Illinois Department of Transportation

Local Public Agency
Formal Contract Proposal

COVER SHEET

Proposal Submitted By:

Contractor's Name

Contractor's Address | City | State | Zip Code

STATE OF ILLINOIS

Local Public Agency	County	Section Number
Dwight	Livingston	26-00000-00-GM

Route(s) (Street/Road Name)	Type of Funds
Various Locations	MFT

☐ Proposal Only ☒ Proposal and Plans ☐ Proposal only, plans are separate

Submitted/Approved
For Local Public Agency:

For a County and Road District Project

Submitted/Approved

Highway Commissioner Signature & Date

Submitted/Approved

County Engineer/Superintendent of Highways Signature & Date

For a Municipal Project

Submitted/Approved/Passed

Signature & Date

4-16-26

Official Title

Mayor

Department of Transportation

Released for bid based on limited review

Regional Engineer Signature & Date

Trista Thompson SC 04/17/2026

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

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 Dwight and Chamlin & Associates, Inc.

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
LOCAL QUALITY ASSURANCE/ QUALITY MANAGEMENT QC/QA
Effective: January 1, 2022

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

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

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

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

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

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

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

Density Verification Method	
☐	Cores
☒	Nuclear Density Gauge (Correlated when paving ≥ 3,000 tons per mixture)

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

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

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

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

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

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

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

State of Illinois
DEPARTMENT OF TRANSPORTATION
Bureau of Local Roads & Streets

SPECIAL PROVISION FOR EMULSIFIED ASPHALTS

Effective: January 1, 2007
Revised: February 7, 2008

All references to Sections and Articles in this Special Provision shall be construed to mean specific Sections and Articles in the Standard Specifications for Road and Bridge Construction adopted by the Department of Transportation.

Replace the table after Note 2 in Article 403.02 with the following:

Type of Construction	Bituminous Materials Recommended for Weather Conditions Indicated	
	Warm [15 °C to 30 °C]* [(60 °F to 85 °F)]*	Hot [30 °C Plus]* [(85 °F Plus)]*
Prime	MC-30, PEP	MC-30, PEP
Cover Coat and Seal Coat	RS-2, CRS-2, RC-800, RC-3000, MC-800, MC-3000, SC-3000, HFE-90, HFE-150, HFE-300, HFRS-2, PEA**	RS-2, CRS-2, RC-800, RC-3000, MC-800, MC-3000, SC-3000, PG46-28, PG52-28, HFE-90, HFE-150, HFE-300, HFRS-2, PEA**

* Temperature of the air in the shade at the time of application.
** PEA is only allowed on roads with low traffic volumes

Replace the table after Note 2 in Article 406.02 with the following:

Type of Construction	Bituminous Materials Recommended
Prime (tack) on Brick, Concrete, or Bituminous Bases (Note 3)	SS-1, SS-1h, CSS-1, CSS-1h, HFE-90, RC-70
Prime on Aggregate Bases (Note 4)	MC-30, PEP
Mixture for Cracks, Joints, and Flangeways	PG58-22, PG64-22

Note 3. When emulsified asphalts are used, they shall be diluted with an equal volume of potable water. HFE emulsions shall be diluted by the manufacturer. The diluted material shall be thoroughly agitated within 24 hours of application and show no separation of water and emulsion. The diluted material shall not be returned to an approved emulsion storage tank.

Note 4. Preparation of the bituminous PEP shall be as specified in Article 403.05.

Replace the table in Article 1032.04 with the following:

Spraying Application Temperature Ranges		
Type and Grade of Bituminous Material	Temperature Ranges	
	°F min. - max.	°C min. - max.
PEP	60 - 130	15 - 55
PEA	140 - 190	60 -88
MC-30	85 - 190	30 - 90
MC-70, RC-70, SC-70	120 - 225	50 - 105
MC-250, SC-250	165 - 270	75 - 130
MC-800, SC-800	200 - 305	95 - 150
MC-3000, SC-3000	230 - 345	110 - 175
PG46-28	275 - 385	135 - 195
PG52-28	285 - 395	140 - 200
RS-2, CRS-2	110 - 160	45 - 70
SS-1, SS-1h, CSS-1, CSS-1h	75 - 130	25 - 55
SS-1hP, CSS-1hP	75 - 130	25 - 55
HFE-90, HFE-150, HFE-300	150 - 180	65 - 80
HFP, CRSP, HFRS-2	150 - 180	65 - 80
E-2	85 - 190	30 - 90
E-3	120 - 225	50 - 105
E-4	165 - 270	75 - 130

Add subparagraph (g) to Article 1032.06:

(g) Penetrating Emulsified Asphalt (PEA). The penetrating emulsified asphalt shall meet the following requirements when tested according to AASHTO T59:

Viscosity, Saybolt Fural @ 25°C (77°F),	sec:	20 - 500
Sieve Test, retained on 850 μm (No. 20) sieve, maximum,	%:	0.10
Storage Stability Test, 1 day, maximum,	%:	1
Float Test @ 60°C (140°F), minimum,	sec:	150
Stone Coating Test, 3 minutes,	:	Stone Coated Thoroughly
Particle Charge	:	Negative
pH, minimum	:	7.3
Distillation Test:		
Distillation to 260°C (500°F) Residue, minimum	%:	65
Oil Distillate by Volume, maximum	%:	3
Test on residue from distillation:		
Penetration @ 25°C (77°F), 100 g, 5 sec, minimum	dmm:	300

Replace the last sentence and table of Article 1032.06 with the following:

The different grades are, in general, used for the following.

Grade	Use
SS-1, SS-1h, CSS-1, CSS-1h, HFE 90, SS-1hP, CSS-1hP	Tack or fog seal
PEP	Bituminous surface treatment prime
RS-2, HFE 90, HFE 150, HFE 300, CRSP, HFP, CRS-2, HFRS-2, PEA	Bituminous surface treatment
CSS-1h Latex Modified	Microsurfacing

Illinois Department of Transportation

Check Sheet for Recurring Special Provisions

Local Public Agency	County	Section Number
Dwight	Livingston	26-00000-00-GM

☐ **Check this box for lettings prior to 01/01/2026**

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.
1	☐	Additional State Requirements for Federal-Aid Construction Contracts	87
2	☐	Subletting of Contracts (Federal-Aid Contracts)	90
3	☐	EEO	91
4	☐	Specific EEO Responsibilities Non Federal-Aid Contracts	101
5	☐	Required Provisions - State Contracts	106
6	☐	Asbestos Bearing Pad Removal	112
7	☐	Asbestos Waterproofing Membrane and Asbestos HMA Surface Removal	113
8	☐	Temporary Stream Crossings and In-Stream Work Pads	114
9	☐	Construction Layout Stakes	115
10	☐	Use of Geotextile Fabric for Railroad Crossing	118
11	☐	Subsealing of Concrete Pavements	120
12	☐	Hot-Mix Asphalt Surface Correction	124
13	☐	Pavement and Shoulder Resurfacing	126
14	☐	Patching with Hot-Mix Asphalt Overlay Removal	127
15	☐	Polymer Concrete	129
16	☐	Reserved	131
17	☐	Bicycle Racks	132
18	☐	Temporary Portable Bridge Traffic Signals	134
19	☐	Nighttime Inspection of Roadway Lighting	136
20	☐	English Substitution of Metric Bolts	137
21	☐	Calcium Chloride Accelerator for Portland Cement Concrete	138
22	☐	Quality Control of Concrete Mixtures at the Plant	139
23	☐	Quality Control/Quality Assurance of Concrete Mixtures	147
24	☐	Reserved	163
25	☐	Reserved	164
26	☐	Temporary Raised Pavement Markers	165
27	☐	Restoring Bridge Approach Pavements Using High-Density Foam	166
28	☐	Portland Cement Concrete Inlay or Overlay	169
29	☐	Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	173
30	☐	Longitudinal Joint and Crack Patching	176
31	☐	Concrete Mix Design - Department Provided	178
32	☐	Station Numbers in Pavements or Overlays	179

Local Public Agency	County	Section Number
Dwight	Livingston	26-00000-00-GM

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

Check Sheet #			Page No.
LRS 1		**Reserved**	181
LRS 2	☐	Furnished Excavation	182
LRS 3	☒	Work Zone Traffic Control Surveillance	183
LRS 4	☒	Flaggers in Work Zones	184
LRS 5	☒	Contract Claims	185
LRS 6	☒	Bidding Requirements and Conditions for Contract Proposals	186
LRS 7	☐	Bidding Requirements and Conditions for Material Proposals	192
LRS 8		**Reserved**	198
LRS 9	☐	Bituminous Surface Treatments	199
LRS 10		**Reserved**	203
LRS 11	☒	Employment Practices	204
LRS 12	☒	Wages of Employees on Public Works	206
LRS 13	☒	Selection of Labor	208
LRS 14	☐	Paving Brick and Concrete Paver Pavements and Sidewalks	209
LRS 15	☒	Partial Payments	212
LRS 16	☒	Protests on Local Lettings	213
LRS 17	☒	Substance Abuse Prevention Program	214
LRS 18	☐	Multigrade Cold Mix Asphalt	215
LRS 19	☐	Reflective Crack Control Treatment	216

