopter Crew (3), Piledriver - Skid or Crawler, Stump Remover, Root Rake, Tug Boat Operator, Refrigerating Machine, Freezing Operator, Chair Cart-Self Propelled, Hydra Seeder, Straw Blower, Power Sub Grader, Bull Float, Finishing Machine, Self-Propelled Pavement Breaker (Backhoe Attached), Lull (or Similar Type Machine), Two Air Compressors, Compressors Hooked in Manifold, Overhead Crane, Chip Spreader, Mud Cat, Sull-Air Fork Lifts (Except When Used For Landscaping Work), Soil Stabilazer (Seaman Tiller, Bo Mag, Rago Gator and Similar Types or Equipment), Tube Float, Spray Machine, Curing Machine, Concrete or Asphalt Milling Machine, Snooper Truck Operator.

GROUP 2: Concrete Mixers Without Skips, Rock Crusher, Ditching Machine Under 6', Curbing Machine, one Drum Machines without Tower or Boom, Air Tugger, Self-Propelled Concrete Saw, Machine- Mounted Post Hole Digger, Two to Four Generators, Water Pumps, or Welding Machines, within 400ft., Air Compressor 600 cu. ft. and Under, Rollers on Aggregate and Seal Coat Surfaces, Fork Lifts (When Used For Landscaping Work, Concrete and Blacktop Curb Machine, Farm Tractor with less than Half Yard Bucket, One Water Pump, Oilers, Air Valves or Steam Valves, One Welding Machine, Truck Jack, Mud Jack, Gunnite Machine, House Elevators when used for Hoisting Material, Engine Tenders, Wagon Drill, Flex Plane, Conveyor, Siphons and Pulsometer, Switchman, Fireman on Paint Pots, Fireman on Asphalt Plants, Distributor Operators on Trucks, Tampers, Self-Propelled Power Broom, Striping Machine (Motor Driven), Form Tamper, Bulk Cement Plant Equipment Greaser, Deck

Hands, Truck Crane Oiler_Driver, Cement Blimps, Form Grader, Temporary Heat, Throttle Valve, Farm Tractor, Super Sucker (and Similar Type of Equipment).

ENGI0965-002 05/01/2017

ADAMS, BROWN, CASS, CHRISTIAN, DE WITT, LOGAN, MACON, MENARD, MORGAN, PIATT, PIKE, SANGAMON, SCHUYLER, SCOTT, and SHELBY COUNTIES

	Rates	Fringes
POWER EQUIPMENT OPERATOR		
Group 1	$ 41.87	22.90
Group 2	$ 37.41	22.90
Group 3	$ 30.53	22.90
Group 4	$ 43.44	22.90

PREMIUM PAY -

CRANES WITH BOOMS 120-200 ft. 1.00 per hour;

.02 Per Foot for each foot above 200

MULTIPLE UNIT MACHINE - 1.00 per hour;

UNDERGROUND WORK - 1.00 per hour;

UNDER AIR PRESSURE - 1.00 per hour;

HAZARDOUS WASTE OR ASBESTOS REMOVAL PROJECTS - 1.00 per hour for Level C work;

1.50 per hour for Level B work;

2.00 per hour for Level A work;

LONG BOOM ON A STATIONARY CRANE 1.00 per hour above long Boom Scale

Level A: (highest level of repiratory, skin, and eye protection)

Level B: (same as Level A, but a lower level of skin protection)

Level C: (same as Level B, but a lower level of respiratory protection)

OPERATING ENGINEER CLASSIFICATIONS:

GROUP 1: Asphalt Plant Engineer; Asphalt screed man; Apsco concrete spreader; Asphalt paver; Asphalt roller on bituminous contrete; Athey loaders; Cableways; Cherry Picker; Clam Shell; C.M.I. & Similar Type Autograde Formless Paver, Autgrade Placer & Finisher; Concrete Breaker; Concrete plant Oper; Concrete Pumps; Cranes; Derricks; Derrick boats; Draglines; Earth auger boring

machine, Elevating Graders; Engineers on dredge; Gravel processing machines; Head equipment greaser; High lift or fork lift; Hoist with two drums or 2 or more loadlines; Locomotive; Mechanics; Motor graders or auto patrols; Operators or levelman on dredges; Power boat oper; Pug mill operator; (Asphalt plat); Orange peels; Overhead cranes; Paving mixer; Piledrivers; Pipe wraper & Painting machines; Push dozers, or Push cats; Rock crusher; Ross carrier or similar machine; Scoops; Skimmers 2 cu yd capacity & Under: Sheep foot roller (self propelled); Shovels; Skimmer; Scoops; Test hole drilling machines; Tower machine; Tower mixer; Track Tupe & Loaders; Track type forklifts or high lifts; Track jacks & Tampers; Trackors; Sideboom; Trenching machine; Ditching machine; Tunnel lugger; Wheel type end loader; Winch cat; Scoops (All or tournapull).

GROUP 2: Asphalt booster & Heater; Asphalt distributor; Asphalt plant fireman;Building Elevator; Bull float or flexplane; Concrete finshing machine; Concrete saw, self propelled; Concrete spreader machine; Gravel or stone spreader, Power operated; Hoist automatic; Hoist with one drum & one load line; Oiler on 2 paving mixers when used in tandem boom or winch truck; Ost hole diggers; Mechanical; Road or street sweeper, Self-propelled; Scissors hoist; Seaman tiller; Straw machine; Vibratory compactor; Well drill machine; & Mud jacks.

GROUP 3: Air compressor, Track or self-propelled; Bulk cement batching- plants; Conveyors; Concrete mixers (Except Plant, Paver, Tower) Firement, Generators; Greasers; Light plants; Mechanical theater; Oilers; Power from graders; Power sub-grader; Pug mill, When used other than asphalt operation; Roolers (Except bituminous); Tractors w/o Power attachments regardless of size or type; Truck crane oiler; & driver (one man); Vibratory hammer; Water pump; Welding machine (one 300 amp or over) Combinations of five of any air compressors; Conveyors, Welding Machines, Water pumps; Light plants or Generators shall be in batteries or with in 300 ft.

Group 4: Lattice Boom crawler crane, Lattice Boom truck crane, Telescopic truck mounted crane, Tower crane.

IRON0022-006 06/01/2017

CLARK, COLES, CUMBERLAND, EDGAR, SHELBY, AND VERMILION COUNTIES

	Rates	Fringes
IRONWORKER	$ 30.64	22.05

IRON0046-002 05/01/2017

BROWN, CASS, CHRISTIAN, DEWITT (Western Half), LOGAN, MACON (Except portion East of Decatur), MASON, MENARD, MORGAN, PIKE, SANGAMON, SCHUYLER (Eastern Half), SCOTT, AND SHELBY (Western Half) COUNTIES

	Rates	Fringes
IRONWORKER	$ 32.52	25.45

IRON0380-003 05/01/2017

MACON COUNTY (East of Decatur)

