



COVER SHEET

Proposal Submitted By:

Contractor's Name

Contractor's Address

City

State

Zip Code

STATE OF ILLINOIS

Local Public Agency

Seneca

County

LaSalle

Section Number

26-00000-00-GM

Route(s) (Street/Road Name)

Various Locations

Type of Funds

MFT

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

Submitted/Approved

For Local Public Agency:

For a County and Road District Project

Submitted/Approved

Highway Commissioner Signature & Date

Submitted/Approved

County Engineer/Superintendent of Highways Signature & Date

For a Municipal Project

Submitted/Approved/Passed

Signature & Date

[Signature]

Official Title

Mayor

Department of Transportation

Released for bid based on limited review

Regional Engineer Signature & Date

Julia Thompson 06/15/2026

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

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

SPECIAL PROVISION
FOR
GROWTH CURVE

Effective: March 1, 2008
Revised: December 13, 2021

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.

The Contractor shall perform a growth curve at the beginning of placement of each type of mix and each lift. The growth curve for each type of mix and each lift shall be performed within the first 200 tons (180 metric tons). If an adjustment is made to the specific mix design, the Engineer reserves the right to request an additional growth curve and supporting tests at the Contractor's expense.

Compaction of the growth curve shall commence immediately after the course is placed and at a temperature of not less than 280 °F (140 °C). The growth curve, consisting of a plot of lb/cu ft (kg/cu m) vs. number of passes with the project breakdown roller, shall be developed. Roller speed during the growth curve testing shall be the same as the normal paving operation. This curve shall be established by use of a nuclear gauge. Tests shall be taken after each pass until the highest lb/cu ft (kg/cu m) is obtained. This value shall be the target density provided the HMA Gyratory air voids are within acceptable limits. If the HMA Gyratory air voids are not within the specified limits, corrective action shall be taken, and a new target density shall be established.

A new growth curve is required if the breakdown roller used on the growth curve is replaced with a new roller during production. The target density shall apply only to the specific gauge used. If additional gauges are to be used to determine density specification compliance, the Contractor shall establish a unique minimum allowable target density from the growth curve location for each gauge.

At least one core sample per day shall be taken at a location specified by the Engineer. Core densities will be determined using the Illinois-Modified AASHTO T 166 or T 275 procedure by the Department. The core density shall be according to Articles 1030.09(c). Any required corrective action for testing using nuclear density testing shall be according to Article 1030.09(f). The QA Manager is responsible for assuring and documenting that the determined number of rollerpasses has been accomplished. The Engineer reserves the right to take core samples at any time to verify density from the nuclear gauge.

All lifts and confined longitudinal joint edges shall be compacted to an average nuclear gauge density of not less than 95 percent nor greater than 102 percent of the target density obtained on the growth curve. Unconfined longitudinal joint edges shall be compacted to an average nuclear gauge density of not less than 93 percent nor greater than 102 percent of the target density obtained on the growth curve. The average nuclear gauge density shall be based on tests representing one day's production.

Quality Control density tests shall be performed at randomly selected locations within 1/2 mile (800 m) intervals per lift per lane. In no case shall more than one half day's production be completed without density testing being performed. Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 2 in. (50 mm) from each pavement edge.

If the Contractor is not controlling the compaction process and is making no effort to take corrective action, the operation shall stop as directed by the Engineer.

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

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

SPECIAL PROVISION
FOR
INSURANCE

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

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

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

Village of Seneca and Chamlin & Associates, Inc.

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

VILLAGE OF SENECA
RESOLUTION NO. 537

A RESOLUTION DEFINING RESPONSIBLE BIDDER

WHEREAS, in many instances and circumstances the Village of Seneca is required to let construction contracts to the lowest, responsive, responsible bidder; and

WHEREAS, the Village desires to better define the term “responsible bidder” and

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Village Council of the Village of Seneca, as follows:

Section 1: The term “responsible bidder” when used in connection with the letting of construction contracts means a bidder who meets at least all of the following applicable criteria:

- (1) All applicable laws pre-requisite to doing business in Illinois and Seneca.
- (2) Compliance with:
 - (a) Federal employer tax identification number or social security number (for Individuals); and
 - (b) Provision of Section 2000(e) of Chapter 21, Title 42 of the United States Code and Federal Executive Order No. 11246 as amended by Executive Order No. 11375 (known as the Equal Opportunity Employer provisions).
- (3) Certificates of insurance indicating the following coverage; General liability, Worker’s Compensation, completed operations, automobile, hazardous occupation, product liability and professional liability.
- (4) Compliance with any and all provisions of the Illinois Prevailing Wage Act.
- (5) Participation in apprenticeship and training programs approved and registered with the United States Department of Labor’s Bureau of Apprenticeship and Training.

Section 2: This Resolution shall not apply to projects involving Illinois Environmental Protection Agency wastewater and drinking water, low income loan programs, nor shall it apply to construction contracts requiring approval by the State of Illinois.

Section 3: This Resolution shall amend any prior inconsistent resolutions regarding the subject matter and shall be in full force and effect immediately upon its adoption.

PASSED and APPROVED this 18th day of April, 2017.

ATTEST:

VILLAGE OF SENECA

By Theresa L. Russell
Theresa L. Russell, Clerk

By David Spicer
David Spicer, Mayor

Check Sheet for Recurring Special Provisions

Local Public Agency

County

Section Number

Seneca

LaSalle

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

<u>Check Sheet #</u>		<u>Page No.</u>
1	☐ Additional State Requirements for Federal-Aid Construction Contracts	87
2	☐ Subletting of Contracts (Federal-Aid Contracts)	90
3	☐ EEO	91
4	☐ Specific EEO Responsibilities Non Federal-Aid Contracts	101
5	☐ Required Provisions - State Contracts	106
6	☐ Asbestos Bearing Pad Removal	112
7	☐ Asbestos Waterproofing Membrane and Asbestos HMA Surface Removal	113
8	☐ Temporary Stream Crossings and In-Stream Work Pads	114
9	☐ Construction Layout Stakes	115
10	☐ Use of Geotextile Fabric for Railroad Crossing	118
11	☐ Subsealing of Concrete Pavements	120
12	☐ Hot-Mix Asphalt Surface Correction	124
13	☐ Pavement and Shoulder Resurfacing	126
14	☐ Patching with Hot-Mix Asphalt Overlay Removal	127
15	☐ Polymer Concrete	129
16	☐ Reserved	131
17	☐ Bicycle Racks	132
18	☐ Temporary Portable Bridge Traffic Signals	134
19	☐ Nighttime Inspection of Roadway Lighting	136
20	☐ English Substitution of Metric Bolts	137
21	☐ Calcium Chloride Accelerator for Portland Cement Concrete	138
22	☐ Quality Control of Concrete Mixtures at the Plant	139
23	☐ Quality Control/Quality Assurance of Concrete Mixtures	147
24	☐ Reserved	163
25	☐ Reserved	164
26	☐ Temporary Raised Pavement Markers	165
27	☐ Restoring Bridge Approach Pavements Using High-Density Foam	166
28	☐ Portland Cement Concrete Inlay or Overlay	169
29	☐ Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	173
30	☐ Longitudinal Joint and Crack Patching	176
31	☐ Concrete Mix Design - Department Provided	178
32	☐ Station Numbers in Pavements or Overlays	179

Local Public Agency

Seneca

County

LaSalle

Section Number

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

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

BDE SPECIAL PROVISIONS
For the July 31 and September 18, 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	
*	50531	8	☐ Building Removal	Sept. 1, 1990	Aug. 1, 2022
*	50261	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	July 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	
	80459	35	☐ Preformed Plastic Pavement Marking	June 2, 2024	
*	34261	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	July 1, 2026
	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	
	80484	58	☐	Tolerance in Thickness for Continuously Reinforced PCC Pavement	July 1, 2026	
	80470	59	☐	Traffic Signal Backplate	Aug. 1, 2025	
*	20338	60	☐	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80429	61	☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	62	☒	Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
	80458	63	☐	Waterproofing Membrane System	Aug. 1, 2024	
	80302	64	☐	Weekly DBE Trucking Reports	June 2, 2012	Jan. 2, 2025
	80454	65	☐	Wood Sign Support	Nov. 1, 2023	
	80427	66	☒	Work Zone Traffic Control Devices	Mar. 2, 2020	Jan. 1, 2026
	80485	67	☐	Work Zone Width Restriction	July 1, 2026	
*	80071	68	☒	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.