BDE SPECIAL PROVISIONS
For the April 24 and June 12, 2026 Lettings

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

File Name	#		Special Provision Title	Effective	Revised
80099	1	☐	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
80274	2	☐	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
80192	3	☐	Automated Flagger Assistance Devices	Jan. 1, 2008	April 1, 2023
80173	4	☐	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
80426	5	☐	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	April 1, 2026
80475	6	☐	Bridge Deck Concrete Overlays	Jan. 1, 2026	
* 80241	7	☐	Bridge Demolition Debris	July 1, 2009	
* 5053I	8	☐	Building Removal	Sept. 1, 1990	Aug. 1, 2022
* 5026I	9	☐	Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
80460	10	☐	Cement, Finely Divided Minerals, Admixtures, Concrete, and Mortar	Jan. 1, 2025	Jan. 1, 2026
80384	11	☑	Compensable Delay Costs	June 2, 2017	April 1, 2019
* 80198	12	☐	Completion Date (via calendar days)	April 1, 2008	
* 80199	13	☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80461	14	☐	Concrete Barrier	Jan. 1, 2025	
80453	15	☐	Concrete Sealer	Nov. 1, 2023	
80261	16	☐	Construction Air Quality – Diesel Retrofit	June 1, 2010	Jan. 1, 2025
80476	17	☐	Deck Slab Repair	Jan. 1, 2026	
* 80029	18	☐	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Jan. 2, 2025
80467	19	☐	Erosion Control Blanket	Aug. 1, 2025	
80229	20	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
80452	21	☐	Full Lane Sealant Waterproofing System	Nov. 1, 2023	
80433	22	☐	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
80471	23	☐	Guardrail	Nov. 1, 2025	
80472	24	☐	High Friction Surface Treatment	Nov. 1, 2025	
80456	25	☑	Hot-Mix Asphalt	Jan. 1, 2024	April 1, 2026
80446	26	☐	Hot-Mix Asphalt - Longitudinal Joint Sealant	Nov. 1, 2022	Aug. 1, 2023
80438	27	☐	Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	April 2, 2024
80483	28	☐	Inlet Filters	April 1, 2026	
80477	29	☐	Longitudinal Tining	Jan. 1, 2026	
80450	30	☐	Mechanically Stabilized Earth Retaining Walls	Aug. 1, 2023	Aug. 1, 2025
80478	31	☐	Modified Longitudinal Construction Joint	Jan. 1, 2026	
80464	32	☑	Pavement Marking	April. 1, 2025	Nov. 1, 2025
80468	33	☑	Pavement Patching	Aug. 1, 2025	
80441	34	☑	Performance Graded Asphalt Binder	Jan. 1, 2023	April 1, 2026
80459	35	☐	Preformed Plastic Pavement Marking	June 2, 2024	
* 3426I	36	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
80473	37	☐	Raised Reflective Pavement Markers	Nov. 1, 2025	
80455	38	☑	Removal and Disposal of Regulated Substances	Jan. 1, 2024	April 1, 2026
80474	39	☐	Residential Driveway Temporary Signal	Nov. 1, 2025	
80445	40	☐	Seeding	Nov. 1, 2022	
80457	41	☐	Short Term and Temporary Pavement Markings	April 1, 2024	April 2, 2024
80462	42	☐	Sign Panels and Appurtenances	Jan. 1, 2025	Jan. 1, 2026
80479	43	☐	Sinusoidal Rumble Strips	Jan. 1, 2026	
80469	44	☐	Slope Wall	Aug. 1, 2025	
80448	45	☐	Source of Supply and Quality Requirements	Jan. 2, 2023	Jan. 1, 2026
80340	46	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2022
80127	47	☐	Steel Cost Adjustment	April 2, 2004	Nov. 1, 2025
80480	48	☐	Structural Repair of Concrete	Jan. 1, 2026	
80397	49	☐	Subcontractor and DBE Payment Reporting	April 2, 2018	
80391	50	☐	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
80463	51	☐	Submission of Bidders List Information	Jan. 2, 2025	Mar. 2, 2025

	80482	52	☐	Submission of Payroll Records – Federal Aid Contract	April 1, 2026	
	80437	53	☐	Submission of Payroll Records – State Contract	April 1, 2021	April 1, 2026
	80435	54	☐	Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
	80465	55	☐	Surveying Services	April 1, 2025	
	80481	56	☐	Temporary Concrete Barrier	Jan. 1, 2026	
	80466	57	☐	Temporary Rumble Strips	April 1, 2025	
	80470	58	☐	Traffic Signal Backplate	Aug. 1, 2025	
*	20338	59	☐	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80429	60	☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	61	☑	Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
	80458	62	☐	Waterproofing Membrane System	Aug. 1, 2024	
	80302	63	☐	Weekly DBE Trucking Reports	June 2, 2012	Jan. 2, 2025
	80454	64	☐	Wood Sign Support	Nov. 1, 2023	
	80427	65	☐	Work Zone Traffic Control Devices	Mar. 2, 2020	Jan. 1, 2026
*	80071	66	☐	Working Days	Jan. 1, 2002	

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

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

The following special provisions are in the 2026 Supplemental Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location(s)	Effective	Revised
80447	Grading and Shaping Ditches	Articles 214.03 & 214.04	Jan. 1, 2023	

COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017
Revised: April 1, 2019

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

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

(1) Minor Delay. A minor delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two hours, but not to exceed two weeks.

(2) Major Delay. A major delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two weeks.

(3) Reduced Rate of Production Delay. A reduced rate of production delay occurs when the rate of production on the work in conflict with the utility in an unanticipated location decreases by more than 25 percent and lasts longer than seven calendar days."

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

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

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

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

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

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

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

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

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

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

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

(1) When adverse weather prevents work on the controlling item.

(2) When job conditions due to recent weather prevent work on the controlling item.

(3) When conduct or lack of conduct by the Department or its consultants, representatives, officers, agents, or employees; delay by the Department in making the site available; or delay in furnishing any items required to be furnished to the Contractor by the Department prevents work on the controlling item.

(4) When delays caused by utility or railroad adjustments prevent work on the controlling item.

(5) When strikes, lock-outs, extraordinary delays in transportation, or inability to procure critical materials prevent work on the controlling item, as long as these delays are not due to any fault of the Contractor.

(6) When any condition over which the Contractor has no control prevents work on the controlling item."

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

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

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

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

Add the following to Section 109 of the Standard Specifications.

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

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

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

(a) Escalated Material and/or Labor Costs. When the delay causes work, which would have otherwise been completed, to be done after material and/or labor costs have increased, such increases will be paid. Payment for escalated material costs will be limited to the increased costs substantiated by documentation furnished by the Contractor. Payment for escalated labor costs will be limited to those items in Article 109.04(b)(1) and (2), except the 35 percent and 10 percent additives will not be permitted.

(b) Extended Project Overhead. For the duration of the delay, payment for extended project overhead will be paid as follows.

(1) Direct Jobsite and Offsite Overhead. Payment for documented direct jobsite overhead and documented direct offsite overhead, including onsite supervisory and administrative personnel, will be allowed according to the following table.

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

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

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

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

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

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

80384

HOT-MIX ASPHALT (BDE)

Effective: January 1, 2024
Revised: April 1, 2026

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3/ Allowable limit below minimum design VMA requirement."

Revise Article 1030.09(g)(1) of the Supplemental Specifications with the following:

"(1) The Contractor shall sample approximately 200 lb (91 kg) of mix as required for the Department's random mixture verification tests according to Article 1030.09(h)(1)."

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

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

Revise the second sentence of Article 1030.09(h)(1) of the Supplemental Specifications with the following:

"The random verification mixture sampling interval will be a maximum of 3,000 tons (2,720 metric tons). The Engineer will randomly identify one sample per interval, with a minimum of one sample per mix. If the remaining mix quantity is 600 tons (544 metric tons) or less, the quantity will be combined with the previous interval in the Engineer's random sample identification. If the required tonnage of a mixture for a single pay item is less than 250 tons (225 metric tons) in total, the Engineer will waive mixture verification sampling and testing."

Revise the third paragraph of Article 1030.09(h)(1) of the Standard Specifications to read:

"If comparisons of the mixture verification test results are outside the above limits of precision, the Department will verify the results by testing the retained split sample. The retest results will replace all the original results."

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

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

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

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

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

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

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

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

80456

PAVEMENT MARKING INSPECTION (BDE)

Effective: April 1, 2025

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

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

80464

PAVEMENT PATCHING (BDE)

Effective: August 1, 2025

Revise the first sentence of the last paragraph of Article 442.06(a)(2) of the Standard Specifications to read:

"Type IV patches shall be reinforced with welded wire reinforcement according to the details shown on the plans."

Revise Article 442.06(a)(3) of the Standard Specifications to read:

"(3) Class C Patching. Patches adjacent to a new lane of pavement, new portland cement concrete shoulder, or new curb and gutter of more than 20 ft (6 m) in length shall be tied with No. 6 (No. 19) tie bars, 24 in. (600 mm) long, embedded 8 in. (200 mm) at 36 in. (900 mm) centers according to Article 420.05(b).

