Illinois Department of Transportation

Special Provisions

Local Public Agency	County	Section Number
City of Princeton	Bureau	26-00000-00-GM

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

LOCATION OF PROJECT

This project is located in the City of Princeton, Illinois on Various Streets within the City Limits.

PRE-QUALIFICATION

Pre-Qualification is required to bid this project.

DESCRIPTION OF PROJECT

Work includes Hot-Mix Asphalt resurfacing of Various Streets including HMA Surface Removal (Cold Milling), HMA Binder Course, Bituminous Hot Mix Sand Seal, Manhole Adjustments and related items.

HMA SURFACE REMOVAL, 2-1/4" & HMA SURFACE REMOVAL BUTT-JOINT

This work shall be done in accordance with the appropriate articles of Section 406 and 440 of the Standard Specifications.

Removal shall be done in accordance with the typical sections shown on the plans or as directed by the Engineer and shall consist of removing existing HMA or Portland Cement Concrete patches from the pavement structure to the depth specified or as according to the Engineer to insure a proper finished cross slope. No payment will be made for additional HMA Binder Course or HMA Surface Course to correct unauthorized additional depth of milling.

Any area within the project limits that cannot be reached by the milling machine is to be removed by other means. This will include areas at headers and butt joints, areas around manholes and valves, and along the curb and gutter. At all limits of the milling, a clean, full width joint shall be saw cut and material removed to obtain a clean, straight edge to the depth of milling. This removal will be considered incidental to the milling operation and no other payment will be made.

All grindings shall be stockpiled in an area designated by the City of Princeton and shall become property of the City.

MANHOLES TO BE ADJUSTED, SPECIAL

This work consists of the adjusting of existing manhole frames and lids to the finished surface. Cast iron rings will NOT be permitted to make adjustments.

The contractor shall remove the frames and lids prior to or after the milling operation, plate the manhole with suitable steel plating to support traffic and fill the resulting void with cold patch. Prior to placement of the binder course and surface course the Contractor shall remove the cold patch material and fill any resulting voids with leveling binder material. After placement of the surface course the Contractor shall core

the pavement above the manhole, remove the plate and reset the existing manhole frame and grate using metal shims and bituminous rope. Should any frame or grate be in poor condition, the Contractor shall notify the Engineer and/or Streets Superintendent and the City shall supply the Contractor with replacement materials prior to adjustment. The frame shall be set at an elevation level with the adjacent HMA surface course and the voids around the frame filled with Portland Cement Concrete to the elevation of the HMA surface course and broom finished. The Contractor shall protect the work with appropriate traffic control devices.

This work shall be measured and paid for at the Contract Unit Price per EACH of MANHOLES TO BE ADJUSTED, SPECIAL.

INLETS TO BE ADJUSTED, SPECIAL

This work consists of the adjusting of existing inlet frames and lids to the finished grade.

The contractor shall remove 5 LF of curb or curb & gutter on each side of the existing inlet. Make adjustments as necessary to match proposed edge of pavement or pavement and replace curb or curb & gutter. Contractor shall adjust the elevation of inlet frame to provide proper drainage from curb flow-lines. Frames shall be frames shall be completely grouted at inlet structure and frame.

No additional payments will be made for curb or curb & gutter removal and replacement and shall be incidental to INLET TO BE ADJUSTED, SPECIAL pay item.

This work shall be measured and paid for at the Contract Unit Price per EACH of INLETS TO BE ADJUSTED, SPECIAL.

WATER

Water required by the Contractor for milling machines and rollers shall not be obtained from fire hydrants. If necessary, water can be obtained from the City at their direction.

WORK NOTIFICATION

At least 24 hours prior to working on a street, the fire and police departments and City Street Department shall be notified. Residents in the limits of the project shall be notified by fliers and notices on barricades provided by the Contractor. Notifications shall be considered incidental to the Contract and no additional payment will be made.

STREET CLOSURES

During construction associated with this project, no street closures will be allowed. Traffic control shall be provided to maintain traffic flow through the operation.

TRAFFIC CONTROL & PROTECTION

Implementation and maintenance shall be in accordance with IDOT Standards and as directed by the Engineer. Cost of Traffic Control & Protection shall be incidental to HMA binder and surface courses.

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

SPECIAL PROVISION FOR BITUMINOUS HOT MIX SAND SEAL COAT

Effective August 1, 1969
Revised January 1, 2007

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

Description. This item shall consist of the furnishing and spreading of a bituminous hot mix sand seal coat mixture to a compacted thickness of 19 mm (0.75 inch) or less all in accordance with the requirements of these specifications, and to the lines, grade, thickness and cross sections shown on the plans or established by the Engineer.

Materials. Materials shall meet the requirements of the following Articles of Section 1000 - Materials.

	Item	Article/Section
(a)	Fine Aggregate (Note 1)	1003.03 (a, b)
(b)	Coarse Aggregate (Note 2)	1004.03 (a, b)
(c)	Bituminous Materials (Note 3)	1032.01-1032.03, 1032.05, 1032.06, 1032.08

Note 1. The fine aggregate shall be of gradation FA-1. Stone sand shall not be permitted.

If approved by the Engineer, the material may be produced by blending aggregates from more than one source. The method of blending shall be by the use of aggregate feeders of the apron, drum, reciprocating, or other type approved by the Engineer, which shall provide for proportional and total feeding of the aggregates. The components of a blend need not be of the same kind of material. The source of material and blending proportions shall not be changed during the progress of the work without written permission from the Engineer.

Note 2. The coarse aggregate shall be of gradation CA-16.

Note 3. The contractor may use any one of the types of bituminous materials as shown in the table below. When more than one grade is shown for particular mixture, the Engineer reserves the right to specify the grade that shall be used.

Type of Construction	Bituminous Material
Prime Coat	MC-30 PEP
Bituminous Hot Mix Sand Seal Coat	MC-3000 RS-1, RS-2, HFE-90, HFE-150 PG 46-28, PG 52-28, PG 58-28, PG 58-22

Equipment. The following required items of equipment shall conform to Section 1100 - Equipment:

	Item	Article/Section
(a)	Tandem Rollers	1101.01 (e)(1)
(b)	Three-wheel Rollers	1101.01 (e)(2)
(c)	Hot Mix Plant	1102.01
(d)	Spreading and Finishing Machine	1102.03

CONSTRUCTION REQUIREMENTS

General. The seal coat mixture shall be laid only on a base which is dry and only when weather conditions are suitable. No mixture shall be laid when the temperature of the air in the shade is below 10 °C (50 °F). No work shall be started if local conditions indicate rain is imminent.

Rolling shall be done with three-wheel and tandem rollers. The rollers shall weigh 7 to 11 metric tons (8 to 12 tons).

All surfaces shall be cleaned of dirt, debris, and loose material prior to placing the bituminous mixture.

Preparation of Base. When an existing bituminous concrete pavement is to be sealed, all excess crack filler and bituminous patches that contain an excess of bitumen or which are unstable in hot weather shall be removed. All bitumen shall be removed from cracks more than 38 mm (1.5 inches) wide. The Contractor shall perform this work in the most economical manner practicable and as directed by the Engineer. All waste material placed on the shoulders during the pavement cleaning operations shall be removed at the close of each day's work and shall be disposed of outside the limits of the right-of-way at locations acceptable to the Engineer. This work will be paid for in accordance with Article 109.04.

Prior to placing the seal coat mixture, all open cracks having a width of 13 mm (0.5 inch) or more, cracks that have been cleaned and depressions of 25 mm (1 inch) or more in the existing pavement or base, shall be completely filled with a bituminous mixture meeting the approval of the Engineer.

The mixture shall be tamped in place with hand tools. This work shall be completed at least 24 hours prior to placing the seal coat mixture.

Preparation of Aggregate and Bituminous Materials. The bituminous material for the prime coat, if required by the Engineer, shall be prepared according to Article 403.07 and applied according to Articles 403.10 and 403.11.

The aggregate and bituminous materials shall be heated to the following temperatures:

	Aggregate	Bituminous Material
Emulsified Bituminous Mixture	Not to exceed 150 °C (300 °F)	60 to 80 °C (140 to 180 °F)
Liquid Bituminous Mixture	Not to exceed 110 °C (225 °F)	Not to exceed 65 °C (150 °F)
Asphalt Cement Mixture	135 to 190 °C (275 to 375 °F)	120 to 180 °C (250 to 350 °F)

Preparation of Seal Coat Mixture. The heated aggregate and the bituminous material for the seal coat mixture shall be measured separately and accurately by weight. The bituminous mixture shall be made in the pug mill mixer. The bituminous material shall be added to the hot aggregate in less than 15 seconds. The wet mixing period shall produce a homogeneous mixture in which all particles of aggregate are coated uniformly. The total time required adding the bituminous material and completing the wet mixing shall be greater than 30 seconds.

The ingredients shall be heated and combined in such a manner as to produce a mixture which when discharged from the mixer should not, in general, vary more than 10 °C (20 °F) from the temperature set by the Engineer. In all cases, the temperature shall not exceed that shown in the table below.