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

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

Effective: January 1, 2025

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

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

Revise Article 302.02 of the Standard Specifications to read:

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

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

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

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

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

“(c) Cement1001”

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

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

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

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

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

Revise Article 352.02 of the Standard Specifications to read:

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

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

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

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

Revise Article 404.02 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

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

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

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

Revise Article 583.01 of the Standard Specifications to read:

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

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

“(a) Cement1001”

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

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

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

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

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

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

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

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

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

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

Revise Article 1017.01 of the Standard Specifications to read:

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

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

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

Revise Article 1019.02 of the Standard Specifications to read:

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

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

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

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

Revise Article 1019.05 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Revise Article 1021.01 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

Revise Article 1021.03 of the Standard Specifications to read:

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

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

Revise Article 1021.05 of the Standard Specifications to read:

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

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

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

Revise Article 1021.06 of the Standard Specifications to read:

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

Revise Article 1021.07 of the Standard Specifications to read:

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

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

(b) Other Materials. The corrosion inhibitor shall be according to ASTM C 1582.

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

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

Add Article 1021.08 of the Standard Specifications as follows:

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

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

Revise Article 1024.01 of the Standard Specifications to read:

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

Materials for the grout shall be according to the following.

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

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

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

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

Revise Article 1029.02 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

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

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

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

PAVEMENT PATCHING (BDE)

Effective: August 1, 2025

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

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

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

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

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

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

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

80468

VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

Effective: November 1, 2021

Revised: November 1, 2022

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

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

80439

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Revised: January 1, 2025

Add the following to Article 701.03 of the Standard Specifications:

“(q) Temporary Sign Supports 1106.02”

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within working days.

80071

Agency: Village of Seneca

County: LaSalle

Section: 26-00000-00-GM

STATE OF ILLINOIS
SPECIAL PROVISIONS

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

LOCATION OF IMPROVEMENT

STREET	FROM	TO
Birchlawn Street	IL 170	Dollar General Driveway
Hickory Court	South Street	Cul-de-sac
River Road	Over Spring Brook	
Bluff Road	US RT 6	Village Limits

DESCRIPTION OF IMPROVEMENT

The proposed work is officially known as “2026 MFT Street Maintenance”. The work to be performed consists of HMA milling, HMA level binder, HMA surface course, HMA Patching, curb & gutter removal and replacement, landscaping restoration, and all incidental and collateral work necessary to complete the improvement as shown as described herein. Below is a summary of work to be performed on each street segment.

Birchlawn Street – Mill 2” across the pavement surface within the marked limits. Patch pavement areas marked by the Engineer. Install HMA pavement as identified on the typical section.

Hickory Court – Remove and replace curb and gutter along roadway. Mill 2” deep and 4’ wide along new curb line and place new HMA pavement as identified on the typical section.

River Road – Mill 2” across the pavement surface within the marked limits. Patch pavement areas marked by the Engineer. Install HMA pavement as identified on the typical section.

Bluff Road – Patch pavement areas as marked by the Engineer with 2” HMA Binder & 2” HMA Surface.

CHANGE IN SCOPE OF WORK

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

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

Agency: Village of Seneca

County: LaSalle

Section: 26-00000-00-GM

VENUE FOR LAWSUITS

The parties to this contract agree that if any dispute arising from the pursuit of said contract requires the filing of a lawsuit, venue for such lawsuit shall be in the Circuit Court of LaSalle County, Illinois. This shall include any cause of action arising out of performance or non-performance of anything required under this contract or any injury suffered by or caused by any party, employee, agent, subcontractor or any other person arising out of the work or conduct required to be performed under this contract.

BID SECURITY

Bidders shall submit a bid security in the amount of 5% of the amount of the bid. Bid security shall be in form of a bid bond.

COMPLETION DATE

All work under this contract is to be completed within 30 Working days of the Notice to Proceed. The notice of award shall be provided to the Contractor within 30 calendar days of the date of letting. After the notice of award, the Contractor shall provide the Village with a construction schedule detailing the anticipated starting date. The construction schedule shall be subject to Village approval.

INSURANCE REQUIREMENTS

The Contractor shall follow Section 107 of the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction. The insurance shall also name the Village of Seneca and Chamlin & Associates, Inc. as additional insured. A certificate of insurance will be required to be posted prior to the preconstruction meeting.

MAINTENANCE OF ROADWAYS

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

PUBLIC CONVENIENCE AND SAFETY

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

The Contractor is to plan their work so that there will be no open holes in or directly adjacent to the pavement, sidewalks, or driveways, or as directed by the Engineer and that all barricades will be removed from the pavement during nonwork hours. During all construction operations, the Contractor will be required to provide, erect and maintain proper signage and barricades plus provide flagmen as necessary for safe traffic control. All provisions relating to traffic control, signage, barricades and the use of flagmen shall be subject to the approval of the Village.

CONSTRUCTION DEBRIS

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

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

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

DUST CONTROL

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

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

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

PROJECT CLEANLINESS

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

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

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

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

Agency: Village of Seneca

County: LaSalle

Section: 26-00000-00-GM

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

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

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

TRAFFIC CONTROL AND PROTECTION

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

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

701201-05	Lane Closure, 2L, 2W, Day Only, for Speeds $\geq$ 45 MPH
701306-04	Lane Closure, 2L, 2W, Slow Moving Operations Day Only, for Speeds $\geq$ 45 MPH
701501-06	Urban Lane Closure 2-lane, 2-way, Undivided
701801-06	Urban Lane Closure Crosswalk or Sidewalk Closure
701901-11	Traffic Control Devices

701.04 General. Add the following:

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

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

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

TRAFFIC CONTROL DEFICIENCY DEDUCTION

To ensure a prompt response to incidents involving the integrity of the work zone traffic control devices, the Contractor shall provide a telephone number where a responsible individual can be contacted on a 24-hour-a-day basis. When the Engineer is notified or determines a deficiency exists, (s)he shall be the sole judge as to whether the deficiency is an immediate safety hazard. The Contractor shall dispatch sufficient resources within 4 hours of notification to make needed corrections of deficiencies that constitute an immediate safety hazard. Other deficiencies shall be corrected within 12 hours. If the Contractor fails to restore the required traffic control and protection within the time limits specified above, the Contractor will not be paid for that day of Traffic Control and Protection. In addition, if the Contractor fails to respond, the Engineer may correct the deficiencies and the cost thereof will be deducted from monies due or which may become due to the Contractor. This corrective action will in no way relieve the Contractor of his/her contractual requirements or responsibilities.