When the patched pavement is not to be resurfaced, transverse contraction joints shall be formed on 15 ft (4.5 m) to 20 ft (6 m) centers by sawing in all patches that are more than 20 ft (6 m) in length. They shall be placed in line with joints or cracks in the existing slab whenever possible."

Revise the eighth paragraph of Article 442.11 of the Standard Specifications to read:

"Pavement tie bars for patches will be paid for at the contract unit price per each for TIE BARS, of the diameter specified."

80468

PERFORMANCE GRADED ASPHALT BINDER (BDE)

Effective: January 1, 2023
Revised: April 1, 2026

Revise Article 1032.05 of the Standard Specifications to read:

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

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

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

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

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

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

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

(1) Polymer Modification (SBS). Elastomers shall be added to the base asphalt binder to achieve the specified performance grade and shall be a styrene-butadiene-styrene without oil extension. The polymer modified asphalt binder shall be smooth, homogeneous, and be according to the following requirements for the grade shown on the plans.

Requirements for Styrene-Butadiene Copolymer (SBS) Modified Asphalt Binders			
Separation of Polymer ITP, "Separation of Polymer from Asphalt Binder" Difference in °F (°C) of the softening point between top and bottom portions		4 (2) max.	
Tests on Residue from Rolling Thin Film Oven Test (RTFO), AASHTO T 240			
Multiple Stress Creep Recovery (MSCR), AASHTO T 350			
Asphalt Grade	Test Temperature	Maximum J_{nr} (3.2 kPa)	Minimum % Recovery (3.2 kPa)
SBS 76-22	64 °C	≤ 0.5	≥ 75 %
SBS 70-22		≤ 2	≥ 30 %
SBS 76-28	58 °C	≤ 0.5	≥ 80 %
SBS 70-28		≤ 1	≥ 60 %
SBS 64-28		≤ 2	≥ 30 %

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

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

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

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

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

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

Requirements for Softener Modified (SM) Asphalt Binders	
Test	Asphalt Grade SM PG 46-28 SM PG 46-34 SM PG 52-28 SM PG 52-34 SM PG 58-22 SM PG 58-28 SM PG 64-22
Small Strain Parameter (AASHTO PP 113) BBR, ΔTc, 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	-5 °C min.
Large Strain Parameter (Illinois Modified AASHTO T 391) DSR/LAS Fatigue Property, Δ|G*|peak τ, 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	≥ 54 %

(4) Polymer/Softener Modification (SBS/SM). Polymer/Softener modification is the addition of organic compounds, such as engineered flux, bio-oil blends, modified vegetable oils, amines, and fatty acid derivatives, used in combination with SBS modified PG asphalt binder as modified in accordance with Article 1032.05(b)(1) to achieve the specified performance grade. Polymer/Softeners shall be compatible with

each other and dissolved, dispersed, or reacted in the asphalt binder to enhance its performance and shall remain compatible with the asphalt binder with no separation. Polymer/Softeners shall not be added to modified PG asphalt binder as defined in Article 1032.05(b)(2).

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

Requirements for Polymer/Softener Modified (SBS-SM) Asphalt Binders			
Separation of Polymer ITP, "Separation of Polymer from Asphalt Binder" Difference in °F (°C) of the softening point between top and bottom portions			4 (2) max.
Tests on Residue from Rolling Thin Film Oven Test (RTFO), AASHTO T 240			
Multiple Stress Creep Recovery (MSCR), AASHTO T 350			
Asphalt Grade	Test Temperature	Maximum J_{nr} (3.2 kPa)	Minimum % Recovery (3.2 kPa)
SBS-SM 76-22	64 °C	≤ 0.5	≥ 75 %
SBS-SM 70-22		≤ 2	≥ 30 %
SBS-SM 76-28	58 °C	≤ 0.5	≥ 80 %
SBS-SM 70-28		≤ 1	≥ 60 %
SBS-SM 64-28		≤ 2	≥ 30 %
Small Strain Parameter (AASHTO PP 113) BBR, ΔTc, 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)			-5 °C min.
Large Strain Parameter (Illinois Modified AASHTO T 391) DSR/LAS Fatigue Property, Δ|G*|peak τ, 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)			≥ 60 %

The following grades may be specified as tack coats.

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

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

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

HMA Mixtures - RAP/RAS Maximum ABR % 1/ 2/			
Ndesign	Binder	Surface	Polymer Modified Binder or Surface 3/
30	30	30	10
50	25	15	10
70	15	10	10
90	10	10	10

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

2/ When RAP/RAS ABR exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).

3/ The maximum ABR percentages for ground tire rubber (GTR) modified mixes shall be equivalent to the percentages specified for SBS polymer modified mixes.

(2) FRAP/RAS. When FRAP is used alone or FRAP is used in conjunction with RAS, the percentage of virgin asphalt binder replacement shall not exceed the amounts listed in the following table.

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

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

2/ When FRAP/RAS ABR exceeds 20 percent for all mixes, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).

3/ The maximum ABR percentages for GTR modified mixes shall be equivalent to the percentages specified for SBS polymer modified mixes."

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

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

80441

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2024
Revised: April 1, 2026

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

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

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

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

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

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

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

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

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

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

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

Add the following paragraph after the fourth paragraph of Article 669.10 of the Standard Specifications.

"Regulated substances monitoring will be measured for payment per calendar day, where 4 or more hours of monitoring activities is defined as 1.0 calendar day and less than 4 hours of monitoring activities is defined as 0.5 calendar day."

Revise the second paragraph of Article 669.11 of the Standard Specification to read:

"Regulated substances monitoring, including completion of form BDE 2732 for each day of work, will be paid for at the contract unit price per calendar day for REGULATED SUBSTANCES MONITORING. In no case will more than 1.0 calendar day be paid on a given calendar day."

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

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

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

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

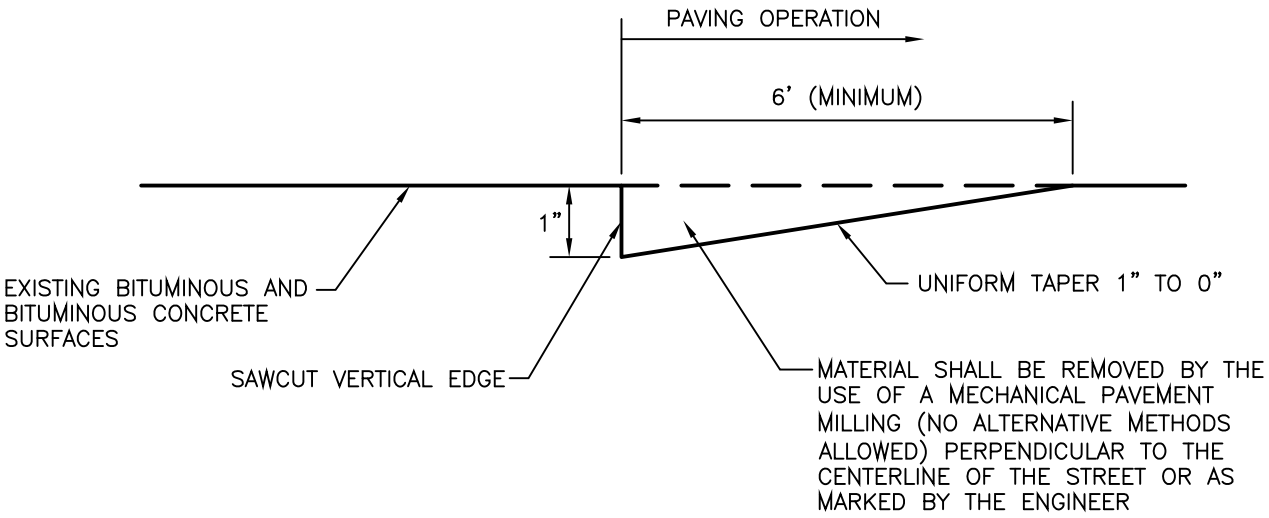
VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

Effective: November 1, 2021
Revised: November 1, 2022

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

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

80439



NOTE: IF MATERIAL IS REMOVED TO A DEPTH OF MORE THAN 1" OR DOES NOT MATCH THIS TYPICAL SECTION, THE CONTRACTOR SHALL ADJUST THE HEADER TO THE LINE OF THE TYPICAL SECTION WITH HOT MIX ASPHALT SURFACE COURSE, COMPACTED IN PLACE ON A PRIMED SURFACE.

TYPICAL SECTION

HEADERS (BUTT JOINTS) FOR PAVING OPERATION
N.T.S.