Emulsified Bituminous Mixture	Liquid Bituminous Mixture	Asphalt Cement Mixture
120 °C (250 °F)	110 °C (225 °F)	180 °C (350 °F)

The ingredients of the seal coat mixture shall be combined in such proportions as to produce a mixture conforming to the following table:

MIXTURE COMPOSITION				
Sieve	% Passing[1]		% Residual Bitumen[2]	
12.5 mm (1/2")		100		
9.5 mm (3/8")	98 -	100		
4.75 mm (No. 4)	75 -	90		
1.18 mm (No. 16)	35 -	70		
300 μm (No. 50)	5 -	20		
150 μm (No. 100)	2 -	6		
Residual Bitumen			4.5 -	7.5

1 - Based on percent of total aggregate weight.
2 - Based on percent of total mixture weight.

The percentage of residual bitumen will be set by the Engineer. The right is reserved by the Engineer to make such changes in proportions during the progress of the work as deemed necessary. The asphalt content shall not vary ± 0.5% from the bitumen content set by the Engineer.

Transportation of Mixture. This work shall be done in accordance with Article 1030.08.

Bituminous mixture which may not be spread and compacted during daylight shall not be sent to the work unless artificial light satisfactory to the Engineer is provided. The bituminous mixture shall not be hauled when the weather or road conditions are such that the hauling operations cause cutting up or rutting of the base, or the tracking of mud on the primed base or partially completed work.

Placing of Bituminous Mixture. The seal coat mixture shall be delivered at a temperature established by the Engineer commensurate with the mix temperature. The bituminous mixture shall be placed true to crown and grade with a spreading and finishing machine. The bituminous mixture may be spread and finished by approved hand methods only where machine methods are impractical, as in the case of special areas which because of irregularity, inaccessibility, or unavoidable obstacles do not lend themselves to mechanical placing. When the bituminous

mixture is placed in partial widths, the individual widths of the seal coat shall conform to the traffic lanes.

Placing of the bituminous mixture shall be as continuous as possible, and shall always be away from a transverse joint. The base or existing surface shall be kept clean, and any foreign material shall be removed to the satisfaction of the Engineer before the seal coat is placed.

The spreading and finishing machine shall spread the bituminous mixture without tearing the surface and shall strike a finish that is smooth, true to cross section, uniform in density and texture, free from hollows, transverse corrugations, and other irregularities. When the machine causes surface irregularities such as hollows or transverse corrugations, the machine shall be repaired or adjusted not later than the end of the day's work and it shall be in good working condition before work is resumed.

The machine shall be operated at a speed that will insure, as nearly as possible, continuous operation. The operating speed shall meet the approval of the Engineer. If, in the opinion of the engineer, the production of the plant exceeds the amount that can be laid satisfactorily with one finishing machine, the production shall be decreased or two machines shall be used.

The outside edges of the seal coat shall be sloped and pressed in place by means of a self-adjusting, constant pressure edge plate held in proper position on the finishing machine, except where the edges are supported by a curb, gutter or similar structure. A string line shall be used as a guide for the finishing machine in order to maintain a uniform edge alignment. If any other method is proposed, it shall meet the approval of the Engineer before being used. The edges of the finished seal coat shall be approximately vertical and no material shall extend beyond the limits of the base or existing surface.

Irregularities in alignment along the outside edges and along the longitudinal joint shall be corrected by adding or removing bituminous mixture before the edges are rolled. Excess bituminous mixtures deposited outside the limits of the lane being laid shall be removed immediately and disposed of as directed by the Engineer.

Compaction of Mixtures. Immediately after the seal coat mixture is placed it shall be compacted thoroughly and uniformly with a three-wheel roller or a tandem roller. Where initial rolling causes undue displacement, haircracking, or checking in the seal coat, the time of rolling shall be adjusted by the Engineer to correct these conditions.

One three-wheel roller and one tandem roller will be required on each project where the hourly production of the plant is 68 metric tons (75 tons) or less. One three-wheel roller and two tandem rollers will be required on each project where the hourly production of the plant is more than 68 metric tons (75 tons).

Rollers shall be operated by competent and experienced roller operators and shall be kept in operation as continuously as possible so that all parts of the pavement will receive substantially equal compaction at the time desired. During each 8 hour day of laying bituminous mixtures, each roller shall be engaged in actual rolling for more than 6.5 hours, and less than 1.5 hours shall be allowed for refueling, watering, and similar work. Delays in rolling freshly placed bituminous mixtures will not be permitted.

Rolling of the first lane of seal coat to be placed shall start longitudinally at the edge having the lower elevation and progress to the other edge, overlapping uniformly on successive trips by at least one-half the width of the rear wheels. Where laying the bituminous mixture adjacent to a previously placed lane, the first pass of the roller shall be along the longitudinal joint in such a manner that not more than one-third the width of the rear wheel is on the freshly placed mixture; after which the rolling shall proceed from the outside edge toward the longitudinal joint, overlapping uniformly on successive trips by at least one-half the width of the rear wheels. Succeeding trips of

the roller shall be terminated at least 1 m (3 feet) from the preceding stop. Each stop shall be regulated to prevent trapping of water on the rolled surface.

The roller shall not pass over an unprotected edge of the freshly laid bituminous mixture except when lying of the course is to be discontinued for any extended length of time.

The speed of the roller at all times shall be slow enough to avoid displacement of the bituminous mixture. If displacement occurs, it shall be corrected at once by raking and applying fresh bituminous mixture where required. To prevent adhesion of the bituminous mixture to the roller, the wheels shall be kept properly moistened but an excess of water will not be permitted.

Immediately after the initial rolling of the seal coat, the Contractor shall test the surface for smoothness with a 5 m (16 foot) straight-edge to locate high and low spots so that they may be corrected while the mixture is still workable. Rolling of the seal coat shall be continued until all roller marks are eliminated and the bituminous mixture is satisfactorily compacted.

When required by the Engineer, the seal coat shall be rolled diagonally in two directions with a tandem roller, the second rolling crossing the lines of the first, and if the width of the pavement permits, it shall also be rolled at right angles to the center line.

In all places inaccessible to the rollers, such as locations adjacent to curbs, gutters, headers, manholes, and similar structures, the required compaction shall be secured with hot tampers.

Any bituminous mixture that becomes loose, broken, mixed with foreign material, or which is defective in finish or density, or which does not comply in all other respects with the requirements of the specifications, shall be removed, replaced with suitable material, and finished in accordance with these specifications.

Protection of Pavement. The Contractor shall protect all sections of newly constructed seal coat from traffic until they have hardened to the satisfaction of the Engineer.

Method of Measurement. Bituminous priming material will be measured for payment as specified in Section 1032.

The seal coat mixture will be measured by weight in metric tons (tons). The mixture may be measured either by weighing the mixture on platform scales approved by the Engineer or on the basis of plant weights. If measured on the basis of plant weights, an occasional check will be made by weighing full truckloads of the bituminous mixture on an approved platform scale at the plant or an approved commercial scale. When the method of measurement is by truck weight, the weight of each load will be determined by weighing the truck each time before and after loading. If, during the course of construction, it becomes apparent that the weighman on the mixer platform or the weighman at the platform scale is not exercising proper care in weighing the bituminous mixture, he will be removed at the direction of the Engineer and replaced by a competent and qualified worker. Quantities of materials wasted or disposed of in a manner not called for in the contract will be deducted from the final total measured quantities. The contractor shall furnish approved duplicate load tickets upon which is recorded the net weight of the bituminous mixture in each truck. The tickets shall have sufficient space for signatures, identification of the bituminous mixture, date of delivery, and any other data that the Engineer may require. The Contractor shall submit one load ticket to the Engineer at the plant after the truck is loaded and the other load ticket to the Engineer at the work when the truck arrives.

Payment will not be made for seal coat mixture in excess of 105 % of the amount specified by the Engineer.

Basis of Payment. Prime Coat will be paid for at the contract unit price per metric ton (ton) or per liter (gallon) for BITUMINOUS MATERIALS (PRIME COAT)

The seal coat mixture will be paid for at the contract unit price per metric ton (ton) for BITUMINOUS HOT MIX SAND SEAL COAT.

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
City of Princeton	Bureau	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

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Local Public Agency	County	Section Number
City of Princeton	Bureau	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

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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: January 1, 2025

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

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

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

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

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

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

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

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

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

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

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

80456

VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

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

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

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

80439

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020
Revised: January 1, 2025

Add the following to Article 701.03 of the Standard Specifications:

"(q) Temporary Sign Supports .....1106.02"

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

80427

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within **30** working days.