VANDALISM

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

SUPERINTENDENT

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

MISCELLANEOUS SAW CUTTING AND BUTT JOINTS

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

PARKWAY RESTORATION

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

Agency: Village of Seneca

County: LaSalle

Section: 26-00000-00-GM

HMA PATCHING 6"

Description: This work shall consist of patching pavement at locations marked by the Engineer. This work shall be done in accordance with Section 442 of the Standard Specifications except that the four types, namely Type I, Type II, Type III and Type IV have been combined under the pay item HMA Patching, 6".

Locations of HMA Patching, 6" shall be determined by the engineer.

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

Basis of Payment: This work will be paid for at the contract unit price per square yard for HMA PATCHING, 6".

HMA SURFACE REMOVAL, 2"

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

Construction Requirements: Article 440.04 shall be revised as follows:

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

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

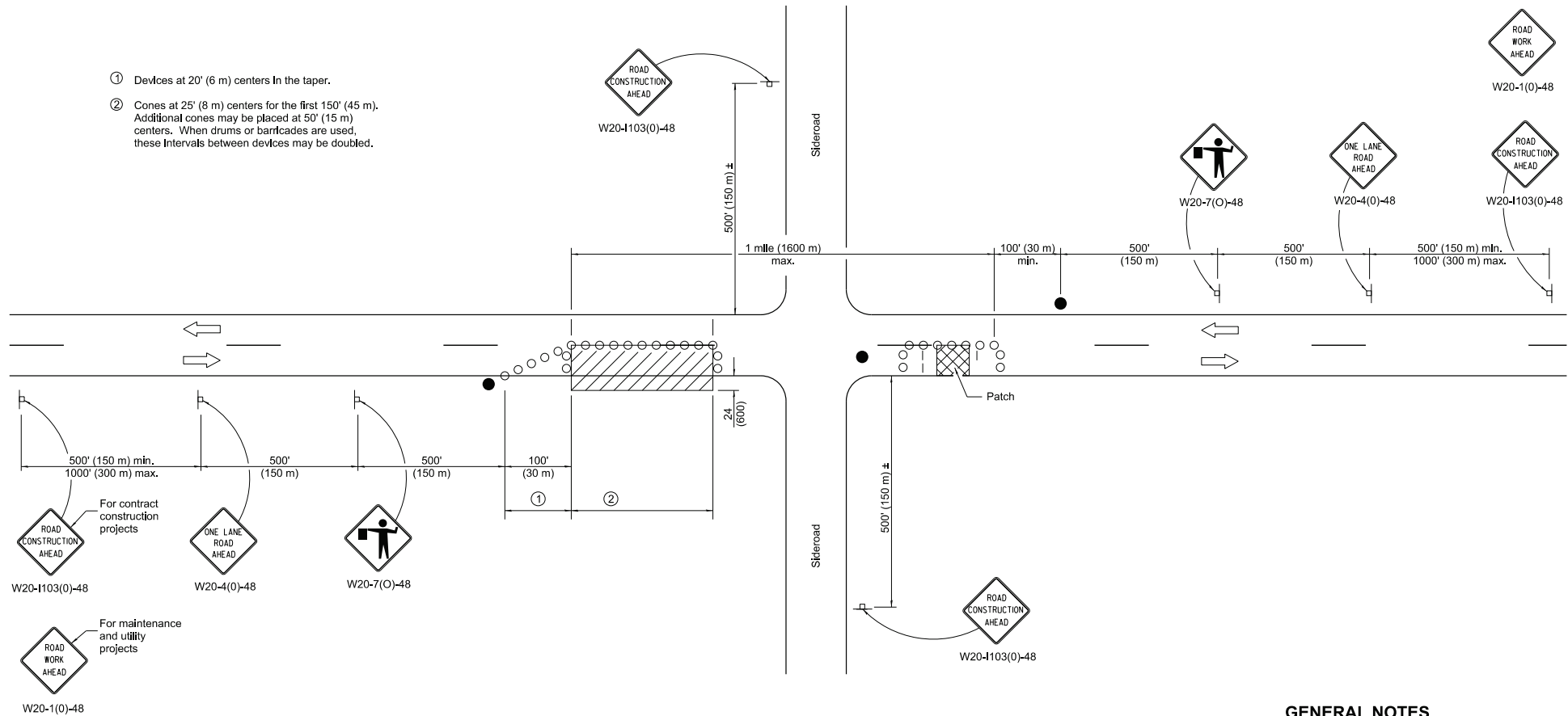
Milled pavement shall be resurfaced within ten calendar days.

The Village will maintain ownership of the milled material and will provide a location where the milled pavement material will be disposed of.

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

Basis of Payment: This work will be paid for at the contract unit price per square yard for HMA SURFACE REMOVAL, 2".