CHAMLIN & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS PERU ILLINOIS MORRIS		
SCALE: NONE	TYPICAL SECTION	
DATE:	DRAWN BY: RGP	FILE NO.:

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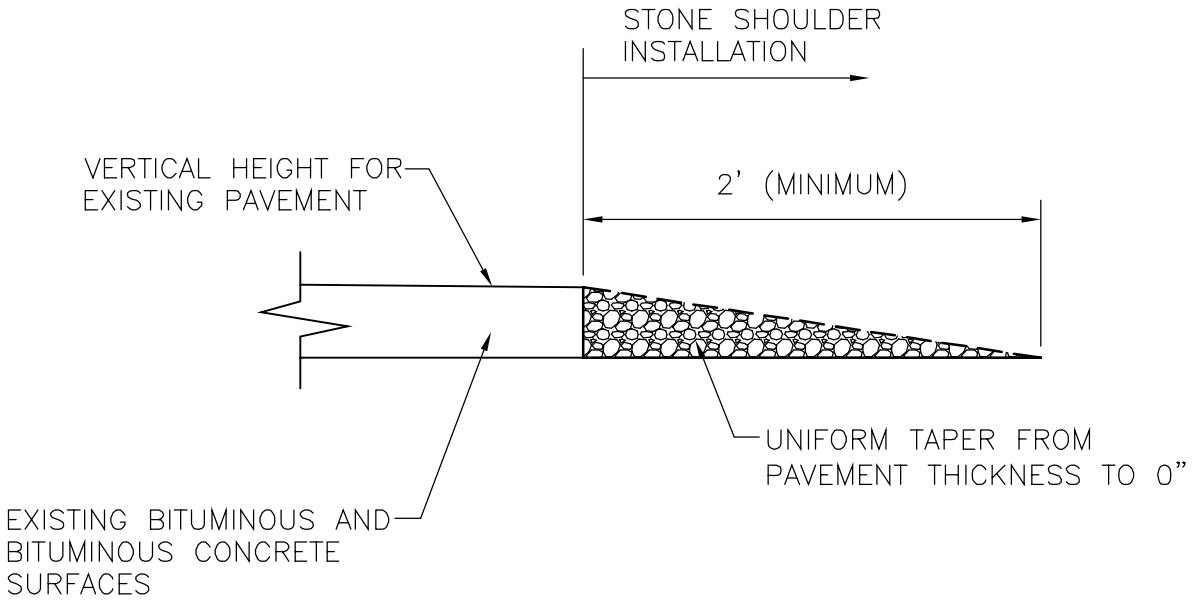

TYPICAL SECTION

FOR COMPACTED SHOULDER STONE OPERATION

N.T.S.

CHAMLIN & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS PERU ILLINOIS MORRIS		
SCALE: NO SCALE	TYPICAL SECTION	
DATE:	DRAWN BY: RGP	FILE NO.:

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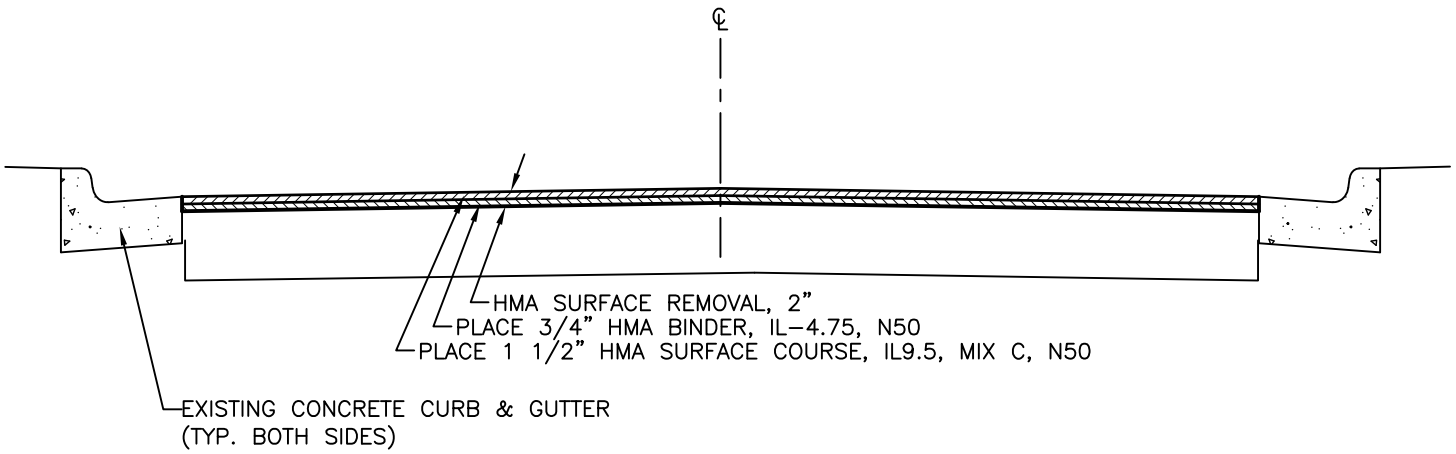
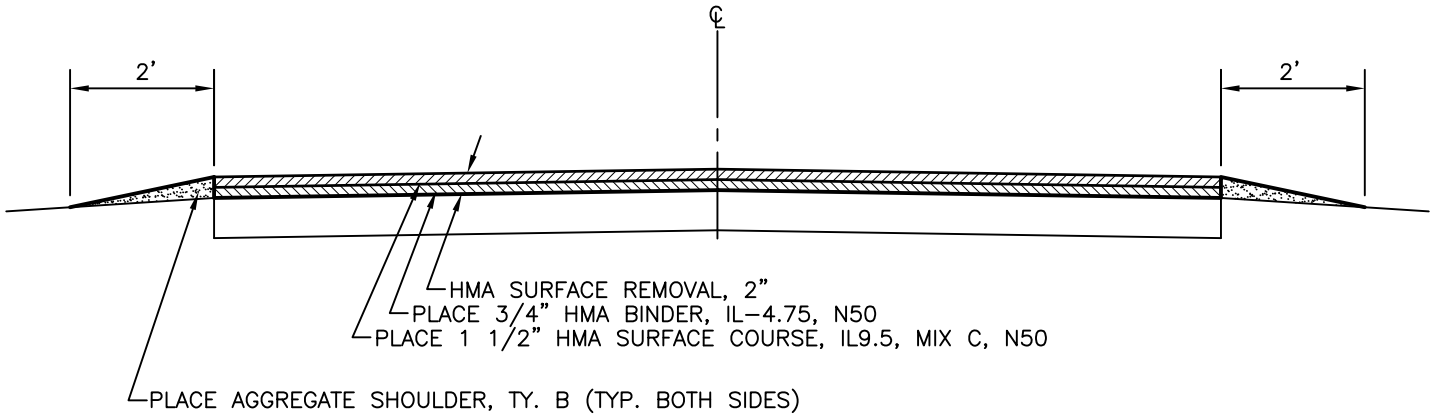
STREET MAINTENANCE
TYPICAL SECTIONS





CHAMLIN & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS PERU ILLINOIS MORRIS		
SCALE: NONE	STREET MAINTENANCE	
DATE: 4/4/25	DRAWN BY:	FILE NO.:

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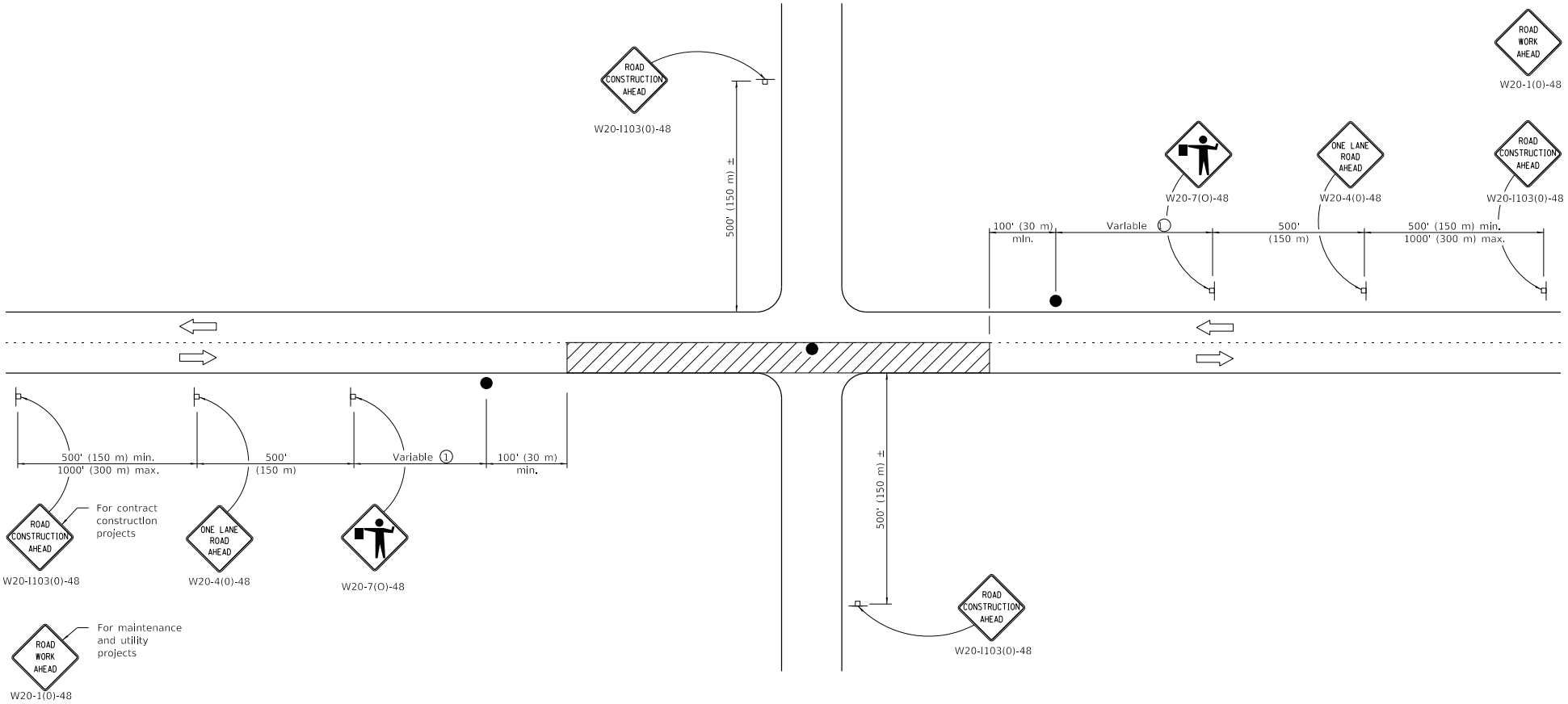