80071

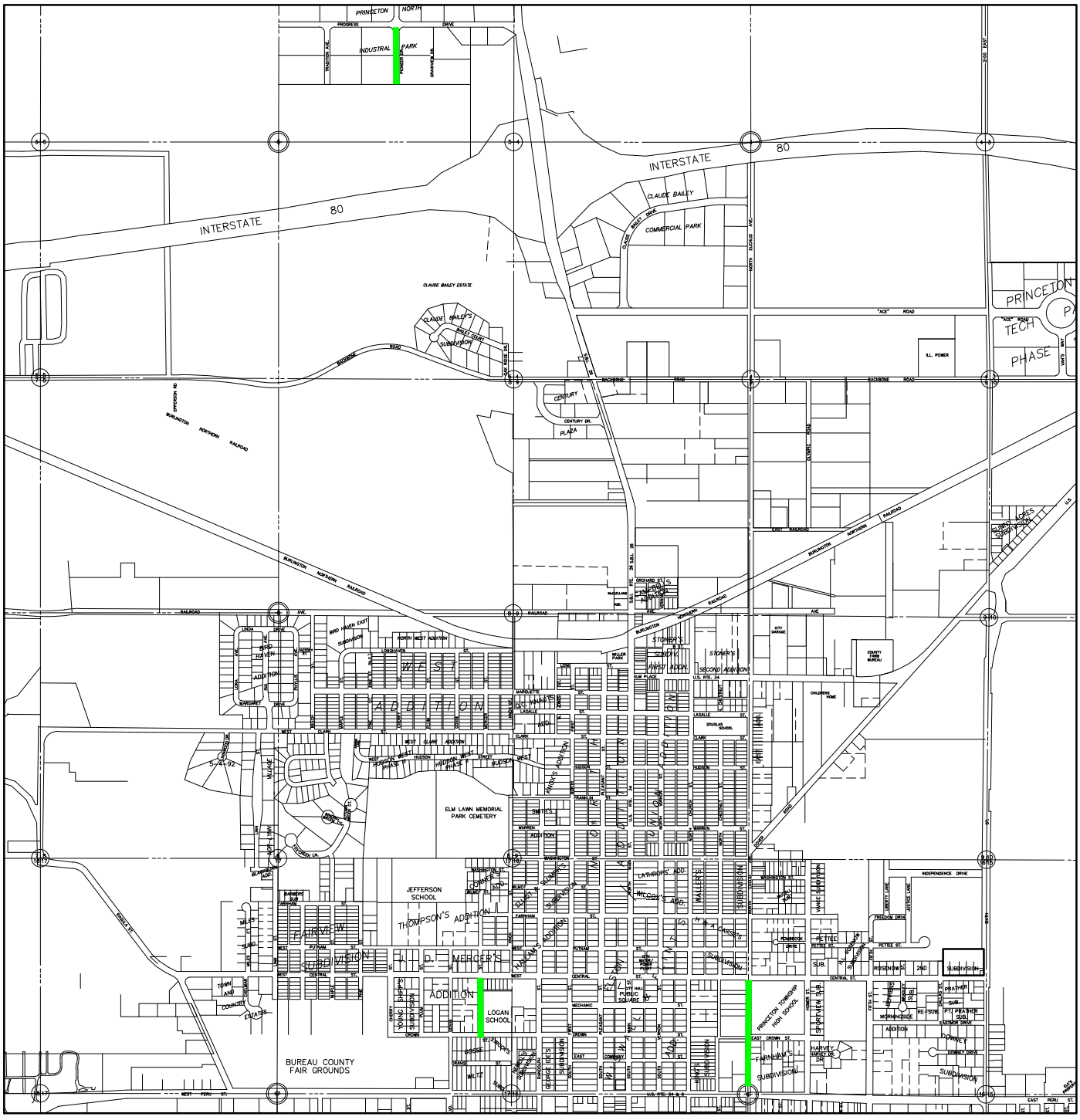
Municipal Operation Sheet

Princeton 2026 MFT Street Program - Section 26-00000-00-GM

Location			Surface				Plan Quantities							
							HMA Surf. Rem., Cold Mill - 2-1/4"	HMA Surf. Rem., Butt-Joint	Bit. Mtls., Tack Coat	HMA Binder Cse. IL 9.50, N50	Bit. Hot Mix Sand Seal Coat	Manhole to be Adj., Special	Inlet to be Adj., Special	Valve Box to be Adj., Special
Street	From	To	Type	Length	Width	Area (SY)	SY	SY	LBS	TON	TON	EA	EA	EA
Euclid Ave	Bryant Ave	South Limits	HMA	1,110	33	4,562	4,562	0	3,079.0	373.0	287.0	4	0	3
Pioneer Dr	Progress Dr	South Conc Ent	HMA	690	30	2,780	0	590	1,877.0	234.0	175.0	0	0	0
Mercer St	Central Ave	Crown St	HMA	630	33	2,930	2,930	0	1,978.0	246.0	185.0	4	1	0
		TOTALS		2,430		10,272	7,492	590	6,934	853	647	8	1	3

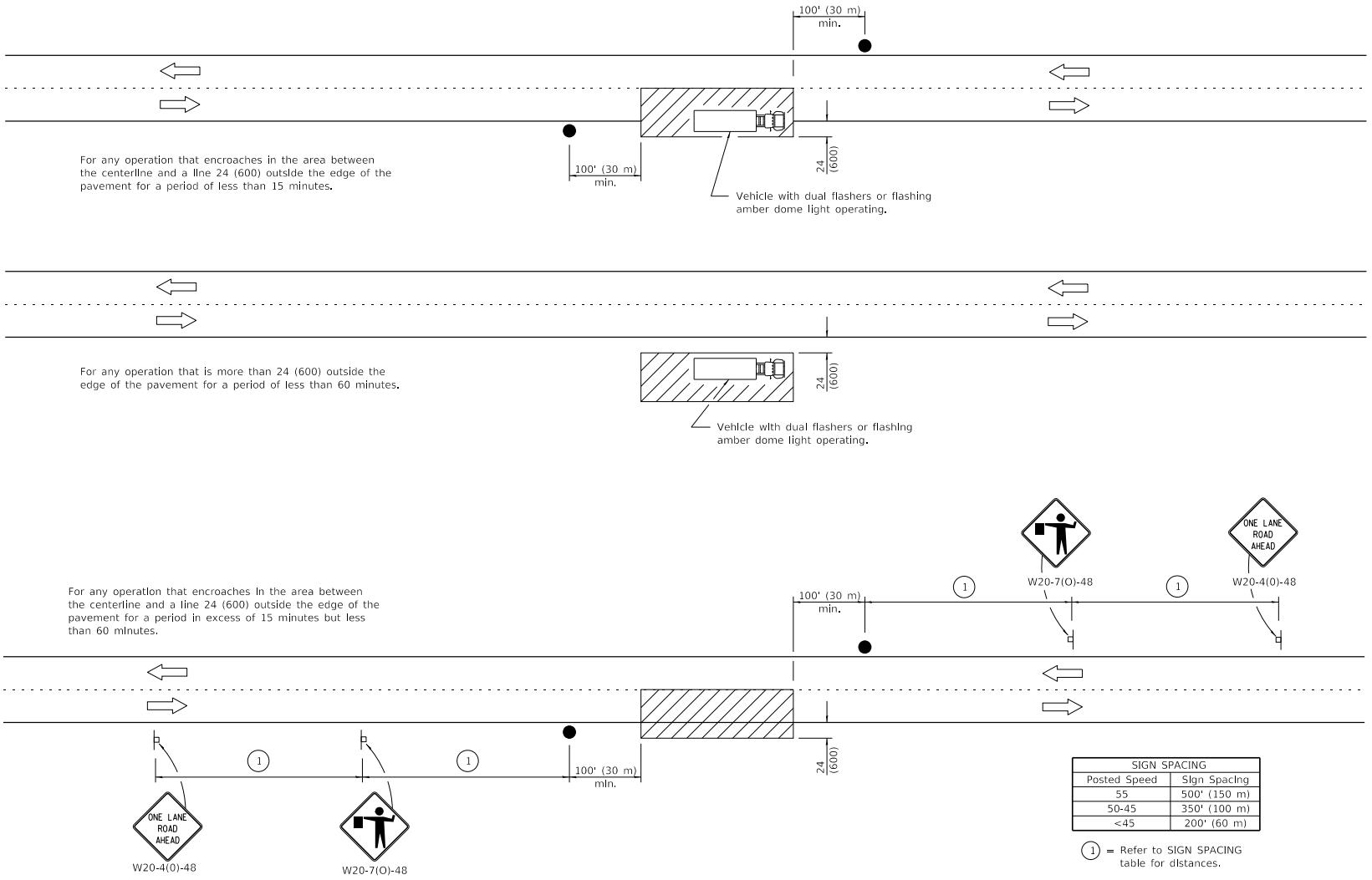
CITY OF PRINCETON

2026 MFT STREET IMPROVEMENT PROGRAM MAP



2026 MFT STREET IMPROVEMENTS

DRAWN BY: NOE	DRAWING CAD/.DWG: 66070.15	REVISIONS DATE	BY	PERU OTTAWA MORRIS ILLINOIS	SCALE: NTS	SHEET 1
CHECKED BY: DAH	DATE: 04/2026				FILE NO.: 66070-15	OF 1