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



TYPICAL APPLICATIONS

Isolated patching
Utility operations
Storm sewer
Culverts
Cable placement

SYMBOLS

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

GENERAL NOTES

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

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

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

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

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

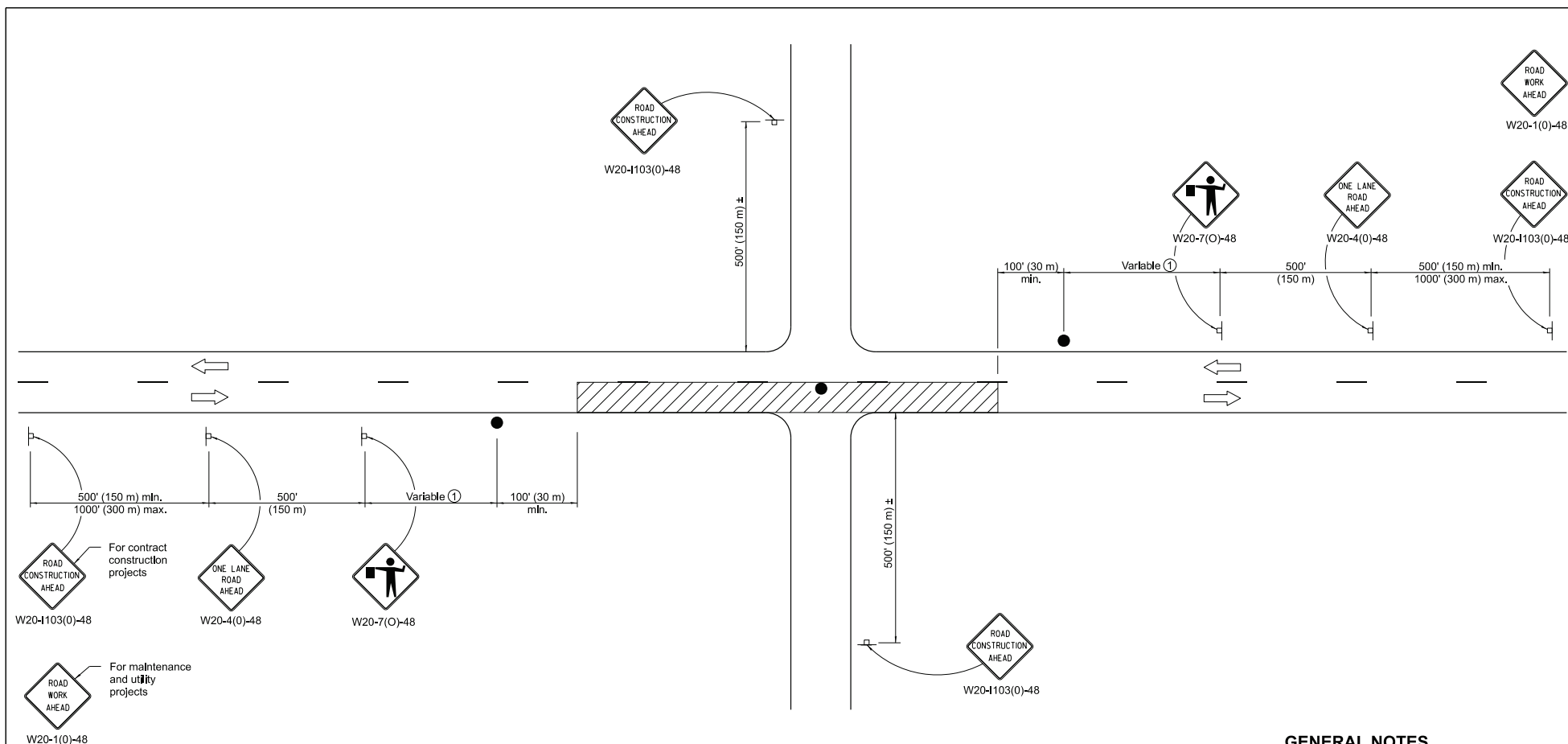
STANDARD 701201-05

Illinois Department of Transportation

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

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-17



TYPICAL APPLICATIONS

Bituminous resurfacing
Milling operations
Utility operations
Shoulder operations

SYMBOLS

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

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

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require an intermittent or continuous moving operation on the pavement where the average speed of movement is greater than $\frac{1}{2}$ mph (1 km/h) and less than 4 mph (6 km/h).

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

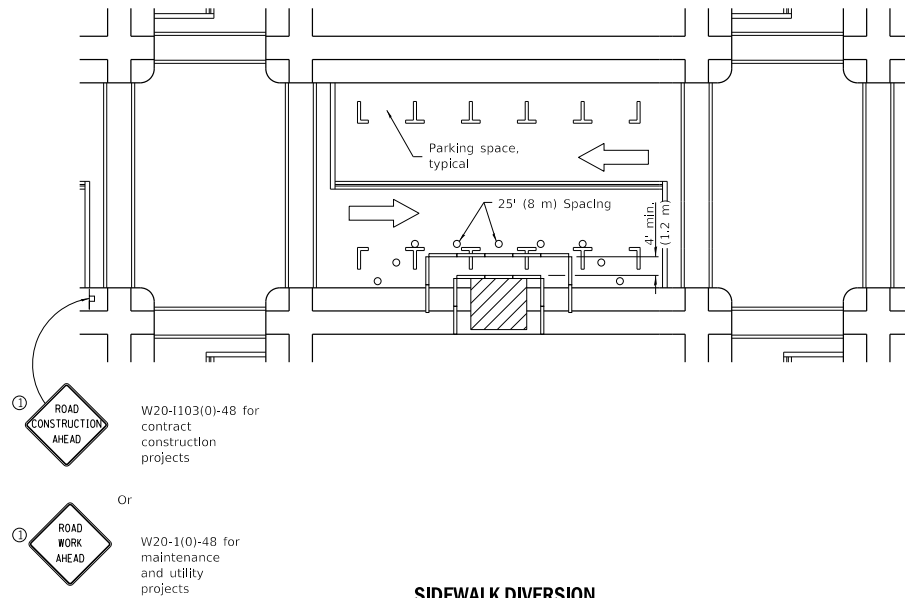
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-18	Revised lower speed limit for operation to $\frac{1}{2}$ mph.
1-1-11	Revised flagger sign.

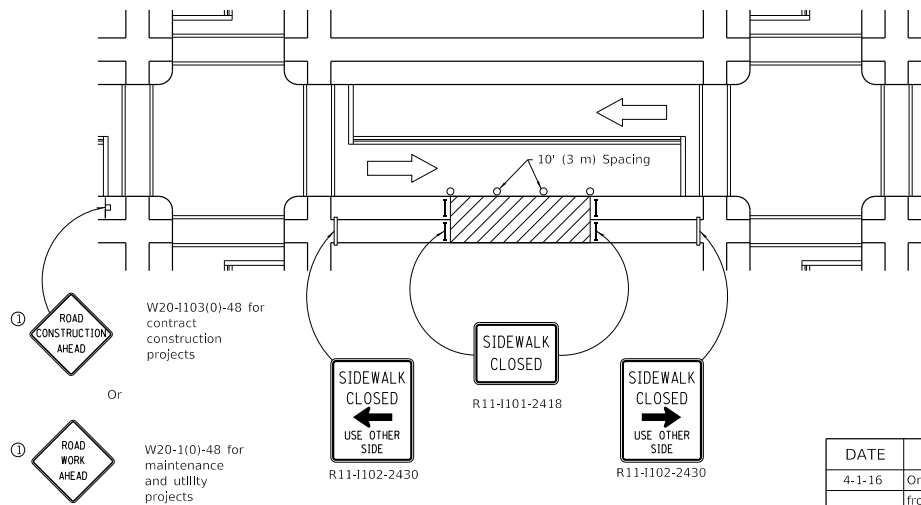
**LANE CLOSURE, 2L, 2W, SLOW
MOVING OPERATIONS DAY ONLY,
FOR SPEEDS ≥ 45 MPH**

STANDARD 701306-04

Illinois Department of Transportation	
APPROVED <i>[Signature]</i> January 1, 2018 ENGINEER OF SAFETY, PROG. AND ENGINEERING	ISSUED 1-1-17
APPROVED <i>[Signature]</i> January 1, 2018 ENGINEER OF DESIGN AND ENVIRONMENT	



SIDEWALK DIVERSION



SIDEWALK CLOSURE

SYMBOLS

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

① Omit whenever duplicated by road work traffic control.

GENERAL NOTES

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

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

Temporary facilities shall be detectable and accessible.

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

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

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

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

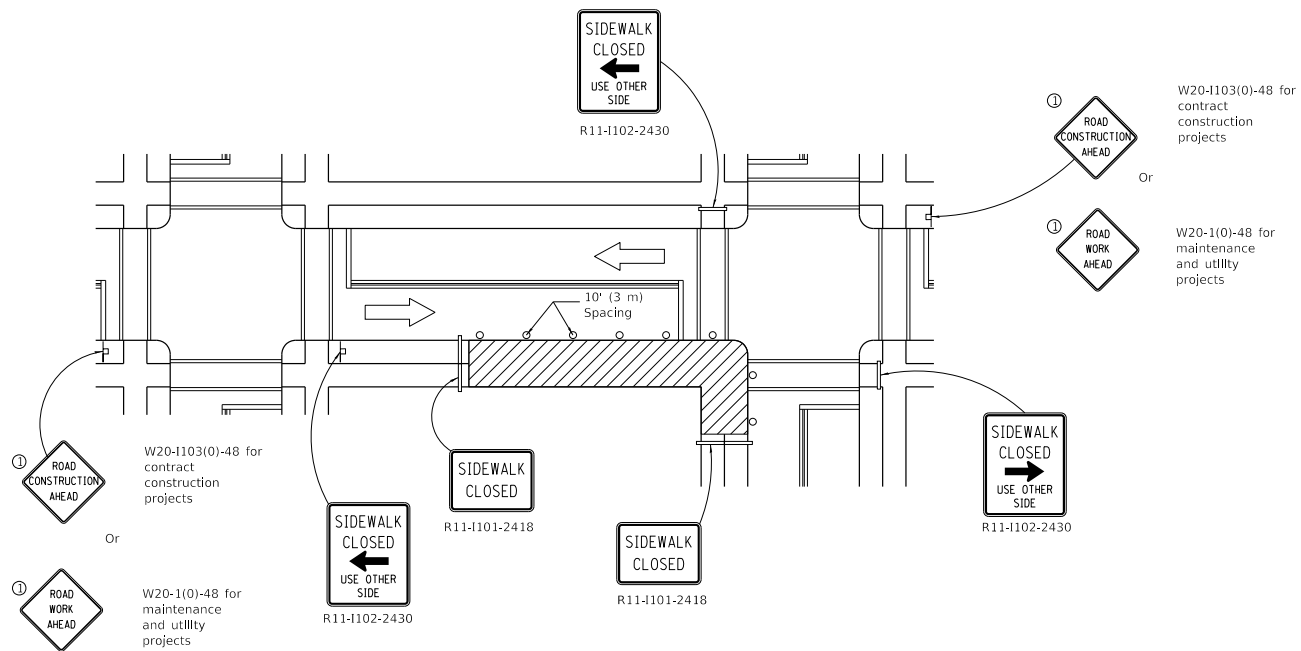
DATE	REVISIONS
4-1-16	Omitted orange safety fence from standard as this is covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION.
	Modified appearance of plan views. Renamed Std.