TYPICAL APPLICATIONS

Bituminous resurfacing
Milling operations
Utility operations
Shoulder operations

SYMBOLS

Work area

Sign on portable or permanent support

Flagger with traffic control sign

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

GENERAL NOTES

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

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

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

Illinois Department of Transportation

PASSED January 1, 2018
ENGINEER OF SAFETY PROG. AND ENGINEERING

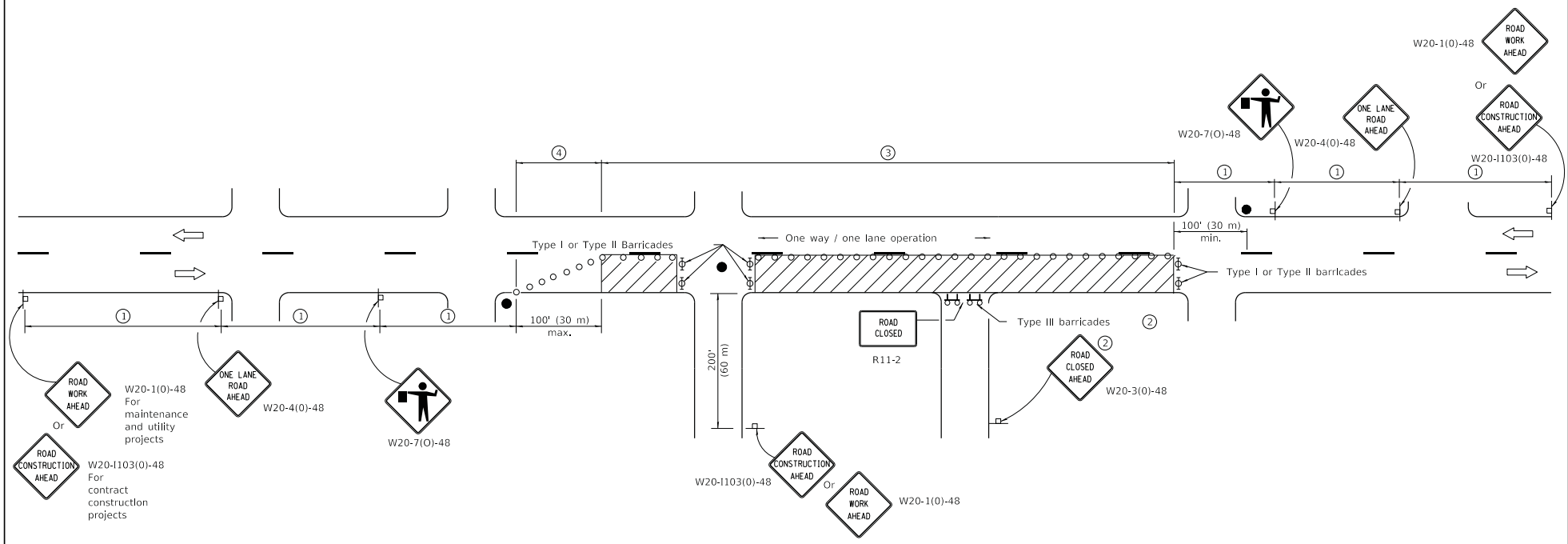
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

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

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

STANDARD 701306-04



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

PASSED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

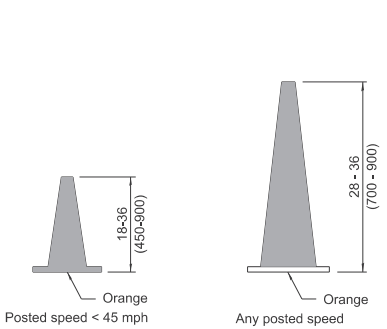
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

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

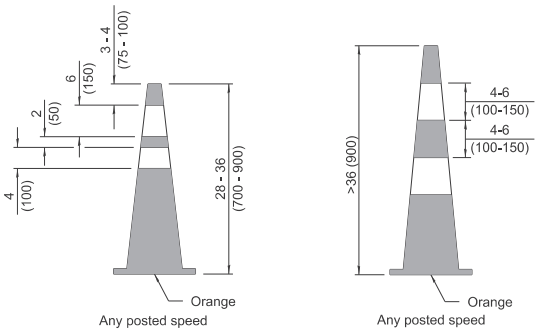
URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06

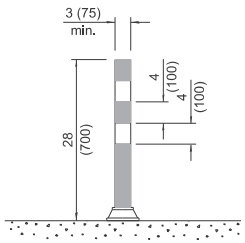


DAYTIME USE

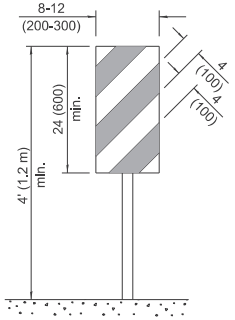
CONES



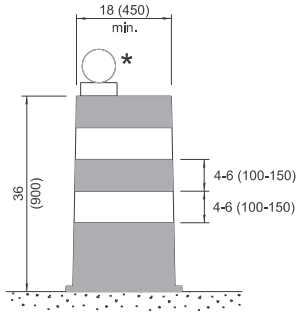
DAY OR NIGHTTIME USE



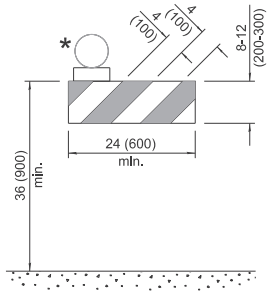
TUBULAR MARKER



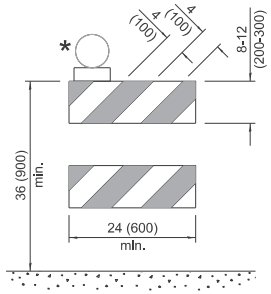
VERTICAL PANEL
POST MOUNTED



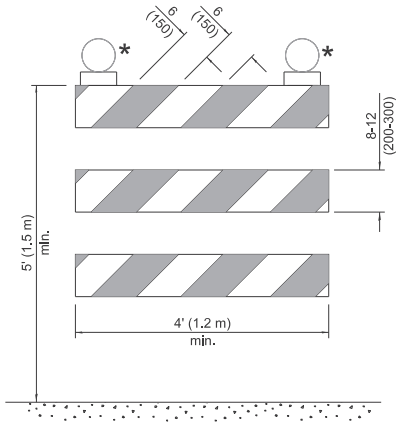
DRUM



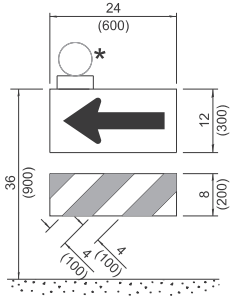
TYPE I BARRICADE



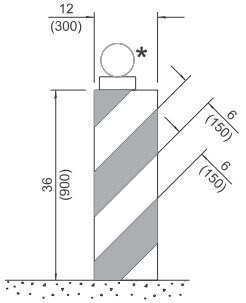
TYPE II BARRICADE



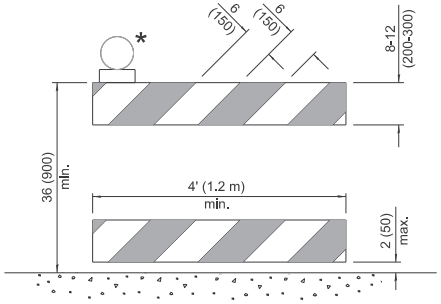
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

* Warning lights (If required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF SAFETY PROG. AND ENGINEERING

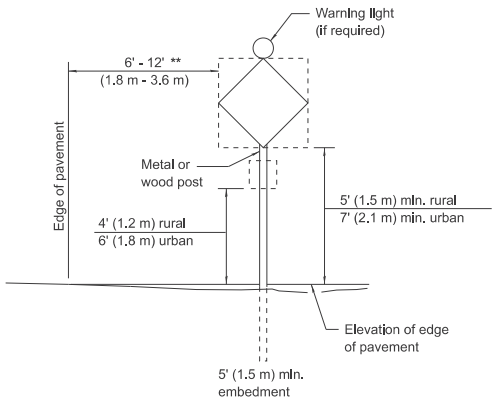
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

DATE	REVISIONS
1-1-25	Updated Temporary Rumble
	Strip Detail (sht. 3).
1-1-24	Revised Type III Barricade notes
	(sht. 3) & moved warning light on
	post mounted signs to top center.