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

PASSED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

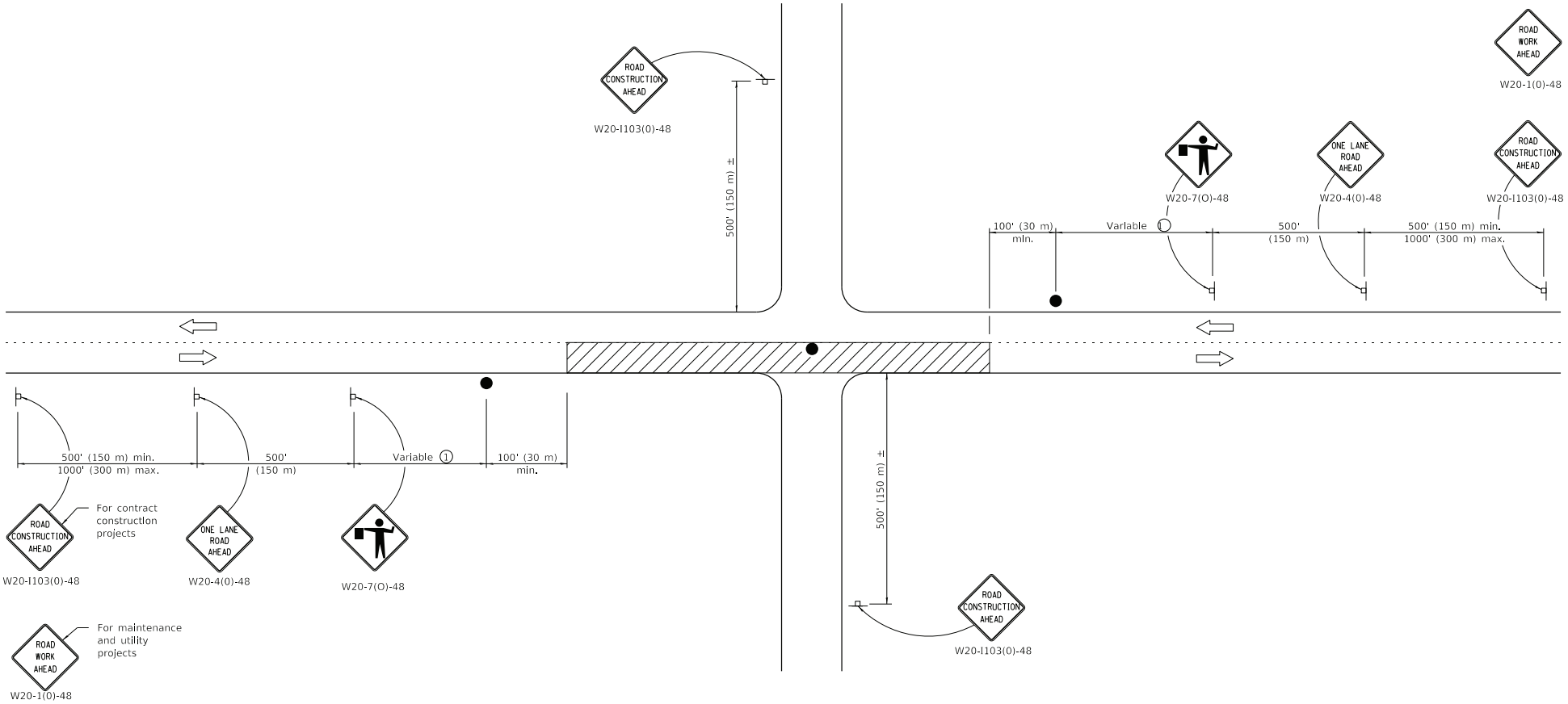
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

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

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

STANDARD 701301-04



TYPICAL APPLICATIONS

Bituminous resurfacing
Milling operations
Utility operations
Shoulder operations

(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.

SYMBOLS

Work area

Sign on portable or permanent support

Flagger with traffic control sign

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

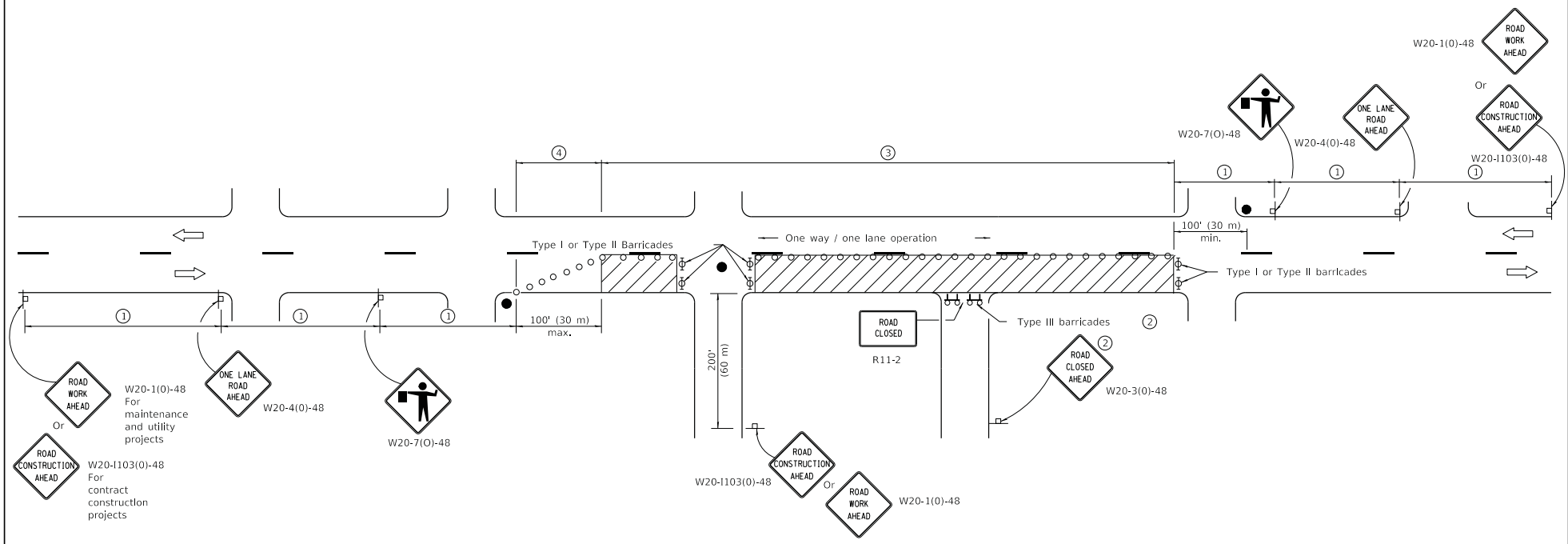
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

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

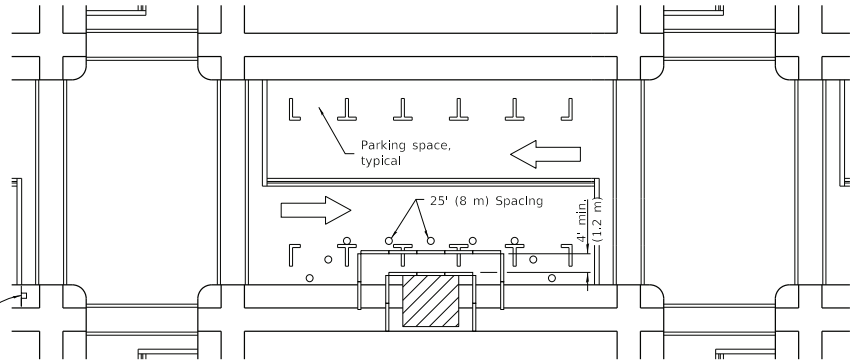
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

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



① ROAD CONSTRUCTION AHEAD — W20-I103(0)-48 for contract construction projects

Or

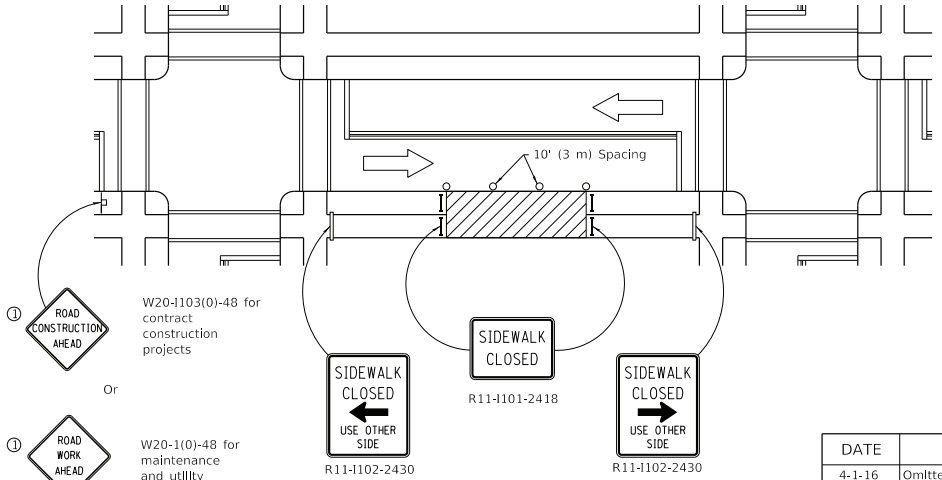
① ROAD WORK AHEAD — W20-1(0)-48 for maintenance and utility projects

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 channelizing barricade



① ROAD CONSTRUCTION AHEAD — W20-I103(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

PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

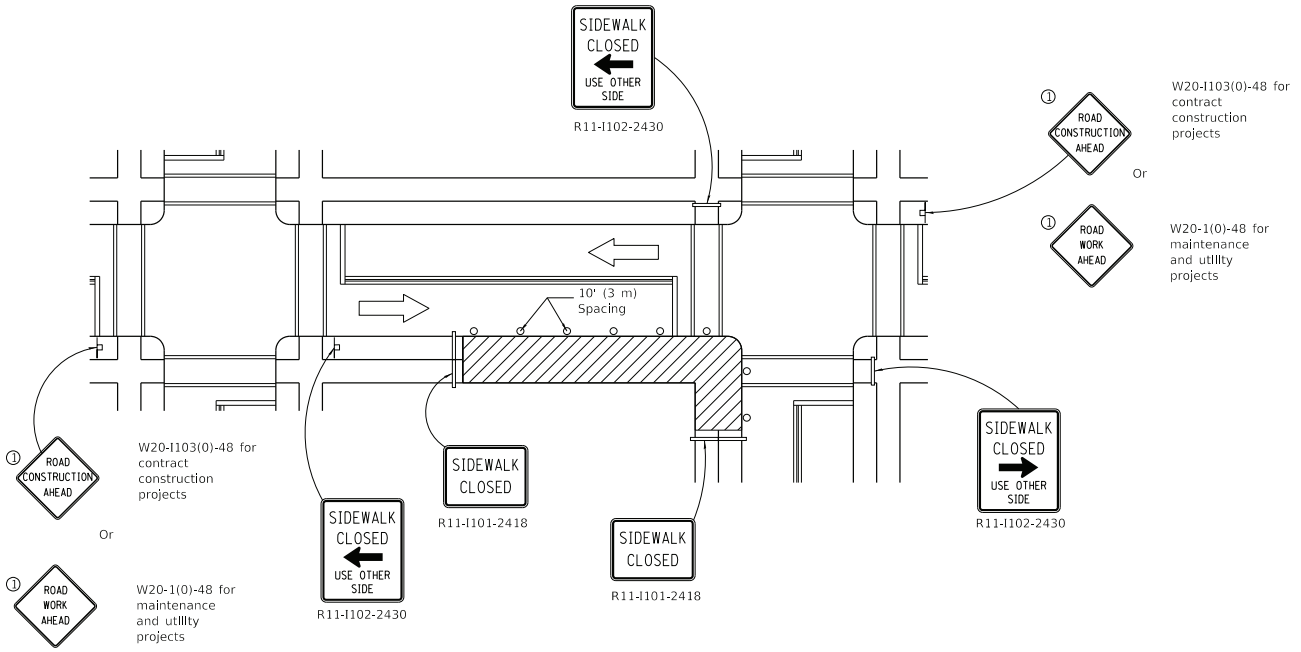
ISSUED 1-1-07

DATE	REVISIONS
4-1-16	Omitted orange safety fence
	from standard as this is
	covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION.
	Modified appearance of
	plan views. Renamed Std.

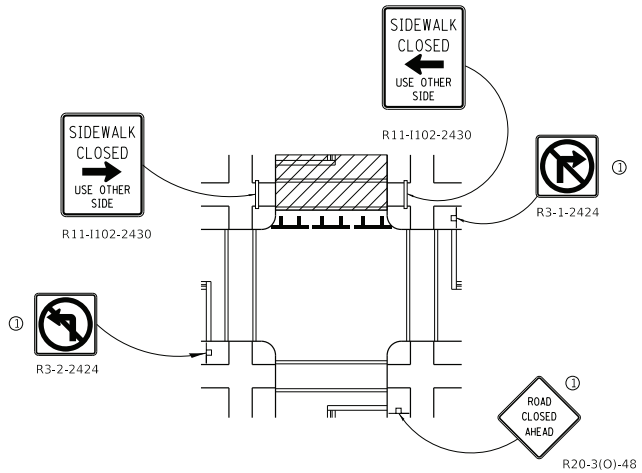
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



CORNER CLOSURE



CROSSWALK CLOSURE

Illinois Department of Transportation

PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

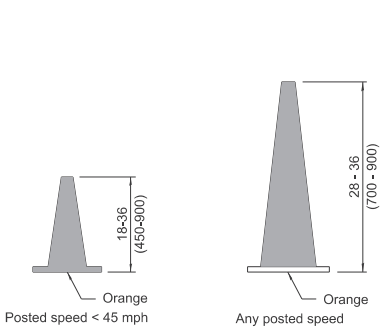
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

SIDEWALK, CORNER OR CROSSWALK CLOSURE

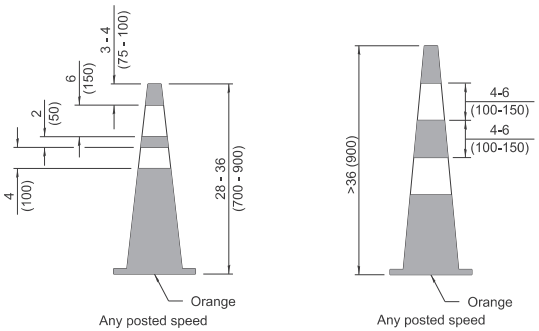
(Sheet 2 of 2)

STANDARD 701801-06

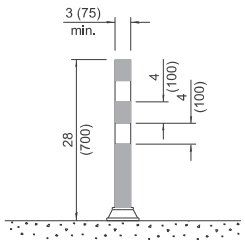


DAYTIME USE

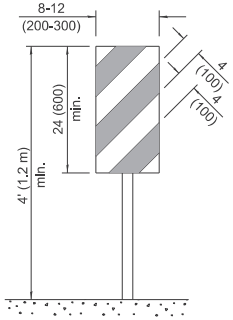
CONES



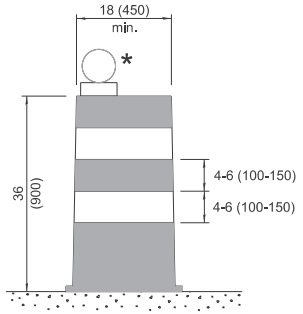
DAY OR NIGHTTIME USE



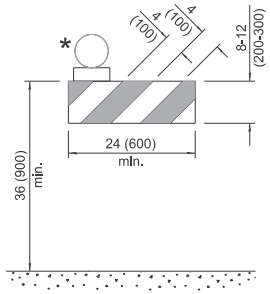
TUBULAR MARKER



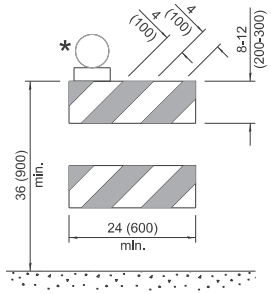
VERTICAL PANEL
POST MOUNTED



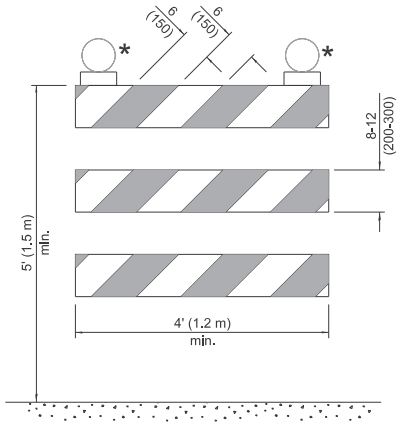
DRUM



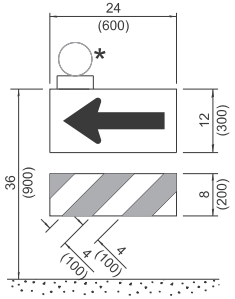
TYPE I BARRICADE



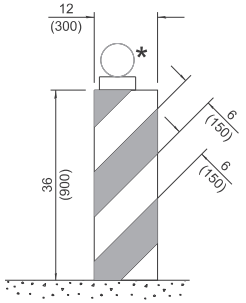
TYPE II BARRICADE



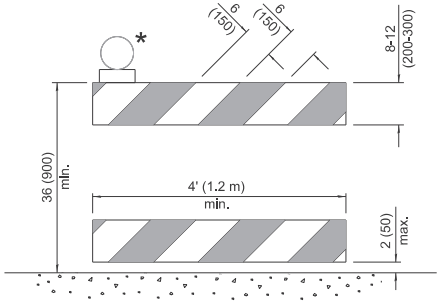
TYPE III BARRICADE



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

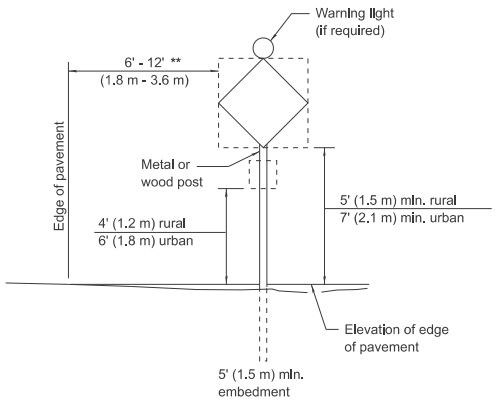
APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

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.