SIDEWALK, CORNER OR CROSSWALK CLOSURE

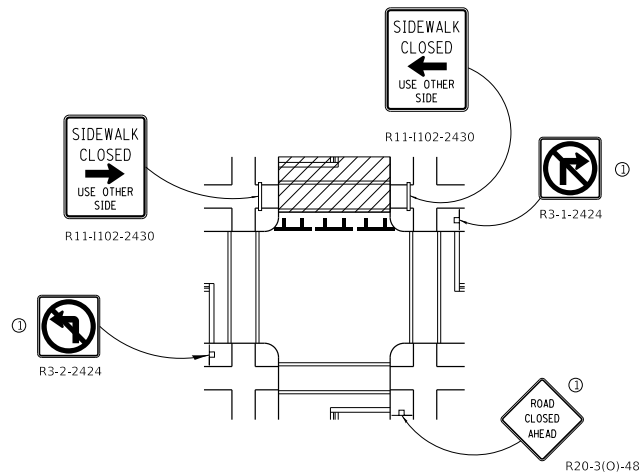
(Sheet 1 of 2)

STANDARD 701801-06

Illinois Department of Transportation		ISSUED 1-1-17
PASSED	April 1, 2016	
 ENGINEER OF SAFETY ENGINEERING		
APPROVED	April 1, 2016	
 ENGINEER OF DESIGN AND ENVIRONMENT		



CORNER CLOSURE



CROSSWALK CLOSURE

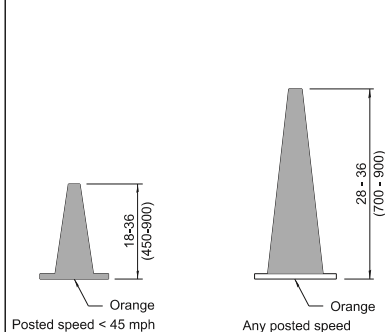
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

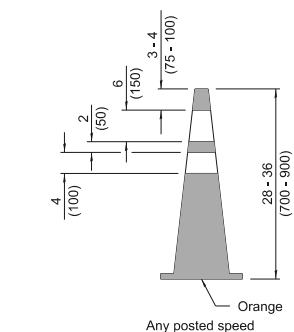
STANDARD 701801-06

Illinois Department of Transportation	
PASSED	April 1, 2016
ENGINEER OF SAFETY ENGINEERING	
APPROVED	April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT	

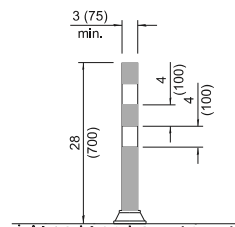
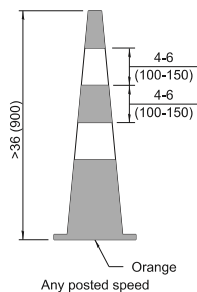
ISSUED 1-1-97



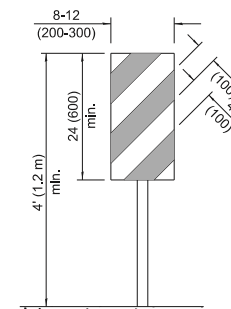
DAYTIME USE



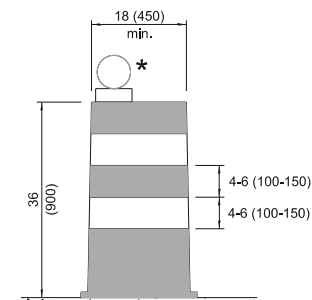
DAY OR NIGHTTIME USE



TUBULAR MARKER

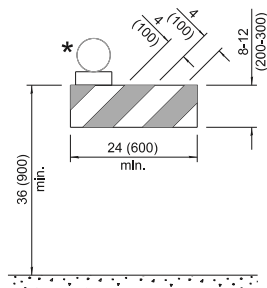


VERTICAL PANEL POST MOUNTED

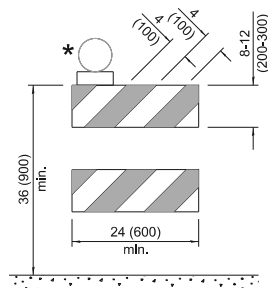


DRUM

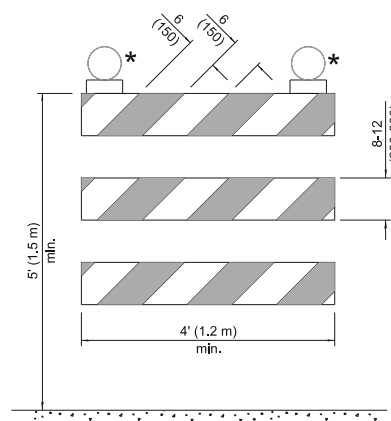
CONES



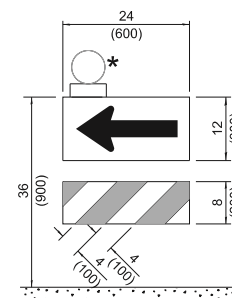
TYPE I BARRICADE



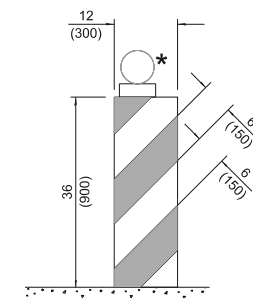
TYPE II BARRICADE



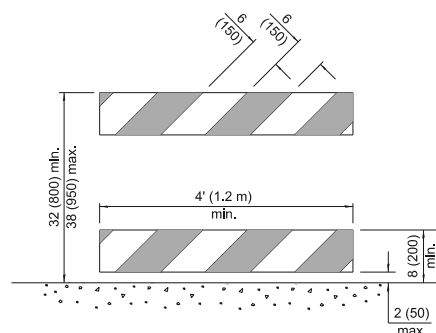
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

★ Warning lights (If required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

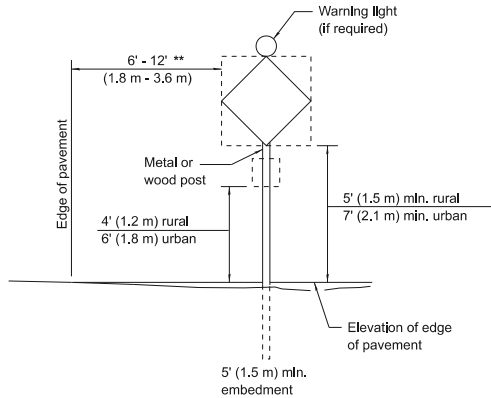
DATE	REVISIONS
1-1-26	Updated Detectable Pedestrian Channelizing Barricade (sht. 1) & Temporary Rumble Strips details (sht. 3)
1-1-25	Updated Temporary Rumble Strip Detail (sht. 3).

TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

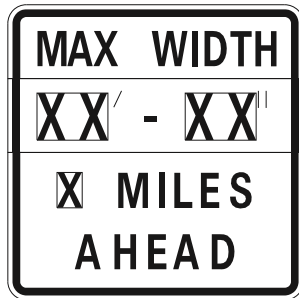
STANDARD 701901-11

APPROVED <i>[Signature]</i> January 1, 2026 ENGINEER OF SAFETY PROG. AND ENGINEERING APPROVED <i>[Signature]</i> January 1, 2026 ENGINEER OF DESIGN AND ENVIRONMENT	ISSUED 1-1-1



POST MOUNTED SIGNS

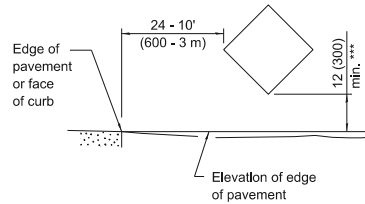
** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



W12-I103-4848

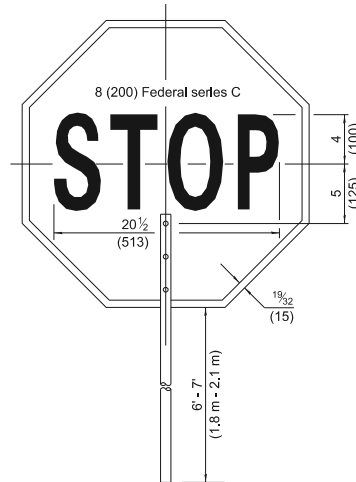
WIDTH RESTRICTION SIGN

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

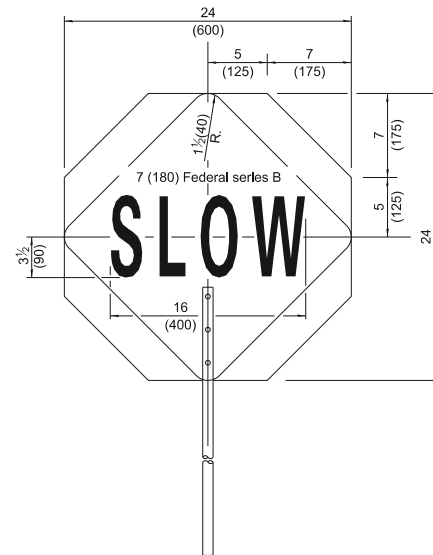


SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.

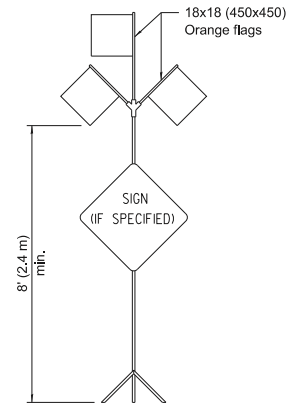


FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN



HIGH LEVEL WARNING DEVICE

ROAD
CONSTRUCTION
NEXT X MILES

END
CONSTRUCTION

G20-I104(0)-6036

G20-I105(0)-6024

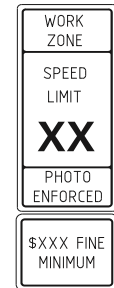
This signing is required for all projects 2 miles (3200 m) or more in length.

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

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

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

WORK LIMIT SIGNING



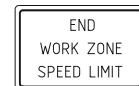
W21-I115(0)-3618

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.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

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

TRAFFIC CONTROL DEVICES

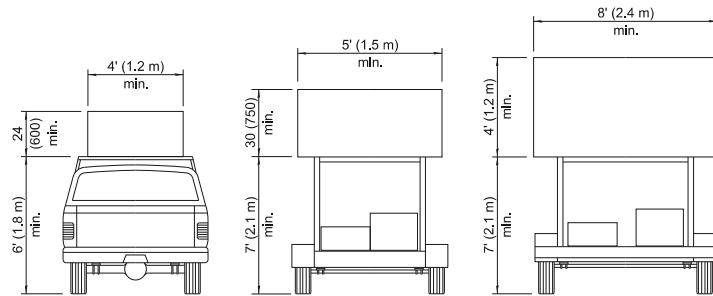
(Sheet 2 of 3)

STANDARD 701901-11

Illinois Department of Transportation

APPROVED January 1, 2026
ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2026
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

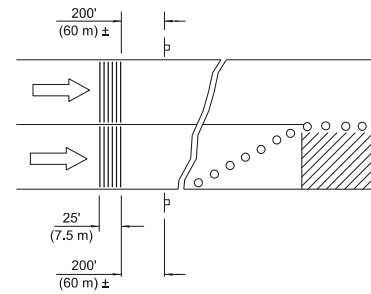


**TYPE A
ROOF
MOUNTED**

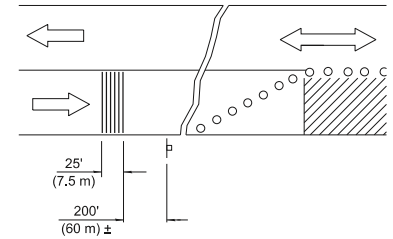
**TYPE B
ROOF OR TRAILER
MOUNTED**

**TYPE C
TRAILER
MOUNTED**

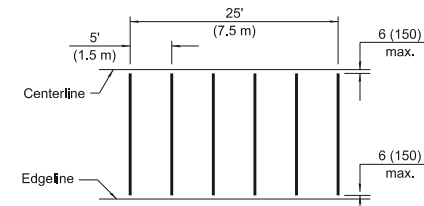
ARROW BOARDS



MULTI-LANE HIGHWAYS

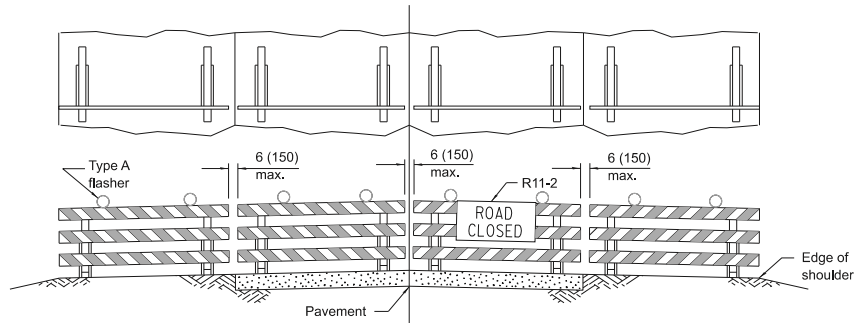


TWO-LANE HIGHWAYS



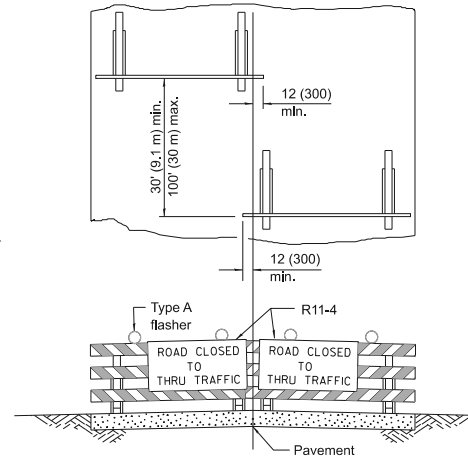
TYPICAL INSTALLATION

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.