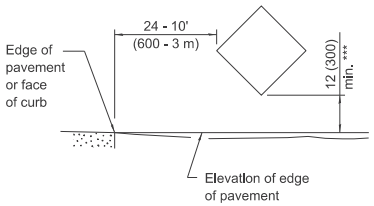
TRAFFIC CONTROL DEVICES

STANDARD 701901-10



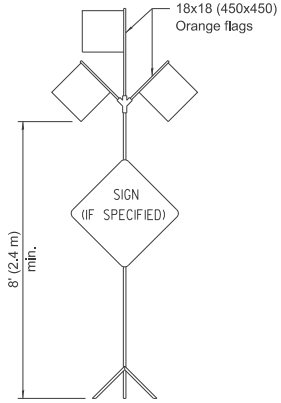
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.

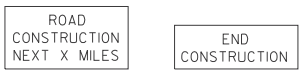


SIGNS ON TEMPORARY SUPPORTS

*** 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



G20-I104(0)-6036 G20-I105(0)-6024

This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING

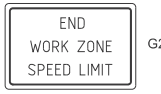
W21-III5(0)-3618

R2-1-3648

R10-I108p-3618 ****

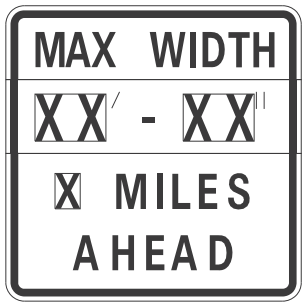
R2-I106p-3618

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



G20-I103-6036

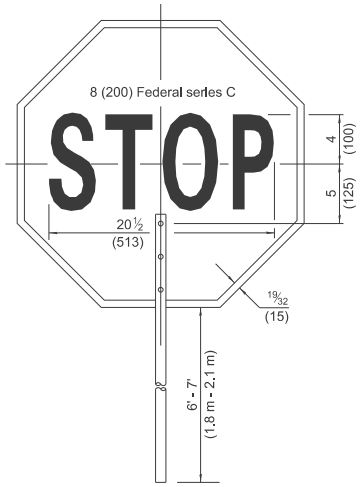
This sign shall be used when the above sign assembly is used.



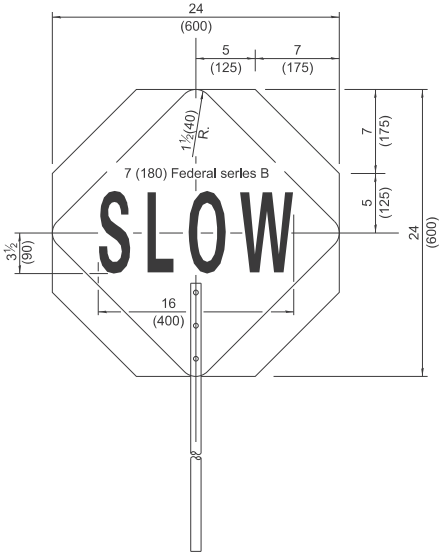
W12-I103-4848

WIDTH RESTRICTION SIGN

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



FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

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

Illinois Department of Transportation

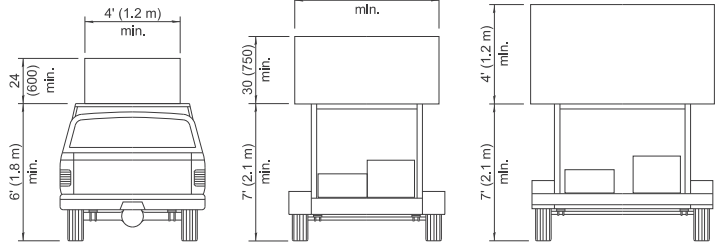
APPROVED January 1, 2025
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

TRAFFIC CONTROL DEVICES

STANDARD 701901-10

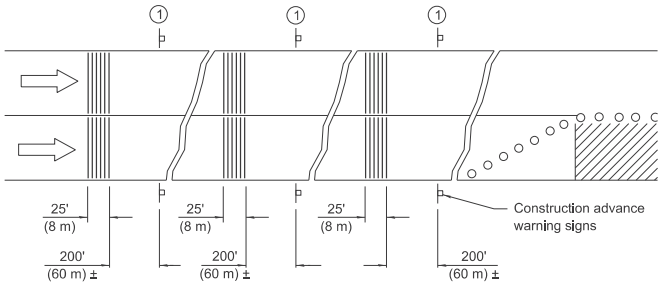


TYPE A ROOF MOUNTED

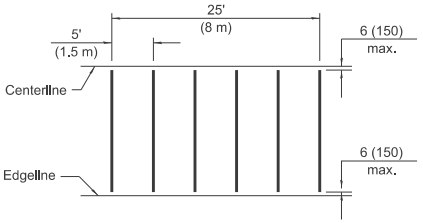
TYPE B ROOF OR TRAILER MOUNTED

TYPE C TRAILER MOUNTED

ARROW BOARDS

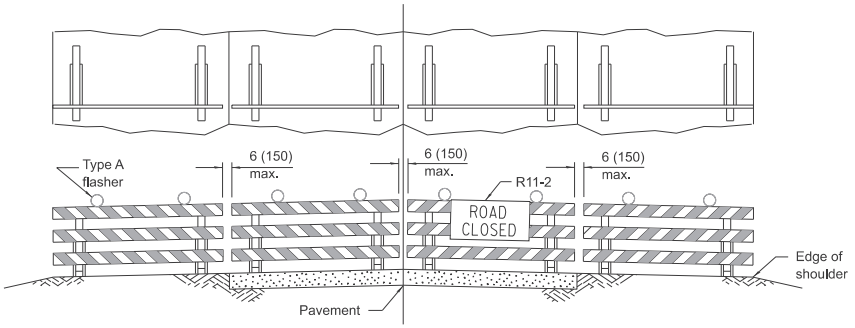


1 This sign shall be omitted when median width is less than 10' (3 m).



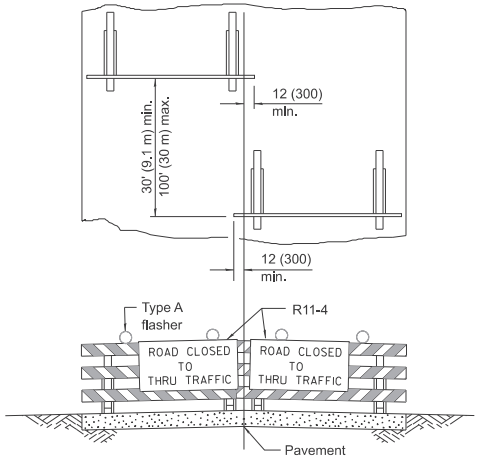
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades.



ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades.

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

If a Type III barricade with an attached sign panel which meets NCHRP 350 or MASH is not available, the sign may be mounted on an NCHRP 350 or MASH temporary sign support directly in front of the barricade.

Illinois Department of Transportation

APPROVED January 1, 2025
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

STANDARD 701901-10

STATE OF ILLINOIS
SPECIAL PROVISIONS

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

LOCATION OF IMPROVEMENT

STREET	FROM	TO
Old Route 66	S. of William Street	Old Route 66
Bannon Drive	IL RT 17 / Mazon Ave	Concrete

DESCRIPTION OF WORK

The proposed work is officially known as "2026 MFT Maintenance" and further described as a resurfacing project. The work to be performed consists of HMA surface removal, HMA level binder, HMA surface course, curb and gutter repair, HMA Patching, drainage structure reconstruction, pavement marking, landscaping restoration, and all incidental and collateral work necessary to complete the improvement as shown as described herein. Below is a summary of work to be performed on each street segment.

Old Route 66 – Mill pavement and butt joints at all project limits as specified by the Engineer. Patch necessary pavement areas. Clean the existing street of all dirt and debris. Install Prime Coat as specified. Install HMA pavement as identified on the typical section. Apply pavement marking.

Bannon Drive - Repair inlets with new frames at locations marked by Engineer replacing curb & gutter as needed. Mill pavement and butt joints at all project limits at specified by the Engineer. Patch necessary pavement areas. Clean the existing street of all dirt and debris. Install Prime Coat as specified. Install HMA pavement as identified on the typical section.

COMPLETION

All work under this contract is to be completed prior to August 15, 2026. After the notice of award, the Contractor shall provide the Village with a construction schedule detailing the anticipated starting date. The construction schedule shall be subject to Village approval.

CHANGE IN SCOPE OF WORK

Delete Article 104.02 of the Standard Specifications and replace with the following:

The Village reserves the right to increase or decrease the contract quantities in order to meet budgetary constraints. No additional compensation will be allowed to the Contractor in excess of the unit costs for any increase or decrease in quantities and anticipated profits.

EXTRAS

Any request to approve extra work shall be made on the date the extra work is performed and shall be approved or denied by the Engineer that day. No consideration for extra work will be granted "after the fact" if not accompanied by the Engineer's signed daily authorizations.

MAINTENANCE OF ROADWAYS

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.