	Rates	Fringes
IRONWORKER	$ 32.61	23.21

IRON0577-004 08/01/2017

ADAMS and SCHUYLER (Western Half) COUNTIES

	Rates	Fringes
IRONWORKER	$ 26.00	22.10

LABO0159-003 05/01/2017

CLARK, COLES, CUMBERLAND, DOUGLAS, EDGAR, MACON, MOULTRIE, AND SHELBY COUNTIES

	Rates	Fringes
LABORER	$ 29.65	23.38

LABO0231-009 05/01/2017

ADAMS COUNTY

	Rates	Fringes
LABORER	$ 27.75	23.27

LABO0231-011 05/01/2017

BROWN, MASON, PIKE, AND SCHUYLER COUNTIES

	Rates	Fringes
LABORER	$ 27.75	23.27

* LABO0477-002 05/01/2018

CASS, CHRISTIAN, LOGAN, MENARD, MORGAN, SANGAMON, AND SCOTT COUNTIES

	Rates	Fringes
LABORER	$ 29.38	24.06

LABO0703-002 05/01/2017

CHAMPAIGN, DE WITT, PIATT, and VERMILION COUNTIES

	Rates	Fringes
LABORER	$ 30.85	22.58

PAIN0058-008 05/01/2017

PIKE COUNTY

	Rates	Fringes
PAINTER (Bridge)	$ 32.45	17.12

Epoxy or Toxic-Lead-Based Paint Work-$1.00 Premimum

PAIN0090-002 05/01/2017

ADAMS, BROWN, CASS, LOGAN, MENARD, MORGAN, and SCOTT COUNTIES

	Rates	Fringes
PAINTER	$ 31.13	17.18

Epoxy or Toxic-Lead-Based Paint Work-$1.00 Premimum

All work over 40 ft. above floor or ground level - $1.00 Premium

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PAIN0090-006 05/01/2017

Sangamon County

	Rates	Fringes
PAINTER	$ 31.13	17.18

Epoxy or Toxic-Lead-Based Paint Work-$1.00 Premimum

All work over 40 ft. above floor or ground level - $1.00 Premium

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PAIN0157-001 07/01/2017

FULTON, MARSHALL, MASON, PEORIA, SCHUYLER, TAZEWELL AND WOODFORD COUNTIES

	Rates	Fringes
PAINTER Brush, Spray, Pressure Roller, Sandblasting, Bridges, & New Structural Steel Work	$ 36.10	20.10

PAIN0288-002 05/01/2017

DE WITT, MACON, MOULTRIE, PIATT, and SHELBY COUNTIES

	Rates	Fringes
PAINTER		
Brush and Roller, Paperhanging and Drywall Taping	$ 29.00	19.30
Paperhanging and Drywall Taping	$ 28.75	18.50
Spray and Sandblasting	$ 29.75	19.30

Epoxy or Toxic-Lead-Based Paint Work-$1.00 Premimum

Work over 50 ft. above ground or floor level - $1.00 Premium

PAIN0363-001 05/01/2017

CHAMPAIGN, COLES, CUMBERLAND, DOUGLAS, and VERMILION COUNTIES

	Rates	Fringes
PAINTER	$ 35.29	14.50

Epoxy or Toxic-Lead-Based Paint Work-$1.00 Premimum

PAIN1705-002 05/01/2017

CLARK and EDGAR COUNTIES

	Rates	Fringes
PAINTER		
Blasting, Spraying & Pressure Washing	$ 28.30	20.07
Brush & Roller and Wall Covering Drywall Preparing	$ 27.30	20.07

Epoxy or Toxic-Lead-Based Paint Work-$1.00 Premimum

Brush & Roller work over 30' above ground or floor level - $0.80 Premium

Brush & Roller work over 100' above ground or floor level - $1.80 Premium

Blasting, Spraying & Pressure work over 30' above ground level - $2.30 Premium

Blasting, Spraying & Pressure work over 100' above ground level - $3.30 Premium

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PLAS0018-003 05/01/2017

DEWITT (North of Route 10)

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER	$ 33.46	22.22

PLAS0018-021 05/01/2017

DE WITT (South of Route 10) & MACON COUNTIES

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER	$ 30.69	23.29

PLAS0018-032 05/01/2017

ADAMS, BROWN, CASS, CHRISTIAN, MENARD, PIKE, and SANGAMON COUNTIES

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER	$ 28.64	24.57

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* PLAS0143-003 05/01/2017

CHAMPAIGN, CLARK, COLES, CUMBERLAND, DOUGLAS, EDGAR, MOULTRIE, PIATT, SHELBY, AND VERMILION COUNTIES

	Rates	Fringes
CEMENT MASON/CONCRETE FINISHER	$ 33.71	18.91

TEAM0026-004 05/01/2017

CHAMPAIGN, COLES, DEWITT, DOUGLAS, MOULTRIE (East of a line from the Northeast corner of the county extending Southeast in the direction of Findlay (Shelby County) to a point that intersects the Shelby County line), PIATT (East of a line from where the DeWitt County line intersects Route 10 in a Southeast direction towards the Southeast corner of the county), SHELBY (East of an imaginary line beginning at the Northeast border with Moultrie County extending Southwest in the direction of Findlay and continuing to an imaginary point 2.5 miles South of Middlesworth that parallels the Cumberland County line), COUNTIES