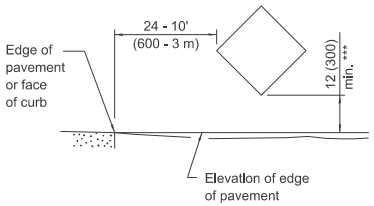
TRAFFIC CONTROL DEVICES

STANDARD 701901-10



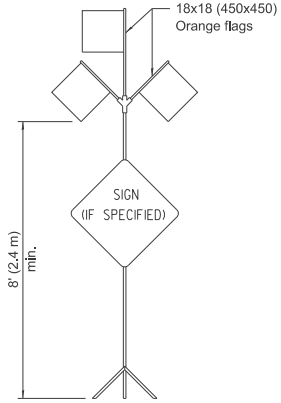
POST MOUNTED SIGNS

** 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.

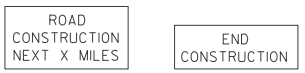


SIGNS ON TEMPORARY SUPPORTS

*** 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.

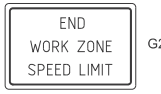
END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

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

WORK LIMIT SIGNING

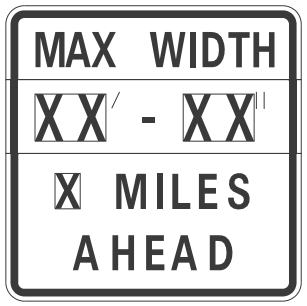
W21-III5(0)-3618
R2-1-3648
R10-I108p-3618 ****
R2-I106p-3618

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



G20-I103-6036

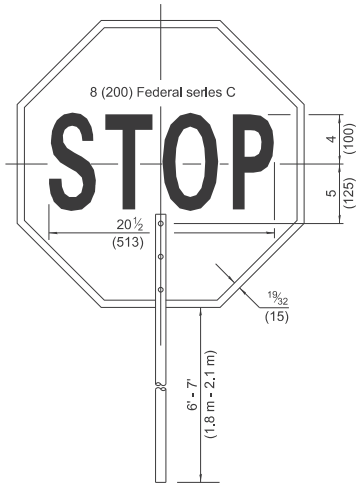
This sign shall be used when the above sign assembly is used.



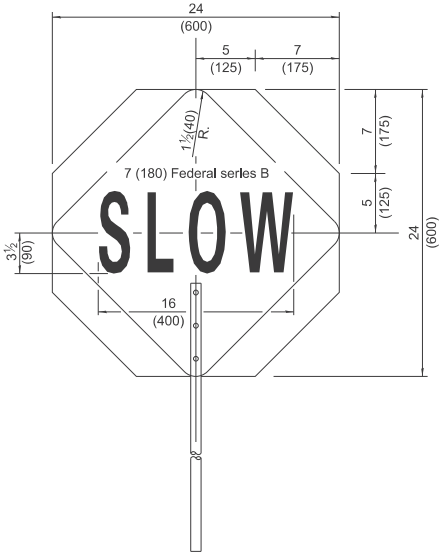
W12-I103-4848

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

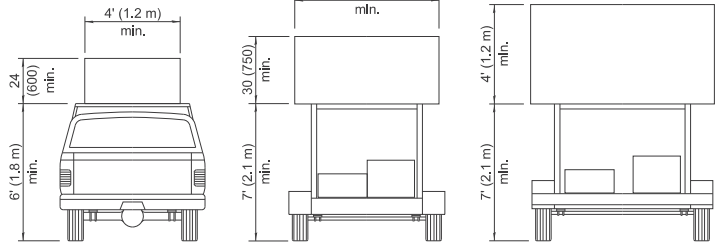
APPROVED January 1, 2025
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

TRAFFIC CONTROL DEVICES

STANDARD 701901-10

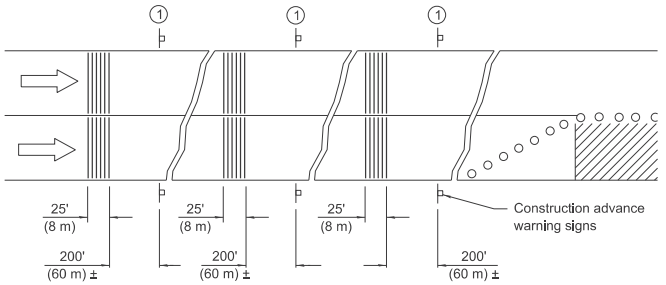


TYPE A ROOF MOUNTED

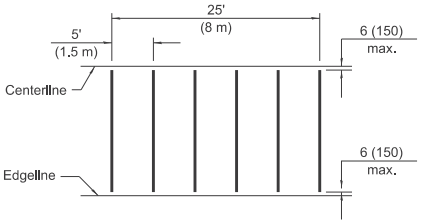
TYPE B ROOF OR TRAILER MOUNTED

TYPE C TRAILER MOUNTED

ARROW BOARDS

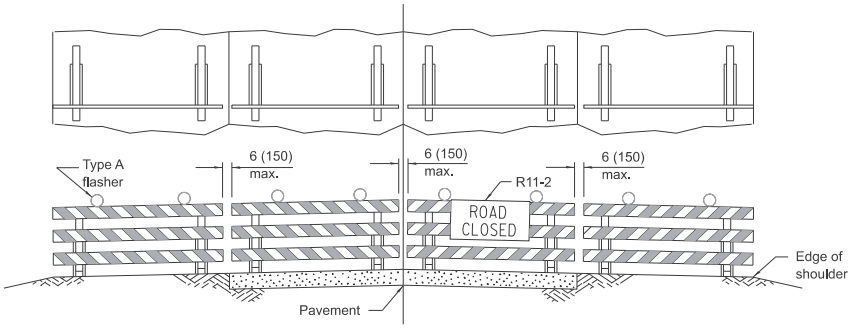


1 This sign shall be omitted when median width is less than 10' (3 m).



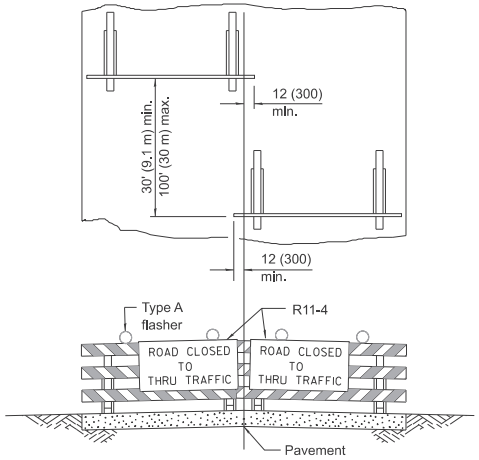
TYPICAL INSTALLATION

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

Bureau County Prevailing Wage Rates posted on 5/21/2026

						Overtime										
Trade Title	**Rg**	**Type**	**C**	**Base**	**Foreman**	**M-F**	**Sa**	**Su**	**Hol**	**H/W**	**Pension**	**Vac**	**Trng**	**Other Ins**	**Add OT 1.5x owed**	**Add OT 2.0x owed**
ASBESTOS ABT-GEN	All	ALL		42.54	44.54	1.5	1.5	2.0	2.0	9.75	21.87	0.00	0.80	0.00	3.75	7.50
ASBESTOS ABT-MEC	All	BLD		42.02	45.38	1.5	1.5	2.0	2.0	16.44	16.64	0.00	0.92		3.37	6.73
BOILERMAKER	All	BLD		50.46	54.46	1.5	1.5	2.0	2.0	7.07	24.29	0.00	2.34	0.00	16.38	32.76
BRICK MASON	All	BLD		45.01	46.01	1.5	1.5	2.0	2.0	12.86	18.63	0.00	1.33	0.00	0.00	0.00
CARPENTER	All	BLD		39.00	42.90	1.5	1.5	2.0	2.0	12.26	24.36	0.00	0.89		0.00	0.00
CARPENTER	All	HWY		40.28	42.03	1.5	1.5	2.0	2.0	12.89	25.12	0.00	0.94	0.00	0.00	0.00
CEMENT MASON	All	ALL		43.35	47.69	1.5	1.5	2.0	2.0	13.38	22.46	0.00	0.80	0.00	0.00	0.00
CERAMIC TILE FINISHER	All	BLD		41.66		1.5	1.5	2.0	2.0	12.45	14.27	0.00	1.25	0.00	0.00	0.00
COMMUNICATION TECHNICIAN	All	BLD		46.00	50.60	1.5	1.5	2.0	2.0	17.54	18.15	0.00	0.75	2.37	0.00	0.00
ELECTRIC PWR EQMT OP	All	ALL		59.91	71.10	1.5	1.5	2.0	2.0	9.30	16.78	0.00	0.60	0.00	0.00	0.00
ELECTRIC PWR GRNDMAN	All	ALL		40.71	71.10	1.5	1.5	2.0	2.0	8.72	11.40	0.00	0.41	0.00	0.00	0.00
ELECTRIC PWR LINEMAN	All	ALL		66.69	71.10	1.5	1.5	2.0	2.0	9.50	18.67	0.00	0.67	0.00	0.00	0.00
ELECTRIC PWR TRK DRV	All	ALL		45.45	71.10	1.5	1.5	2.0	2.0	8.86	12.72	0.00	0.45	0.00	0.00	0.00
ELECTRICIAN	All	BLD		54.45	59.35	1.5	1.5	2.0	2.0	18.13	22.88	0.00	1.35	5.40	0.00	0.00
ELEVATOR CONSTRUCTOR	All	BLD		56.30	63.34	2.0	2.0	2.0	2.0	16.28	21.36	4.50	0.80	0.00	0.00	0.00
GLAZIER	All	BLD		41.24	43.24	1.5	1.5	1.5	2.0	15.87	11.51	0.00	1.40	0.00	0.00	0.00
HEAT/FROST INSULATOR	All	BLD		56.02	59.38	1.5	1.5	2.0	2.0	16.44	19.88	0.00	0.92		4.99	9.97
IRON WORKER	All	ALL		49.40	54.34	2.0	2.0	2.0	2.0	14.61	26.15	0.00	1.10	0.00	0.00	0.00
LABORER	All	ALL		40.54	42.54	1.5	1.5	2.0	2.0	9.75	21.87	0.00	0.80	0.00	3.75	7.50
LABORER, SKILLED	All	ALL		40.54	42.54	1.5	1.5	2.0	2.0	9.75	21.87	0.00	0.80	0.00	3.75	7.50
LATHER	All	BLD		39.00	42.90	1.5	1.5	2.0	2.0	12.26	24.36	0.00	0.89		0.00	0.00
MACHINIST	All	BLD		60.39	64.39	1.5	1.5	2.0	2.0	11.43	9.95	1.85	1.47	0.00	0.00	0.00
MARBLE FINISHER	All	BLD		41.66		1.5	1.5	2.0	2.0	12.45	14.27	0.00	1.25	0.00	0.00	0.00
MARBLE MASON	All	BLD		45.01	46.01	1.5	1.5	2.0	2.0	12.45	15.90	0.00	1.30	0.00	0.00	0.00
MILLWRIGHT	All	BLD		51.09	56.20	1.5	1.5	2.0	2.0	12.53	20.25	0.00	0.83		0.00	0.00
OPERATING ENGINEER	E	BLD	1	63.00	67.00	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00