ROAD CLOSURES

The Contractor must coordinate with the Engineer and notify the newspaper, radio station, the Mayor's office, school districts, the police station, and the Fire Department 48 hours in advance of closing any road.

DUST CONTROL

Description: When dust blowing from construction sites may become a traffic hazard or a danger to the health or comfort to persons downwind, it shall be controlled either permanently or temporarily depending upon the state of development of the site. Dust control measures shall be taken when required by the Village.

Dust problems from active construction areas shall be kept under control by means of watering dry surfaces. Application and repetition rates shall be necessary for effective control. In the event of severe dust problems, the Village may stop such dust producing activities until the problem is resolved.

Basis of Payment: This work shall not be paid for separately but shall be considered incidental to the adjacent work.

TRAFFIC CONTROL AND PROTECTION

701.01 Description. This work shall be performed in accordance with Section 701 of the STANDARD SPECIFICATIONS, and any Highway Standards contained herein with the following clarifications.

Special attention is called to Articles 107.09 and 107.14 and the following Highway Standards relating to traffic control:

701306	Lane Closure, 2L, 2W, Slow Moving Operations Day Only >45 MPH
701501	Urban Lane Closure 2-lane, 2-way, Undivided
701901	Traffic Control Devices

701.04 General. Add the following:

The Contractor shall make frequent inspections of the worksite. Any traffic control items that are worn, damaged, or are inoperative to the extent that they no longer meet these specifications or that have been displaced shall be repaired or removed and replaced. Traffic control items shall be properly installed and operational 24 hours-a-day, 7 days a week. The Contractor shall respond to requests from the Village to correct traffic control deficiencies within 4 hours of the request. If specification is not met within 4 hours of notice, the Village will take whatever action it may deem

necessary to bring the traffic control within specification and deduct all costs (actual and incurred) from amounts due the Contractor.

The Contractor shall maintain at least one lane of traffic for local and emergency use at all times. Entrances to driveways and side roads shall also be restored at the close of each day. All areas of open cut within the limits of roads, side roads, and driveways shall be restored utilizing temporary aggregate, with a CA-6 gradation, to ensure that surfaces are flush to adjacent existing pavement and the temporary aggregate shall be maintained until the final pavement restoration has been completed. The work associated with supplying, installing, maintaining, and removing the temporary aggregate will not be paid for separately but shall be considered incidental to the contract.

Traffic control shall not be paid for separately but shall be considered incidental to the accompanying work performed.

TRAFFIC CONTROL DEFICIENCY DEDUCTION

To ensure a prompt response to incidents involving the integrity of the work zone traffic control devices, the Contractor shall provide a telephone number where a responsible individual can be contacted on a 24-hour-a-day basis. When the Engineer is notified or determines a deficiency exists, (s)he shall be the sole judge as to whether the deficiency is an immediate safety hazard. The Contractor shall dispatch sufficient resources within 4 hours of notification to make needed corrections of deficiencies that constitute an immediate safety hazard. Other deficiencies shall be corrected within 12 hours. If the Contractor fails to restore the required traffic control and protection within the time limits specified above, the Engineer may correct the deficiencies and the cost thereof will be deducted from monies due or which may become due to the Contractor. This corrective action will in no way relieve the Contractor of his/her contractual requirements or responsibilities.

VANDALISM

Special attention is called to the Special Provision for "Inspection" as well as Article 107.30 of the Standard Specifications. **Any defaced work shall be corrected or replaced by the Contractor at his sole expense prior to final payment.** The Village shall cooperate with the Contractor to minimize vandalism, but the Contractor shall be ultimately responsible to correct any damage. The Village will not be responsible for the security of the work site in this regard, other than normal patrolling and response to emergencies. The cost of additional security required to meet this provision shall be solely the Contractor's responsibility.

SUPERINTENDENT

The Contractor shall have on the site at all times, as the Contractor's agent, a competent English-speaking superintendent capable of reading and thoroughly understanding the plans and specifications and thoroughly experienced in the type of work being performed, who shall receive instructions from the Engineer or authorized representatives. The superintendent shall have full authority to execute orders or directions of the Engineer without delay, and to promptly supply such materials, equipment, tools, labor, and incidentals as may be required. Such superintendent shall be furnished irrespective of the amount of work sublet. The Contractor shall be charged $500 each working day that the superintendent is not present when work is being performed by the Contractor, a Sub-Contractor, or a Sub-Sub-Contractor.

PROJECT CLEANLINESS

The Contractor shall be responsible for maintaining the cleanliness and order of the project limits.

All equipment remaining within the limits of the Village overnight shall be staged at a location approved by the Engineer. Proper traffic control devices shall be in place properly delineating any equipment that may be left on public streets or is protruding into the traveled way of a public roadway.

Material stockpiles shall be kept to a minimum. At the close of each day the stockpiles shall be minimized in size to the maximum extent practical. Where necessary proper traffic control devices shall be in place properly delineating the stockpile.

At the close of each workday the Contractor shall removal all debris, garbage, and excess materials from the project limits. This includes the sweeping/scrapping of adjacent roadways in order to remove materials that have been tracked or dropped by equipment and trucks mobilizing between work areas.

At the completion of the project the Contractor will be required to removal all equipment, material stockpiles, debris, trash, and traffic control devices from the project limits. The removal of these items must be completed prior to the authorization of a final pay request.

All excavated and excess materials generated through the construction of this project shall be removed from the job site by the Contractor at his own expense in accordance with Article 202.03 of the Standard Specifications.

The work associated with this specification shall be considered included in the cost of the adjacent work items.

STREET CLEANING

Special attention shall be paid to Section 107.15 of the Standard Specifications. If the Contractor fails to clean the pavement, sidewalk or parkways on or adjacent to the section under construction to the satisfaction of the Village at any time during the contract, the Village will notify the Contractor at which time the Contractor will have 24 hours to respond. If the Contractor fails to respond within 24 hours an amount of $500.00 per incident will be deducted from any monies due the Contractor.

MISCELLANEOUS SAW CUTTING AND BUTT JOINTS

Wherever new work will meet existing conditions other than lawn areas, regardless of whether the new or existing work is asphalt or concrete, the existing adjacent sidewalk, driveways, pavement or curb shall be neatly saw cut. The saw cut shall be in a neat straight line sufficiently deep so that it renders a smooth vertical face to match to. This type of saw cutting shall be included in the cost of the work being performed. Grind butt joints one inch deep by six feet wide according to the typical section, contained in these Special Provisions, at the ends of each operation, at each driveway approach, and/or as directed by the Engineer, on the day the operation is to be performed. The butt joint cost shall be incidental to the contract.

PUBLIC CONVENIENCE AND SAFETY

In addition to the requirements of Article 107.09 of the Standard Specifications, the Contractor shall maintain entrances and side roads along the proposed improvement; interference with traffic movements and inconvenience to owners of abutting property and public shall be kept to a minimum. Any delays or inconveniences caused the Contractor by complying with these requirements shall be considered as incidental to the contract, and no additional compensation will be allowed.

The Contractor is to plan their work so that there will be no open holes in or directly adjacent to the pavement, sidewalks, or driveways, or as directed by the Engineer and that all barricades will be removed from the pavement during nonwork hours. During all construction operations, the Contractor will be required to provide, erect and maintain proper signage and barricades plus provide flagmen as necessary

for safe traffic control. All provisions relating to traffic control, signage, barricades and the use of flagmen shall be subject to the approval of the Village.

PARKWAY RESTORATION

Description and Construction. All parkway damaged during the construction of the project shall be restored according to Section 250 and to the satisfaction of the Engineer. This restoration shall not be paid separately but shall be considered incidental to the cost of the associated pay item.

CLASS D PATCHES

Description: This work shall consist of the removal of the existing pavement, the necessary excavation and the replacement with a Hot-Mix Asphalt patch to the proposed pavement grade. This work shall be completed in accordance with Section 442 of the Standard Specification, except as altered herein. The four types, namely Type I, Type II, Type III, and Type IV have been combined under this pay item Class D Patches.

Class D Patches shall be HMA binder course, N50, 6" thick measured below the milled surface and installed in two (2) lifts as approved by the engineer. Binder patches shall be installed to the finished grades of the surrounding existing pavement. The backfill for all trenches associated with work in this contract shall be sufficiently compacted in accordance with the Special Provision for Trench Backfill. Pavement removal and replacement of Class D Patches will be measured for payment in place and the area computed in square yards. Patching depth will be measured after milling has occurred. All saw cuts associated with the removal of pavement will not be measured for payment.

Method of Measurement: This work will be measured for payment in accordance with Article 442.10. Any patches not measuring the specified thickness will be paid for at a prorated rated based on the average measured depth of the patches in question.

Basis of Payment: This work will be paid for at the contract unit price per square yard for CLASS D PATCHES. All saw cuts will not be paid for separately but shall be included in the cost of this item.

HMA SURFACE REMOVAL

Description: This work shall consist of the partial depth removal of hot-mix asphalt (HMA) surfaces in preparation for subsequent resurfacing. This work shall be in accordance with Section 440 of the Standard Specification, except as modified herein.

A portion of the reclaimed pavement material shall remain the property of the Village of Dwight. The contractor shall coordinate with a Village representative for the amount and stockpile location.

Construction Requirements. Article 440.04 shall be revised as follows:

440.04 HMA Surface Removal for Subsequent Resurfacing. The existing HMA surface shall be removed to a variable depth. The depth shall be 2 inches at the edge of pavement as directed by the Engineer. The milled width of pavement shall vary but shall not be less than 7'. The surface shall be removed with a self-propelled milling machine. The temperature at which the work is performed, the nature and condition of the equipment, and the manner of performing the work shall be such that the milled surface is not torn, gouged, shoved or otherwise damaged by the milling operation. Sufficient cutting passes shall be made so that all irregularities or high spots are eliminated to the satisfaction of the Engineer. When tested with a 16 ft (5 m) straightedge, the milled surface shall have no surface variations in excess of 3/16 in. (5 mm).

Removing the existing HMA surface to the required depth adjacent to structures in the pavement surface such as drain castings and utility covers shall be accomplished in a manner satisfactory to the Engineer using either machine or hand methods. Castings for existing utility or drainage structures within the pavement which are exposed to traffic after the pavement has been milled shall be protected according to Article 603.07.

Milled pavement shall be resurfaced within ten calendar days.

Method of Measurement: This work will be measured for payment in accordance with Article 440.07.

Basis of Payment: This work will be paid for at the contract unit price per square yard for HMA SURFACE REMOVAL.

HOT MIX ASPHALT BINDER AND SURFACE COURSE

Description: This work shall consist of constructing hot-mix asphalt (HMA) binder and surface course on a prepared base. This work shall be in accordance with Section 406 of the Standard Specifications except as modified herein.

Add the following to this Article 406.02 Materials.

> If an anti-stripping additive is required for any hot-mix asphalt mixture, the cost of the additive and the cost incurred in introducing the additive into the mixture will not be paid for separately but will be considered included in the cost of the associated hot-mix asphalt. No additional compensation will be awarded to the Contractor because of reduced production rates associated with the addition of the additive.

Add the following to Article 406.06 Construction Requirements - Placing.

The Contractor will not be allowed to pave any street over 14 feet full width in one pass. All streets are to be paved in two equal passes with all necessary paving cut-off plates furnished by the contractor. Alleys may be paved in one pass.

Revise Article 406.08 Butt Joints as follows:

Butt joints shall be constructed at all locations where resurfaced pavement will terminate into existing pavement. These locations include but are not limited to adjacent roadways, alleys, entrances.

Butt joints shall be a minimum of 6 feet in width. The depth of the butt joint shall be 1 1/2 inches at the existing pavement and shall taper to 0 inches to meet the prepared surface being overlayed. The existing pavement shall be saw cut to provide for a vertical square edge. This work shall be performed on the day of the adjacent paving operation. This work will not be paid for separately but shall be included in the cost of the adjacent HMA Surface Course.

STRUCTURE REPAIR

Description. This work shall consist of removing the existing frame and grate, repairing the structure to the degree necessary to receive a new frame and grate, and installing and adjusting to grade a new Type 11 frame and grate.

Basis of Payment: This work will be paid for at the contract unit price per each for STRUCTURE REPAIR.

COMBINATION CONCRETE CURB AND GUTTER REMOVE & REPLACE

Description: This work shall consist of the construction of new concrete curb and gutter including all necessary excavation, embankment and subbase granular material as shown in the detail on the plans and in accordance with Sections 606, 202, 205 and 311 of the Standard Specifications and as specified herein.

Construction Requirements: In addition to the requirements of Article 606.06 of the Standard Specifications the Contractor shall excavate all material necessary to build the proposed curb and gutter and proposed subbase, including the necessary construction platform behind the back of curb in accordance with Section 202 of the Standard Specifications. The proposed subbase shall be subbase granular material, Type B of the thickness shown on the plans in accordance with Section 311 of the Standard Specifications. Backfill behind the proposed back of curb shall be in accordance with Section 205 of the Standard Specifications.

The following items are to be considered included in the cost of combination curb and gutter:

- Aggregate Base Course beneath and behind the back of the Combination Concrete Curb and Gutter.
- Excavation to 12" behind the proposed Back of Curb.
- Suitable backfill materials, CA-6 if beneath driveway or sidewalk.
- Proposed ¾" preformed expansion joint at concrete sidewalks or driveways.
- Longitudinal reinforcement bars, (2) #4 deformed steel reinforcing bars.
- Drill and grout 2 #6 epoxy coated dowel bars into the existing curb and gutter.

Method of Measurement and Basis of Payment: Combination concrete curb and gutter and all excavation, subbase material, and Class SI concrete necessary to construct the work as shown on the plans and as specified herein shall be measured and paid for at the contract unit price per foot for COMBINATION CONCRETE CURB AND GUTTER REMOVE & REPLACE.

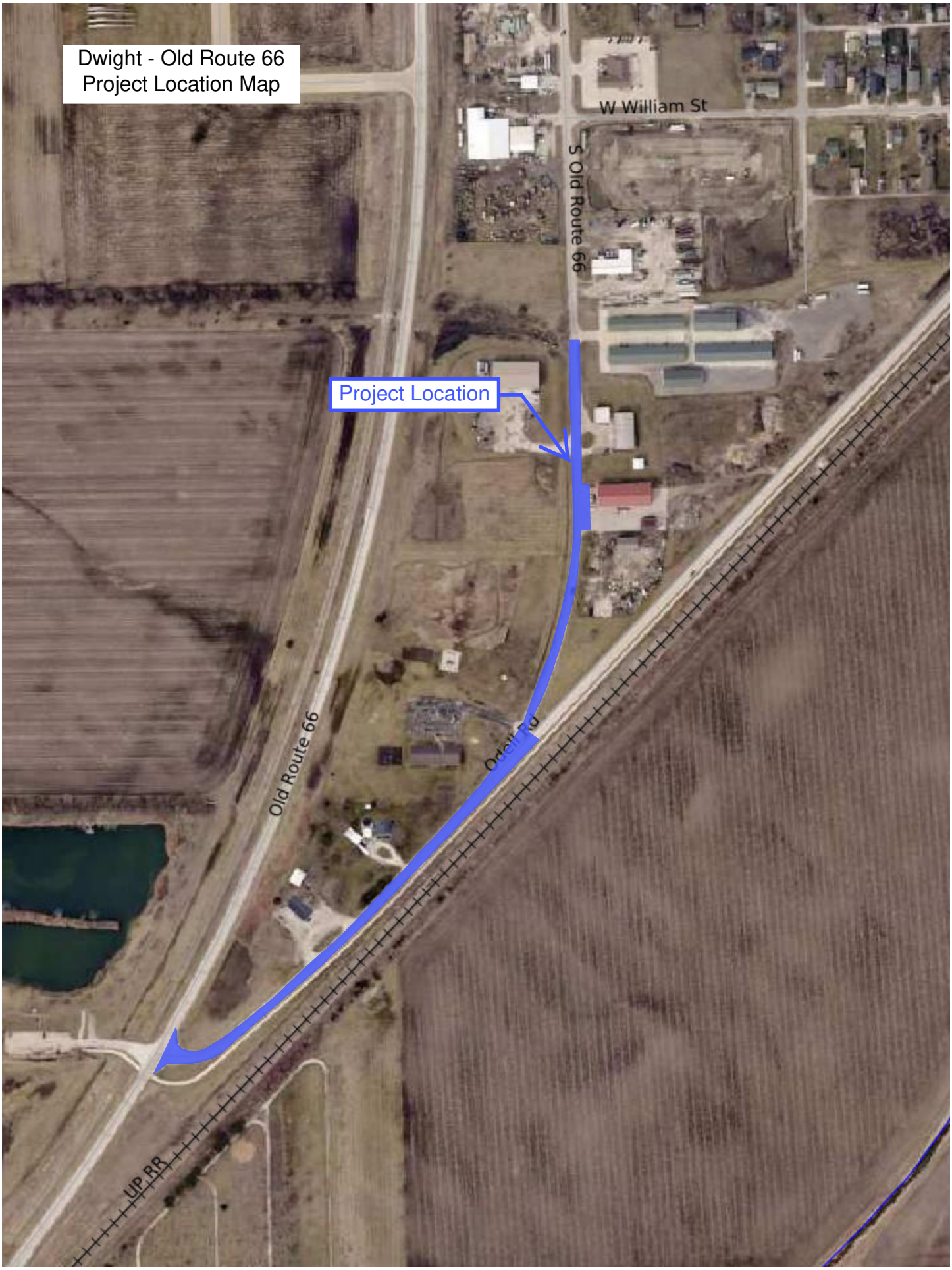
CONSTRUCTION DEBRIS

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.

All removal or excavation items being disposed of at an uncontaminated soil fill operation or clean construction and demolition debris (CCDD) fill site shall meet the requirements of Public Act 96-1416. All costs associated with meeting these requirements shall be included in the unit price cost for the associated removal or excavation items in the contract. These costs shall include but are not limited to all required testing, lab analysis, certification by a licensed professional Engineer, and state or local tipping fees."


E Mazon Ave
Bannon Dr
Dwight - Bannon Drive
Project Location Map
Project Location


Dwight - Old Route 66
Project Location Map
W William St
S Old Route 66
Project Location
Old Route 66
Odell Rd
UP RR