	Rates	Fringes
TRUCK DRIVER		
Group 1	$ 36.15	18.30
Group 2	$ 36.67	18.30
Group 3	$ 36.91	18.30
Group 4	$ 37.25	18.30
Group 5	$ 38.23	18.30

CLASSIFICATIONS:

GROUP 1: Drivers on 2 axles hauling less than 9 tons; air compressor & welding machines and brooms, including those pulled by separate units; Truck Driver Helper, warehouse employees; Mechanic Helpers; greasers and tiremen; pick-up trucks when hauling material, tools, or workers to and from and on the job site; and forklifts up to 6,000 lb capacity.

GROUP 2: 2 or 3 axles hualing more than 9 tons but hauling less than 16 tons; A-frame winch trucks; hydrolift trucks; Vactor Trucks or similar equipment when used for transportation purposes; Forklift over 6,000 lb.capacity; winch trucks; and four axle combiation units.

GROUP 3: 2, 3 or 4 Axles hauling 16 tons or more; 5-Axles or more combination units; drivers on water pulls; articulated dump trucks; mechanics and working forepersons.

GROUP 4: Low Boy and Oil Distributors.

GROUP 5: Drivers who require special protective clothing while employed on hazardous waste work.

TEAM0135-008 05/01/2017

CLARK and EDGAR COUNTIES

	Rates	Fringes
TRUCK DRIVER		
Group 1	$ 33.95	11.16+A
Group 2	$ 34.35	11.16+A
Group 3	$ 34.55	11.16+A
Group 4	$ 34.80	11.16+A
Group 5	$ 35.05	11.16+A

FOOTNOTE: A. $33.50 per day

CLASSIFICATIONS:

Group 1 - Drivers on 2 axle truckshauling less than 9 ton; Air compressor and welding machines and brooms, including those pulled by separate units; Truck Driver Helpers; Warehouse employees; Mechanic helpers; Greasers and tiremen; fork lifts up to 6,000 pounds capacity

Group 2 - 2 or 3 axle trucks hauling more than 9 ton but hauling less than 16 ton; A-frame winch trucks; Hydrolift trucks; Vactor trucks or similar equipment when used for transportation purposes; Fork lifts over 6,000 pound capacity; Winch trucks; 4 axle combination units; In the event the Employer desires to use ticket writers that classification shall come under Group II

Group 3 - 2, 3, or 4 axle trucks hauling 16 ton or more; Drivers on water pulls; Articulated Dump Trucks; Mechanics and working forepersons; 5 axle or more combination units

Group 4 - Low Boy; Oil Distributors

Group 5 - Drivers who require special protective clothing while employed on hazardous waste work.

TEAM0279-003 05/01/2017

CHRISTIAN,MACON, MOULTRIE (West of a line from the Northeast corner extending straight Southeast inthe direction of Findlay - Shelby County - to a point that intersects the Shelby County line), PIATT (West of a line frome where the DeWitt County line intersects Route 10 in a Southeast direction towards the Southeast corner of the county), SHELBY (West of an imaginary line beginning at the Northeast border with Moultrie County extending Southwest in the direction of Findlay and continuing to the same point 2.5 miles South of Middlesworth then towards the Northeast corner of Fayette County) COUNTIES

	Rates	Fringes
TRUCK DRIVER		
Group 1	$ 34.65	19.91
Group 2	$ 35.17	19.91
Group 3	$ 35.43	19.91
Group 4	$ 35.77	19.91
Group 5	$ 36.73	19.91

CLASSIFICATIONS:

GROUP 1: Drivers on 2 axles hauling less than 9 tons; air compressor & welding machines and brooms, including those pulled by separate units; Truck Driver Helper, warehouse employees; Mechanic Helpers; greasers and tiremen; pick-up trucks when hauling material, tools, or workers to and from and on the job site; and forklifts up to 6,000 lb capacity.