Bureau County Prevailing Wage Rates posted on 5/21/2026

OPERATING ENGINEER	E	BLD	2	61.70	67.00	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	E	BLD	3	59.15	67.00	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	E	BLD	4	57.40	67.00	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	E	BLD	5	65.00	67.00	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	E	BLD	6	66.00	67.00	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	E	BLD	7	64.00	67.00	2.0	2.0	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	E	HWY	1	63.00	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	E	HWY	2	62.45	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	E	HWY	3	60.40	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	E	HWY	4	59.00	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	E	HWY	5	57.80	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	E	HWY	6	66.00	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	E	HWY	7	64.00	67.00	1.5	1.5	2.0	2.0	24.70	21.55	2.00	2.75		0.00	0.00
OPERATING ENGINEER	W	BLD	1	47.79	50.79	1.5	1.5	2.0	2.0	12.85	26.97	0.00	3.60		0.00	0.00
OPERATING ENGINEER	W	BLD	2	44.09		1.5	1.5	2.0	2.0	12.85	26.97	0.00	3.60		0.00	0.00
OPERATING ENGINEER	W	BLD	3	38.03		1.5	1.5	2.0	2.0	12.85	26.97	0.00	3.60	0.00	0.00	0.00
OPERATING ENGINEER	W	HWY	1	47.79	51.29	1.5	1.5	2.0	2.0	12.85	26.97	0.00	3.60	0.00	0.00	0.00
OPERATING ENGINEER	W	HWY	2	44.09		1.5	1.5	2.0	2.0	12.85	26.97	0.00	3.60		0.00	0.00
OPERATING ENGINEER	W	HWY	3	38.03		1.5	1.5	2.0	2.0	12.85	26.97	0.00	3.60		0.00	0.00
PAINTER	All	ALL		42.40	44.40	1.5	1.5	1.5	2.0	15.45	12.00	0.00	1.50	0.00	0.00	0.00
PAINTER - SIGNS	All	BLD		48.16	54.11	1.5	1.5	2.0	2.0	8.20	16.81	0.00	0.00	0.00	0.00	0.00
PILEDRIVER	All	BLD		39.25	43.18	1.5	1.5	2.0	2.0	12.26	24.36	0.00	0.89		0.00	0.00
PILEDRIVER	All	HWY		41.28	43.03	1.5	1.5	2.0	2.0	12.89	25.12	0.00	0.94		0.00	0.00
PIPEFITTER	All	BLD		58.50	61.50	1.5	1.5	2.0	2.0	15.15	22.85	0.00	3.12	0.00	0.00	0.00
PLASTERER	All	BLD		43.35	47.69	1.5	1.5	2.0	2.0	13.38	22.46	0.00	0.80	0.00	0.00	0.00
PLUMBER	All	BLD		60.50	64.15	1.5	1.5	2.0	2.0	19.10	17.94	0.00	1.98		0.00	0.00
ROOFER	All	BLD		39.50	42.00	1.5	1.5	2.0	2.0	12.80	14.71	0.00	0.67	0.00	0.00	0.00
SHEETMETAL WORKER	All	BLD		50.36	53.89	1.5	1.5	2.0	2.0	12.42	24.15	0.00	1.34	0.00	0.00	0.00
SPRINKLER FITTER	All	BLD		50.51	53.76	1.5	1.5	2.0	2.0	12.40	17.31	0.00	0.54	0.00	0.00	0.00
STONE MASON	All	BLD		45.01	46.01	1.5	1.5	2.0	2.0	12.86	18.63	0.00	1.33	0.00	0.00	0.00

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TERRAZZO FINISHER	All	BLD		41.66		1.5	1.5	2.0	2.0	12.45	14.27	0.00	1.25	0.00	0.00	0.00
TILE LAYER	All	BLD		39.00	42.90	1.5	1.5	2.0	2.0	12.26	24.36	0.00	0.89		0.00	0.00
TILE MASON	All	BLD		45.01	46.01	1.5	1.5	2.0	2.0	12.45	15.90	0.00	1.30	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	1	45.29	49.65	1.5	1.5	2.0	2.0	17.11	8.06	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	2	45.88	49.65	1.5	1.5	2.0	2.0	17.11	8.06	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	3	46.15	49.65	1.5	1.5	2.0	2.0	17.11	8.06	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	4	46.54	49.65	1.5	1.5	2.0	2.0	17.11	8.06	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	5	47.64	49.65	1.5	1.5	2.0	2.0	17.11	8.06	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	1	36.23	39.72	1.5	1.5	2.0	2.0	17.11	8.06	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	2	36.70	39.72	1.5	1.5	2.0	2.0	17.11	8.06	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	3	36.92	39.72	1.5	1.5	2.0	2.0	17.11	8.06	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	4	37.23	39.72	1.5	1.5	2.0	2.0	17.11	8.06	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	5	38.11	39.72	1.5	1.5	2.0	2.0	17.11	8.06	0.00	0.25	0.00	0.00	0.00
TUCKPOINTER	All	BLD		45.01	46.01	1.5	1.5	2.0	2.0	12.86	18.63	0.00	1.33	0.00	0.00	0.00

Legend

Rg Region
Type Trade Type - All,Highway,Building,Floating,Oil & Chip,Rivers
C Class
Base Base Wage Rate
OT M-F Unless otherwise noted, OT pay is required for any hour greater than 8 worked each day, Mon through Fri. The number listed is the multiple of the base wage.
OT Sa Overtime pay required for every hour worked on Saturdays
OT Su Overtime pay required for every hour worked on Sundays
OT Hol Overtime pay required for every hour worked on Holidays
H/W Health/Welfare benefit
Vac Vacation
Trng Training
Other Ins Employer hourly cost for any other type(s) of insurance provided for benefit of worker.

Explanations BUREAU COUNTY

OPERATING ENGINEERS (EAST) - That part of the county East of Route 26.

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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, TERRAZO 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.

COMMUNICATION TECHNICIAN

Installation, operation, inspection, maintenance, repair and service of radio, television, recording, voice, sound and vision production and reproduction, telephone and telephone interconnect, facsimile, equipment and appliances used for domestic, commercial, educational and entertainment purposes, pulling of wire through conduit but not the installation of conduit.

LABORER, SKILLED - BUILDING AND HIGHWAY

The skilled laborer building (BLD) and heavy & highway (HWY) classification shall encompass the following types of work, irrespective of the site of the work: flagging, caisson worker plus depth, gunnite nozzle men, lead man on sewer work, welders, cutter burners and torchmen, chain saw operator, paving breaker, jackhammer and drill operators, layout man and/or drainage tile layer, steel form setter - street and highway, air tamping hammerman, signal man on crane, concrete saw operator, concrete saw operator walk behind, screenman on asphalt pavers, front end man on chip spreader, laborers tending masons with hot material or where foreign materials are used, multiple concrete duct - leadman, luteman, asphalt raker, curb asphalt machine operator, ready mix scalemen (permanent, portable or temporary plant), laborers handling masterplate or similar materials, laser beam operator, coring machine operator, plaster tenders, underpinning and shoring of buildings, material selector when working with fire-brick or castable material, fire watch, signaling of all power equipment, tree topper or trimmer when in connection with

construction, and diver tender.

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

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

OPERATING ENGINEERS - BUILDING (East)

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

Class 2. Boilers; Brick Forklift servicing seven (7) or more Brick Masons; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd; Hoists, Automatic; Hoists, inside Freight Elevators; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum; Hydro Excavating (excluding hose work); Laser Screed; Rock Drill (self-propelled); Non Self-Loading Ejection Dump; Rock Drill (Truck Mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressors; Combination - Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators - (Rheostat Manual Controlled); Hoists, Inside Elevators; Hydraulic Power Units (Pile Driving and Extracting); Lowboys; Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 4. Brick Forklift; Boom Trucks (Residential); Hoists, Inside Elevators push button with automatic doors; Oilers; Skidsteer Loaders; Vacuum Trucks (excluding hose work).

Class 5. Assistant Craft Foreman

Class 6. Mechanics and Welders

Class 7. Gradall

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION (East)

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

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Forklifts; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster (requires 2 operators; one being Class 4); Hydro Excavating (excluding hose work); Laser Screed; Locomotives, Dinky; Oil Distributor; Off-Road Hauling Units (Including Articulating); Non Self-Loading Ejection Dump; Pump Cretes; Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., Self-Propelled; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper; Scraper - Prime Mover in Tandem; Tractors, Push, Pulling Sheeps Foot, Disc, Compactor, etc.; Tug Boats; Mechanic Welders working in permanent shop.

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

Class 4. Air Compressor; Brick Forklifts (Servicing Seven (7) or more Brick Masons; Combination - Small Equipment Operator; Directional Boring Machine; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Hydro-Blaster (requires 2 operators - one being class 2); Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Tractaire; Vacuum Trucks (excluding hose work); Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. Brick Forklifts; Oilers; Skidsteer Loaders (All).

Class 6. Field Mechanics and Field Welders.

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

OPERATING ENGINEERS - BUILDING - (West)

Class 1. Cranes; Overhead Cranes; Gradall; All Cherry Pickers; Mechanics; Central Concrete Mixing Plant Operator; Road Pavers (27E - Dual Drum - Tri Batchers); Blacktop Plant Operators and Plant Engineers; 3 Drum Hoist; Derricks; Hydro Cranes; Shovels; Skimmer Scoops; Koehring Scooper; Drag Lines; Backhoe; Derrick Boats; Pile Drivers and Skid Rigs; Clamshells; Locomotive Cranes; Dredge (all types) Motor Patrol; Power Blades - Dumore - Elevating and similar types; Tower Cranes (Crawler-Mobile) and Stationary; Crane-type Backfiller; Drott Yumbo and similar types considered as Cranes; Caisson Rigs; Dozer; Tournadozer; Work Boats; Ross Carrier; Helicopter; Tournapulls - all and similar types; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Heavy Equipment Greaser; CMI, CMI Belt Placer, Auto Grade & 3 Track and similar types; Side Booms; Multiple Unit Earth Movers; Creter Crane; Trench Machine; Pump-crete-Belt Crete-Squeeze Cretes-Screw-type Pumps and Gypsum; Bulker & Pump - Operator will clean; Formless Finishing Machine; Flaherty Spreader or similar types; Screed Man on Laydown Machine; Wheel Tractors (industrial or Farm-type w/Dozer-Hoe-Endloader or other attachments); F.W.D. & Similar Types; Vermeer Concrete Saw.

Class 2. Dinkeys; Power Launches; PH One-pass Soil Cement Machine (and similar types); Pugmill with Pump; Backfillers; Euclid Loader; Forklifts; Jeeps w/Ditching Machine or other attachments; Tuneluger; Automatic Cement and Gravel Batching Plants; Mobile Drills (Soil Testing) and similar types; Gurries and Similar Types; (1) and (2) Drum Hoists (Buck Hoist and Similar Types); Chicago Boom; Boring Machine & Pipe Jacking Machine; Hydro Boom; Dewatering System; Straw Blower; Hydro Seeder; Assistant Heavy Equipment Greaser on Spread; Tractors (Track type) without Power Unit pulling Rollers; Rollers on Asphalt -- Brick Macadem; Concrete Breakers; Concrete Spreaders; Mule Pulling Rollers; Center Stripper; Cement Finishing Machines & CMI Texture & Reel Curing Machines; Cement Finishing Machine; Barber Green or similar loaders; Vibro Tamper (All similar types) Self-propelled; Winch or Boom Truck; Mechanical Bull Floats; Mixers over 3 Bag to 27E; Tractor pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Truck Type Hoptoe Oilers; Fireman; Spray Machine on Paving; Curb Machines; Truck Crane Oilers; Oil Distributor; Truck-Mounted Saws; Directional boring machine.

Class 3. Air Compressor; Power Subgrader; Straight Tractor; Trac Air without attachments; Herman Nelson Heater, Dravo, Warner, Silent Glo, and similar types; Roller: Five (5) Ton and under on Earth or Gravel; Form Grader; Crawler Crane & Skid Rig Oilers; Freight Elevators - permanently installed; Pump; Light Plant; Generator; Conveyor (1) or (2) - Operator will clean; Welding Machine; Mixer (3) Bag and Under (Standard Capacity with skip); Bulk Cement Plant; Oiler on Central Concrete Mixing Plant; Straight framed articulating end dump vehicle; Truck mounted vac unit (separately powered).

OPERATING ENGINEERS - HEAVY AND HIGHWAY CONSTRUCTION - (West)

CLASS 1. Cranes; Hydro Cranes; Shovels; Crane Type Backfiller; Tower, Mobile, Crawler, & Stationary Cranes; Derricks; Hoists (3 Drum); Draglines; Drott Yumbo & Similar Types considered as Cranes; 360 Degree Swing Excavator (Shears, Grapples, Movacs, etc.); Back Hoe; Derrick Boats; Pile Driver and Skid Rigs; Clam Shell; Locomotive - Cranes; Road Pavers - Single Drum - Dual Drum - Tri Batcher; Motor Patrols & Power Blades - Dumore - Elevating & Similar Types; Mechanics; Central Concrete Mixing Plant Operator; Asphalt Batch Plant Operators and Plant Engineers; Gradall; Caisson Rigs; Skimmer Scoop - Koering Scooper; Dredges

(all types); Hoptoe; All Cherry Pickers; Work Boat; Ross Carrier; Helicopter; Dozer; Tournadozer; Tournapulls - all and similar types; Operation of Concrete and all Recycle Machines; Multiple Unit Earth Movers; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Operation of Material Crusher, Screening Plants, and Tunnel Boring Machine; Heavy Equipment Greaser (top greaser on spread); CMI, Auto Grade, CMI Belt Placer & 3 Track and Similar Types; Side Booms; Asphalt Heater & Planer Combination (used to plane streets); Wheel Tractors (with Dozer, Hoe or Endloader Attachments); CAT Earthwork Compactors and Similar Types; Blaw Knox Spreader and Similar Types; Trench Machines; Pump Crete - Belt Crete - Squeeze Crete - Screw Type Pumps and Gypsum (operator will clean); Creter Crane; Operation of Concrete Pump Truck; Formless Finishing Machines; Flaherty Spreader or Similar Types; Screed Man on Laydown Machine; Vermeer Concrete Saw; Operation of Laser Screed; Span Saw; Dredge Leverman; Dredge Engineer; Lull or Similar Type; Hydro-Boom Truck; Operation of Guard Rail Machine; and Starting Engineer on Pipeline or Construction (11 or more pieces) including: Air Compressor (Trailer Mounted), All Forced Air Heaters (regardless of Size), Water Pumps (Greater than 4-1/2" or Total Discharge Over 4-1/2"), Light Plants, Generators (Trailer Mounted - Excluding Decontamination Trailer), Welding Machines (Any Size or Mode of Power), Conveyor, Mixer (any size), Stud Welder, Power Pac, etc, and Ground Heater (Trailer Mounted).

CLASS 2. Bulker & Pump; Power Launches; Boring Machine & Pipe Jacking Machine; Dinkeys; Operation of Carts, Powered Haul Unit for a Boring Machine; P & H One Pass Soil Cement Machines and Similar Types; Wheel Tractors (Industry or Farm Type - Other); Back Fillers; Euclid Loader; Fork Lifts; Jeep w/Ditching Machine or Other Attachments; Tunneluger; Automatic Cement & Gravel Batching Plants; Mobile Drills - Soil Testing and Similar Types; Pugmill with Pump; All (1) and (2) Drum Hoists; Dewatering System; Straw Blower; Hydro-Seeder; Bump Grinders (self-propelled); Assistant Heavy Equipment Greaser; Apsco Spreader; Tractors (Track-Type) without 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 (All Similar Types Self-Propelled); Mechanical Bull Floats; Self-Propelled Concrete Saws; Truck Mounted Power Saws; Operation of Curb Cutters; Mixers - Over Three (3) Bags; Winch and Boom Trucks; Tractor Pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Mule Pulling Rollers; Pugmill without Pump; Barber Greene or Similar Loaders; Track Type Tractor w/Power Unit attached (minimum); Fireman; Spray Machine on Paving; Curb Machines; 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 on Pipeline or Construction (6 -10 pieces) including: Air Compressor (Trailer Mounted), All Forced Air Heaters (regardless of Size), Water Pumps (Greater than 4-1/2" or Total Discharge Over 4-1/2"), Light Plants, Generators (Trailer Mounted - Excluding Decontamination Trailer), Welding Machines (Any Size or Mode of Power), Conveyor, Mixer (any size), Stud Welder, Power Pac, etc., and Ground Heater (Trailer Mounted).

CLASS 3. Straight Framed Truck Mounted Vac Unit (separately powered); Trac Air Machine (without attachments); Rollers - Five Ton and Under on Earth and Gravel; Form Graders; Bulk Cement Plant; Oilers; and Starting Engineer on Pipeline or Construction (3 - 5 pieces) including: Air Compressor (Trailer Mounted), All Forced Air Heaters (regardless of Size), Water Pumps (Greater than 4-1/2" or Total Discharge Over 4-1/2"), Light Plants, Generators (Trailer Mounted - Excluding Decontamination Trailer), Welding Machines (Any Size or Mode of Power), Conveyor, Mixer (any size), Stud Welder, Power Pac, etc., and Ground Heater (Trailer Mounted).

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.

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.

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