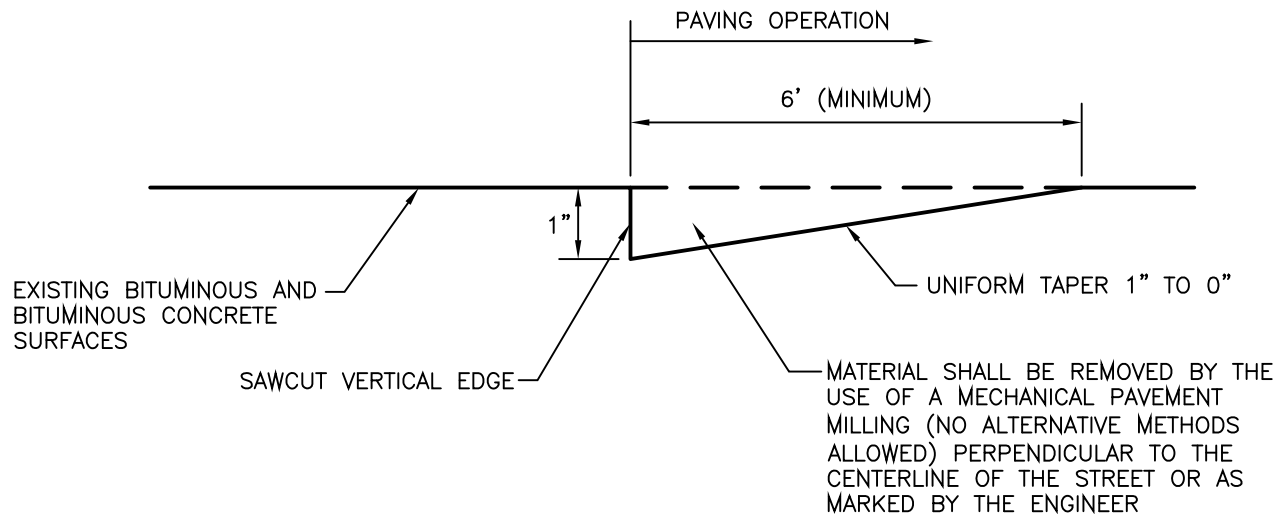
Illinois Department of Transportation	
APPROVED	January 1, 2026
ENGINEER OF SAFETY PROG. AND ENGINEERING	
APPROVED	January 1, 2026
ENGINEER OF DESIGN AND ENVIRONMENT	

ISSUED 1-1-13

**TRAFFIC CONTROL
DEVICES**

(Sheet 3 of 3)

STANDARD 701901-11

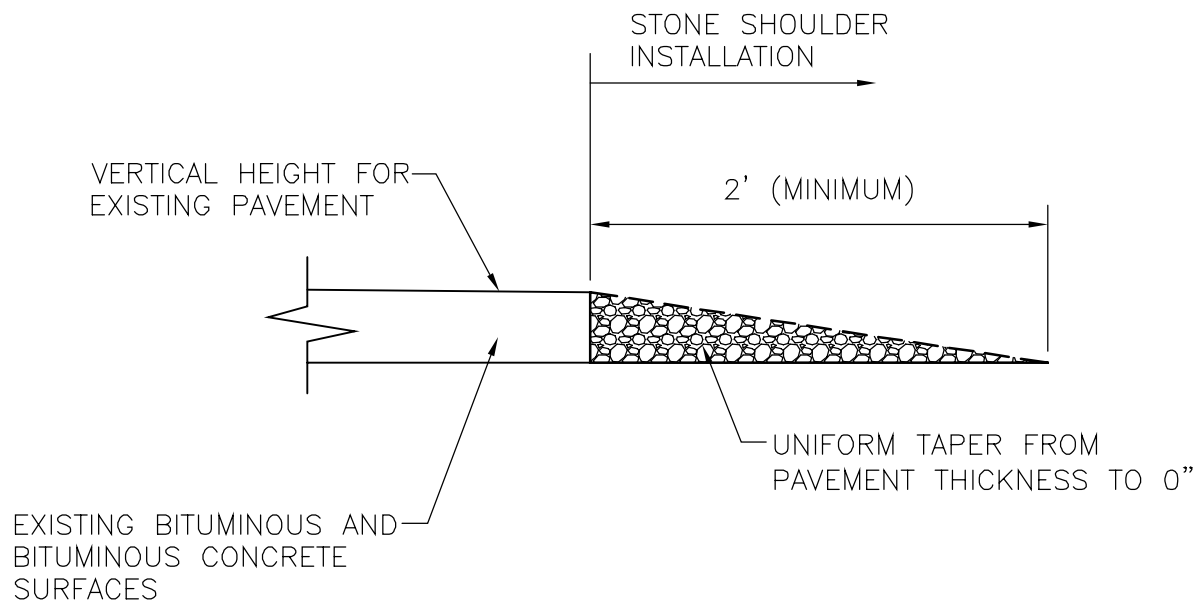


NOTE: IF MATERIAL IS REMOVED TO A DEPTH OF MORE THAN 1" OR DOES NOT MATCH THIS TYPICAL SECTION, THE CONTRACTOR SHALL ADJUST THE HEADER TO THE LINE OF THE TYPICAL SECTION WITH HOT MIX ASPHALT SURFACE COURSE, COMPACTED IN PLACE ON A PRIMED SURFACE.

TYPICAL SECTION

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

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



TYPICAL SECTION
FOR COMPACTED SHOULDER STONE OPERATION
N.T.S.

CHAMLIN & ASSOCIATES, INC.
CONSULTING ENGINEERS & LAND SURVEYORS
PERU ILLINOIS MORRIS

SCALE: NO SCALE

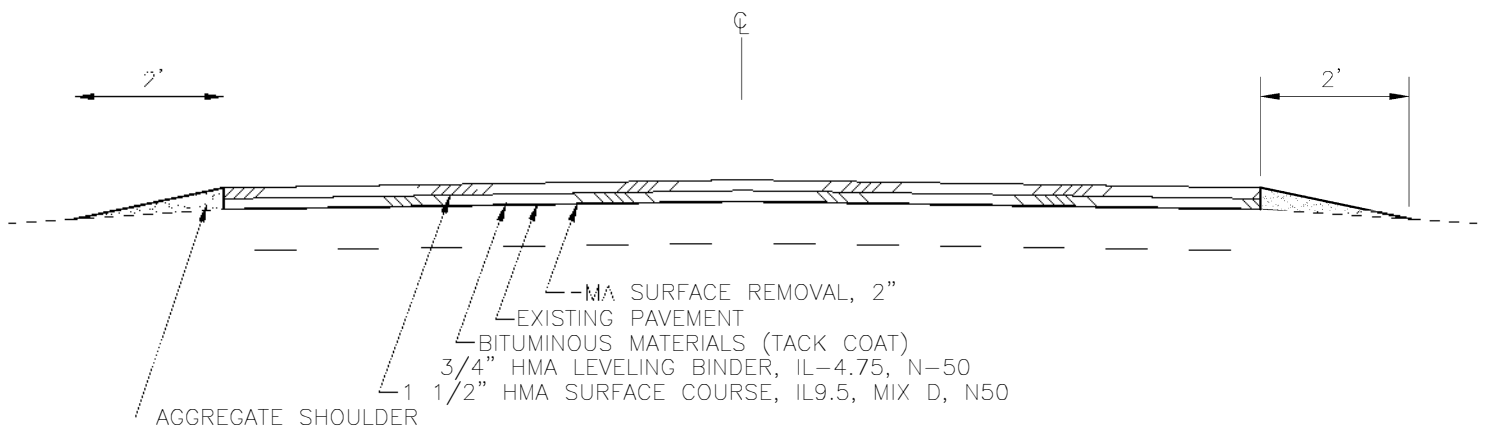
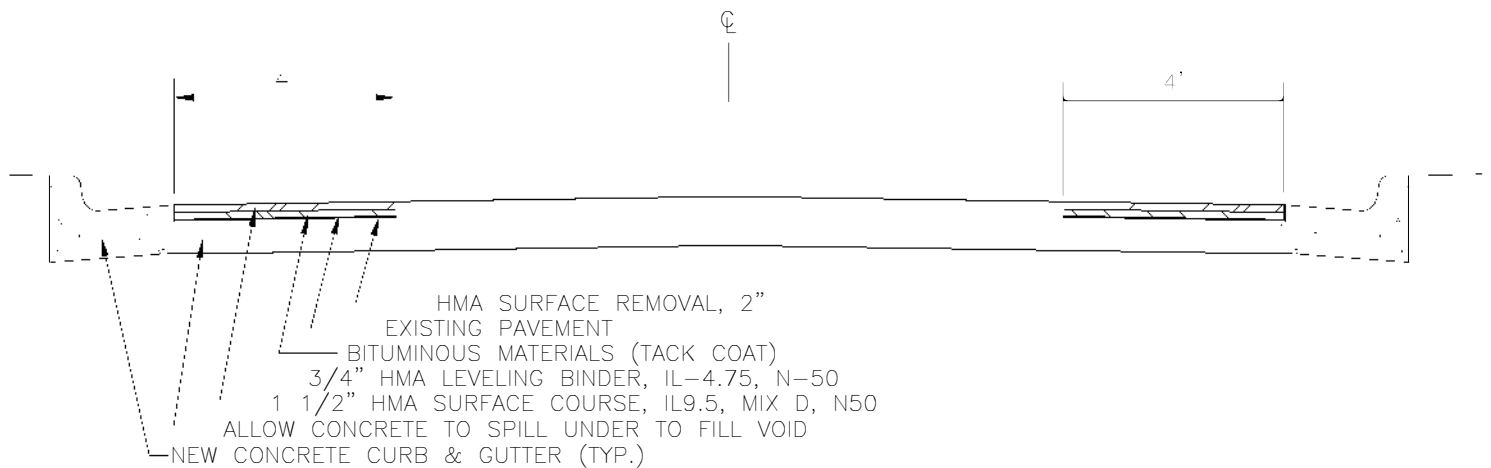
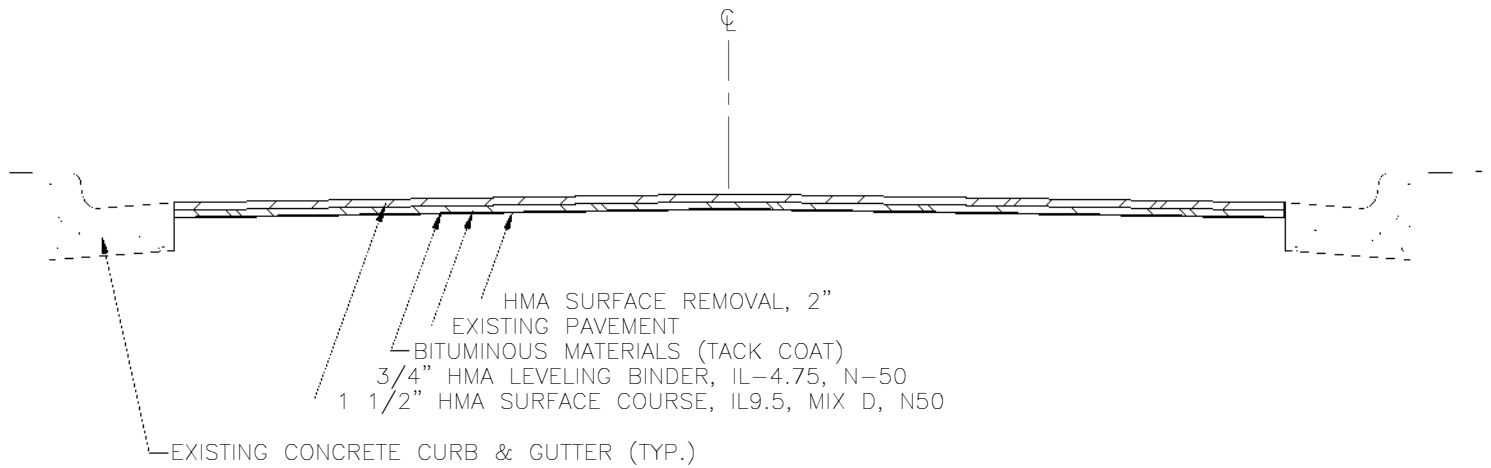
TYPICAL
SECTION

DATE:

DRAWN BY:
RGP

FILE NO.:

TYPICAL SECTIONS



CHAMLIN & ASSOCIATES, INC.
CONSULTING ENGINEERS & LAND SURVEYORS
PERU ILLINOIS MORRIS

SCALE: NONE

TYPICAL SECTIONS

DATE: 5/31/12

DRAWN BY:
RGP

FILE NO.:

REV. 6/23/26

LaSalle 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	N	BLD		55.60	60.60	1.5	1.5	2.0	2.0	18.13	22.92	0.00	1.35	5.40	0.00	0.00
ELECTRICIAN	S	BLD		51.07	56.18	1.5	1.5	2.0	2.0	8.85	13.23	0.00	0.77	0.00	1.15	2.29
ELEVATOR CONSTRUCTOR	All	BLD		60.52	68.09	2.0	2.0	2.0	2.0	16.37	21.76	4.84	0.85		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

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

MILLWRIGHT	All	HWY		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	All	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
OPERATING ENGINEER	All	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	All	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	All	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	All	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	All	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	All	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	All	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	All	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	All	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	All	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	All	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	All	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	All	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
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
PILEDRIIVER	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
PILEDRIIVER	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
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

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

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
TUCK POINTER	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 LASALLE COUNTY

ELECTRICIANS (NORTH) - Townships of Mendota, Meriden, Earl, Adams, Troy Grove, Ophir, Northville, Freedom, Serena, Mission, Dimmick, Waltham, Wallace, Dayton, Rutland, Miller, Manlius, Peru, LaSalle, Utica, Ottawa, South Ottawa, Eden, Vermilion, Deer Park, Farm Ridge.

MILLWRIGHTS (EAST) - The Eastern 1/3 of the county (approx.).

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.

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

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.

COMMUNICATIONS 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.

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

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

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

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

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

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.

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

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 connectin 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.

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

VILLAGE OF SENECA
STREET MAP



4" Patching

Patching
2" Mill & Resurface

Curb & Gutter
Remove & Replace
2" Mill & Resurface

2" Mill &
Resurface

2026 Street Maintenance

CHAMLIN & ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS PERU ILLINOIS MORRIS		
SCALE: 1 = 1000		STREET MAP VILLAGE OF SENECA
DATE: 1/20/06	DRAWN BY: MAB	FILE NO.:

Seneca Bluff Road