GROUP 2: 2 or 3 axles hualing more than 9 tons but hauling less than 16 tons; A-frame winch trucks; hydrolift trucks; Vactor Trucks or similar equipment when used for transportation purposes; Forklift over 6,000 lb.capacity; winch trucks; and four axle combiation units.

GROUP 3: 2, 3 or 4 Axles hauling 16 tons or more; 5-Axles or more combination units; drivers on water pulls; articulated dump trucks; mechanics and working forepersons.

GROUP 4: Low Boy and Oil Distributors.

GROUP 5: Drivers who require special protective clothing while employed on hazardous waste work.

TEAM0627-003 05/01/2017

MASON COUNTY

	Rates	Fringes
TRUCK DRIVER		
Group 1	$ 36.15	18.30
Group 2	$ 36.67	18.30
Group 3	$ 36.91	18.30
Group 4	$ 37.25	18.30
Group 5	$ 38.23	18.30

CLASSIFICATIONS:

GROUP 1: Drivers on 2 axles hauling less than 9 tons; air compressor & welding machines and brooms, including those pulled by separate units; Truck Driver Helper, warehouse employees; Mechanic Helpers; greasers and tiremen; pick-up trucks when hauling material, tools, or workers to and from and on the job site; and forklifts up to 6,000 lb capacity.

GROUP 2: 2 or 3 axles hualing more than 9 tons but hauling less than 16 tons; A-frame winch trucks; hydrolift trucks; Vactor Trucks or similar equipment when used for transportation purposes; Forklift over 6,000 lb.capacity; winch trucks; and four axle combiation units.

GROUP 3: 2, 3 or 4 Axles hauling 16 tons or more; 5-Axles or more combination units; drivers on water pulls; articulated dump trucks; mechanics and working forepersons.

GROUP 4: Low Boy and Oil Distributors.

GROUP 5: Drivers who require special protective clothing while employed on hazardous waste work.

TEAM0916-003 05/01/2017

LOGAN, MENARD, MORGAN, PIKE, SANGAMON, SCHUYLER, SCOTT COUNTIES

	Rates	Fringes
TRUCK DRIVER		
Group 1	$ 36.26	18.51
Group 2	$ 36.77	18.51
Group 3	$ 37.05	18.51
Group 4	$ 37.36	18.51
Group 5	$ 38.35	18.51

CLASSIFICATIONS:

GROUP 1: Drivers on 2 axles hauling less than 9 tons; air compressor & welding machines and brooms, including those pulled by separate units; Truck Driver Helper, warehouse employees; Mechanic Helpers; greasers and tiremen; pick-up trucks when hauling material, tools, or workers to and from and on the job site; and forklifts up to 6,000 lb capacity.

GROUP 2: 2 or 3 axles hualing more than 9 tons but hauling less than 16 tons; A-frame winch trucks; hydrolift trucks; Vactor Trucks or similar equipment when used for transportation purposes; Forklift over 6,000 lb.capacity; winch trucks; and four axle combiation units.

GROUP 3: 2, 3 or 4 Axles hauling 16 tons or more; 5-Axles or more combination units; drivers on water pulls; articulated dump trucks; mechanics and working forepersons.

GROUP 4: Low Boy and Oil Distributors.

GROUP 5: Drivers who require special protective clothing while employed on hazardous waste work.

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

* an existing published wage determination
* a survey underlying a wage determination
* a Wage and Hour Division letter setting forth a position on a wage determination matter
* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the

Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION